

# YAMPA VALLEY AIRPORT COMMISSION

June 8, 2023

## Meeting Minutes

The regular meeting of the Yampa Valley Airport Commission (YVAC) was called to order in-person and via Zoom at approximately 6:01 p.m. on Thursday, June 8, 2023.

### YVAC members present:

Tim Redmond – Routt County Commissioner  
Stephen Birch – Resident of Routt County - Aviation Community  
Randy Rudasics – Steamboat Chamber  
Les Liman – Resident of Routt County - Aviation Community  
Maren Franciosi – Steamboat Ski & Resort Corporation (representing Janet Fischer)  
Michael Buccino – Steamboat Springs City Council member

### YVAC members absent:

Robin Crossan – Steamboat Springs City Council member  
Trevor Gann – Town of Hayden  
Bob Reese – Town of Hayden  
Rob Perlman – Steamboat Ski & Resort Corp.  
Chris Nichols – Resident of Moffat County  
Sean Hovorka – Resident of Moffat County  
Larry Mashaw – Resident of Routt County

### Others present:

Kevin Booth – YVRA  
Stacie Fain – KSBS  
Tim Ascher – Atlantic Aviation  
Keith Hensley – Routt County Economic Development Partnership  
Barry Sherman & David Vaughn – BA Group  
Mario Maraccini – Garver  
Lauren Rasmussen – Mead & Hunt  
Jeremy Lee – Mead & Hunt

## I. ORGANIZATIONAL MATTERS

### 1. Approval of Minutes – April 13, 2023 MOTION

Steven Birch moved to approve the April 13, 2023, meeting minutes as presented; Randy Rudasics seconded.

**The motion carried unanimously.**

## II. PUBLIC COMMENT

**Keith Hensley introduced himself and expressed his honor to be part of the Commission replacing Randy Rudasics after this meeting.**

### 3. Comments from Board Members

Steven Birch:

There was a lot of frustration with the RFP process, and I think it would be a really good idea to try and think outside the box about how we can maybe do a little bit better job on our RFPs and communicating to the public. I think one of the areas of frustration on RFPs in general is that there really isn't a lot of information sharing. There's a lot of retroactive. Reaction to items is always reactionary rather than proactive.

Redmond: At what point are you talking about sharing that information, and what information are you referencing?

Fain confirmed with Birch that he's speaking of county and city RFPs.

Birch: One of the things is that there has not been any information offered; it's always either been through the Freedom of Information Act or the RFP response, or having to wait for the lease terms to be publicly released through the County Commission website. So, there hasn't been a lot of communication. At no time did BA Group ever come and participate in a public forum or provide information about their project or what they are planning to do. There was a huge gap between the award and the time that the land lease came to fruition. I think it would benefit everybody if we would just have a little more information sharing about the details or at least an overview of the project prior to the actual awarding of the land lease. Does that make sense?

Redmond: It makes sense, but there are some issues in that, which I think you can see. First of all, you don't want to release that information until you have that public meeting. Once that public meeting happens, then it's open to everybody. You're saying that's a little late for the process.

Birch: And it causes frustration at the last-minute items. I feel like I've been proactive in trying to address issues that have come up as a result of our inquiries to make the proposal/project better. I would like to try to continue that in a productive manner rather than being reactionary or adversarial.

I think the generation of the RFPs and the process during the RFP is actually pretty good. It's the post-award process that I guess is the problem. It would make us feel a little bit better if there was something between the award and the commencement of the project.

Redmond pointed to examples of the DHS Building and the Terminal Area Plan open house and said the county was working hard to be as transparent and open as possible.

Redmond invited Birch to talk with him if he sees anything in these processes that makes him uncomfortable.

Buccino clarified with Birch that this is more of an accountability issue.

Redmond: I look at it as: I'm your commissioner; that's my responsibility. So, if you're going to hold anyone responsible, that would be me.

