



2035 Statewide Transportation Plan

Aviation

TECHNICAL REPORT

March 2008



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INTRODUCTION

The Colorado aviation system is composed of 76 public-use airports. Of these 76 airports, 14 are commercial-service (such as Denver International Airport and Colorado Springs) and 62 are general-aviation, providing services to private pilots and commercial operations other than regular passenger flights. This system of airports serves a variety of Colorado's transportation needs and provides a vital link in the overall statewide multi-modal transportation system. Colorado's rugged mountains and vast plains require an efficient transportation system to enable quick access to remote and rural locations. The traveling public increasingly relies on aviation to accommodate its transportation needs.

Most of the information in this report is excerpted from the 2005 Colorado Aviation System Plan, Colorado Division of Aeronautics which is available on the web at:

http://www.colorado-aeronautics.org/SystemPlan/Colorado_ExecutiveSummary%201.pdf

VISION

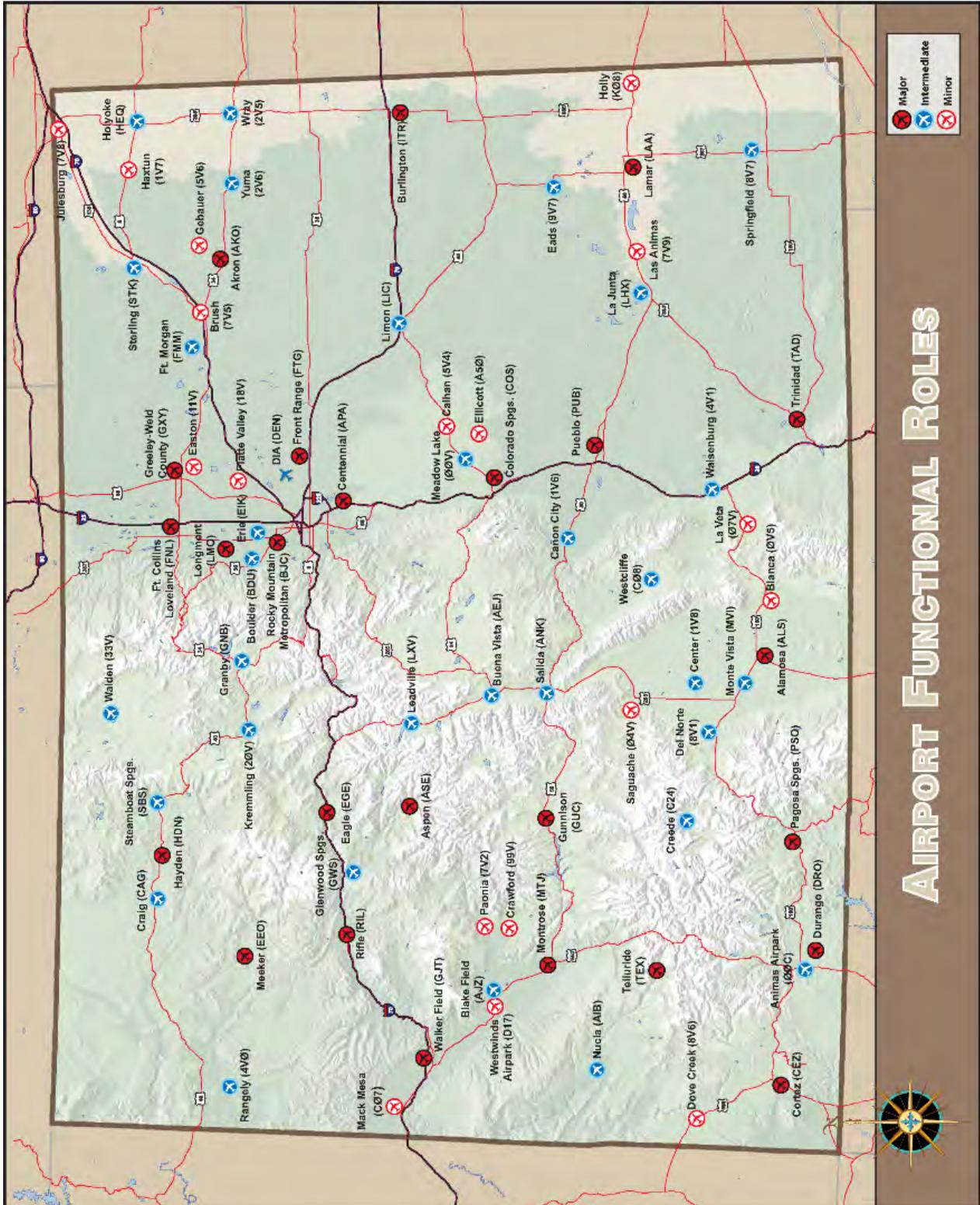
To provide a safe and efficient airport system that maximizes existing investment and meets interstate and intrastate travel and emergency needs while supporting Colorado's diverse economy.

