

**Steamboat Springs Steering Committee
Working Papers 5 and 6 Meeting Summary
October 29, 2007 4:00 PM Centennial Hall**

A Steering Committee Meeting was held at Centennial Hall in Steamboat Springs to review and discuss the Airport Layout Plan, Financial Development and Environmental Overview Chapters. Attendance at the meeting comprised of 15 individuals, including the Steering Committee, the Director of Transportation for Steamboat Springs, Steamboat Springs Airport Manager, FAA, State Aeronautics and representatives from Armstrong Consultants, Inc.

The meeting agenda was discussed which included the Airport Layout Plan, Working Papers #5 and #6 Financial Development and Environmental Overview along with the next steps for the airport master planning process.

The Airport Layout Plan drawing sets were described including the information presented on each sheet. The 65 DNL noise contour was described, including the FAA integrated noise model (INM) program that was used to generate the contour. It was explained that the noise program takes fleet mix information and operations information to generate the annual noise contour from operations taking place 24 hours a day. It was requested that a second noise contour be generated using loud older model aircraft to determine what their impact might be on the noise contour. There were several questions raised about the zoning overlay and what would be included. The draft airport overlay zone was briefly described including the different zones and what land uses would be considered compatible.

The Capital Improvement drawing was presented which shows the different projects in the recommended development plan graphically. The FAA and State indicated that some of the projects shown in the short term of the recommended development plan may exceed the funding available for the airport. It was recommended that additional information be added to the Financial Chapter regarding the availability of Federal and State funds for some of the large development projects listed in the recommended development plan. Armstrong Consultants indicated the projects shown in the development plan are recommendations, not required or mandated actions. The development will be at the discretion of the City of Steamboat Springs.

A revised pro forma for the 20 year period was distributed which was revised due to the terminal building expenses shown in both the airport operations and the terminal building breakdown. The updated pro forma indicated the potential for the to start generating positive cash flow in 2010. A question on what it would take for the airport operations to become positive was brought up. The rates and charges would have to be increased for the operations category to become positive sooner, however this could also have negative impact by reducing the number of operations due to the high cost of operating at the airport. Two other pro forma tables were briefly shown; one with limited development including only items such as pavement maintenance, and the first phase of taxilane development. The other pro forma included the financial projections based on not developing a private FBO. The Steering Committee felt it would be beneficial to add both of these options to the Financial Chapter. There was concern about a paragraph in the Financial Chapter which discussed the community support. The Steering Committee

voted to keep the paragraph in the Chapter and expand the discussion to include non-quantifiable benefits.

A discussion on the Environmental Overview Chapter which examined potential environmental impacts using the National Environmental Policy Act (NEPA) categories determined that none of the proposed development items are expected have significant environmental impacts; however; there are potential wetland impacts associated with the second phase runway extension. This preliminary environmental documentation is not intended to eliminate future environmental documentation. Future development items would still require the proper evaluation including possible categorical exclusions for small project and environmental assessments for large projects. Agency coordination was included in the chapter which gave the different environmental agencies an opportunity to comment on the recommended development. The FAA requested that the Environmental Chapter be eliminated as a stand alone chapter and to be incorporated into the other chapters in the Draft Report.

The next steps will include releasing Working Papers 5 and 6 for public review; compiling all working papers into a draft report format for review by the Steering Committee; sending in the Draft ALP to the FAA for airspace review; and send the draft zoning overlay and ordinance to the City for review. The next meetings include the public information meeting on December 13, 2007 and Final City Council presentation in early 2008.