Birch: I am concerned that between the award period and the time that this was memorialized, there were significant changes. Had it not been for me doing a FOIA request of their RFP, we wouldn't have gotten the benefit of all the safety discussion that we had in the December

meeting. I would hope that we as a commission would have a little more insight into the inside baseball prior to the finalization of a proposal.

Redmond pointed out that Birch never came to him and asked for this information, which Birch acknowledged.

Booth also said he would have been happy to explain the proposed changes to Birch had he asked Booth to include it on a YVAC meeting agenda.

Birch: The land lease template and the drawings associated with that didn't come out until the land lease template came out to the Commission. There was no public notice of that prior. It's a legitimate public notice on the Commission's agenda, but that was only a week. So, it's about information being supplied ahead of time. That would prevent me from having to be reactive.

Booth pointed out that land lease agreements don't typically come in front of the Commission.

Birch: The land lease is the way that we found out. Had there been an interim step with a public forum, or BA presenting to this group or some other group what they were planning to do...

Redmond asked Birch to request any needed information and allow it to be presented.

Buccino elucidated the complexities involved since Birch's organization submitted a proposal which was not pursued, yet he is also a member of the YVAC. He highlighted how much Birch's expertise as a nonprofit helping municipalities with airports benefits the Commission.

Buccino asked Birch to be specific on which hat he is wearing when he asks for information: a commissioner or a party pursuing an RFP. He expressed confidence that Birch could successfully wear both hats and said that as a citizen, he would not want to lose Birch's expertise on this commission.

Rudasics thanked the Commission for the opportunity to serve. He expressed a willingness to continue on the Terminal Area Plan Subcommittee.

Commissioners thanked Rudasics for his time and perspective.

#### **IV. NEW BUSINESS**

##### **1. SBS Airport & Capital Infrastructure Update**

Stacie Fain:

Our operations have been pretty steady and consistent with what we had in the springtime last year, but our fuel sales are up. I think that's a combination of pricing the fuel right and giving them good service.

The city made some decisions about several airport leases. We don't generally talk about leases at Commission meetings, but I wanted you all to know about them. They were tough decisions, but I believe they were good decisions. We're going to allow the Corp 1 and Corp 2 ground leases to expire on October 31 so that we can expand our FBO operations into that ramp area and those hangars. Les is one of the tenants affected by this decision; Bob Maddox has the other hangar. The C hangars are a different scenario. The C (Charlie) hangars are located back and to the east. There are ten hangars there. The land between the Corp hangars and the FBO will be

considered public and will be maintained by grant funding by the FAA. That's in keeping with our Master Plan and Terminal Area Improvement Plan.

The Charlie hangars leases are up in March 2029, and the City Manager has said that he will consider renewing the Charlie leases when they come within the five- year mark. Those leases will ultimately need to be approved by City Council. Any lease over one year needs to be approved by Council. Those terms are being reviewed by our Legal Department right now. As soon as those terms are approved, we'll put that lease out for those hangar tenants to look at it.

Birch: Are you concerned about Mountain Aircraft Maintenance?

Fain: No, because we told them we want them to stay. We would lease directly to Mountain Aircraft Maintenance.

Birch: But it wouldn't be an expansion of FBO operations?

Fain: Yes, because now we would have that revenue for the airport, and we would have the Corp 1 hangar as a transient hangar and control of the ground in between.

We decided not to make any decisions on the Alpha 1 hangar, the Delta hangars, the Dunn hangars, which are hangars E-J, or the executive hangars, which are hangars K-M. None of those leases expire prior to 2039.

We are going to put commercial clauses onto the hangar leases as they renew. We are supposed to do that per FAA guidance, and we don't currently have them. We're also going to put leases on any trailers or buildings or sheds or things that are on the property and don't currently have those. All of these drafts are being reviewed by the City Legal Department.