SYSTEM GOALS

To direct Colorado's system of airports toward its vision, six specific goals and performance measures were adopted. These goals are as follows:

| Goal | Performance Measure |
|---|---------------------------|
| Support a system that is adequate to meet current and projected demand | Activity |
| Provide a system that meets future demand while considering community and environmental compatibility | Expansion Potential |
| Have a system of airports that supports economic growth and diversification | Economic Support |
| Provide a system of airports that is convenient and one that supports emergency services | Coverage/Emergency Access |
| Support a system that maximizes investment by optimizing the useful life of existing facilities | Investment |
| Encourage an aviation system that is secure | Security |

COLORADO AIRPORTS



| Airports and Ownership | |
|---|---|
| NAME | Sponsor (Owner) |
| Aspen/Pitkin County Airport | Pitkin County |
| Blake Field | Delta County |
| Blanca Airport | Town of Blanca |
| Boulder Municipal Airport | City of Boulder |
| Brush Municipal Airport | City of Brush |
| Centennial Airport | Arapahoe County Public Airport Authority |
| Central Colorado Regional Airport | Town of Buena Vista |
| Colorado Plains Regional Airport | Town of Akron |
| Colorado Springs Municipal Airport | City of Colorado Springs |
| Cortez/Montezuma County Airport | City of Cortez |
| Craig-Moffat County Airport | Moffat County |
| Cuchara Valley Airport | Town of La Veta |
| Del Norte Municipal Airport | Rio Grande County |
| Denver International Airport | City and County of Denver |
| Durango/La Plata County Airport | City of Durango and La Plata County |
| Eads Airport | Town of Eads |
| Eagle County Regional Airport | Eagle County |
| Erie Municipal Airport | Town of Erie |
| Fort Collins/Loveland Municipal Airpor | City of Loveland and Ft Collins |
| Fort Morgan Municipal Airport | City of Ft Morgan |
| Fremont County Airport | Fremont County |
| Front Range Airport | Front Range Airport Authority |
| Garfield County Regional Airport | Garfield County |
| Glenwood Springs Municipal Airport | City of Glenwood Springs |
| Granby/Grand County Airport | Grand County |
| Grand Junction Regional | Grand Junction Regional Airport Authority |
| Greeley/Weld County Airport | Greeley-Weld County Airport Authority |
| Gunnison-Crested Butte Regional Airport | Gunnison County |
| Harriet Alexander Airport | Chaffee County |
| Haxtun Municipal Airport | Town of Haxtun |
| Holly Airport | Town of Holly |
| Holyoke Municipal Airport | City of Holyoke |
| Hopkins Field | Montrose County |
| Julesburg Municipal Airport | Town of Julesburg |
| Kit Carson County Airport | City of Burlington |
| La Junta Municipal Airport | City of La Junta |
| Lake County Airport | Lake County |
| Lamar Municipal Airport | City of Lamar |
| Las Animas City and County Airport | Las Animas City and Bent County |
| Leach Airport | Saguache County |

