

# Introduction to Information Meeting #3

CPAD Special Board Meeting

April 21, 2022

Prepared by Terry Bohlen

# Agenda

- Introduction
- Presentation by Director Shariff
- Discussions and comments
  - Ballot Measure amount discussion and recommendation guidance

# Cameron Park Airport District

# Cameron Park Airport District

- Airport
  - Area: 60-acres
  - Pavement: 375,000 sq-ft
  - Access from Mira Loma, Western and United Streets, Oxford Emergency Gate
  - District owns: 8-hangars, 21-tie-down, 4-transistent tie-downs
    - Approximately 33 based aircraft -TBC
  - Privately owned properties within the District with approximately 16 based aircraft
- Residential – Through the Fence
  - Streets
    - Pavement: 876,800 sq-ft
    - Access from Oxford
  - 136-properties - TBC
  - Approximately 45 based aircraft

# CPAP and Residents – Shared Responsibilities

- CPAD is a Special District under California State Law and is responsible for the operation of the airport and maintenance of the residential streets.
- CPAD is our very local government. The Board is composed of five members, elected, volunteers, and all are Airpark residents. Board members serve 4-year terms with elections are every two years.
- We have one paid employee, the Airport Manager.
- While the CPAD Board plans, approves and oversees the operation and maintenance of the district, *it is equally important that airpark residents be informed and monitor the board by attending meetings and providing feedback!*
- In addition Resident participation by being a voting member of a standing committee and/or ad-hoc committees.
- Also Resident participation by being on the CPAD Board
- The future of the airport, and the streets, is up to us!

# Why a New and Increase in the Special Tax?

No New Special Tax,  
2.5% inflation,  
No infrastructure  
maintenance  
projects

Tier 2  
Infrastructure  
Maintenance  
Projects and Save  
and Spend  
Schedule

**Disclaimer: No ST Increase, 2.5% Inflation, No Tier 2 Projects**

Input Table			Notes		Today Date		4/21/22	
New Special Tax per Month	\$	-						
Include Tier 1 Projects?	Yes							
Include Tier 2 Projects?	No							
Include Tier 3 Projects?	No							
Fuel System Replacement?	No							
Adjustments for Inflation		Rate						
Operating Costs	Yes	2.50%						
Fuel System Replacement	Yes	2.50%						
Project costs	Yes	2.50%						
Fuel Profit	No	2.50%						
Hangar Income	Yes	2.50%						
Tie-Down Income	Yes	2.50%						
Access Fees	Yes	2.50%						
Gate Card Fees	Yes	2.50%						

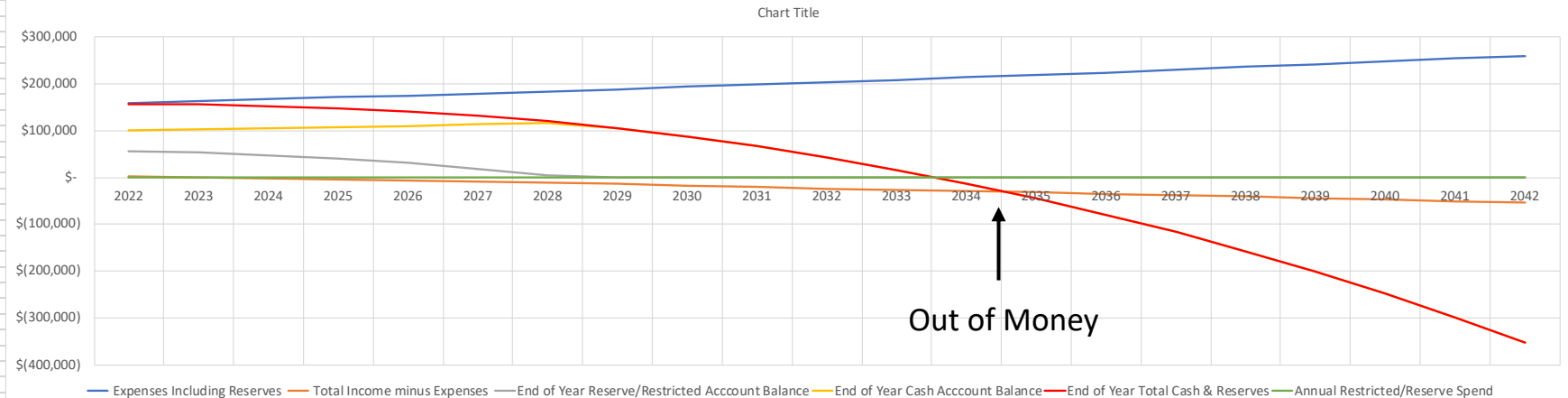
  

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring Expense	Year Recurring Expense	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized
1	1	Airport Operations (without fuel expenses)	Yes	No	Yes	\$ 155,000	2021	Yes	2.50%		No	\$ 155,000		2022	2024				
2	2	Fuel System Replacement	No	Yes	No	\$ 576,000	2021	Yes	2.50%		No	\$ -		2023	2042	2023	2042		20
3	2	Savings in Ops Expenses with Above Ground System	No	Yes	No	\$ 10,000	2021	No	0.00%		NA	\$ -		2024	2042				
4	2	Airport Layout Plan (ALP)	No	Yes	No	\$ 180,000	2020	Yes	2.50%	\$ 198,686	Yes	\$ 19,869				2023	2024	2024	2
5	2	Runway Engineering, Inspection, Plan - Consultant	No	Yes	No	\$ 5,000	2022	Yes	2.50%	\$ 5,125	No	\$ -				2023	2023	2023	1
6	2	Runway & Taxiway Slurry Seal #1	No	Yes	No	\$ 203,284	2020	Yes	2.50%	\$ 241,641	Yes	\$ 24,164				2023	2027	2027	5
7	2	Runway & Taxiway Slurry Seal #2	No	Yes	No	\$ 203,284	2020	Yes	2.50%	\$ 309,321	Yes	\$ 30,932				2028	2036	2037	9
8	2	Apron/Tie-down Slurry Seal #1	No	Yes	No	\$ 50,355	2020	Yes	2.50%	\$ 58,396	Yes	\$ 5,840				2023	2026	2026	4
9	2	Apron/Tie-down Slurry Seal #2	No	Yes	No	\$ 50,355	2020	Yes	2.50%	\$ 74,752	Yes	\$ 7,475				2027	2035	2036	9
10	2	Runway & Taxiway Overlay/Resurface	No	Yes	No	\$ 483,878	2020	Yes	2.50%	\$ 773,552	Yes	\$ 77,355				2028	2038	2039	11
11	2	Apron/Tie-down Overlay/Resurface	No	Yes	No	\$ 131,221	2020	Yes	2.50%	\$ 215,021	Yes	\$ 21,502				2028	2039	2040	12

