

DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

Steamboat Springs Airport - Bob Adams Field, SBS, Steamboat Springs, Colorado.

Project Title:

Terminal Hangar Development Area, Helicopter Parking Apron Ph I, SRE Future Location, Runway Rehabilitation, and Fill Area for South Hangar Development Area Phase I.

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

SBS is proposing to develop and construct the following projects:

- Terminal Hangar Development Area: The area immediately east of the existing FBO, which is an existing gravel parking lot and airport access road is intended to be used for hangar development. This will require removal of a portion of the access road, widening of the primary access road, relocation of the fence in that area, extension of the taxiway to the future hangar development area, relocation of the fuel truck canopy for compliance, and future hangar construction by private developers.
- Helicopter Parking Area Phase I: The area north of the existing apron, which is at a much lower elevation, is intended to be graded and prepped for helicopter parking with vehicle access provided from County Road 44. Significant firefighting helicopter activity occurs at SBS during the summer months. This project will provide additional apron space for helicopter parking during the busy months. It is intended that this area will be graded and some gravel/rotor mill placed initially, followed by paving and hangar development in the future.
- Snow Removal Equipment (SRE) Building: A SRE building is planned to be located on the northwest end of the apron adjacent to Taxiway B (also known as the north connector).

- Runway Rehabilitation: Runway 14/32 is intended to be rehabilitated. This project will rehabilitate the runway pavement and Taxiway A and B, on the existing footprint of pavement currently in place. Runway lights may be relocated to standard distance, if funds allow. The south windsock will be relocated outside of the object free area and a windsock will be placed on the north end of the airport.
- Fill Area for South Hangar Development Phase I: The South Hangar Development Area will need significant fill, and is proposed as a fill deposit site to accumulate fill prior to future construction. The area received an Environmental Assessment in 2011 when the land was purchased resulting in a Finding of No Significant Impact.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

This project is located at the Steamboat Springs Airport - Bob Adams Field in Steamboat Springs, Routt County, Colorado. The legal description of the project is Section 36, Township 7 North, Range 84 West of the Sixth Principal Meridian (See attachment 1). Much of the undeveloped land within the perimeter fence was previously disturbed during construction and operation activities. Vegetation consists primarily of seeded pasture species. Beyond the perimeter fence, the ground surface has not been graded and disturbed to the same extent but rather has traditionally been used for livestock range and wildlife habitat. The plant community here is somewhat dissected by steeply incised ephemeral drainages. Areas located on gentler upland slopes are generally dominated by mixed pasture grasses including timothy, Kentucky bluegrass, smooth brome, and western wheatgrass. Areas with thinner soils are dominated by Wyoming big sage, Oregon grape, mule's ear, Idaho fescue, needlegrass, and snowberry. Steep drainages feature an overstory of aspen, serviceberry, and chokecherry, with an understory that includes those species previously described. Slate Creek is located approximately 980 feet northwest of the Airport and flows generally south west to the Yampa River. The Steamboat Springs Airport has minimal wetlands on the north and northeast portion of the property.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

Terminal Hangar Development Area (This project type is referred to in Order 1050.1F, paragraph 5-6.4a, e and f. It is cross referenced to FAA Order 5050.4B, Table 6-2 "Airfield Lighting" Airfield Improvements, Parking Areas - 310e; Airfield Improvement, Roads - 310e; Airfield Improvements, Storage Areas - 310f),

Helicopter Parking Apron Phase I (This project type is referred to in Order 1050.1F, paragraph 5.6.4.e, l and p. It is cross referenced to FAA Order 5050.4B, Table 6-2 Airfield Improvements, Parking Areas - 310e),

SRE Future Location and Removal of Existing Building (This project type is referred to in Order 1050.1F, paragraph 5.6.4.f and i. It is cross referenced to FAA Order 5050.4B, Table 6-2 Airfield Improvements, Storage Areas - 310f),

Runway Rehabilitation (This project type is referred to in Order 1050.1F, paragraph 5.6.4.e. It is cross referenced to FAA Order 5050.4B, Table 6-2 Airfield Improvements, Runways - 310e), and

Fill Area for South Hangar Development Area Phase I (This project type is referred to in Order 1050.1F, paragraph 5.6.4.k, l and p. It is cross referenced to FAA Order 5050.4B, Table 6-2 Fill Activity - 310k)

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>According to the National Register of Historic Places (NRHP), no potential historic or cultural resources are located within the project limits. The nearest NRHP listed site is the Steamboat Springs Depot (Reference Number 78000884), located approximately 1.9 miles Southeast of the project limits on Stockbridge Road.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>The proposed project would have no effect on eligible historic/cultural resources as none exist within the immediate project vicinity.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>The proposed project site for the Terminal Hangar Development Area and Fuel Truck Canopy Relocation project area consists of previously disturbed soils from various previous projects that utilized the area as a gravel storage parking lot and access road. The SRE Building Relocation area has been disturbed with leveling and grading during the ramp construction</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>efforts. The runway project area was previously disturbed as well and will be contained to the same location as the existing runway. The South Hangar Development Area and Helicopter Parking Phase I Areas are undisturbed with some fencing.</p>		
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p>The proposed project is not located on tribal land or land of interest to a tribe and, therefore, would not impact any lands of tribal importance. The closest tribal land in Colorado is with the Southern Ute Indian Tribe (South and East of Durango) and the Ute Mountain Ute Tribe (Southwest corner of the state). Utah has the closest tribal lands to the project area with the Uintah and Ouray Reservation (Northwest of Grand Junction, CO), which is approximately 120 miles to the West.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>No Section 4(f) sites are located within or adjacent to the project limits. The nearest Section 4(f) sites, Iron Springs Park and West Lincoln Park, are approximately 1.9 miles Southeast of the project limits. The NRHP listed the Steamboat Springs Depot which is located approximately 1.9 miles Southeast as well.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>No use of a Section 4(f) resource is anticipated as no sites exist within, or adjacent to, the project limits.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>No Section 6(f) Land and Water Conservation Fund (LWCF) sites are located within or adjacent to the project limits. The nearest LWCF site, Howelsen Hill Park and Ski Jumps, is approximately 2.2 miles Southeast of the project limits.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5.15-2.b(3) Threatened or Endangered Species