| Airports and Ownership | |
|----------------------------------|--------------------------------------|
| NAME | Sponsor (Owner) |
| Limon Municipal Airport | Town of Limon |
| McElroy Field | Grand County |
| Meeker Airport | Rio Blanco County |
| Mineral County Memorial Airport | Mineral County |
| Monte Vista Municipal Airport | City of Monte Vista |
| Montrose Regional Airport | Montrose County |
| North Fork Valley Airport | Delta County |
| Perry Stokes Airport | Las Animas County |
| Pueblo Memorial Airport | City of Pueblo |
| Rangely Airport | Rio Blanco County |
| Rocky Mountain Metropolitan | Jefferson County |
| Saguache Municipal Airport | Saguache County |
| San Luis Valley Regional Airport | City and County of Alamosa |
| Silver West Airport | Custer County |
| Spanish Peaks Airfield | Huerfano County |
| Springfield Municipal Airport | Town of Springfield |
| Steamboat Springs Airport | City of Steamboat Springs |
| Sterling Municipal Airport | City of Sterling |
| Stevens Field | Archuleta County |
| Telluride Regional Airport | Telluride Regional Airport Authority |
| Vance Brand Municipal Airport | City of Longmont |
| Walden/Jackson County Airport | Jackson County |
| Wray Municipal Airport | City of Wray |
| Yampa Valley Regional Airport | Routt County |
| Yuma Municipal Airport | City of Yuma |
| Animas Air Park | Privately Owned |
| Calhan Airport | Privately Owned |
| Colorado Springs East Airport | Privately Owned |
| Crawford Airport | Privately Owned |
| Dove Creek Airport | Privately Owned |
| Easton/Valley View Airport | Privately Owned |
| Gebauer Airport | Privately Owned |
| Mack Mesa Airport | Privately Owned |
| Meadow Lake Airport | Privately Owned |
| Platte Valley Airpark | Privately Owned |
| Westwinds Airpark | Privately Owned |

STATE OF THE AIRPORT SYSTEM

To assist the Colorado Aeronautical Board (CAB) and the Federal Aviation Administration (FAA) in making efficient funding decisions with limited financial resources, the Colorado Aviation System Plan (CASP) was developed and finalized in late 2005. The primary goal of the CASP is to examine the adequacy of Colorado's system of airports and to determine the ability of the system to meet current and future aviation needs. Before the adequacy of the airport system could be measured, it was necessary to first determine each airport's current performance levels and contributions to the overall system.

Five criteria were used to evaluate each airport's functional level. The criteria included:

- Activity – the existing and forecasted level of aviation activity.
- Expandability – each airport's ability to accommodate future air-and land-side facilities.
- Economics – the economic benefit that each airport provides the community it serves.
- Coverage/Emergency – each airport's ability to serve a distinct geographic area and to support health services where no or limited hospital services are available.
- Investment – the level of investment that historically has taken place at each airport.

Based on a rating and ranking process using these criteria, the system airports were divided into three functional levels: major, intermediate and minor. Performance measures have been developed within each airport functional level, with the highest standards set for the major airport category and the lowest set for the minor airport category. The CAB and the FAA then use the airport functional roles and performance measures developed within each functional level as a tool to help determine future funding decisions.

SYSTEM COMPLIANCE RATINGS

A compliance rating by airport functional level and for the system as a whole has been created to show whether Colorado's existing airport system is meeting the benchmarks identified for each of the five system performance measures. Some benchmarks used in this analysis are informational in nature, while others suggest follow-up actions to improve the performance of the system.

| System Compliance Ratings | | | | |
|--------------------------------|-------|--------------|-------|----------------------------|
| ACTIVITY ACCOMMODATION | MAJOR | INTERMEDIATE | MINOR | Applicable SYSTEM Airports |
| Capacity | 92% | 100% | 100% | 97% |
| EXPANSION POTENTIAL | | | | |
| Master Plan / ALP | 92% | 87% | 22% | 80% |
| Part 77 | 92% | 61% | 11% | 66% |
| ECONOMIC SUPPORT | | | | |
| Precision Approach | 56% | N/A | N/A | 56% |
| Published Instrument Approach | 96% | 38% | N/A | 63% |
| Jet Fuel | 100% | N/A | N/A | 100% |
| Fuel | 100% | 84% | N/A | 91% |
| Business park | | | | |
| Rental Car | 96% | N/A | N/A | 96% |
| Ground Transportation Services | 96% | 72% | N/A | 82% |
| Jet Activity | 100% | 81% | 17% | 72% |
| More than \$1M Econ. Impact | 100% | 69% | 0% | 63% |
| EMERGENCY AND USER COVERAGE | | | | |
| On-Site Weather | 100% | 63% | N/A | 79% |
| Emergency Jet | 80% | N/A | N/A | 80% |
| Emergency Twin | 96% | 25% | N/A | 56% |
| PRIOR INVESTMENT | | | | |
| Facilities /Service | | | | |
| Airport Reference Code | | | | |
| Runway Length | 72% | 53% | N/A | 61% |
| Pavement Condition Index (PCI) | 80% | 69% | 11% | 59% |

