

# AIRPORT MASTER PLAN STEAMBOAT SPRINGS, COLORADO

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## WORKING PAPERS 5 AND 6 FINANCIAL DEVELOPMENT AND ENVIRONMENTAL OVERVIEW



*This is the fourth of four newsletters that will be distributed during the Airport Master Plan. The purpose of the newsletters is to provide updates on the progression of the study, announce upcoming meetings and to ensure the involvement of the community in order that all interested parties are given consideration and that they remain informed about the progress of the Airport Master Plan.*

### OVERVIEW

The Airport Development and Financial Plan includes estimated development costs based on the airport layout plan and are included for each item in the Airport Development Plan. They are based on the recommended facility requirements discussed in Chapter Three and the development projects selected in Chapter Four. The phasing of projects assists the airport sponsor in budgetary planning for construction improvements that are needed to provide a safe and functional facilities for aviation demand. Phased development schedules also assist the airport sponsor in contingencies and construction.

The environmental overview examined the potential environmental impacts associated with the proposed airport improvements listed in the recommended development plan. The environmental overview is intended to provide an overview of the potential impacts and identify additional documentation that may be required as a prerequisite to future development.

# AIRPORT DEVELOPMENT AND FINANCIAL PLAN

## Recommended Airport Development Projects

### Short Term

- Repair/Replace Perimeter Fencing
- Acquire land for Approach Protection (RPZ Avigation Easements)
- Construct Taxilanes for Hangar Development (Phase I)
- Partial Parallel Taxiway Runway 32
- Bypass Taxiway Runway 14
- Pavement Preservation

### Medium Term

- Environmental Assessment for Runway Extension (Phase I)
- Runway Extension (Phase I)
- Airport Layout Plan Update
- Taxilane Expansion (Phase II)
- Update Airport Master Plan
- Pavement Preservation

### Long Term

- Environmental Assessment for Runway Extension (Phase II)
- Runway Extension (Phase II)
- Apron Expansion
- Pavement Preservation
- Replacement Snow Removal Equipment Building

## Financial and Airport Development Plan

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. Therefore despite eligibility for federal and state funding of the development items shown in the table below, the actual availability of funding for the projects is not guaranteed. None of the development is required to be completed, the projects shown in the plan were based on the needs determined by existing and forecasted demand.

Steamboat Springs Airport Recommended Development Plan					
	Project Description	Total Cost	Federal Cost	State Cost	Local Cost
S	Replace/Repair Perimeter-Wildlife Fence	\$250,000	\$237,500	\$6,250	\$6,250
S	Land for Approach Protection	\$150,000	\$142,500	\$3,750	\$3,750
C	Taxilane Construction	\$570,000	\$541,500	\$14,250	\$14,250
C	Partial Parallel Taxiway Runway 32	\$7,000,000	\$6,650,000	\$175,000	\$175,000
C	Bypass Taxiway Runway 14	\$2,000,000	\$1,900,000	\$50,000	\$50,000
S	Pavement Preservation	\$175,000	\$166,250	\$4,375	\$4,375
	<i>Total Short Term</i>	<i>\$10,145,000</i>	<i>\$9,637,750</i>	<i>\$253,625</i>	<i>\$253,625</i>
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
	<i>Total Medium Term</i>	<i>\$11,320,000</i>	<i>\$10,754,000</i>	<i>\$283,000</i>	<i>\$283,000</i>
C	EA for Runway 14/32 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 Snow Removal Equipment Building	\$325,000	\$308,750	\$8,125	\$8,125
	<i>Total Long Term</i>	<i>\$18,740,000</i>	<i>\$17,803,000</i>	<i>\$468,500</i>	<i>\$468,500</i>
	<b>Total</b>	<b>\$40,205,000</b>	<b>\$38,194,750</b>	<b>\$1,005,125</b>	<b>\$1,005,125</b>
C=Capacity S=Safety					

Steamboat Springs Airport Existing Rates and Charges	
Source	Rate
Land Leases	\$.22/sq.ft. / year—\$.56/sq.ft / year
Hangar Nightly	\$300 1st night, \$250/night thereafter for large hangars \$175 1st night, \$150/night thereafter for small hangars
Hangar Monthly Rent	\$.39/ sq.ft./month-\$.45/ sq.ft./month
Tiedown Fees (Monthly)	\$80-\$200/month
Transient Overnight Tiedown Fees	\$10-\$30/night
Fuel Markup Fee	\$1.01/gallon
Fuel Flowage Fees	\$0.15/gallon
Ramp Facility Fee (Day use)	\$5-\$25/daily
Ramp Facility Fee (Annual Day use)	\$480-\$1,200/year
Vehicle Parking Lot	\$5/night, \$30/month, \$300/year
Gate Fee (ramp access fee)	\$5