	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>According to the US Fish and Wildlife Service (USFWS) IPaC database the following species may occur in the project vicinity due to the airports location within the known or expected range of these species:</p> <p>Threatened species of birds and fish include the Mexican Spotted Owl (<i>Strix occidentalis lucida</i>) the Yellow-billed Cuckoo (<i>Coccyzus americanus</i>), and the Greenback Cutthroat Trout (<i>Oncorhynchus clarkii stomias</i>),</p> <p>Endangered fish include Boneytail (<i>Gila elegans</i>), Colorado Pikeminnow (<i>Ptychocheilus lucius</i>), Humpback Chub (<i>Gila cypha</i>), and the Razorback Sucker (<i>Xyrauchen texanus</i>)</p> <p>There is little affect to the fish species as the projects will not be associate with water areas.</p> <p>No designated or proposed critical habitat was identified as occurring in the project limits or vicinity.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>Due to the scope of the project, the previously disturbed nature of much of the proposed site, the surrounding developed land use, and lack of suitable habitat within the project site, there are no anticipated impacts to any of the candidate, threatened, or endangered species listed for the project vicinity. Please refer to the USFWS Information for Planning and Conservation (IPaC) report (Attachment 2). Therefore, the project would have no effect on these species.</p> <p>Additionally, the Steamboat Springs Airport has installed a wildlife fence around its perimeter expressly for keeping wildlife out of the airport, thus reducing any potential for wildlife/traffic interactions.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p>The project involves the construction of hangars and storage buildings, relocation of fuel truck parking canopy, development and expansion of apron areas, leveling land, fill material placement, windsock relocation and placement, and runway rehabilitation. The proposed project would not impact any suitable nesting habitat. No trees or shrubs would be removed. Therefore, the project is not anticipated to "take" birds protected by the Migratory Bird Treaty Act. Additionally, the project is not anticipated to result in any increased air traffic. The IPaC identified the potential for one ground nesting bird, the Veery, to be in the vicinity of the project. Westernbionomics, a local Steamboat Springs biology firm, was contacted regarding the presence of the Veery. After reviewing the IPaC list, Mr. Kelly Cofer indicated they did not believe this species would be nesting in the area. Mr. Cofer is a knowledgeable biologist and local pilot at SBS. We propose the airport check the site for active nests prior to construction.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>No resources protected by the Fish and Wildlife Coordination Act would be impacted from this project, as no fish hatcheries or aquatic resources exist within the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>The last completed environmental assessment delineated wetlands on Airport property and did identify wetlands south of the proposed Helicopter Apron Development Area Phase I, see Attachment 3. Slate Creek is located approximately 1,000 feet Northwest of the project site.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>Given the scope and location of the project, no wetland delineation was conducted and this review relied on the last wetland delineation completed by the Airport. Various mapping resources were used, including USFWS NWI maps, US Geological Survey (USGS) topographic quad maps, and aerial photographs were used to determine the potential presence of wetlands within the project vicinity. The identified wetlands will not be impacted by the proposed projects. The proposed project would take place entirely within the perimeter of the airport property on previously disturbed and developed land and some undeveloped land, of which the South Hangar Development area received and Environmental Assessment with a Finding of No Significant Impact in 2011.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>The identified wetlands will not be impacted directly or indirectly by these projects. Future expansion of the Helicopter Apron should consider impacts and mitigate impacts to wetlands.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>No impact to Slate Creek Northwest of the project limits is anticipated, as the creek is located approximately 1,000 feet Northwest of the project site, outside of the existing operating area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c. Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>According to FEMA Map #08107C0713D, there are no mapped floodplains within the area. Please see the attached FEMA Map in Attachment 4.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Coastal Resources	YES	NO
<p>Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.</p> <p>Not applicable. The proposed project is not located within a Coastal Zone Management area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>Not applicable. The proposed project is not located within a Coastal Barrier Resource System area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. National Marine Sanctuaries	YES	NO
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>Not applicable. The proposed project is not located in a National Marine Sanctuaries area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Wilderness Areas	YES	NO
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>No wilderness areas are located within the project limits or vicinity. The nearest wilderness area is Sarvis Creek Wilderness, located approximately 17 miles Southeast of the project limits.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Farmland	YES	NO
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>According to the National Resource Conservation Service database, no land is classified as prime or unique farmland is located within or adjacent to the project limits.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h. Energy Supply and Natural Resources</p>	<p>YES</p>	<p>NO</p>
<p>Will the project change energy requirements or use consumable natural resources either during construction or during operations?</p> <p>The project would involve construction using motor vehicles and light/heavy construction equipment that are powered by gas and diesel engines for grading, paving, reconstruction, and construction of buildings. The additional energy requirements would cease when the project is completed and energy consumption could be decreased with more energy efficient materials in the future SRE building.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p>The construction project is not anticipated to affect aircraft/vehicle patterns that would alter fuel usage.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>i. Wild and Scenic Rivers</p>	<p>YES</p>	<p>NO</p>
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>No rivers designated as wild and scenic are located within the project vicinity. The nearest section of river that is part of the National Rivers Inventory is the South Fork Elk River, located approximately 18 miles Northeast of the project limits. The closet river under state jurisdiction is the Yampa River, approximately .9 miles south of the project limits.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>No, the runway rehabilitation project is located approximately 1,000 feet Southeast from Slate Creek, which connects to the Yampa River. The project should have no impact on the creek or the river, and no work will be done in the area of either body of water.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>j. Solid Waste Management</p>	<p>YES</p>	<p>NO</p>
<p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p>The proposed project activities are not anticipated to generate significant levels of solid waste. Millings from the runway rehabilitation will be used for material at the helicopter apron site.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(5) Disruption of an Established Community

