



**ST. LOUIS LAMBERT
INTERNATIONAL AIRPORT**

**CONSOLIDATED TERMINAL PROJECT
FACT SHEET**

A Transformative Investment in the St. Louis Region's Economy and Infrastructure

DID YOU KNOW?

The tourism industry brought over 28 million visitors to St. Louis City and County in 2019.

Source: Explore St. Louis

THE AIRPORT IS THE FRONT DOOR TO OUR REGIONAL ECONOMY

St. Louis Lambert International Airport is a critical entry point for tourists, business travelers, and visitors from around the world. It contributes \$6 billion per year to the metro's economy. However, the airport's existing terminals have become substandard. Terminal 1 is 70 years old with the most recent expansions completed over 40 years ago; Terminal 2 was completed 25 years ago and has exceeded its capacity. Only 65% of existing gates are useable today due to the change in aircraft sizes being utilized today. These existing facilities are unable to meet current and future needs of airlines and air passengers.

A modern single terminal will provide St. Louis with a more convenient and efficient airport, create new revenue opportunities, and responsibly manage future costs.



THE VISION A SINGLE CONSOLIDATED TERMINAL
- A Better Customer Experience -

An enhanced state-of-the-art customer experience surrounding the existing iconic domes

An entirely new wider, dual-sided concourse with up to 62 gates to ease connecting passenger flow

Ample room for mainline aircraft to move efficiently

An expanded garage more than doubles on-site parking

Better facilities, increased concessions, larger restrooms

Consolidated single check-in and streamlined security

Larger customs screening area for international flight growth

Improved roadway system for driver drop-off and pick-ups

Ability to meet expected passenger demand in 2040 + room to grow

We must replace aging facilities that are obsolete today.

- Undersized passenger areas: holdrooms, restrooms, corridors
- Lack of functionality: multiple security checkpoints
- Insufficient concessions: customer choices and revenues
- Reliability and resiliency, high maintenance costs

We need to accommodate growth to 21 million passengers by 2040.

- Up to 17 more gates will be required (62 total)
- All future gates must be suitable for modern, larger aircraft
- Immigration/Customs should be accessible by all carriers
- New larger parking garage and better roads are needed





PRELIMINARY MASTER PLAN COST ESTIMATE: \$2.8 BILLION

Terminal \$2.2B | Parking Garage \$330M | Related Airfield \$170M | Roadway \$100M

No City funds or local tax dollars are used by the airport for operations or capital development. Airport operations are self-sustaining: rent, fees, and other charges are paid by businesses that operate at the airport, including airlines. Over the next decade, the airport will have the debt capacity to take on a project of this magnitude.

The majority of airport revenue comes from fees paid by passengers using the airport, aircraft landing fees and space rental, public parking charges, and sales of food and goods at the airport. All of these critical revenue streams will be enhanced significantly as a result of the new consolidated terminal project.

AERONAUTICAL REVENUES

- Landing Fees
- Terminal Rentals
- Passenger Jet Bridge Fees
- Fuel Fees
- Cargo/Hangar Rentals



NONAERONAUTICAL REVENUES

- Public Parking
- Concessions
- Car Rental
- Space Rent
- In-Flight Catering
- Ground Transportation Fees

LAMBERT AIRPORT IS A REGIONAL ANCHOR FOR EMPLOYMENT & ECONOMIC OUTPUT



ECONOMIC IMPACT

	# OF JOBS	PAYROLL	VALUE ADDED	BUSINESS REVENUES
2032*	133,501	\$9.1B	\$12.4B	\$32.4B
2019	102,815	\$7.5B	\$10B	\$27.5B

**PROJECTED IMPACT upon full completion of project*

Source: St. Louis Lambert International Airport Economic Impact Study (Kimley-Horn, November 2023)



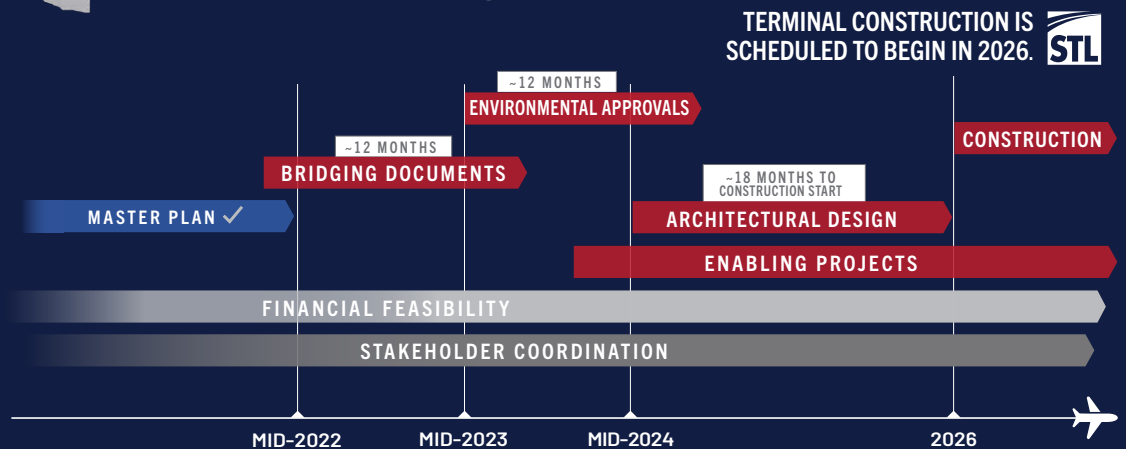
COMPETITIVE MARKETS ARE INVESTING IN MODERN AIRPORTS

Recently completed expansions:

- Kansas City
- Memphis
- New Orleans
- Baltimore
- Indianapolis
- Cincinnati

MASTER PLAN PROJECT TIMELINE

The FAA Masterplan for this project was completed in 2022, and as of late 2023, the project is on track with \$330 million of enabling infrastructure projects approved and funded, including relocation of existing airfield maintenance facilities, demolition of the vacant Air National Guard complex, and utility plant consolidation.



TERMINAL CONSTRUCTION IS SCHEDULED TO BEGIN IN 2026. **STL**