We are still reviewing how we are going to proceed with fuel vendors for the FBO. I have a meeting with the Finance Department and the Director of Public Works to see about whether or not we can purchase fuel from another vendor and then sell it with the financial agreements that we currently have in place. We are currently branded, but not contracted with any vendor. We want to ensure we are getting the best service possible prior to implementing self-serve fuel.

Buccino: Is that going to increase the prices at the fuel station?

Fain: It is not. The prices at which we purchase from either of these vendors are comparable. The self-serve fuel station fuel will be cheaper.

Buccino: We approved it with the last budget. I just didn't know if you were going to come back for a supplemental because that's going to increase costs.

Fain: We are having challenges keeping that project within budget, but it has nothing to do with the fuel vendor.

Projects:

We have four major projects going on this summer. We had our pre-construction meeting with United to complete our runway rehabilitation project. That project has two pieces remaining. The first is the pond for filtering the snow for snow storage for the Streets Department. We'll

have an in-kind contract with the Streets Department that they'll get to store snow at the airport in return for them helping us maintain our new haul road and helicopter parking area. The second part is that the county is requiring us to put a culvert in at Gate 12 for vehicle access through the gate. Both of these will be completed by the end of the month. All the city streets millings were delivered to the airport and spread, so it is close to ready for helicopters to park there and should also be ready by the end of July.

Buccino: Is the repainting United's cost or our cost?

Fain: When we did the painting, we had a slight delay in our construction project because they had to take out one lane of pavement that didn't pass. We believe the team that this really good painting company (sub to United) sent was kind of their C squad due to the change in the schedule. The runway project was fantastic, but the paint was a disaster from day one. The Senior Maintenance Technician has gone to painting school, so he knew the specifications and the equipment. He called me in Massachusetts and said that it was not good preparation and painting. It's just like painting a house; they did not prepare properly. Then, we had a winter with 450 inches of snow, and our paint looks horrible. So, we notified them in the fall that the painting would need to be redone. We did not want them to repaint at that time due to the weather being too cold to paint during night closures. We have a warranty letter that says that we're going to hold you accountable for this painting come spring. So, we did the runway walk with United, and United subcontracted to this company, and they are holding them accountable. So, we'll do night closures and get it repainted this summer and it's not going to cost the city money.

We're starting on the self-serve fuel station. We are working on the Work Order with Garver Engineering for the design. It's going to be two 6,000-gallon double walled tanks for 100LL and Jet A+. It will be located between the airport office building and the K-1 hangar. That will also enable any of the firefighters and the medevac guys to fuel themselves should they want to after hours, particularly in the summer months when we close at 5pm. We'll try to do some of the construction this summer and fall, and I think we'll be able to make it operational by next spring.

Our ADS-B tower is the third project. All the electronic portion is in and we are awaiting delivery of the generator. We negotiated for a larger generator, and we're putting in a propane tank so that we have a backup system for our lights. The project will be completed this summer.

Terminal Area Improvement Project: This is everything outside the gate. We had thought we were going to break ground this summer, but ran into a few delays and had to resubmit to our Planning Department. We also discovered that three people have mineral rights on the land dating back to 1938 and that has to be researched. I couldn't do that with the assessor because everyone was protesting their assessment, but that ended today. I'm going to be calling the assessor tomorrow to see where I am in the pecking order. We have to notify these people with mineral rights of the public meeting within 60 days. We also didn't want to release a tiny project to bid on because most people aren't bidding on those projects so we will roll Phase I into Phase II for 2024. We will have two phases instead of three. We've been trying to figure out the proper phasing and Mario is going to tell you what we're thinking. We'd love to have any input on whether you think our project is phased appropriately. We're also trying to phase it in conjunction with me putting out the RFP for hangar development. We have two folks on the line that could potentially bid on that, so please, as you wear your commissioner hats or your public hats, let me know what you think. We have 60 people on the waitlist for hangars right now.