	YES	NO
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>The proposed project would stay within the confines of the airport property and would not impact planned development or community planning goals.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p>No residents or businesses would be relocated as part of the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
<p>Are there minority and/or low-income populations in/near the project area?</p> <p>No minority and/or low-income populations are in/near the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p>The proposed project is located within Census Tract 4. Based on 2017 US Census data, 80.2% of Steamboat Springs is white alone. The median household income for Tract 4 is \$85,000 and 11.4% of the population in Steamboat Springs is below the poverty line, which is slightly higher than the county average of (7.0%), but based on the rural location it is understandable that the city would be higher than the county. Based on US Census Data and proposed project activities, no impacts to marginalized communities are anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(7) Surface Transportation

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>A minor increase in surface transportation is anticipated to transport construction equipment and materials. However, the increase would be temporary and would not significantly increase surface traffic congestion or cause degradation to provided services.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>A section of Airport Circle, which is a driveway into the airport parking lot, will be permanently closed. This section is planned to be removed and the apron and hangar area expanded in its place. The other portion of Airport Circle will be widened to allow two way traffic in and out of the parking lot.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(8) Noise

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>Proposed project activities would not increase aircraft operations, nighttime operations, or change the aircraft fleet mix.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>The proposed project will involve a change in airfield configuration through expansion of the Apron and hangar areas with the Terminal Hangar Development Area, South Hangar Development Area, and Helicopter Parking Apron. These projects will change the layout of the airport through expansion. Existing traffic will not see a change in operations and accessibility. Flight patterns and runway use will not change post construction.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p> <p>A noise analysis has not been completed for these particular projects, as the proposed projects are not anticipated to increase noise levels.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>The proposed project would not have a significant impact on noise sensitive areas.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(9) Air Quality

	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p> <p>According to Colorado Department of Environmental Quality Air Quality Non-attainment Information, the project limits are not located within an air quality non-attainment area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>The project will increase airside capacity with apron and hangar space allocations in the Terminal Hangar Development Area, Helicopter Parking Area and South Hangar Development Area. Landside capacity will see an increase through parking lot reorganization and re-striping with plans for future landside parking in the South Hangar Development Area.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations? The project would not impact air quality or violate air quality standards during or after construction. Five projects are described in the project title and description. An air quality screening tool was used to determine if any significance thresholds would be exceeded by the projects for not only PM10, but also for the other criteria pollutants. As shown in Attachment 6 each project would neither individually or collectively exceed the threshold limits for any of the criteria pollutants. This analysis did not list any of the projects as presumed to conform, even though the Runway Rehabilitation could be categorized as such</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (10) Water Quality

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>No water resources are within or directly adjacent to the project limits. Slate Creek is located approximately 1,000 feet Northwest of the proposed runway rehabilitation, outside of the project boundary. Additionally, two water well permits are in place on the airport. The wells are greater than 250 feet in depth as reported by the Colorado Division of Water Resources map information. No wells are directly adjacent to the proposed project limits and can be avoided.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>Not applicable</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Will the project increase the amount or rate of storm water runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>The proposed project may result in storm water runoff with the additional pavement. The design would be required to incorporate FAA Advisory Circular 150/5320-5D, Airport Drainage Design, which includes relevant run-off coefficients and environmental requirements. A drainage study would be incorporated with the design of the project as well.</p> <p>Culverts and sloping of the project area will be incorporated to address any storm water runoff. Recommendations established in FAA Advisory Circular 150/5370-10H, Standards for Specifying Construction of Airports, would be incorporated into the project design and specifications. Additionally, the contractors would be required to obtain a Storm Water Management Plan. The proposed project would remain on existing airport property.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>Based on the nature of the project, it is not anticipated to have any impact of federal, state, tribal, or local water quality standards.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any water quality related permits required? If yes, list the appropriate permits.</p> <p>A Storm Water Construction Permit and Storm Water Permits updated with the Storm Water Pollution Prevention Plan after construction.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(11) Highly Controversial on Environmental Grounds

