

Recommended Development Plan (Costs in FY 07 Dollars)

Short-Term	TOTAL	FAA	State	Sponsor
S Wildlife Fencing Project	\$250,000	\$237,500	\$6,250	\$6,250
S Land for Approach Protection	\$150,000	\$142,500	\$3,750	\$3,750
C Taxiway Construction	\$570,000	\$541,500	\$14,250	\$14,250
S Bypass Taxiway RW 32	\$2,000,000	\$1,900,000	\$50,000	\$50,000
C Partial Parallel Taxiway RW 32	\$5,000,000	\$4,750,000	\$125,000	\$125,000
S Bypass Taxiway RW 14	\$2,000,000	\$1,900,000	\$50,000	\$50,000
S Pavement Preservation	\$175,000	\$166,250	\$4,375	\$4,375
Short-Term Total Costs (0-5 Years)	\$10,145,000	\$9,637,750	\$253,625	\$253,625
Medium-Term	TOTAL	FAA	State	Sponsor
S ALP Update	\$125,000	\$118,750	\$3,125	\$3,125
C EA for Runway 14/32 Extension	\$150,000	\$142,500	\$3,750	\$3,750
C Extend Runway 14/32 (Phase I)	\$10,050,000	\$9,547,500	\$251,250	\$251,250
C Apron Expansion (Phase I)	\$570,000	\$541,500	\$14,250	\$14,250
S Pavement Preservation	\$175,000	\$166,250	\$4,375	\$4,375
S Update Airport Master Plan	\$250,000	\$237,500	\$6,250	\$6,250
Medium-Term Total Cost (6-10 Years)	\$11,320,000	\$10,754,000	\$283,000	\$283,000
Long-Term	TOTAL	FAA	State	Sponsor
C EA for Runway Extension	\$150,000	\$142,500	\$3,750	\$3,750
C Extend Runway 14/32 (Phase II)	\$10,000,000	\$9,500,000	\$250,000	\$250,000
C Apron Expansion (Phase II)	\$7,840,000	\$7,448,000	\$196,000	\$196,000
S Pavement Preservation	\$175,000	\$166,250	\$4,375	\$4,375
S Snow Removal Equipment	\$250,000	\$237,500	\$6,250	\$6,250
S Replace SRE Building	\$325,000	\$308,750	\$8,125	\$8,125
Long-Term Total Cost (11-20 Years)	\$18,740,000	\$17,803,000	\$468,500	\$468,500
20-Year Total Cost	\$40,205,000	\$38,194,750	\$1,005,125	\$1,005,125

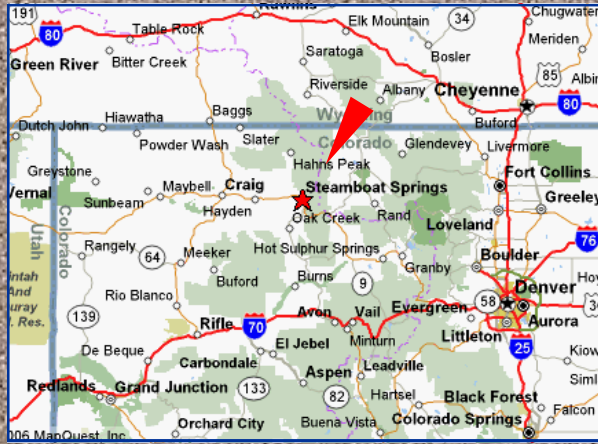
C= Capacity S=Safety

Grant Funding

The Airport and Airways Act of 1982 created and authorized the Airport Improvement Program (AIP) to assist in the development of a nationwide system of public-use airports adequate to meet the projected growth of civil aviation. The Act provides funding for airport planning and development projects at airports included in the National Plan of Integrated Airport Systems.

The recommended projects in the development plan do not guarantee or obligate the FAA, State or City to fund or construct any of the listed improvements. It is not uncommon for the airport development needs to exceed the level of FAA and State grant funding available. Airports typically submit their unconstrained list of funding needs to the FAA. This list is compiled into the National Plan of Integrated Airport Systems (NPIAS) report that is then submitted to Congress on a biennial basis. The FAA and State then select those projects from the NPIAS list that fall within their priority and funding capacity and enter them (i.e. program them) into the Airports Capital Improvement Program (ACIP). The ACIP includes those projects that are reasonably expected (but not guaranteed) to be funded over the next six years.

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Steamboat Springs Airport
 Bob Adams Field
 Airport Master Plan
 EXECUTIVE SUMMARY



FINAL
 7/15/08