Mario Maraccini, Garver:

This is definitely a big project that has a lot of public interface. We're going to have an impact on people parking in the parking lot, access to the airport. There's a barren parking area where a lot of long-term parking happens right now with campers and things like that; that's going away. This is an airfield, and we're trying to use this land as such.

All the infrastructure, the road layouts, were set up with commercial service in mind, so as this airport has transitioned to a GA airfield, we no longer need that circle drive. Little chunks have been chopped away from that over time as well.

Maraccini showed the activities in Phase I and II.

Maraccini: The intention is for the developer to come in between the two projects. We would come in before and get some things out of their way, and then we would come in after and clean up some things, connect them to the apron and so on and so forth. So, here's a little bit of hand-in-hand with this project. The way we've got it broken out right now is we're planning to do sidewalk access and the detention basin as the first phase of the project. That's on the north side. On the south end, we've got a new access point out to the ramp. That's a good fire access route, which we currently have right through Gate 3. We'll be eliminating Gate 3. We're still going to have a non-motorized gate in that location, but main access to the airfield is going to be right next to the FBO, which gives them a lot of control over that access. That dumps them right into an area where a lot of people have eyes. The second purpose for the access on the south end is to give access to fuel trucks as they come to our new self-serve fuel station. That will happen in the first phase.

We've got some parking lot corrections. There's a pretty deep ravine; we're going to correct that drainage issue right there. Then, we're going to redo some islands, put some new light poles in, just do some beautification in that area. To do these parking expansions on the north and south, we've got a little bit of landscaping work to do. We're planning to do all of that under that first project.

We'll keep a clean access to the parking lot. Doing all this will free it up for the developer to do all the scope that they need to do.

After the developer is done, we come in and do a lot of build back. We've got a little bit of apron, some pavement to put in, and we've got a fuel truck access road. Right now, the fuel trucks have to leave the property and come back in through gates, so we're trying to eliminate that complication.

There's a little bit of scope for some fuel containment at our fuel trucks. There's the new access road with a motorized gate.

Right now, the plan is for the developer to come in and do utilities right away – some utility relocations. Then, they'll start building their hangar once they've gotten that done.

We're continuing to look at making it more attainable for a developer to come in and make good money on this. We had a previous layout that was more of an L-shaped hangar. We were working with some constraints on the site, and we figured out that we needed to break it into two hangars, which I think is going to be a better situation for everyone. We're going to have a little

bit of cut, a little bit of fill, so hopefully a better balance with the earthwork situation. The utility layout with this is a little bit better as well.

We're trying to do all we can to go to RFP this summer. Stacie wants to put it out in July.

Birch: So, Phase II does not include the relocation of the utilities; that's going to still be on the developer?

Fain: Right now, I'm looking at every avenue. Jake and Mario have a team inside of Garver that does strategic planning for that type of thing, and they are going to try to see if they can come up with anywhere else where we can tackle them. This is Bipartisan Infrastructure Grant money, and they won't allow that. They won't cover it, and I don't have the budget for it. So, we're trying to get creative, but right now, yes. The layout is better; the lines have to be moved less. I've gotten approval to reduce the ground lease rent for the first 20 years, so that should help, too.

Birch pointed out that moving the utilities will disrupt Smartwool/Honey Stinger and cut off their power. Fain said they would need to talk about that because she didn't know the particulars.

Maraccini: Because it's the main road entry into the airport, that's where all the utilities came in as well, so everyone's utilities are fed through that corridor.

Fain: We're trying to figure out a way to get that covered. I definitely want to talk to anyone and everyone before I put out the RFP. So, in the next month or so, I want to chat. Anybody can partner with Garver, so we're hopeful that people will bid on this.

We are going to move Gate 4 as part of Phase I. That's going to go down to the end; right now, Gate 5 is down there; 4 is going to go down there and become one of the mechanical gates. That space there is where our future snow removal equipment is going in 2025.

Birch confirmed that the project team has regular meetings with Honey Stinger. Fain said she also has regular meetings with the Facilities Department because they maintain things on the field.