	YES	NO
<p>Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p>The proposed project activities of the Terminal Hangar Development Area, SRE Building, and the runway reconstruction would take place on pre-disturbed land within the airport boundary and is not considered controversial, as not been opposition to the project.</p> <p>The area proposed for the South Hangar Development received a Finding of No Significant Impact in 2011 as part of the land acquisition and there has been no development around this project area to date. There has been no opposition to the project.</p> <p>The Helicopter Parking Apron is in a remote area and there has been no residential development around this project area. There has been no opposition to the project.</p> <p>Each of these projects have been presented to the public as part of the ongoing master plan with no opposition received.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>These projects have been fully planned and coordinated on through the ongoing master planning process. It is fully compatible with all planning efforts by the airport sponsor, local authorities, Colorado Department of Transportation - Division of Aeronautics, and the Denver FAA ADO office.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Is the project incompatible with surrounding land uses? The project is compatible with the surrounding airport land use.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------------------------------------------------------------------------------------------------------------------------	--------------------------	-------------------------------------

5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
<p>Will the proposed project produce light emission impacts? Limited light emissions are expected with security lighting around the buildings and apron lighting concentrated on the surface in order to provide enough lighting for safe and secure operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts? New structures, Hangars, SRE Building, windcones, and relocation of the Fuel Truck Canopy, would be constructed/relocated; however, the structures would be consistent with the existing airport land uses and would not impact visual resources or aesthetics.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Hazardous Materials	YES	NO
<p>Does the project involve or affect hazardous materials? The proposed project would not involve or affect known hazardous materials. Two fuel truck parking spaces will be relocated more than 50 feet from the FBO in order to comply with NFPA requirements for the fuel trucks to be parked 50 feet apart from a structure. The trucks are mobile and the only part of the project will be the movement of the parking location to increase safety. No stationary fuel storage containers are in the proposed project areas.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials? There are no known hazardous materials within the proposed project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants? The project does not involve land acquisition.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled? The project would not produce any hazardous materials or waste. All soils and pavement material will be reused on site as fill and millings.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (14) Public Involvement

	YES	NO
<p>Was there any public notification or involvement? If yes, provide documentation.</p> <p>General public notification occurred through the ongoing master plan process public open house meeting held in June of 2019. Notification to pilots via the NOTAM system is required during construction of the project for flight safety concerns, but are irrelevant in regards to this categorical exclusion. The Preferred Alternative is attached that has been posted on the airport website since July 2019 for public comment. No objections have been received. See Attachment 5.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2 .b (15) Indirect/Secondary/Induced Impacts

	YES	NO
<p>Will the project result in indirect/secondary/induced impacts?</p> <p>No indirect, secondary, or induced impacts are anticipated from this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?</p> <p>The project is not anticipated to have a significant cumulative impact on land use, population density, growth rate, air and water, natural systems, or ecosystems.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

No additional permits are anticipated.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

The potential for temporary construction storm water runoff will be mitigated through strict implementation of construction BMPs.

The SPCC Plan and SWMP will be updated when the Fuel Truck Canopy is relocated 50 feet to the east to satisfy NFPA requirements for proximity to structures.

Preparer Information

Point of Contact: Justin Heid, The Aviation Planning Group LLC		
Address: 17062 Parkside Drive South		
City: Commerce City	State: CO	Zip Code: 80022
Phone: 720-441-4623	Email Address: justin@theaviationplanninggroup.com	


Signature:  Date: 6/18/2020

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact: Gary Suiter, City Manager		
Address: PO Box 775088		
City: Steamboat Springs	State: CO	Zip Code: 80477
Phone Number: 970-871-8240	Email Address: GSuiter@steamboatsprings.net	
Additional Name(s): Stacie Fain, Airport Manager	Additional Email Address(es): SFain@steamboatsprings.net	

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature:  Date: 6/22/2020
CITY MANAGER

FAA Decision

Having reviewed the above information, it is the FAA’s decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location: Steamboat Springs Airport - Bob Adams Field, SBS, Steamboat Springs, Colorado

Project Title: Terminal Hangar Development Area, Helicopter Parking Apron Ph I, SRE Future Location, Runway Rehabilitation, and Fill Area for South Hangar Development Area Phase I

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies): 5-6.4a;e;f;i;k;l;p
- ..An Environmental Assessment (EA) is required.
- ..An Environmental Impact Statement (EIS) is required.
- ..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Kandice Krull
Responsible FAA Official