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Annual Income	\$ 160,471	\$ 162,348	\$ 164,271	\$ 166,243	\$ 168,264	\$ 170,336	\$ 172,459	\$ 174,636	\$ 176,867	\$ 179,153	\$ 181,495	\$ 183,894	\$ 186,351	\$ 188,866	\$ 191,439	\$ 194,071	\$ 196,761	\$ 199,509	\$ 202,316	\$ 205,183	\$ 208,111
Expenses Including Reserves	\$ 158,875	\$ 162,847	\$ 166,918	\$ 171,091	\$ 175,368	\$ 179,752	\$ 184,246	\$ 188,852	\$ 193,574	\$ 198,413	\$ 203,373	\$ 208,458	\$ 213,669	\$ 219,011	\$ 224,486	\$ 230,098	\$ 235,851	\$ 241,747	\$ 247,791	\$ 253,986	\$ 260,335
Total Income minus Expenses	\$ 1,596	\$ (499)	\$ (2,647)	\$ (4,848)	\$ (7,104)	\$ (9,417)	\$ (11,787)	\$ (14,217)	\$ (18,407)	\$ (20,960)	\$ (23,576)	\$ (26,258)	\$ (29,007)	\$ (31,825)	\$ (34,713)	\$ (37,673)	\$ (40,708)	\$ (43,818)	\$ (47,006)	\$ (50,273)	\$ (53,623)
Annual Restricted/Reserve Spend	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Reserve/Restricted Account Balance	\$ 55,932	\$ 52,933	\$ 47,724	\$ 40,250	\$ 30,454	\$ 18,278	\$ 3,662	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Cash Account Balance	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 120,415	\$ 124,886	\$ 129,391	\$ 133,937	\$ 138,524	\$ 143,152	\$ 147,821	\$ 152,531	\$ 157,281	\$ 162,071	\$ 166,901	\$ 171,771	\$ 176,691	\$ 181,661
End of Year Total Cash & Reserves	\$ 155,932	\$ 155,433	\$ 152,787	\$ 147,939	\$ 140,835	\$ 131,418	\$ 119,631	\$ 105,415	\$ 87,008	\$ 66,048	\$ 42,472	\$ 16,214	\$ (12,793)	\$ (44,618)	\$ (79,331)	\$ (117,004)	\$ (157,712)	\$ (201,529)	\$ (248,535)	\$ (298,808)	\$ (352,431)
Minimum Cash Balance with Inflation	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869	\$ 121,840	\$ 124,886	\$ 128,008	\$ 131,209	\$ 134,489	\$ 137,851	\$ 141,297	\$ 144,830	\$ 148,451	\$ 152,162	\$ 155,966	\$ 159,865	\$ 163,862
Minimum Reserve Account	\$ (53,623)																				
NLT Minimum Total Income Expense Goal	\$ -																				
Difference	\$ (53,623)																				
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Airpark Income	24.3%	24.0%	23.7%	23.5%	23.2%	22.9%	22.6%	22.3%	22.3%	22.0%	21.7%	21.4%	21.1%	20.8%	20.6%	20.3%	20.0%	19.7%	19.4%	19.1%	18.9%
Airport Operation Income	75.7%	76.0%	76.3%	76.5%	76.8%	77.1%	77.4%	77.7%	77.7%	78.0%	78.3%	78.6%	78.9%	79.2%	79.4%	79.7%	80.0%	80.3%	80.6%	80.9%	81.1%

Red Line is total forecasted cash, including restrict accounts



Input Table		
New Special Tax per Month	\$ -	
Include Tier 1 Projects?	Yes	
Include Tier 2 Projects?	No	
Include Tier 3 Projects?	No	
Fuel System Replacement?	No	
Adjustments for Inflation		Rate
Operating Costs	Yes	8.00%
Fuel System Replacement	Yes	8.00%
Project costs	Yes	8.00%
Fuel Profit	No	8.00%
Hangar Income	Yes	8.00%
Tie-Down Income	Yes	8.00%
Access Fees	Yes	8.00%
Gate Card Fees	Yes	8.00%

Item	Yes/No
Fuel System Replacement	No
Include Tier 1 ?	Yes
Include Tier 2 ?	No
Include Tier 3 ?	No
New Special Tax	\$ -
Inflation Rate	8.00%

Item	Yes/No	Adj Rate
Operating Costs	Yes	8.00%
Fuel System Replacement Cost	Yes	8.00%
Project Costs	Yes	8.00%
Fuel Expense Saving with Above Ground System	no	0.00%
Fuel Profit	Yes	8.00%
Hangar Income	Yes	8.00%
Tie-Down Income	Yes	8.00%

Starting Cash and Reserve Account Balances	
Starting Case in 2022	\$ 130,000
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 24,336
Minimum Cash Balance at End of Each Year Goal	\$ 100,000

Starting Income	
Special Tax Income	\$ 39,000
Fuel Profit	\$ 32,500
Hangar Income	\$ 49,890
Grant Income-Cal Trans	\$ 10,000
Transient Parking Income	\$ 800
District Tie Down	\$ 18,800
Assessment Admin Fees	\$ 1,700
Gate Card Fees	\$ 3,750
Other Parking Income	\$ 1,000
Miscellaneous Income	\$ 1,000
In-Kind Donations	\$ -
Interest	\$ 200
Access Fees	\$ -

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring	Year Recurring	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized
1	1	Airport Operations (without fuel expenses)	Yes	No	Yes	\$ 155,000	2021	Yes	8.00%		No	\$ 155,000	\$ 155,000	2022	2024				
2	2	Fuel System Replacement	No	Yes	No	\$ 576,000	2021	Yes	8.00%		No	\$ -	\$ -	2023	2042	2023	2042		20
3	2	Savings in Ops Expenses with Above Ground System	No	Yes	No	\$ 10,000	2021	no	0.00%		NA	\$ -	\$ -	2024	2042				
4	2	Airport Layout Plan (ALP)	No	Yes	No	\$ 180,000	2020	Yes	8.00%	\$ 244,888	Yes	\$ 24,489	\$ -			2023	2024	2024	2
5	2	Runway Engineering, Inspection, Plan - Consultant	No	Yes	No	\$ 5,000	2022	Yes	8.00%	\$ 5,400	No	\$ -	\$ -			2023	2023	2023	1
6	2	Runway & Taxiway Slurry Seal #1	No	Yes	No	\$ 203,284	2020	Yes	8.00%	\$ 348,394	Yes	\$ 34,839	\$ -			2023	2027	2027	5
7	2	Runway & Taxiway Slurry Seal #2	No	Yes	No	\$ 203,284	2020	Yes	8.00%	\$ 752,156	Yes	\$ 75,216	\$ -			2023	2036	2037	9
8	2	Apron/Tie-down Slurry Seal #1	No	Yes	No	\$ 50,355	2020	Yes	8.00%	\$ 79,907	Yes	\$ 7,991	\$ -			2023	2026	2026	4
9	2	Apron/Tie-down Slurry Seal #2	No	Yes	No	\$ 50,355	2020	Yes	8.00%	\$ 172,514	Yes	\$ 17,251	\$ -			2027	2035	2036	9
10	2	Runway & Taxiway Overlay/Resurface	No	Yes	No	\$ 483,878	2020	Yes	8.00%	\$ 2,088,272	Yes	\$ 208,827	\$ -			2028	2038	2039	11
11	2	Apron/Tie-down Overlay/Resurface	No	Yes	No	\$ 131,221	2020	Yes	8.00%	\$ 611,616	Yes	\$ 61,162	\$ -			2028	2039	2040	12