Steamboat Springs Airport Management July, 2007

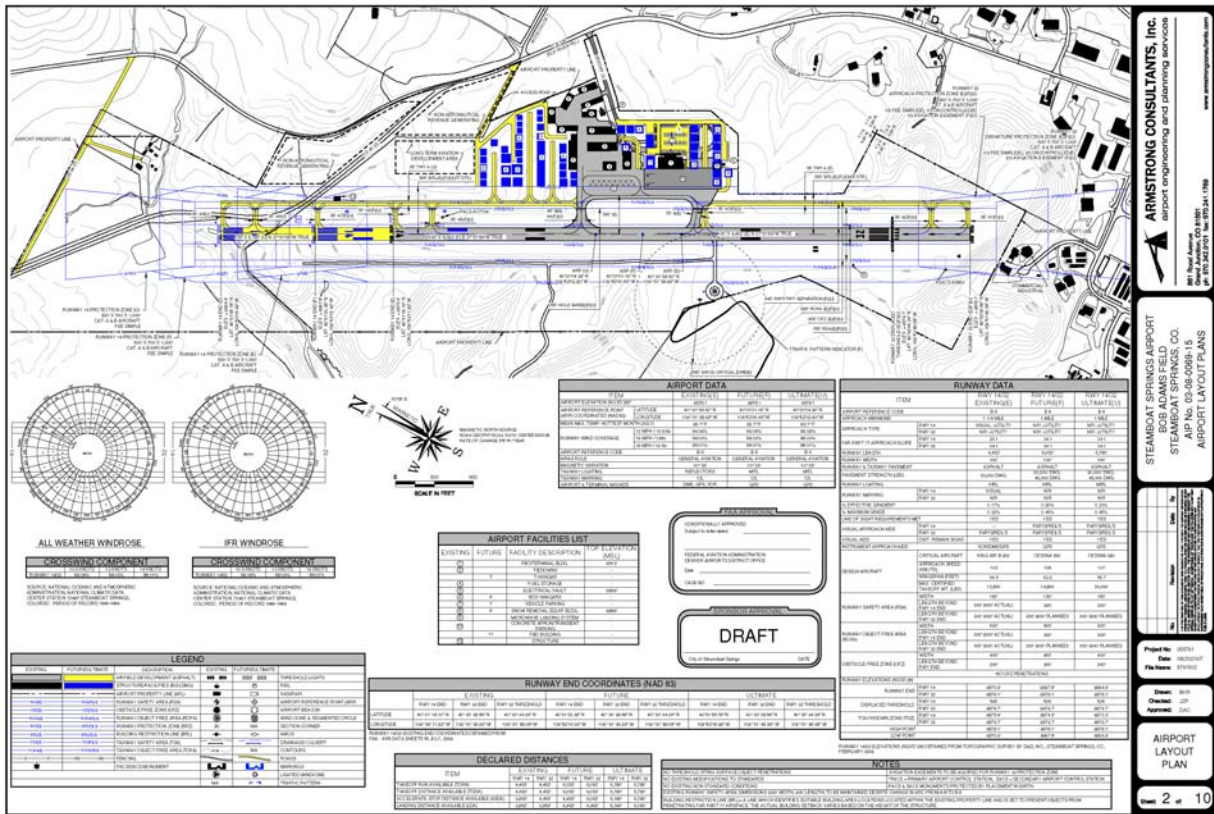
Airport revenues generally consist of land leases, tiedown fees, fuel flowage fees and landing fees. A summary of the current level of rates and charges at Steamboat Springs Airport is listed in the table above.

## ENVIRONMENTAL OVERVIEW

The Potential Environmental Impacts table below provides a summary of the analysis ratings for the eighteen environmental impact categories with respect to the proposed airport improvements. While some categories indicate a potential impact, they are all estimated to be below the threshold of significance as described in FAA Order 5050.4B.

Based on this evaluation, it is recommended that Categorical Exclusions (CATEX's) be issued for all projects included in the Airport Development Plan except for the Phase II runway extension which will require an Environmental Assessment (EA) due to road relocation and potential wetland impacts.

Potential Environmental Impacts		
Impact Category	Impact Level	Description
Air Quality	Minor	Short term dust and exhaust
Coastal Resources	None	
Compatible Land Use	None	
Construction Impacts	Minor	Short term dust and exhaust
DOT Action Section 4(F)	None	
Farmlands	None	
Fish, Wildlife and Plants	None	
Floodplains	None	
Hazardous Material, Pollution Prevention and Solid Waste	None	
Historical, Architectural, Archaeological and Cultural Resources	None	
Light Emissions and Visual Impacts	None	
Natural Resources and Energy Supply	None	
Noise	None	
Secondary (Induced) Impacts	Minor Positive	Economic benefit from airport
Socioeconomic Impacts, Environmental Justice and Children's Environmental Health	None	
Water Quality	Minor	Stormwater runoff
Wetlands	None (Phase I)	Phase II RW extension will impact wetlands
Wild and Scenic Rivers	None	



## SUMMARY

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Increasing aircraft storage hangars at the airport would result in increased direct revenues generated through property leases and increased indirect revenue through increased use of the airport services and facilities, such as increased fuel purchases. Locations for additional nested T-hangars and individual box hangars have been identified on the terminal area drawing (TAD), included in the Airport Master Plan. The Financial Development Plan has outlined proposed capital improvement projects and provides a guide for implementing future development of the Steamboat Springs Airport. The plan outlines capital improvement projects in sequence and estimated financial costs to be shared by the federal, state government and the airport sponsor. The objective of this financial analysis is to determine the most likely plan for funding capital improvement projects for the next twenty years.

The Airport's goal is to provide a safe and efficient airport to serve Steamboat Springs by providing aircraft storage, maintenance and fueling. Therefore it is recommended that the airport be able to accommodate existing and forecasted demand by airport users.

Airport planning is a continuous process that does not end with the completion of a major project. The fundamental issues upon which this master plan are based are expected to remain valid for several years; however, several variables, such as based aircraft, annual aircraft operations and socioeconomic conditions are likely to change over time.

## NEXT STEPS

- Draft Airport Overlay Zone Ordinance
- Final Public Information Meeting
- Final Airport Layout Plan and Airport Master Plan