Title: Environmental Protection Specialist

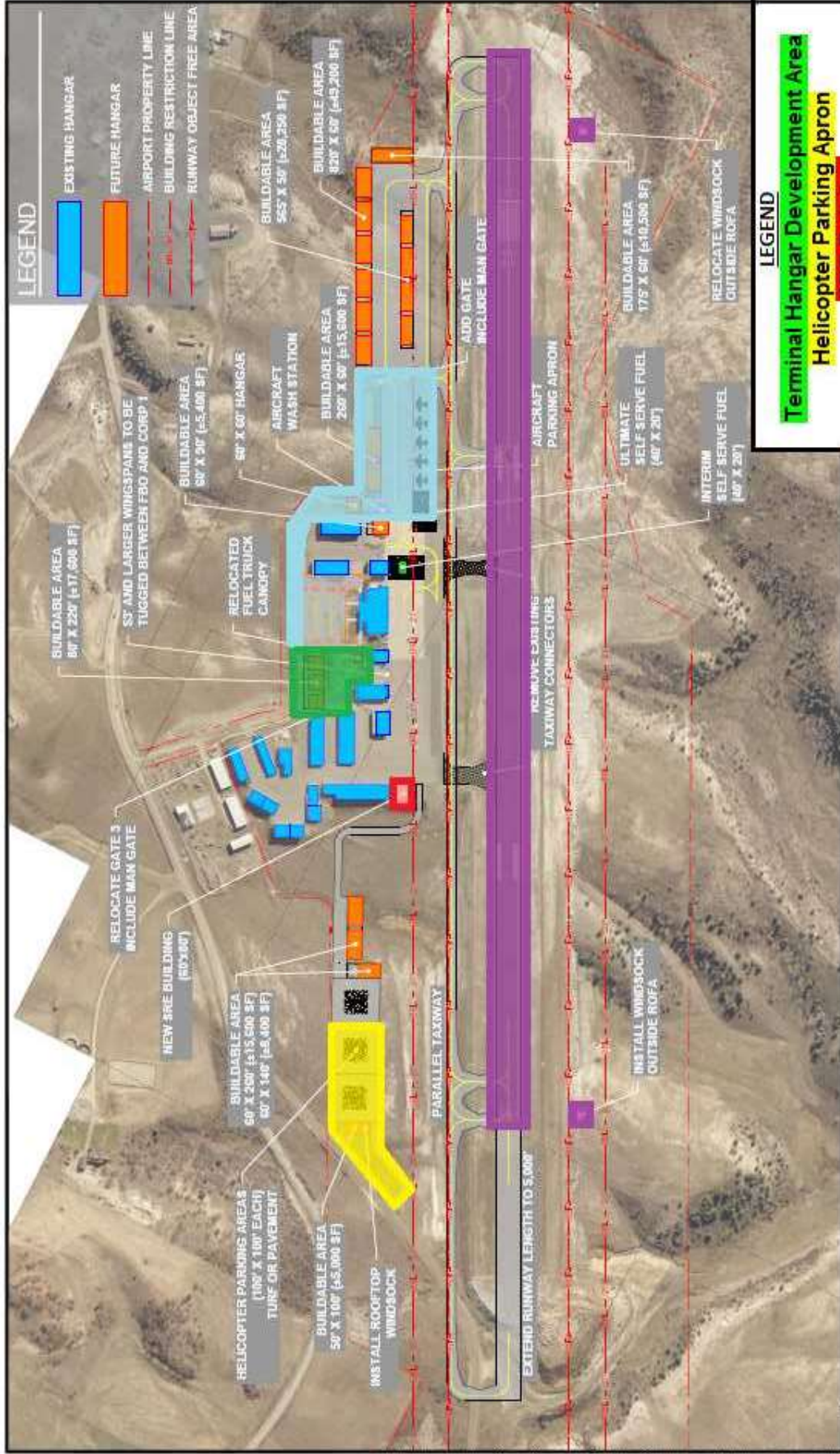
Signature: **KANDICE N
KRULL**  Digitally signed by
KANDICE N KRULL
Date: 2020.08.12
12:33:08 -06'00'

Date: August 12, 2020

Attachment 1

SBS CatEx

June 2020



Attachment 2

SBS CatEx

June 2020

IPaC Information for Planning and Consultation U.S. Fish & Wildlife Service

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Routt County, Colorado



Local office

Western Colorado Ecological Services Field Office

☎ (970) 243-2778

📅 (970) 245-6933

445 West Gunnison Avenue, Suite 240

Grand Junction, CO 81501-5711

<http://www.fws.gov/mountain-prairie/es/Colorado/>

<http://www.fws.gov/platteriver/>

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

-
1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
 2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
<p>Mexican Spotted Owl <i>Strix occidentalis lucida</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>https://ecos.fws.gov/ecp/species/8196</p>	Threatened
<p>Yellow-billed Cuckoo <i>Coccyzus americanus</i></p> <p>There is proposed critical habitat for this species. Your location is outside the critical habitat.</p> <p>https://ecos.fws.gov/ecp/species/3911</p>	Threatened

Fishes

NAME	STATUS
<p>Bonytail <i>Gila elegans</i></p> <p>This species only needs to be considered if the following condition applies:</p> <ul style="list-style-type: none"> Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. This species does not need to be considered if the project is outside of its occupied habitat and does not deplete water from the basin. <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>https://ecos.fws.gov/ecp/species/1377</p>	Endangered
<p>Colorado Pikeminnow (=squawfish) <i>Ptychocheilus lucius</i></p> <p>This species only needs to be considered if the following condition applies:</p> <ul style="list-style-type: none"> Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. This species does not need to be considered if the project is outside of its occupied habitat and does not deplete water from the basin. <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>https://ecos.fws.gov/ecp/species/3531</p>	Endangered
<p>Greenback Cutthroat Trout <i>Oncorhynchus clarkii stomias</i></p> <p>No critical habitat has been designated for this species.</p> <p>https://ecos.fws.gov/ecp/species/2775</p>	Threatened

Humpback Chub *Gila cypha*

Endangered

This species only needs to be considered if the following condition applies:

Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. This species does not need to be considered if the project is outside of its occupied habitat and does not deplete water from the basin.