Source: 2005 Aviation System Plan

The information in the table shows that major airports are generally highly compliant with system benchmarks and that intermediate airports are generally compliant. For the system as a whole, for most benchmarks, at least 50 percent of system airports are meeting established measures. To increase performance of the Colorado airport system, the CASP identifies projects that should be considered to "raise the bar" and enable system airports to more adequately meet the benchmarks established in the plan.

PASSENGER ENPLANEMENTS

Colorado's 14 commercial-service airports form the backbone of the state's aviation system with passenger boardings estimated at 23 million in 2005 and projected to double by 2035. Denver International Airport (DIA) is among the busiest airports in the nation for both passengers and freight; air cargo shipments are also projected to double in the coming decades. In 2006, DIA ranked 5th nationally in the number of boardings.

From information obtained from the FAA, passenger enplanements in Colorado have increased steadily (a passenger enplanement is one passenger boarding a commercial aircraft). In 1996, there were 18,471,845 passenger enplanements. In 2005, the enplanement totals rose by 23% to 22,814,837. Not only does the statewide aviation system play a key role in the transportation network, it also generates billions of dollars in economic benefits, including thousands of jobs.

| 2005 Enplanements at Colorado Airports | | |
|--|------------------------|---------------|
| Airport | Passenger Enplanements | Percent Share |
| Pueblo | 3,000 | 0.01% |
| Alamosa | 6,000 | 0.03% |
| Cortez | 9,300 | 0.04% |
| Telluride | 19,600 | 0.08% |
| Loveland | 33,700 | 0.14% |
| Gunnison | 45,400 | 0.19% |
| Montrose | 79,600 | 0.34% |
| Durango | 101,400 | 0.43% |
| Hayden | 131,100 | 0.55% |
| Grand Junction | 157,100 | 0.66% |
| Aspen | 198,400 | 0.84% |
| Eagle | 215,500 | 0.91% |
| Colorado Springs | 1,030,800 | 4.34% |
| Denver | 21,693,757 | 91.44% |

AIR FREIGHT

Colorado airports serve an important and growing function in goods movement. The ability to ship cargo to and from airports in Colorado is important for on time delivery of time sensitive products and for regional economic development. The nature of air freight shipping dictates that, while volumes are much less than that shipped on other modes, the proportionate value is much greater. This characteristic is highlighted by the results of the *2002 Colorado Commodity Flow Survey* presented earlier in this report. These data indicate that, based on weight, only an insignificant amount of commodities is shipped by air; however, based on value, that share increases to 7.5 percent of the total.

Detailed airfreight data currently is not maintained on a system-wide level. The Division of Aeronautics has completed an update to the Colorado 2005 Aviation System Plan, to include projected needs through 2030. Additional projections were completed for the purpose of this report. Recognizing the growing demand for air cargo, the Division of Aeronautics will be compiling such information in the future.

The update includes an examination of air freight movements throughout Colorado airports. According to information obtained from Denver International Airport (DIA), cargo shipments at that airport are anticipated to grow roughly 4.5% annually from 359,000 tons in 2003 to 1.47 million tons by 2035. In 2006, DIA ranked 19th in the nation in cargo landed weight

It should be noted that the Eastern Colorado Mobility Study, Colorado Department of Transportation, 2001, recommended specific air cargo facility improvements at DIA, Front Range Airport and the Colorado Springs Municipal Airport to support air freight development in the region. Other airports across the state could benefit from similar improvements.