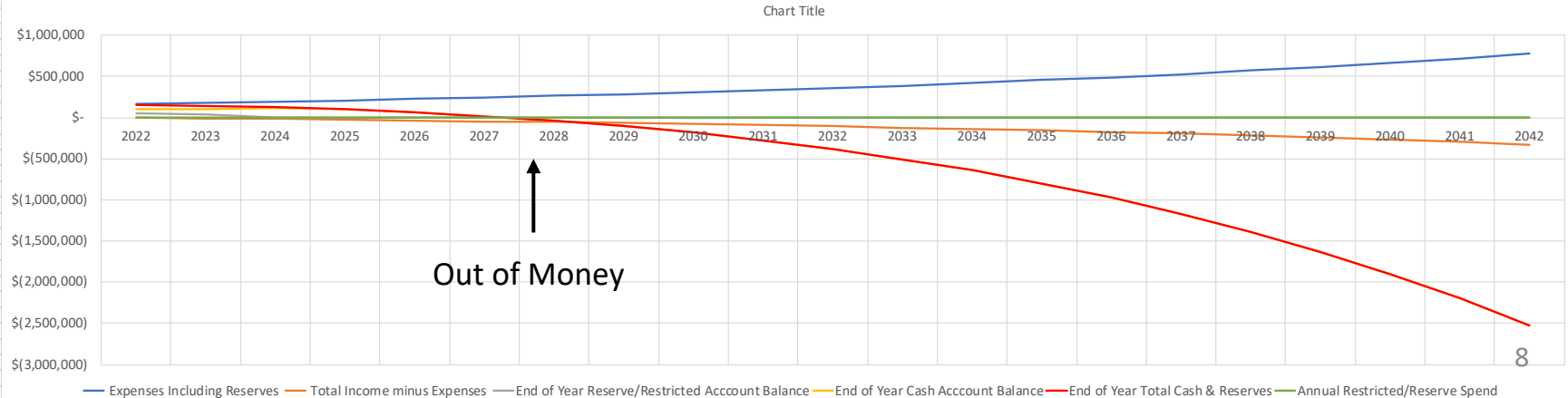
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
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Annual Income	\$ 164,499	\$ 170,827	\$ 177,661	\$ 185,042	\$ 193,014	\$ 201,623	\$ 210,920	\$ 220,962	\$ 230,107	\$ 241,820	\$ 254,469	\$ 268,131	\$ 282,885	\$ 298,820	\$ 316,030	\$ 334,616	\$ 354,689	\$ 376,368	\$ 399,782	\$ 425,069	\$ 452,378
Expenses Including Reserves	\$ 167,400	\$ 180,792	\$ 195,255	\$ 210,876	\$ 227,746	\$ 245,966	\$ 265,643	\$ 286,894	\$ 309,846	\$ 334,633	\$ 361,404	\$ 390,316	\$ 421,542	\$ 455,265	\$ 491,686	\$ 531,021	\$ 573,503	\$ 619,383	\$ 668,934	\$ 722,448	\$ 780,244
Total Income minus Expenses	\$ (2,901)	\$ (9,965)	\$ (17,594)	\$ (25,834)	\$ (34,732)	\$ (44,343)	\$ (54,722)	\$ (65,932)	\$ (79,739)	\$ (92,814)	\$ (106,935)	\$ (122,186)	\$ (138,656)	\$ (156,445)	\$ (175,657)	\$ (196,405)	\$ (218,813)	\$ (243,015)	\$ (269,152)	\$ (297,380)	\$ (327,866)
Annual Restricted/Reserve Spend	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Reserve/Restricted Account Balance	\$ 51,435	\$ 33,471	\$ 7,237	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Cash Account Balance	\$ 100,000	\$ 108,000	\$ 116,640	\$ 98,043	\$ 63,311	\$ 18,968	\$ (35,754)	\$ (101,686)	\$ (181,425)	\$ (274,239)	\$ (381,174)	\$ (503,359)	\$ (642,016)	\$ (798,461)	\$ (974,117)	#####	#####	#####	#####	#####	#####
End of Year Total Cash & Reserves	\$ 151,435	\$ 141,471	\$ 123,877	\$ 98,043	\$ 63,311	\$ 18,968	\$ (35,754)	\$ (101,686)	\$ (181,425)	\$ (274,239)	\$ (381,174)	\$ (503,359)	\$ (642,016)	\$ (798,461)	\$ (974,117)	#####	#####	#####	#####	#####	#####
Minimum Cash Balance with Inflation	\$ 100,000	\$ 108,000	\$ 116,640	\$ 125,971	\$ 136,049	\$ 146,933	\$ 158,687	\$ 171,382	\$ 185,093	\$ 199,900	\$ 215,892	\$ 233,164	\$ 251,817	\$ 271,962	\$ 293,719	\$ 317,217	\$ 342,594	\$ 370,002	\$ 399,602	\$ 431,570	\$ 466,096
Minimu Total Income minus Expense	\$ (327,866)																				
NLT Minimu Total Income Expense Goal	\$ -																				
Difference	\$ (327,866)																				
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Airpark Income	23.7%	22.8%	22.0%	21.1%	20.2%	19.7%	18.5%	17.7%	16.9%	16.1%	15.3%	14.5%	13.8%	13.1%	12.3%	11.7%	11.0%	10.4%	9.8%	9.2%	8.6%
Airport Operation Income	76.3%	77.2%	78.0%	78.9%	79.8%	80.7%	81.5%	82.3%	83.1%	83.9%	84.7%	85.5%	86.2%	86.9%	87.7%	88.3%	89.0%	89.6%	90.2%	90.8%	91.4%

No New Special Tax, 8.0% inflation, No infrastructure maintenance projects

Tier 2 Infrastructure Maintenance Projects and Save and Spend Schedule

Red Line is total forecasted cash, including restrict accounts





No New Special Tax, 2.5% inflation

Tier 2 Infrastructure Maintenance Projects and Save and Spend Schedule

Money saved for maintenance projects is not enough. Spend line is in red, show how much money is needed to fund project.

4/21/22

Streets Analysis Results Summary

Disclaimer: No ST, 2.5% Inflation, Tier 2 Projects, no resurfacing saving

Input Table		
New Special Tax per Month	\$ -	
Include Tier 1 Projects?		
Include Tier 2 Projects?	Yes	
Include Tier 3 Projects?	No	
Adjustments for Inflation		Rate
Project Costs	Yes	2.50%
Property Tax Income	No	2.50%

Notes  
 Items in Bold are entry cells  
 Items not in bold are calculated values or links to bold entry cells

Today Date 4/21/22

Special Tax Income	
Number of Assesst Properties	130.00

Include Tier 1 Projects?	0
Include Tier 2 Projects?	Yes
Include Tier 3 Projects?	No
New Special Tax	\$ -
Inflation Rate	2.50%

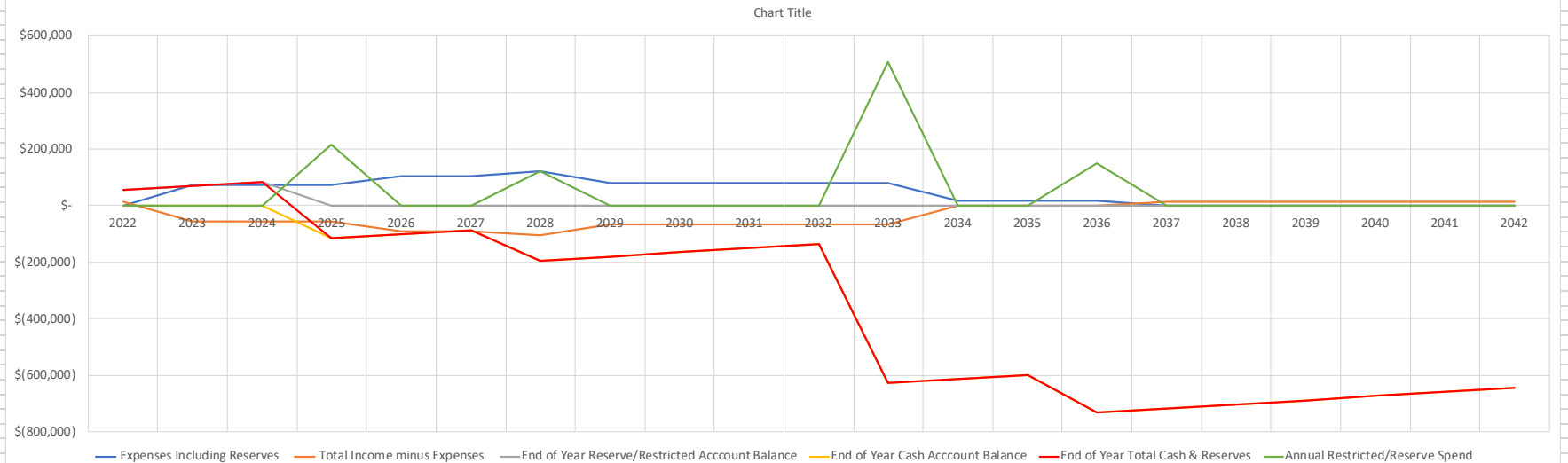
Adusst		Adj Rate
Project Costs	Yes	2.50%
	0	0.00%
	0	0.00%
	0	0.00%
Property Tax Income		
	No	2.50%
	0	0.00%
	0	0.00%