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/3930>

Razorback Sucker *Xyrauchen texanus*

Endangered

This species only needs to be considered if the following condition applies:

- Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. This species does not need to be considered if the project is outside of its occupied habitat and does not deplete water from the basin.

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/530>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black Rosy-finch <i>Leucosticte atrata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9460	Breeds Jun 15 to Aug 31
Brewer's Sparrow <i>Spizella breweri</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9291	Breeds May 15 to Aug 10
Brown-capped Rosy-finch <i>Leucosticte australis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 15 to Sep 15
Golden Eagle <i>Aquila chrysaetos</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Rufous Hummingbird <i>selasphorus rufus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds elsewhere
Veery <i>Catharus fuscescens salicicola</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 15 to Jul 15
Willow Flycatcher <i>Empidonax traillii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/3482	Breeds May 20 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

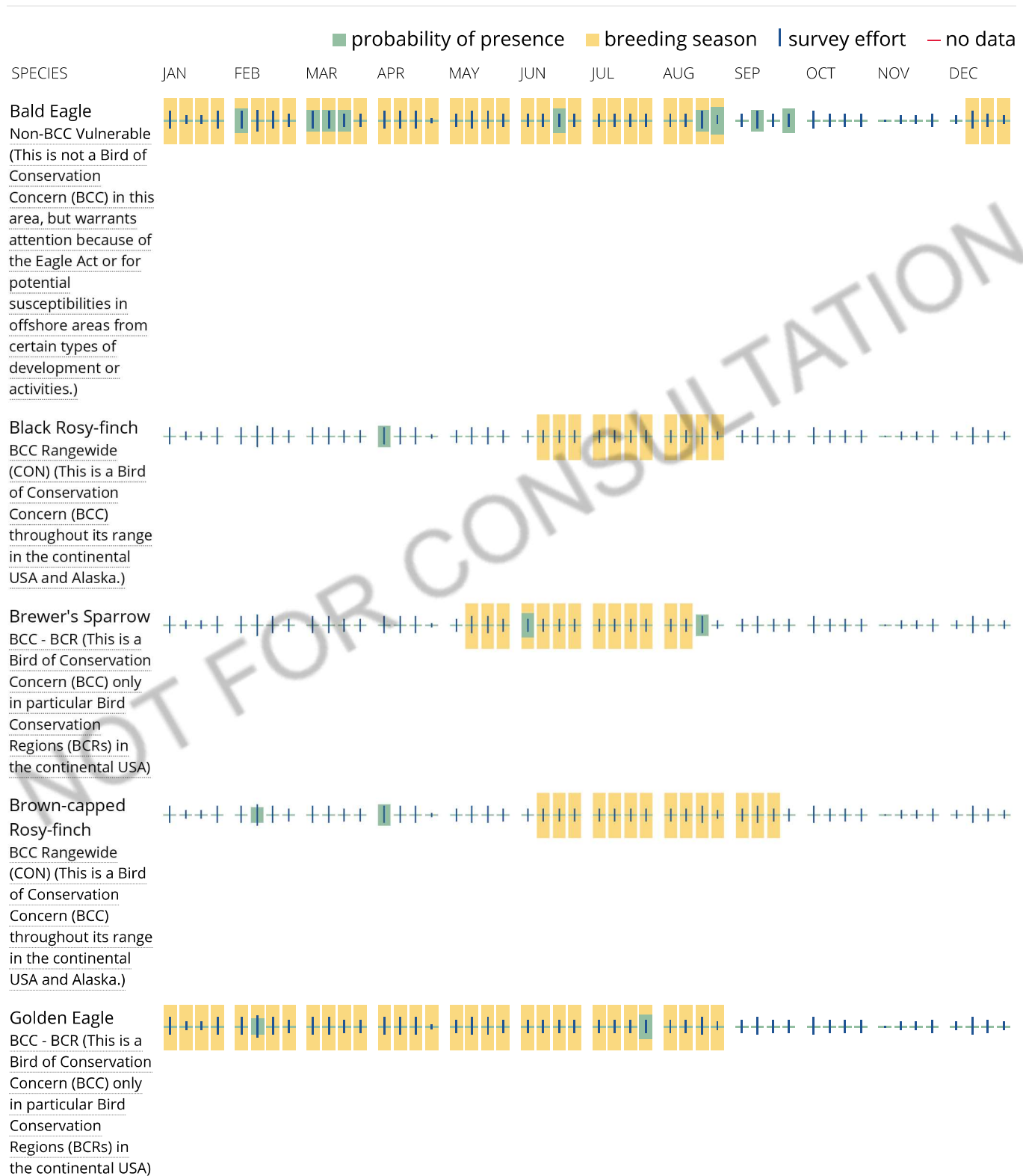
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Olive-sided
Flycatcher
BCC Rangewide
(CON) (This is a Bird
of Conservation
Concern (BCC)
throughout its range
in the continental
USA and Alaska.)



Rufous
Hummingbird
BCC Rangewide
(CON) This is a Bird
of Conservation
Concern (BCC)
throughout its range
in the continental
USA and Alaska.)