ECONOMIC IMPACTS OF THE AVIATION SYSTEM

According to a 2003 study, Colorado's public-use airports generate \$23.5 billion in annual economic activity and are responsible for more than 280,000 jobs and nearly \$10 billion in yearly wages. While all of Colorado's public-use airports provide important economic benefits to their communities, Colorado's 14 commercial-service airports form the backbone of the state's aviation system. These airports produce more than \$21 billion in economic activity each year, including \$9 billion in payroll for 260,000 employees. Colorado's general-aviation airports also provide an extensive network of aviation facilities that serve business and recreational users across the state. These airports produce more than \$1.5 billion in annual economic activity. General-aviation airports and their associated activity account for a total annual payroll of nearly \$645 million and employ more than 19,000 people.

The statewide aviation system plays a key role in the transportation network, generating billions of dollars in economic benefits, including thousands of jobs. Colorado's public-use airports generate \$23.5 billion in annual economic activity and are responsible for more than 280,000 jobs and nearly \$10 billion in yearly wages including \$1.5 billion in economic activity, 19,000 jobs and \$645 million in salaries from general aviation airports. To meet future aviation demands and ensure a healthy and diverse economy in the years to come, continued investment in Colorado's airport system on the local, state and federal levels will be necessary. Federal and state funds are available for use at commercial and publicly owned general aviation airports.

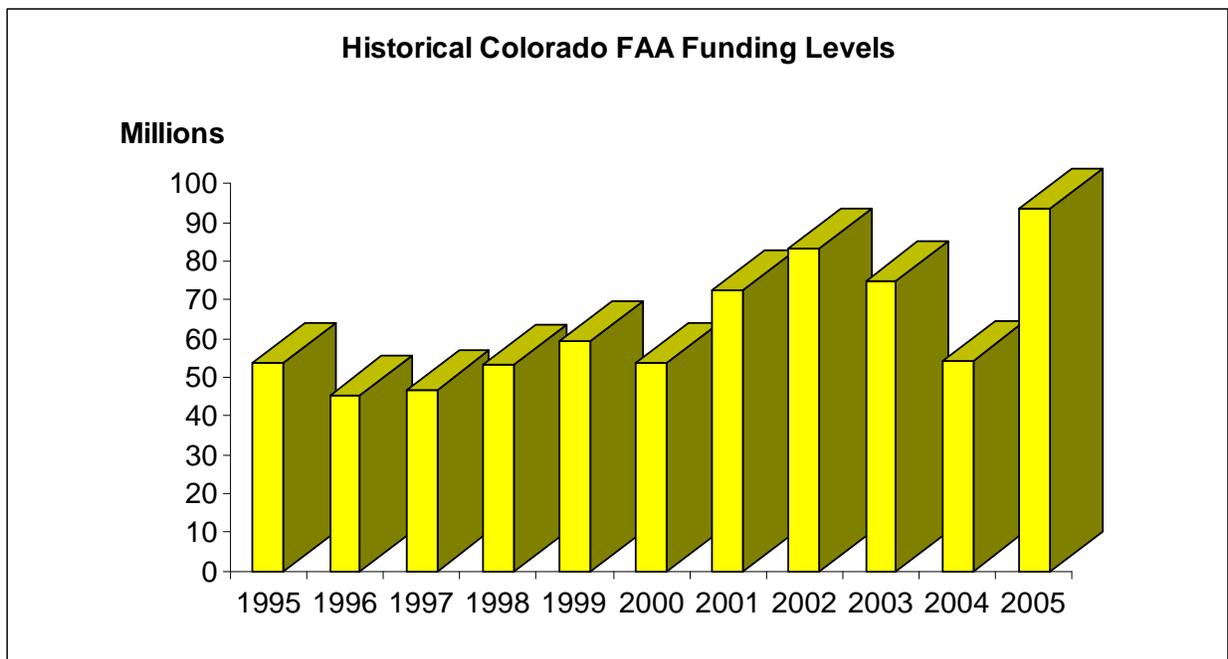
AIRPORT REVENUES/FUNDING

A majority of airports throughout Colorado are owned and operated by local governments. Government grant funding assistance for these airports comes primarily from the CAB and the FAA. The FAA provides up to 95 percent of eligible airport improvements and development costs. To be eligible for FAA grant funding, airports must be identified as essential to a balanced national air transportation system. The National Plan of Integrated Airport System (NPIAS) has identified 49 Colorado airports as being eligible for grant funding under the FAA Airport Improvement Program (AIP). A four-year transportation-funding bill titled “Vision 100 – Century of Aviation Reauthorization Act” was passed in December 2003 covering 2004-2007.