## **2. HDN Airport/Capital/Infrastructure Update**

Kevin Booth:

I wanted to give you a wrap-up on the winter season since we didn't have all our numbers the last time we met. That's December-April. Last season, we had about 147,000 enplanements; we moved about 300,000 people through the terminal. This year, we were up about 5% to 154,000. We did it with less flights, but a lot of those flights were on larger aircraft. Load factors were very favorable this year.

For calendar year 2022, we had just over 200,000 enplanements, 400,000 people coming through. We expect that to be up about 3.4% this year to 207,114.

Fuel sales are up; parking lot revenue is up; restaurant/snack bar revenue is up. Our concessions, which include rental car, shuttle buses, even vending machines; all those were up significantly year-over-year. There was really nothing down.

Last weekend, I attended the annual AAAE National Conference in Denver. It was probably the best one I've been to, and I've been to five or six of them. I sat through a seminar on PFAS. Firefighting foam is a high-interest item across the nation right now, so I listened to some environmental experts, got a sense of what DIA is doing. We're in the game and ready to go. I did learn that a new foam will probably be approved in August. It's a foam that's been produced for ten years internationally. The manufacturer that provides us the foam we use today with PFAS in it is the same one that makes this foam, and they've been selling it to Canada for years. So, as a nation we're behind on the timeline of transitioning away from this really nasty foam that we have.

We're probably going to at least offer some PFAS testing for some of our folks who over the years have been exposed to this. We all have to do PFAS water testing as part of our stormwater plans, and that has to be updated, as do our plans, in the next year. I talked with Jeremy and his team today about that.

I also sat through the Bipartisan Infrastructure Law Airport Terminal Grant program. We've applied two years in a row for our Terminal Expansion Plan. We know we are not yet qualified to get that money, but we were advised to put in for it anyway. But this was an hour that was really well spent, and then I spent about a half an hour afterwards with a gentleman named Larry Krauter. He was previous American Association of Airport Executives Chair. He's gotten two successful BIL grants in the last two years. I've since written to him, and his CFO has sent me their template. So, that will help shape our upcoming application in October. We will have wrapped up our Terminal Area Plan by then, so we will now be eligible.

I looked at automated methods that allow you to exit the secure area, but not come back in. I talked to the manufacturer, and it's not nearly as expensive as I thought it was going to be. I don't know if it's going to work for us now, but it will definitely be part of our plan when we do the terminal expansion. It will pay for itself in a couple years because we won't need to station security personnel there.

About three weeks before that, I was in San Diego for a Public Private Partnership Conference. I attended because I don't know a lot about the P3 process, I thought it was worthwhile to go, and it was. The conclusion I came out with is that it's not for us. There's more than enough people that would love to invest in the airport and throw money at us to expand our terminal, but then I'd have to turn around and give them the keys to the terminal. They want to run it for profit. I don't think that's what our community wants. I think we're efficient, and we can improve the airport to meet future needs without jacking up the prices. Kansas City was the keynote presenters. They have a beautiful new \$1.5 billion terminal. So, I sat down with that team at dinner and picked their brains on how they did it and how they sold it, how they funded it (bonding). Nobody in Kansas City wanted that terminal, but they sold the public on it. It was 75-25 in favor of bonding.

Three weeks ago we had our annual TSA inspection. No findings, which is really good. As you know, we doubled our security presence. Seven days a week we have a security coordinator here on campus. TSA likes what we're doing.

Once a year, the FAA tests on all kinds of stuff, from mowing to firefighting. Our inspection was this week and we had no findings and only one discrepancy, which was already corrected. We got a really good report from the FAA.



We were supposed to receive the Blackhawk helicopter today. We had a briefing with the crew earlier this afternoon; they're ready to go. We've created a space for them to work; we've given them office space in the hangar next door; we've given them parking spaces. We've coordinated with Tim Ascher for refueling. For the first time, they will be buying fuel from us. They will have a tanker truck here. But the airplane is down for maintenance; it may come in later tonight, or it may be tomorrow. They're here for a 120-day contract this year versus 100 days last year. So, they will be with us into October. They could deploy where the fires are, but they wanted to be based here.