Veery
BCC - BCR (This is a
Bird of Conservation
Concern (BCC) only
in particular Bird
Conservation
Regions (BCRs) in
the continental USA)



Willow Flycatcher
BCC - BCR (This is a
Bird of Conservation
Concern (BCC) only
in particular Bird
Conservation
Regions (BCRs) in
the continental USA)



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year,

including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

RIVERINE

[R4SBC](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local

government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

Attachment 3

SBS CatEx

June 2020



STEAMBOAT SPRINGS
BOB ADAMS FIELD
STEAMBOAT SPRINGS, CO

FEDERALLY
JURISDICTIONAL
WETLANDS



Client	Western Biometrics, LLC
Project	Steamboat Springs, CO
Sheet No.	108-1
Scale	AS SHOWN
Date	
Drawn by	
Checked by	
Approved by	



- (A)** ACCESS ROAD ALTERNATIVE
- EXISTING AIRPORT PROPERTY LINE
- JURISDICTIONAL WETLAND (TYP)

Attachment 4

SBS CatEx

June 2020

Attachment 5

SBS CatEx

June 2020

Attachment 6

SBS CatEx

June 2020

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STUDY

Study Name

Helicopter Parking Area Phase 1

Study Description

The area north of the existing apron which is at a much lower elevation is intended to be graded and prepped for helicopter parking with vehicle access provided from County Road 44. Significant firefighting helicopter activity occurs at SBS during the summer months. This project will provide additional apron space for helicopter parking during the busy months. It is intended that this area will be graded and some gravel/rotor mill placed initially followed by paving and hangar development in the future.

=====

EMISSIONS INVENTORY - SUMMARY

Total Emissions by Year

Units for Non-Greenhouse Gases Emission: Short Ton

Units for Greenhouse Gases (CO₂, CH₄, and N₂O) Emission: Metric Ton

Year	CO	NOx	SO ₂	PM10	PM2.5	VOC	CO ₂	CH ₄	N ₂ O
2020	2.738103018	1.008045	0.008334	0.184215	0.043699	0.803353	846.1606	0.046432	0.003534

Total Emissions by Source Categories

Units for Non-Greenhouse Gases Emission: Short Ton

Units for Greenhouse Gases Emission: Metric Ton

Year	Emission Source	CO	NOx	SO ₂	PM10	PM2.5	VOC	CO ₂	CH ₄	N ₂ O
2020	NonRoad	0.428768	0.810661	0.003271	0.042536	0.039133	0.225653	588.882	--	--
2020	OnRoad	2.281335	0.195634	0.00474	0.00491	0.004566	0.147232	257.2786	0.046432	0.003534
2020	Fugitive	0.028	0.00175	0.000322	0.13677	--	0.430468	--	--	--
2020	TOTAL	2.738103	1.008045	0.008334	0.184215	0.043699	0.803353	846.1606	0.046432	0.003534

Airport Construction Emissions Inventory Tool (ACEIT)
 Version 1.0
 Run Date & Time: 6/8/2020 10:41:27 AM

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STUDY

Study Name

Runway Rehab

Study Description

Runway 14/32 is intended to be rehabilitated. This project will rehabilitate the runway pavement and Taxiway A and B footprint of pavement currently in place. Runway lights may be relocated to standard distance if funds allow. The south windsock will be relocated outside of the object free area and a windsock will be placed on the north end of the airport.

=====

EMISSIONS INVENTORY - SUMMARY

Total Emissions by Year
 Units for Non-Greenhouse Gases Emission: Short Ton
 Units for Greenhouse Gases (CO2, CH4, and N2O) Emission: Metric Ton

Year	CO	NOx	SO2	PM10	PM2.5	VOC	CO2	CH4	N2O
2022	3.021841	2.00699	0.024918	0.398533	0.07452	17.12566	1942.571	0.034087	0.006568

Total Emissions by Source Categories
 Units for Non-Greenhouse Gases Emission: Short Ton
 Units for Greenhouse Gases Emission: Metric Ton

Year	Emission SCO	NOx	SO2	PM10	PM2.5	VOC	CO2	CH4	N2O
2022	NonRoad	0.666311	1.718002	0.009217	0.073663	0.06777	0.500156	1707.765	--
2022	OnRoad	1.278331	0.221738	0.003302	0.00707	0.006751	0.076402	234.8054	0.034087
2022	Fugitive	1.0772	0.06725	0.0124	0.3178	--	16.5491	--	--
2022	TOTAL	3.021841	2.00699	0.024918	0.398533	0.07452	17.12566	1942.571	0.034087

Airport Construction Emissions Inventory Tool (ACEIT)
 Version 1.0
 Run Date & Time: 6/8/2020 10:43:55 AM

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STUDY

Study Name

Fill for S Hangar Area

Study Description

The South Hangar Development Area will need significant fill and is proposed as a fill deposit site to accumulate fill prior to future construction. The area received an Environmental Assessment in 2011 when the land was purchased resulting in a Finding of No Significant Impact.

