PROJECT FUNDING

The project has been broken into four phases to allow for incremental development that aligns program needs with funding. These are total project budgets which include construction, soft and contingency costs. All projects are proposed to be developed through revenues generated through the airport – no tax payer funding is anticipated.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>ROM 2020 Costs</th>
<th>Escalated Cost</th>
<th>AIP Eligible (4)</th>
<th>PFC Eligible</th>
<th>CFC Eligible</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1</td>
<td>2020</td>
<td>$2,950,000</td>
<td>$3,700,000</td>
<td>100%</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Phase 2</td>
<td>2021</td>
<td>$3,570,000</td>
<td>$4,370,000</td>
<td>100%</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Phase 3</td>
<td>2022</td>
<td>$4,200,000</td>
<td>$5,000,000</td>
<td>100%</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Phase 4</td>
<td>2023</td>
<td>$4,850,000</td>
<td>$5,700,000</td>
<td>100%</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

(1) Escalated costs are the cost of the project at the anticipated year of construction based on 2020 construction costs with a 3% annual inflation rate.

(2) Phase 2 also includes the Rental Car Quick Turn Around Facility

(3) All proposed development to be funded through airport revenues.

(4) 10% local match will be required for AIP funds.

NEXT STEPS

CURRENT PROJECT

☐ ADOPTION OF THE TAP: JUNE 2020
☐ UPDATING THE ALP: JULY 2020

FUTURE WORK

☐ ENPLANEMENT UPDATE AND IMPLEMENTATION PLANNING: 2021/22
☐ COMPREHENSIVE FUNDING STRATEGY: 2021/22
☐ ALL PROPOSED DEVELOPMENT TO BE FUNDED THROUGH AIRPORT REVENUES
☐ TERMINAL EXPANSION DESIGN: 2022/23
☐ TERMINAL EXPANSION PHASE 1 (OR PHASE 1 REDUCED): 2024
The Durango La Plata County Airport (DRO) has prepared a Terminal Area Plan (TAP). The TAP was established to understand how the civil and building facilities in the terminal area need to be developed to meet the needs of DRO over a 20-year planning period.

**PROPOSED SITE PLAN**

The area around the terminal is divided between landside and airside. Landside site improvements are primarily designed to increase parking areas and create a more efficient road system. Airside site improvements are to expand the aircraft ramp, ramp access and deicing area.

On the landside, the acquisition parcel at the north end of the terminal area offers an opportunity to relocate and expand the parking areas and reconfigure the terminal access roads. The terminal egress drive will be extended to a new intersection with CR309A and will include a roundabout. The proposed landside creates a straightforward arrival experience for visitors, who will be able to more easily reach the terminal and parking areas.

Removal and relocation of CR309A will create a continuous, expanded main parking area. This reconfiguration also allows for a Rental Car Quick Turn Around (QTA) facility to be ideally located near the terminal.

On the airside, a north ramp expansion and a taxiway connector are currently underway. The additional parking position will allow five regionals and one narrow-body aircraft, or three regionals and two narrow-body aircrafts to be positioned at one time, increasing versatility. Future airside improvements will focus on deicing facilities and improved/additional taxiway connectors. The proposed location for the deicing facility will not impact operational efficiency of the future apron configuration and terminal expansion. In fact, it will be closer to the primary departure end of the runway, which is essential during winter operations. Future airside development areas have also been identified.

**PROPOSED AIRPORT TERMINAL**

The proposed terminal expansion and modernization leverages the existing building core to support future growth. This strategy allows the terminal to be improved through incremental development that is timed with passenger demands.

The security checkpoint, along with baggage claim and car rentals will be improved and relocated into a new expansion to the north. This relocation will create an efficient linear security checkpoint with proper queuing, re-composure area, room for future expansion and exit lanes leading directly to baggage claim. Relocating these components allows for landside terminal components such as the airline ticketing hall to be expanded in place while providing improved passenger flow.

The concourse area will be expanded to include a new gate and properly sized departure lounges for passengers. New departure lounges will be configured to allow for passenger boarding bridges. The existing tensile holdroom will ultimately be replaced with new construction. A post secure concessions space, improved restrooms and building support spaces will all contribute to the passenger experience. The concourse is configured to facilitate additional gates to be added at a future date. The new terminal layout will improve space for Transportation Security Administration (TSA) and airport administration offices.