Starting Cash in 2022	
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 40,000
Minimum Cash Balance at End of Each Year Goal	\$ -
Property Tax Base in 2022	\$ 14,700

Match %	
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Ontime Assessment, into reserves in 2024

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring Expense Starts	Year Recurring Expense Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized				
1	1																						
2	2																						
3	2																						
4	2	Street Resurface	No	Yes	No	\$ 1,438,184	2020	Yes	2.50%	\$ 2,475,936						2029	2041	2042	13				
5	2	Street Slurry Seal 1	Yes	Yes	No	\$ 200,000	2022	Yes	2.50%	\$ 215,378						2023	2025	2025	3				
6	2	Street Slurry Seal 2	Yes	Yes	No	\$ 368,000	2020	Yes	2.50%	\$ 507,292						2026	2033	2033	8				
7	2	Street Crack Seal 1	Yes	Yes	No	\$ 99,878	2020	Yes	2.50%	\$ 121,692						2026	2028	2028	3				
8	2	Street Crack Seal 2	Yes	Yes	No	\$ 99,878	2020	Yes	2.50%	\$ 148,269						2028	2036	2036	9				
9	2	Consultation	Yes	Yes	No			Yes	2.50%											1			
										\$ 3,468,567													
										2033													
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
		Annual Income	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700
		Expenses Including Reserves	\$ -	\$ 71,793	\$ 71,793	\$ 103,975	\$ 103,975	\$ 120,450	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886
		Total Income minus Expenses	\$ 14,700	\$ (57,093)	\$ (57,093)	\$ (57,093)	\$ (89,275)	\$ (89,275)	\$ (105,750)	\$ (65,186)	\$ (65,186)	\$ (65,186)	\$ (65,186)	\$ (65,186)	\$ (65,186)	\$ (65,186)	\$ (65,186)	\$ (65,186)	\$ (65,186)	\$ (65,186)	\$ (65,186)	\$ (65,186)	\$ (65,186)
		Annual Restricted/Reserve Spend	\$ -	\$ -	\$ -	\$ 215,378	\$ -	\$ -	\$ 121,692	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 507,292	\$ -	\$ -	\$ 148,269	\$ -	\$ -	\$ -	\$ -	\$ -
		End of Year Reserve/Restricted Account Balance	\$ 54,700	\$ 69,400	\$ 84,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		End of Year Cash Account Balance	\$ -	\$ -	\$ -	\$ (116,578)	\$ (101,878)	\$ (87,178)	\$ (194,170)	\$ (179,470)	\$ (164,770)	\$ (150,070)	\$ (135,370)	\$ (627,962)	\$ (613,262)	\$ (598,562)	\$ (732,131)	\$ (717,431)	\$ (702,731)	\$ (688,031)	\$ (673,331)	\$ (658,631)	\$ (643,931)
		End of Year Total Cash & Reserves	\$ 54,700	\$ 69,400	\$ 84,100	\$ (116,578)	\$ (101,878)	\$ (87,178)	\$ (194,170)	\$ (179,470)	\$ (164,770)	\$ (150,070)	\$ (135,370)	\$ (627,962)	\$ (613,262)	\$ (598,562)	\$ (732,131)	\$ (717,431)	\$ (702,731)	\$ (688,031)	\$ (673,331)	\$ (658,631)	\$ (643,931)
		Minimum Cash Balance with Inflation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Minimum Total Income minus Expense	\$ (105,750)																				
		NLT Minimum Total Income Expense Goal	\$ -																				
		Difference	\$ (105,750)																				
		Minimum Reserve Account																					
		Maximum Reserve Account				\$ 84,100																	
		Cash Account Minimum																					
		Cash Account Maximum																					
		Minimum Cash & Reserve				\$ (732,131)																	



# New Measure Purpose

- Needed to sustain the airport and streets
- For Airport
  - Sustain daily operations at least for TBD years
  - Sustain existing infrastructure, which is mostly pavement, through maintenance and replacement.
- For Streets
  - Fund basic maintenance; slurry seal(s) and crack seal(s),
  - Plus, possibly, long term maintenance; eventual resurfacing without a new bond.

***Focus is on Sustaining Operations and Maintaining Existing Infrastructure Only***

# Proposed Measure

- Focused Only On
  - Sustaining Operations
    - Daily operations, including but not limited to: Fuel system checks, inspections and fuel deliveries. Coordinating mowing of field, AWOS inspections, processing lease payments, managing hangar and tie-down leases and waiting lists, emails, process bills for payment, interface with Caltrans, FAA, CalFire, El Dorado County, EPIC Fuels, contractors
    - Relatively small maintenance and repairs; Fuel system, hangar doors, gates, gate access, mowing equipment, AWOS, Restroom
  - Maintaining existing infrastructure and services
    - Airport: Fuel system, hangars, tie-downs, gate, fences, pavement, runway lights, AWOS, mowing equipment
    - Streets: Pavement
- *No Improvements*