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EMISSIONS INVENTORY - SUMMARY

Total Emissions by Year
 Units for Non-Greenhouse Gases Emission: Short Ton
 Units for Greenhouse Gases (CO2, CH4, and N2O) Emission: Metric Ton

Year	CO	NOx	SO2	PM10	PM2.5	VOC	CO2	CH4	N2O
2021	0.19253059	0.114926	0.000532	0.032002	0.010264	0.05647	81.0749	0.000865	0.00017

Total Emissions by Source Categories
 Units for Non-Greenhouse Gases Emission: Short Ton
 Units for Greenhouse Gases Emission: Metric Ton

Year	Emission Source	CO	NOx	SO2	PM10	PM2.5	VOC	CO2	CH4	N2O
2021	NonRoad	0.161237	0.107094	0.000458	0.010844	0.009976	0.052469	74.95495	--	--
2021	OnRoad	0.031294	0.007832	7.43E-05	0.000298	0.000288	0.004001	6.119947	0.000865	0.00017
2021	Fugitive	0	0	0	0.02086	--	0	--	--	--
2021	TOTAL	0.192531	0.114926	0.000532	0.032002	0.010264	0.05647	81.0749	0.000865	0.00017

Airport Construction Emissions Inventory Tool (ACEIT)
 Version 1.0
 Run Date & Time: 6/8/2020 10:36:05 AM

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STUDY

Study Name

SRE

Study Description

A SRE building is planned to be located on the northwest end of the apron adjacent to Taxiway B (also known as the north connector).

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EMISSIONS INVENTORY - SUMMARY

Total Emissions by Year

Units for Non-Greenhouse Gases Emission: Short Ton

Units for Greenhouse Gases (CO2, CH4, and N2O) Emission: Metric Ton

Year	CO	NOx	SO2	PM10	PM2.5	VOC	CO2	CH4	N2O
2024	1.905435	0.63427	0.006958	0.129113	0.027584	0.452419	840.0731	0.027578	0.002459

Total Emissions by Source Categories

Units for Non-Greenhouse Gases Emission: Short Ton

Units for Greenhouse Gases Emission: Metric Ton

Year	Emission S CO	NOx	SO2	PM10	PM2.5	VOC	CO2	CH4	N2O
2024	NonRoad	0.319868	0.53733	0.003555	0.026889	0.024738	0.206147	663.1141	--
2024	OnRoad	1.575867	0.096335	0.003292	0.003079	0.002846	0.097572	176.959	0.027578
2024	Fugitive	0.0097	0.000605	0.000111	0.099145	--	0.1487	--	--
2024	TOTAL	1.905435	0.63427	0.006958	0.129113	0.027584	0.452419	840.0731	0.027578

Airport Construction Emissions Inventory Tool (ACEIT)
 Version 1.0
 Run Date & Time: 6/8/2020 10:20:23 AM

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STUDY

Study Name

SBS Terminal Hangar

Study Description

The area immediately east of the existing FBO which is an existing gravel parking lot and airport access road is intended to be used for hangar development. This will require removal of a portion of the access road widening of the primary access road relocation of the fence in that area extension of the taxi lane to the future hangar development area relocation of the fuel truck canopy for compliance and future hangar construction by private developers.

EMISSIONS INVENTORY - SUMMARY

Total Emissions by Year

Units for Non-Greenhouse Gases Emission: Short Ton

Units for Greenhouse Gases (CO2, CH4, and N2O) Emission: Metric Ton

Year	CO	NOx	SO2	PM10	PM2.5	VOC	CO2	CH4	N2O
2021	4.484572404	1.643462	0.014295	0.309117	0.065339	0.912386	1531.409	0.075422	0.005856

Total Emissions by Source Categories

Units for Non-Greenhouse Gases Emission: Short Ton

Units for Greenhouse Gases Emission: Metric Ton

Year	Emission Source	CO	NOx	SO2	PM10	PM2.5	VOC	CO2	CH4	N2O
2021	NonRoad	0.573485	1.344454	0.005964	0.06316	0.058108	0.356231	1095.725	--	--
2021	OnRoad	3.890759	0.297738	0.008098	0.007805	0.007231	0.243875	435.6838	0.075422	0.005856
2021	Fugitive	0.020328	0.001269	0.000234	0.238152	--	0.31228	--	--	--
2021	TOTAL	4.484572	1.643462	0.014295	0.309117	0.065339	0.912386	1531.409	0.075422	0.005856



HISTORY *Colorado*

August 10, 2020

HC#78170

Ms. Kandice Krull
Environmental Protection Specialist
Federal Aviation Administration (FAA)
Denver Airports District Office

RE: Steamboat Springs/Bob Adams Field Airport Improvement Projects near the City of
Steamboat Springs, Routt County, Colorado

Dear Ms. Krull:

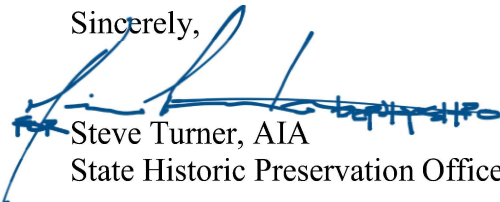
Thank you for your correspondence that our office received on July 14, 2020, regarding the review of the above referenced project under Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR Part 800.

We have reviewed all documentation submitted for this project and agree the defined area of potential effect (APE) is appropriate for the undertaking. We also concur no historic properties will be affected by the undertaking.

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR §60.4) in consultation with our office pursuant to 36 CFR §800.13. Also, should the consulted-upon scope of the work change, please contact our office for continued consultation under Section 106 of the National Historic Preservation Act.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at (303) 866-2673 or mitchell.schaefer@state.co.us.

Sincerely,


Steve Turner, AIA
State Historic Preservation Officer