The FAA provides four funding categories for airports in Colorado. The first category consists of Primary Entitlement Funds, which are granted to commercial service airports that enplane more than 10,000 passengers annually. These airports receive an annual entitlement amount each year for capital development projects based on the total number of enplaned passengers for each airport. The minimum entitlement under Vision 100 is \$1 million. These airports can also compete for the second category of federal funds, FAA Discretionary Funds, on a priority basis within the FAA’s Northwest Mountain Region (Wyoming, Washington, Utah, Colorado, Montana, Oregon and Idaho).

In addition to commercial-service entitlement funds, there is now a category of entitlement funds for general-aviation (non-primary) airports. Thirty-eight general-aviation airports in Colorado are eligible to receive \$150,000 each on an annual basis from this fund. These airports are allowed to accrue their annual entitlement funds for up to four years, resulting in more significant capital improvement projects. Colorado airports have historically received an average of \$5.7 million in general aviation entitlement funds, totaling approximately \$22.8 million over the life of “Vision 100.”

HISTORICAL COLORADO FAA FUNDING LEVELS*



The third category of FAA funding, State Apportionment Funds, are used for capital development projects at both general-aviation and commercial-service airports where enplanements are less than 10,000 passengers annually. Colorado receives approximately \$6 million annually to fund projects at those 38 airports eligible to compete for state apportionment funding.

The fourth category of FAA funding is Discretionary Funds. Discretionary funding is available for projects with the highest priority within the state apportionment category throughout the FAA Northwest Mountain Region. Airports can apply and compete for FAA grants as often as needed.

State funding for the aviation system comes through discretionary grants from the CAB. The Colorado Aviation Fund is financed through a portion of state sales and excise taxes on aviation fuel. Revenues collected from these taxes are distributed annually through local grants from the CAB. State funding averages \$3 million annually and may be used for any airport that is open for public use. With limited financial resources available for Colorado airports, it is a constant challenge to maintain the current system's facility needs and meet safety standards. Airports can apply for state Discretionary Funds on an annual basis.

In addition to the traditional local, state and federal aviation grant funding programs, the Colorado Department of Transportation has created the State Infrastructure Bank low-interest revolving loan fund. This innovative financing tool was established by state legislation in 1998 and Colorado Transportation Commission resolution in 1999. To date, the aviation account has loaned more than \$10 million to nine airports, and those loans have leveraged another \$70 million in federal funds. The success of this program was recognized by a Transportation Finance Task Force report to Gov. Bill Owens. The task force recognized the value this program has brought to the aviation community and recommended that legislation be considered to fund this program.

2035 AVIATION PLAN

In preparation for the 2035 Colorado Transportation Plan update, the Division of Aeronautics worked with each airport to determine long-range needs. This resulted in both a Vision Plan for all necessary improvements and a Constrained Plan to match needs with available funding. The following table contains those estimates for each Transportation Planning Region and airport.

Total needs were estimated at \$8.7 billion; estimated funding from all sources for improvements totals about \$6.4 billion.