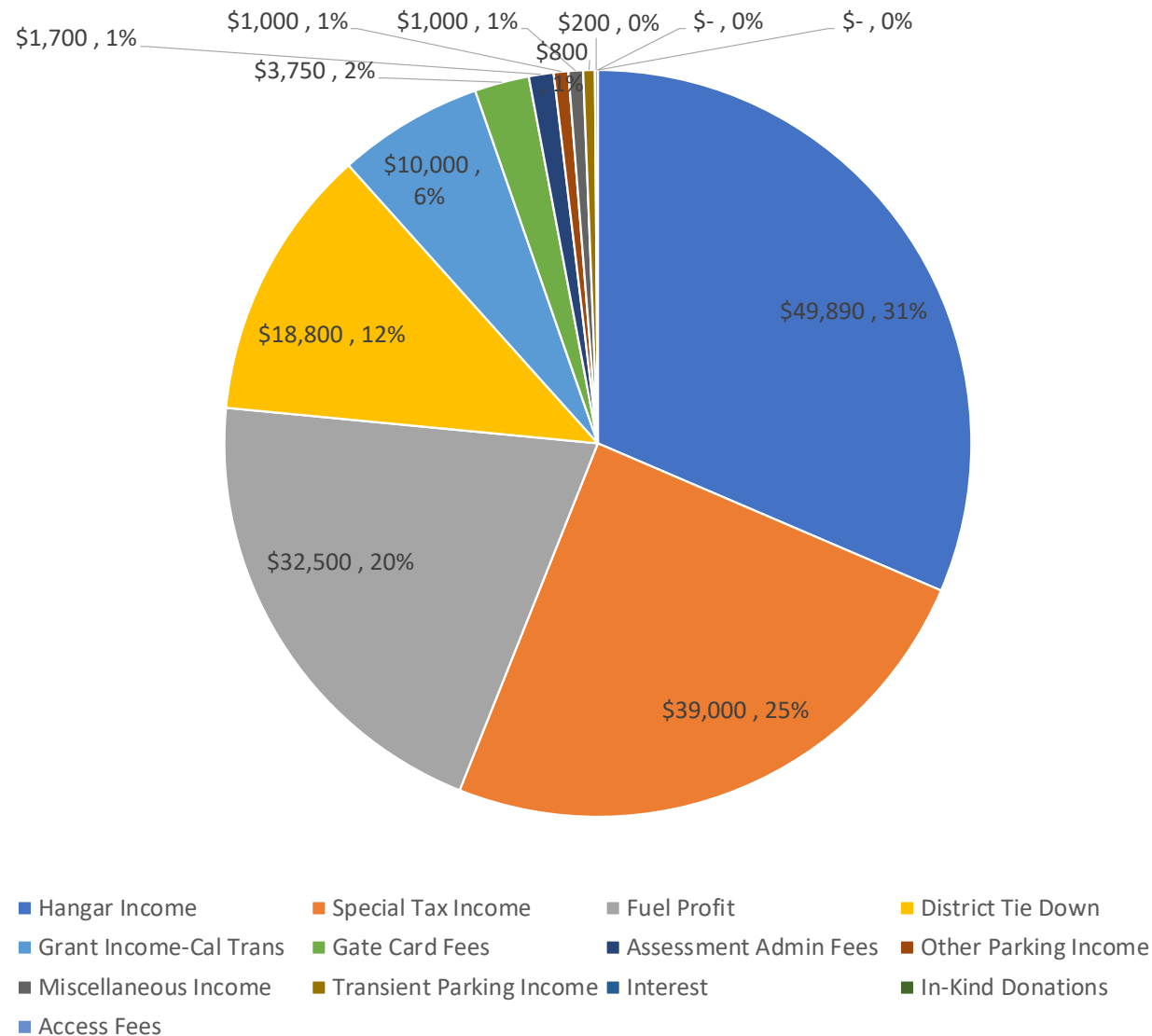
# District Expenses

# District Operating Expenses

- Approximately \$160,000 in 2021
  - Does not include fuel cost (very high number offset by fuel sale revenue)
  - Does not include infrastructure maintenance
    - Includes minor repairs and maintenance
    - Separate Restricted account for infrastructure maintenance
- Cost has been kept down with extensive volunteer work
  - Mowing, minor repairs, painting, etc.