Projects:

Our carwash has been delayed due to some significant errors that were made by our contractor; they're being fixed. I would guess that we'll be done toward the end of August or early September.

We'll finish paving Piper Lane the week of the 19<sup>th</sup>.

For the runway paving project, the GC is Straight Stripe. They haven't given us exact dates, but they still have a window from mid-July to late August to do the sealcoat. It will be a 14-night closure. We've made all our tenants aware, and the firefighting crew knows.

We opened bids last week on our employee parking lot/rental car overflow lot and County Road 51B relocation. We only got one bid. We're pretty happy with the contractor who bid it. He did work for us on Piper Lane last year. We're working through some value engineering to try to bring the price down a little bit. The two projects were bid as two schedules. We're really happy with the price on one, and we've got some work to do on the other. I'm pretty confident. We'll be meeting with him next week.

We opened bids last week on our new parking lot control system. We got seven bids; we expect to select four finalists for demos and further information. We'll score them and probably award next week. Pricing was fair; no big surprises.

We did a public open house on the Terminal Area Plan last Thursday night. We had 15 guests. If you have comments, those come directly to me. Phase I is three gates with jet bridges, all elevated, on the west end. That's got a \$43 million price tag.

Rudasics asked when the County Commissioners will be briefed; Booth said it's up to them because the originally scheduled date didn't work out for all but one Commissioner. The County Manager will try to reschedule it.

Booth: The GA development plan is done. Lauren was the driving force behind that. That sets the stage for what we're going to do this summer.

Our PMCDs are in final draft format. We're really happy with them. There have been iterations back and forth for a year. I think we're going to be a really good product at the end of the day.

Since we last met, we have renewed the contracts with all three of our shuttlebus companies. We had far less issues with the shuttlebuses this winter as compared to last winter. I credit them and some of the impetus we gave them to do that. It's good to have competition amongst the three. They're all renewed for another five years.

Our rental car contracts are coming up later this year, and we will be submitting an RFP early next week to our two rental car companies with an option for a third.

We have a semi-firm commitment from the Reserve C-130 unit in Colorado Springs to bring two medevac-equipped C-130s up for our exercise in August. They want to come up the day before on August 8, stay overnight, provide capability briefings to anyone who's interested. They're going to bring their full medical team: doctors, nurses. The biggest challenge when we do one of these mass casualty exercises is that our local hospitals do not do burns or head trauma. So, how do we get those people to where we can save their lives and treat them? I've long advocated that we use the C-130s. We've exercised that notionally, but we've never actually had one show up. I was able to reach out to the squadron commander down there and kind of go 1-on-1 and compare notes. They're fired up. If they're not fighting fires, I think we'll see at least one.

If you want to come out and participate, you can be one of the walking wounded. It's a good training day. FEMA is sending representatives to help us and advise us.

### **3. Air Service Update**

Maren Franciosi, (for Janet Fischer,) SSRC:

The ski resort and air program measures winter as mid-November to mid-April. Capacity of available arriving seats was up to 205,000, up 2% from last year. The passenger counts were up 6% with 154,230 arriving passengers. Load factor was 75%, up from 72% the prior year.

Our Air Program Revenue Guarantee Costs: Our cap (max amount owed on Minimum Revenue Guarantees) was \$2.995 million, and the payment due at this time is \$1.9 million. It's been eight years since that has been under \$2 million, and it has only happened twice in the last 15 years. Last year, the cap was \$3.6 million, and we paid \$2.628 million.

For the upcoming winter, most of our flights are loaded. We just heard today from Southwest that they are loaded from November 5-January 7. That will be three times a day to Denver starting December 14. Dallas is back on Saturdays starting December 16. Nashville is returning same as last year starting December 16.