| 2035 Aviation Plan | | | |
|---------------------|--|------------------------------|-------------------------|
| TPR | Airport | Plan Amount (\$2008 Dollars) | |
| | | Vision | Constrained |
| Pikes Peak Area | Colorado Springs | \$355,984,992.41 | \$215,000,000.00 |
| | Meadow Lake (Colorado Springs) | \$43,436,562.00 | \$10,000,000.00 |
| | Ellicott Airport | \$702,501.00 | \$0.00 |
| | Total | \$400,124,055.41 | \$225,000,000.00 |
| Greater Denver Area | Centennial | \$126,911,331.00 | \$22,000,000.00 |
| | Front Range | \$142,764,292.37 | \$21,000,000.00 |
| | Rocky Mountain Metro | \$217,518,144.00 | \$24,000,000.00 |
| | Boulder | \$27,894,175.50 | \$11,500,000.00 |
| | Longmont | \$11,629,869.00 | \$8,000,000.00 |
| | DIA | \$5,872,900,000.00 | \$5,353,400,000.00 |
| | Total | \$6,399,617,811.00 | 5,439,900,000.00 |
| North Front Range | Greeley-Weld County | \$14,050,284.00 | \$12,000,000.00 |
| | Ft. Collins/Loveland | \$51,999,993.00 | \$38,000,000.00 |
| | Total | \$66,050,277.00 | \$50,000,000.00 |
| Pueblo | Pueblo Airport (Pueblo) | \$173,215,164.00 | \$22,000,000.00 |
| | Total | \$173,215,164.00 | \$22,000,000.00 |
| Grand Valley | Mack Mesa | \$508,750.50 | \$0.00 |
| | Walker Field | \$95,535,033.00 | \$48,000,000.00 |
| | Total | \$96,043,783.50 | \$48,000,000.00 |
| Eastern | Kit Carson County (Burlington) | \$13,401,446.00 | \$10,000,000.00 |
| | Limon Municipal (Limon) | \$12,085,989.00 | \$8,000,000.00 |
| | Sterling Municipal (Sterling) | \$38,971,503.00 | \$15,000,000.00 |
| | Holyoke Municipal (Holyoke) | \$11,661,873.00 | \$8,000,000.00 |
| | Haxtun Municipal (Haxtun) | \$9,487,810.00 | \$500,000.00 |
| | Julesburg Municipal (Julesburg) | \$1,894,936.00 | \$500,000.00 |
| | Colorado Plains Regional (Akron) | \$21,968,252.00 | \$11,500,000.00 |
| | Gebauer (Akron) | \$210,000.00 | \$0.00 |
| | Yuma Municipal (Yuma) | \$40,147,764.00 | \$11,500,000.00 |
| | Wray Municipal (Wray) | \$9,027,248.00 | \$7,000,000.00 |
| Total | \$158,856,819.00 | \$72,000,000.00 | |
| Southeast | Springfield Municipal (Springfield) | \$10,462,868.00 | \$500,000.00 |
| | Holly Airport (Holly) | \$477,318.00 | \$0.00 |
| | Las Animas Airport (Las Animas) | \$6,302,217.00 | \$250,000.00 |
| | Eads Airport (Eads) | \$2,237,400.00 | \$500,000.00 |
| | La Junta Municipal (La Junta) | \$55,811,999.00 | \$11,500,000.00 |
| | Lamar Municipal (Lamar) | \$33,566,871.00 | \$11,500,000.00 |
| | Total | \$108,858,673.00 | \$24,250,000.00 |
| San Luis Valley | San Luis Valley Regional (Alamosa) | \$13,113,953.00 | \$11,500,000.00 |
| | Blanca Airport (Blanca) | \$1,871,705.00 | \$250,000.00 |
| | Central Colorado Regional (Buena Vista) | \$11,492,496.00 | \$8,000,000.00 |
| | Leach Field (Center) | \$3,116,700.00 | \$500,000.00 |
| | Mineral County Memorial Airport (Creede) | \$4,263,980.00 | \$500,000.00 |
| | Del Norte Municipal (Del Norte) | \$14,871,402.00 | \$1,250,000.00 |
| | Monte Vista Municipal (Monte Vista) | \$23,154,441.00 | \$11,500,000.00 |
| | Harriet Alexander Airport (Salida) | \$10,056,002.00 | \$9,000,000.00 |
| | Saguache Municipal (Saguache) | \$1,991,330.00 | \$500,000.00 |
| Total | \$83,932,007.00 | \$43,000,000.00 | |