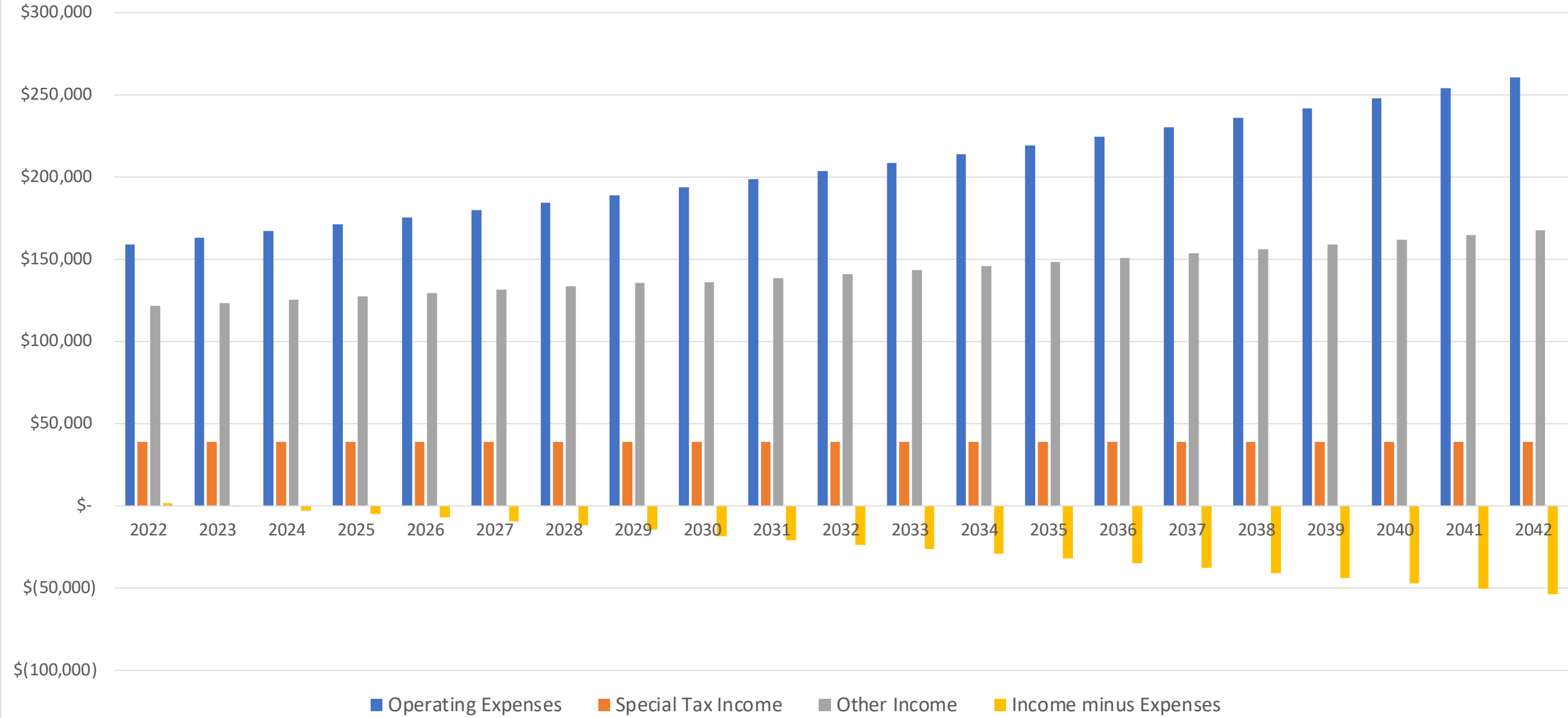
# District Income

# Current Airport Income Profile - 2022



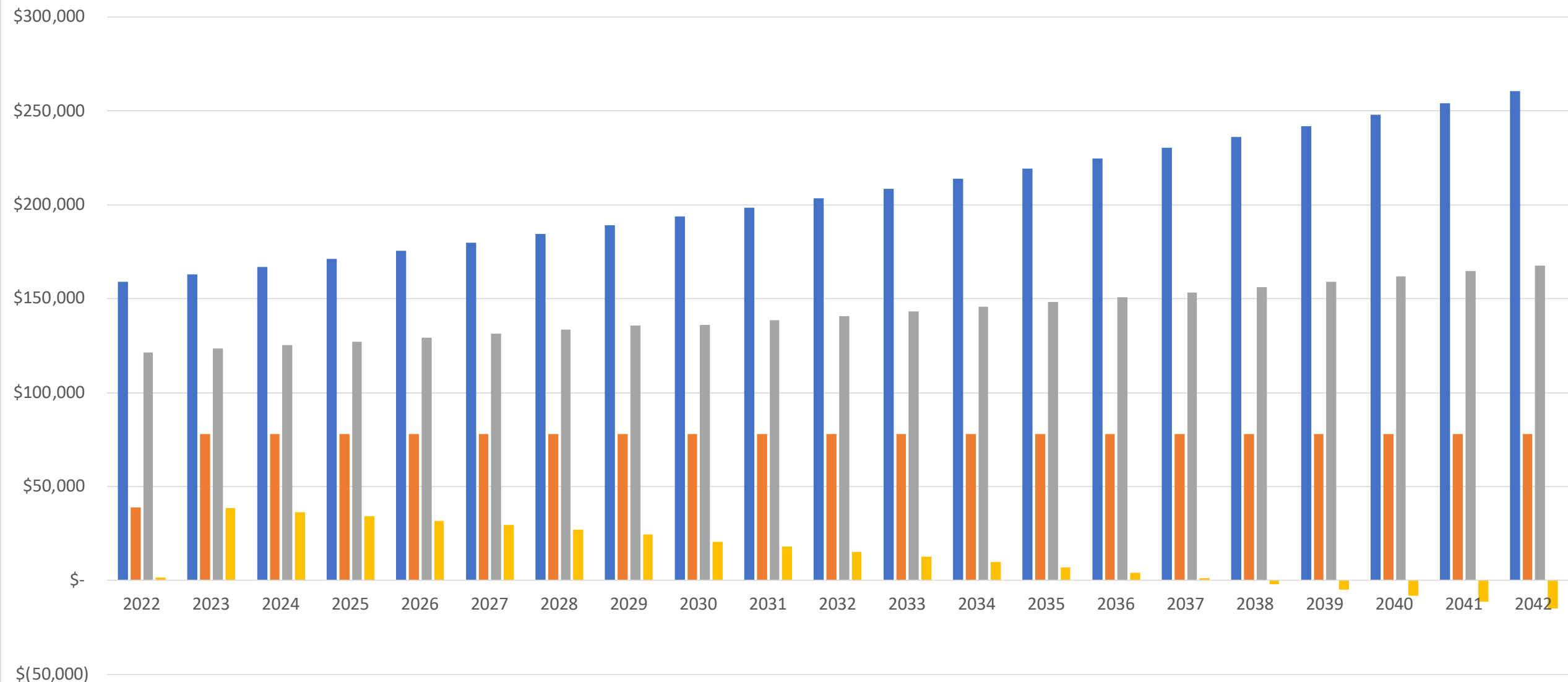
Source	Annual		Inflation Adjusted
Hangar Income	\$ 49,890	31.4%	No
Special Tax Income	\$ 39,000	24.6%	Yes
Fuel Profit	\$ 32,500	20.5%	Yes
District Tie Down	\$ 18,800	11.9%	Yes
Grant Income-Cal Trans	\$ 10,000	6.3%	No
Gate Card Fees	\$ 3,750	2.4%	No
Assessment Admin Fees	\$ 1,700	1.1%	No
Other Parking Income	\$ 1,000	0.6%	No
Miscellaneous Income	\$ 1,000	0.6%	No
Transient Parking Income	\$ 800	0.5%	No
Interest	\$ 200	0.1%	No
In-Kind Donations	\$ -	0.0%	No
Access Fees	\$ -	0.0%	No
	\$ 158,640	100.0%	

Airport - Income and Operating Expenses -Tier 1 only, no SP Increase, 2.5% Inflation in Expenses and Other Income





Airport - Income and Operating Expenses -Tier 1 only, \$25 SP Increase, 2.5% Inflation in Expenses and Other Income



■ Operating Expenses   
 ■ Special Tax Income   
 ■ Other Income   
 ■ Income minus Expenses

# Street Income

- Approximately \$14,000 annually from El Dorado County

# Increasing Airport Operations Income

# Increasing Income Candidates

- Tenant Rent - Hangar and Tie-down Rents
  - Initiated Ad-Hoc Committee to develop recommendations for revise/update leases including rents
    - Rents being reviewed against market and demand
    - CPAD Board can approve changes
- Transient Parking
  - Currently for single engine \$4 per night
  - CPAD Board can approve changes
- Gate Card Fees
  - Implemented in
    - Additional revenue approximately \$3,800 annually
    - CPAD Board can approve changes
- Access Fees
  - Board approved initiation of negotiations at the March 28, 2022 Board Meeting with private land owners on east side of airport.
  - Negotiations include access fee(s), insurance and security
  - CPAD Board can approve amounts
- Property Transfer Tax

# District Infrastructure & Maintenance/Replacement Projects – Tier 2 Projects

# Airport Infrastructure

- Pavement (375,000 sq-ft)
  - Runway (253,000 sq-ft), Taxiway (42,000 sq-ft), Apron/Tie-downs (80,000 sq-ft)
- Eight Hangars, airport office, restroom, fuel shed, light shed, water well
- Fuel and Point of Sale Systems
- Runway Lights, PLASI
- AWOS
- Gates from Western and United
- Parameter fence
- Mira Loma access gate, Parking lot to tie-down gate

# Street Infrastructure

- Pavement
- Signs

<b>Pavement Areas</b>		
<b>Residential Streets</b>	Length (ft)	Area (SqFt)
Fairway Drive	1,368	130,000
Western Drive	1,475	142,000
Aeronca Way	526	50,000
Lockheed Ct.	213	20,300
Bonanza Drive	900	85,500
Boeing Road	3,875	368,300
Baron Ct.	437	41,500
United Drive	506	39,200
Total	9,300	876,800

# Airport Infrastructure Maintenance Projects

- Fuel System
  - Current tank may have TBD years life left with acceptable risk
  - Tank will eventually need to be replaced
  - Underground tank inspection cost higher than above ground tank
- Fuel Point of Sale Systems
  - Obsolete, no longer supported. Will need to be replaced soon due to non support, magnetic strip phasing out and push for only chip readers to reduce fraud
- Airport Pavement: Slurry Seals, Crack Seals, Resurfacing
  - Slurry and crack seals very important to extend life of pavement and delay expensive resurfacing
  - Consultant Pavement Maintenance Plan needed to develop firm plan
  - Expect to receive 90% grants, CPAD pays 10%
    - May require Airport Layout Plan
    - Past grant, 90%, from Caltrans to slurry seal runway
- Hangars: Repair Doors, Repair/Maintain Structures,
  - Current repairs paid out of operating budget
  - Door mechanisms are wearing out



# Airport Infrastructure Maintenance Projects Continued

- Runway Lights
  - Currently working well. No specific maintenance other than repairing failed lights.
  - Potential for major wiring issues, constant current supply failure
- AWOS
  - Annual maintenance and inspections paid out of operating budget
  - Potential for major equipment failure
  - Shut down if no funds available
- Gates from Western and United
  - Primary maintenance is occasional cleaning and lubricating rollers and drive mechanism. Potential for gate drive/controller failure
- Parameter fence
  - Potential for major repairs
- Mira Loma access gate, Parking lot to tie-down gate
  - Primary maintenance is occasional cleaning and lubricating rollers and drive mechanism. Potential for gate drive/controller failure

# Street Infrastructure Maintenance Projects

- It all about Pavement! Almost 900,000 sq-ft
  - Slurry and crack seals very important to extend life of pavement and delay expensive resurfacing
  - Consultant Pavement Maintenance Plan needed to develop firm plan
  - Residents pay for full cost (no grants)