Alaska Seattle and San Diego are loaded; same schedule as last year, Wed-Sat-Sun.

We've got two DFW flights daily on American. For the second season in a row, we will not have Chicago on American.

United, however, we have all seven of their domestic hubs, and they are all loaded. Three times a day with Denver with mainline jets; daily Chicago and Houston. Los Angeles will be daily during the holiday as well as Feb-March but only Saturdays in January. Newark, DC and San Francisco will be on weekends. Daily Atlanta with Delta has been loaded for some time now.

Ryan and Janet are in Atlanta speaking with Delta about Minneapolis.

Jet Blue is in discussion as well for Fort Lauderdale and Boston returning. They're not yet loaded, but Katie and Janet are meeting with them later this week.

For spring-summer-fall, Southwest is loaded one time a day for Denver April 10-November 4. United is loaded with two times a day in April-May and three times a day June-September; then back down to two times a day through December 15.

Houston non-stop started last weekend. That will run through Labor Day. We are running advertising campaigns in Houston for the United non-stop, and Dallas with a stop in Denver on Southwest.

Commissioners discussed pursuing the Arizona market; Franciosi had no new information beyond the fact that it is under consideration.

Booth: Houston started last Friday. They come in Friday and Saturday night and leave Saturday morning and Sunday morning. It's an Embraer Air 175. That happened because City Council approved the LMD to fund summer air service to the tune of LMD's 2/3 portion of \$350,000. That's what got us United Houston. That happened kind of late in the game. Not everybody in the airline industry is as flexible as United was able to be. There was interest from other airlines for summer air service; just not this summer. That will be something we'll look at again to maybe give some of these other airlines an opportunity to expand.

#### **4. Atlantic Aviation Update**

Tim Ascher

As Kevin mentioned before, fuel sales were up year-over-year for us for the season. So far, GA traffic has been about the same year-to-date this year. April and May have been very slow for us, but traffic has picked up pretty significantly in the past week or two. So, it looks like it's going to be a pretty busy summer for us.

I do not have a new update as far as more storage for fuel capacity. It's a big investment and costs a lot of money to do, so I'm just waiting on the word from the higher-ups. I presented them our situation multiple times, so really, it's just a matter of them pulling the trigger for it.

I did get approved for a brand-new 5,000-gallon fuel truck. All of our current fuel trucks are really starting to show their age, so this is pretty exciting for us. We should see that hopefully sometime in the fourth quarter. Those usually takes a while, so I'm not sure if that's going to happen, but it is on order.

We're extremely short-staffed right now. I lost a lot of line service techs right after season ended. Most of them just moved closer to home in Craig for the same amount of money or more. I had two guys move because they couldn't afford to live here anymore. So, I'm working on increasing the starting wage again, as well as a housing allowance. But for the time being, I will be able to pull employees from other bases to help us out when we do get busy.

### **V. REPORTS FROM YVAC COMMITTEES**

#### **1. Community Outreach and Marketing**

None.

Members of this committee include: Michael, Rob, Janet, Randy, Chris, Kevin, and Stacie.

#### **2. Infrastructure and Finance**

None.

Members of this committee include: Tim, Larry, Les, Steve, Stacie, and Kevin.

**VI. MANAGERS' REPORTS – provided via email**

1. **Yampa Valley Regional Airport**  
No questions.
2. **Steamboat Springs Airport**  
No questions.

**VII. SET DATE FOR NEXT MEETING**

The next meeting will be August 10 at Bob Adams Field.

**VIII. PRELIMINARY AGENDA ITEMS FOR THE AUGUST YVAC MEETING**

Rework committees and assignments.

**IX. ADJOURN MEETING**

The YVAC meeting was adjourned at approximately 7:33 p.m.

Minutes Approved: 8/10, 2023

By:   
For Tim Redmond, Chairman Michael Beceho  
Yampa Valley Airport Commission