| 2035 Aviation Plan (cont'd) | | | |
|-----------------------------|---|------------------------------|------------------------|
| TPR | Airport | Plan Amount (\$2008 Dollars) | |
| | | Vision | Constrained |
| Gunnison Valley | Crawford Airport (Crawford) | \$365,001 | \$0 |
| | Blake Field (Delta) | \$10,856,595 | \$8,000,000 |
| | Westwinds Airpark (Delta) | \$422,501 | \$0 |
| | Gunnison/Crested Butte (Gunnison) | \$50,920,063 | \$35,000,000 |
| | Montrose Regional Airport (Montrose) | \$36,269,862 | \$30,000,000 |
| | Hopkins Field (Nucla) | \$29,731,167 | \$11,500,000 |
| | North Fork Valley (Paonia) | \$6,074,564 | \$500,000 |
| | Telluride Regional (Telluride) | \$169,828,056 | \$55,000,000 |
| | Total | \$304,467,807 | \$140,000,000 |
| Southwest | Dove Creek Airport (Dove Creek) | \$430,000 | \$0 |
| | Stevens Field (Pagosa Springs) | \$30,250,240 | \$15,000,000 |
| | Durango/La Plata County (Durango) | \$101,508,029 | \$52,000,000 |
| | Animas Airpark (Durango) | \$2,105,625 | \$500,000 |
| | Cortez Municipal (Cortez) | \$44,570,537 | \$14,000,000 |
| | Total | \$178,864,430 | \$81,500,000 |
| Intermountain | Eagle County Regional (Eagle) | \$106,025,594 | \$53,000,000 |
| | Aspen/Pitkin County (Aspen) | \$114,084,479 | \$54,000,000 |
| | Garfield County Regional (Rifle) | \$80,036,198 | \$40,000,000 |
| | Lake County Airport (Leadville) | \$38,227,500 | \$11,500,000 |
| | Glenwood Spgs. Municipal (Glenwood Spgs.) | \$2,229,501 | \$500,000 |
| | Total | \$340,603,271 | \$159,000,000 |
| Northwest | Granby/Grand County (Granby) | \$30,945,192 | \$11,500,000 |
| | McElroy Field (Kremmling) | \$38,792,277 | \$11,500,000 |
| | Walden/Jackson County (Walden) | \$6,400,691 | \$1,250,000 |
| | Craig/Moffat County (Craig) | \$16,432,865 | \$10,000,000 |
| | Meeker Airport (Meeker) | \$29,378,181 | \$11,500,000 |
| | Rangely Airport (Rangely) | \$36,268,344 | \$11,500,000 |
| | Yampa Valley Regional (Hayden) | \$51,181,149 | \$40,000,000 |
| | Bob Adams Field (Steamboat Springs) | \$22,083,389 | \$11,500,000 |
| | Total | \$231,482,087 | \$108,750,000 |
| Upper Front Range | Brush Municipal (Brush) | \$10,611,818 | \$500,000 |
| | Erie Municipal (Erie) | \$8,548,430 | \$6,000,000 |
| | Ft. Morgan Municipal (Ft. Morgan) | \$47,206,631 | \$11,500,000 |
| | Platte Valley Airpark (Hudson) | \$673,626 | \$0 |
| | Easton-Valley View (Greeley) | \$422,500 | \$0 |
| | Total | \$67,463,003 | \$18,000,000 |
| Central Front Range | Silver West Airport (Westcliffe) | \$17,799,758 | \$500,000 |
| | Calhan Airport (Calhan) | \$457,375 | \$0 |
| | Fremont County Airport (Canon City) | \$42,056,582 | \$11,500,000 |
| | Total | \$60,313,714 | \$12,000,000 |
| South Central | Cuchara Valley (La Veta) | \$5,658,141 | \$500,000 |
| | Spanish Peaks (Walsenburg) | \$27,797,076 | \$11,500,000 |
| | Perry Strokes (Trinidad) | \$28,578,510 | \$11,500,000 |
| | Total | \$62,033,727 | \$23,500,000 |
| Total Colorado | | \$ 8,731,926,629 | \$6,466,900,000 |

CONCLUSION

The total cost of aviation needs anticipated through 2035 is estimated at \$8.7 billion, including funds that go directly to Denver International Airport and Colorado Springs Municipal Airport. A detailed list of airport needs can be found within each of the plans prepared by the 15 Transportation Planning Regions for the 2035 Statewide Transportation Plan.

Colorado is currently well-served by a strong system of commercial and general aviation airports that supports the state, its residents, businesses and visitors in many ways. To meet future aviation demands and ensure a healthy and diverse economy in the years to come, continued investment in Colorado's airport system on the local, state and federal levels will be necessary.