# Consequences of Insufficient Income and District Dissolution

# Consequences of Insufficient Income

- Airport
  - Services will be reduced as available funds shrink:
    - AWOS shutdown if unable to pay for inspections and maintenance
    - Reduction in hours and pay and/or Lay-Off the f Airport Manager
      - As long as fuel system is operational, need daily checks, along with administration tasks
  - When equipment fails, likely would not be repaired
    - Fuel system shut down if unable to pay for inspections, permits, insurance and required repairs.
      - Major loss of income, accelerating district dissolution
      - Would have to decommission which could be very expensive
    - If AWOS fails, likely decommissioned
    - Gate and fence failures would likely not be repaired.
- Streets
  - No maintenance. Street pavement will fail beginning with large cracking, loose pebbles and stones, pot holes

# Consequences of District Default & Dissolution

- Residents lose control of the streets and airport land
- Airport reverts back to El Dorado County
  - County unlikely to fund operations and maintenance
    - Would have to draw funds from other budgets – not likely
    - *Why should the county subsidized our lifestyle, especially when we do not want to?*
  - County likely to sell airport to developer
    - 60-acres of open land, with street access
- Streets – Unknown

# Proposed New Money Management

# New Special Tax Income Management

- Airport
  - \$TBD into Tier 1 Operating Budget
    - Stay operating in the Green
  - Remainder into Tier 2 Restricted Accounts
    - Fuel System Replacement Restricted Account
    - Infrastructure Maintenance Restricted Account
  - Infrastructure Maintenance Projects paid out out Tier 2 Restricted Accounts

# New Special Tax Income Management

- Streets

- \$TBD into Tier 1 Budget, to build cash for minor maintenance and signage enhancement and maintenance, until \$TBD reached, then all into Tier 2 budget
- Reminder into Tier 2 Restricted Street Major Maintenance Account



# Restricted Account Management - Proposed

- CPAD Policy proposed to set policy how new special tax income will allocated
  - *Note: CPAD could develop policy before November general election, how new income will be handled, including allocation into restricted accounts*
- With passage of measure, CPAD resolution to set amounts to be allocated to Tier 1 and Tier 2 Accounts.
- Key attributes
  - CPAD Board approval, thru resolution to change amount to Tier 2 accounts
  - CPAD Board approval to spend any money from Tier 2 Accounts for infrastructure maintenance
    - Release of money to spend must be in accordance with approved infrastructure maintenance plan
  - CPAD Board approval of infrastructure maintenance plan
    - Separate policy setting guidance for developing and/or obtaining plans. i.e. pavement maintenance plans (Streets and airport)

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    - Release of money to spend must be in accordance with approved infrastructure maintenance plan
  - CPAD Board approval of infrastructure maintenance plan
    - Separate policy setting guidance for developing and/or obtaining plans. i.e. pavement maintenance plans (Streets and airport)

# Measure Amounts & Recommendation to CPAD Board

# Summary Options

Total\*

Tier 0

Tier 1

Tier 2

Tier 3

Tier 2

+\$77

**\$102**

Moves Both to Tier 2 ->>



Up a Tier

+\$50

**\$75**

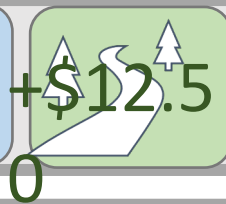
Moves Both up a Tier ->>



Deferral

+\$25

**\$50**



Inflation Adjustment; ALP. 4- 7 Year Deferral.  
Non-Sustainable on both sides.  
Adding +\$2000 OTF makes streets sustainable.

Current

**\$25**



**Red in 2023. No Projects.  
Slow Decline and Deterioration**

5

IN DOLLARS PER MONTH

Assumes 2.5% inflation in costs and airport income.

Special Tax are fixed.

\*Increase PLUS \$25

**Discription: \$12.50 ST Increase, 2.5% Inflation, Limited Tier 2 Projects Savings, Fuel System Replacement**

Input Table		
New Special Tax per Month	\$	12.50
Include Tier 1 Projects?	Yes	
Include Tier 2 Projects?	Yes	
Include Tier 3 Projects?	No	
Fuel System Replacement?	Yes	
Adjustments for Inflation		Rate
Operating Costs	Yes	2.50%
Fuel System Replacement	Yes	2.50%
Project costs	Yes	2.50%
Fuel Profit	No	2.50%
Hangar Income	Yes	2.50%
Tie-Down Income	Yes	2.50%
Access Fees	Yes	2.50%
Gate Card Fees	Yes	2.50%

Notes		Today Date	4/21/22
Items in <b>Bold</b> are entry cells			
Items not in bold are calculated values or links to bold entry cells			
Fuel System Replacement		Yes	
Include Tier 1 ?	Yes		
Include Tier 2 ?	Yes		
Include Tier 3 ?	No		
New Special Tax		\$	12.50
Inflation Rate			2.50%
Adusst		Adj Rate	
Operating Costs	Yes	2.50%	
Replacement Cost	Yes	2.50%	
Project Costs	Yes	2.50%	
Fuel Expense Saving with Above Ground System	no	0.00%	
Fuel Profit	Yes	2.50%	
Hangar Income	Yes	2.50%	
Tie-Down Income	Yes	2.50%	

Starting Cash and Reserve Account Balances	
Starting Case in 2022	\$ 130,000
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 24,336
Minimum Cash Balance at End of Each Year Goal	\$ 100,000

Starting Income	
Special Tax Income	\$ 39,000
Fuel Profit	\$ 32,500
Hangar Income	\$ 49,890
Grant Income-Cal Trans	\$ 10,000
Transient Parking Income	\$ 800
District Tie Down	\$ 18,800
Assessment Admin Fees	\$ 1,700
Gate Card Fees	\$ 3,750
Other Parking Income	\$ 1,000
Miscellaneous Income	\$ 1,000
In-Kind Donations	\$ -
Interest	\$ 200
Access Fees	\$ -

Number of Asses Properties	130.00
	130.00

Match %	10.00%
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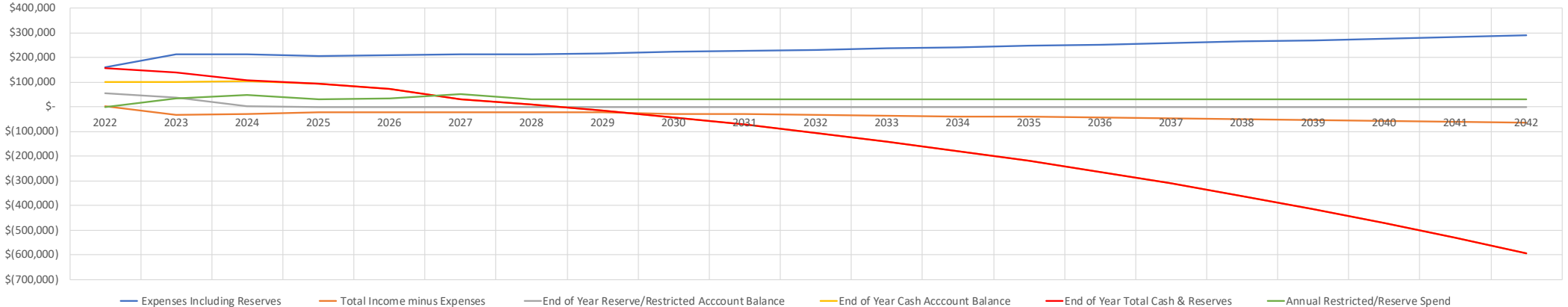
Item	Funding Tier	Expense/ Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring Expense Starts	Year Recurring Expense Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized
1	1	Airport Operations (without fuel expenses)	Yes	No	Yes	\$ 155,000	2021	Yes	2.50%		No	\$ -	\$ 155,000	2022	2024				
2	2	Fuel System Replacement	Yes	Yes	No	\$ 576,000	2021	Yes	2.50%		No	\$ -	\$ 576,000	2023	2042	2023	2042		20
3	2	Savings in Ops Expenses with Above Ground System	No	Yes	No	\$ 10,000	2021	no	0.00%		NA	\$ -	\$ -	2024	2042				
4	2	Airport Layout Plan (ALP)	Yes	Yes	No	\$ 180,000	2020	Yes	2.50%	\$ 198,686	Yes	\$ 19,869	\$ 19,869			2023	2024	2024	2
5	2	Runway Engineering, Inspection, Plan - Consultant	Yes	Yes	No	\$ 5,000	2022	Yes	2.50%	\$ 5,125	No	\$ -	\$ 5,125			2023	2023	2023	1
6	2	Runway & Taxiway Slurry Seal #1	Yes	Yes	No	\$ 203,284	2020	Yes	2.50%	\$ 241,641	Yes	\$ 24,164	\$ 24,164			2023	2027	2027	5
7	2	Runway & Taxiway Slurry Seal #2	No	Yes	No	\$ 203,284	2020	Yes	2.50%	\$ 309,321	Yes	\$ 30,932	\$ -			2028	2036	2037	9
8	2	Apron/Tie-down Slurry Seal #1	Yes	Yes	No	\$ 50,355	2020	Yes	2.50%	\$ 58,396	Yes	\$ 5,840	\$ 5,840			2023	2026	2026	4
9	2	Apron/Tie-down Slurry Seal #2	No	Yes	No	\$ 50,355	2020	Yes	2.50%	\$ 74,752	Yes	\$ 7,475	\$ -			2027	2035	2036	9
10	2	Runway & Taxiway Overlay/Resurface	No	Yes	No	\$ 483,878	2020	Yes	2.50%	\$ 773,552	Yes	\$ 77,355	\$ -			2028	2038	2039	11
11	2	Apron/Tie-down Overlay/Resurface	No	Yes	No	\$ 131,221	2020	Yes	2.50%	\$ 215,021	Yes	\$ 21,502	\$ -			2028	2039	2040	12

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042

Annual Income	\$ 160,471	\$ 181,848	\$ 183,771	\$ 185,743	\$ 187,764	\$ 189,836	\$ 191,959	\$ 194,136	\$ 196,667	\$ 199,297	\$ 201,700	\$ 204,162	\$ 206,686	\$ 209,273	\$ 211,925	\$ 214,643	\$ 217,429	\$ 220,285	\$ 223,212	\$ 226,213	
Expenses Including Reserves	\$ 158,875	\$ 212,999	\$ 211,945	\$ 206,184	\$ 210,461	\$ 213,385	\$ 213,046	\$ 217,652	\$ 222,374	\$ 227,213	\$ 232,173	\$ 237,258	\$ 242,469	\$ 247,811	\$ 253,286	\$ 258,898	\$ 264,651	\$ 270,547	\$ 276,591	\$ 282,786	\$ 289,135
Total Income minus Expenses	\$ 1,596	\$ (31,151)	\$ (28,174)	\$ (20,440)	\$ (22,697)	\$ (23,549)	\$ (21,087)	\$ (23,517)	\$ (27,707)	\$ (30,260)	\$ (32,876)	\$ (35,558)	\$ (38,307)	\$ (41,125)	\$ (44,013)	\$ (46,973)	\$ (50,008)	\$ (53,118)	\$ (56,306)	\$ (59,573)	\$ (62,923)
Annual Restricted/Reserve Spend	\$ -	\$ 33,925	\$ 48,669	\$ 28,800	\$ 34,640	\$ 52,964	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800
End of Year Reserve/Restricted Account Balance	\$ 55,932	\$ 38,508	\$ 4,130	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Cash Account Balance	\$ 100,000	\$ 102,500	\$ 105,063	\$ 95,045	\$ 72,802	\$ 29,921	\$ 8,834	\$ (14,683)	\$ (42,390)	\$ (72,649)	\$ (105,526)	\$ (141,084)	\$ (179,391)	\$ (220,515)	\$ (264,528)	\$ (311,502)	\$ (361,509)	\$ (414,627)	\$ (470,932)	\$ (530,506)	\$ (593,428)
End of Year Total Cash & Reserves	\$ 155,932	\$ 141,008	\$ 109,193	\$ 95,045	\$ 72,802	\$ 29,921	\$ 8,834	\$ (14,683)	\$ (42,390)	\$ (72,649)	\$ (105,526)	\$ (141,084)	\$ (179,391)	\$ (220,515)	\$ (264,528)	\$ (311,502)	\$ (361,509)	\$ (414,627)	\$ (470,932)	\$ (530,506)	\$ (593,428)
Minimum Cash Balance with Inflation	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869	\$ 121,840	\$ 124,886	\$ 128,008	\$ 131,209	\$ 134,489	\$ 137,851	\$ 141,297	\$ 144,830	\$ 148,451	\$ 152,162	\$ 155,966	\$ 159,865	\$ 163,862
Minimu Total Income minus Expense	\$ (62,923)																				
NLT Minium Total Income Expense Goal	\$ -																				
Difference	\$ (62,923)																				
Airpark Income	24.3%	32.2%	31.8%	31.5%	31.2%	30.8%	30.5%	30.1%	30.1%	29.7%	29.4%	29.0%	28.7%	28.3%	28.0%	27.6%	27.3%	26.9%	26.6%	26.2%	25.9%
Airport Operation Income	75.7%	67.8%	68.2%	68.5%	68.8%	69.2%	69.5%	69.9%	69.9%	70.3%	70.6%	71.0%	71.3%	71.7%	72.0%	72.4%	72.7%	73.1%	73.4%	73.8%	74.1%

Chart Title



4/21/22

Input Table		
New Special Tax per Month	\$	12.50
Include Tier 1 Projects?	Yes	
Include Tier 2 Projects?	Yes	
Include Tier 3 Projects?	No	
Fuel System Replacement?	No	
Adjustments for Inflation		Rate
Operating Costs	Yes	8.00%
Fuel System Replacement	Yes	8.00%
Project costs	Yes	8.00%
Fuel Profit	No	8.00%
Hangar Income	Yes	8.00%
Tie-Down Income	Yes	8.00%
Access Fees	Yes	8.00%
Gate Card Fees	Yes	8.00%

Notes		Today Date
		4/21/22
Items in <b>Bold</b> are entry cells		
Items not in bold are calculated values or links to bold entry cells		
Fuel System Replacement	No	
Include Tier 1 ?	Yes	
Include Tier 2 ?	Yes	
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New Special Tax		\$ 12.50
Inflation Rate		8.00%

Starting Cash and Reserve Account Balances	
Starting Case in 2022	\$ 130,000
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 24,336
Minimum Cash Balance at End of Each Year Goal	\$ 100,000

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Miscellaneous Income	\$ 1,000
In-Kind Donations	\$ -
Interest	\$ 200
Access Fees	\$ -

Adusst		Adj Rate	
Operating Costs	Yes	8.00%	
Replacement Cost	Yes	8.00%	
Project Costs	Yes	8.00%	
Fuel Expense Saving with Above Ground System	no	0.00%	
Fuel Profit	Yes	8.00%	
Hangar Income	Yes	8.00%	
Tie-Down Income	Yes	8.00%	

Number of Asses Properties	130.00
	130.00

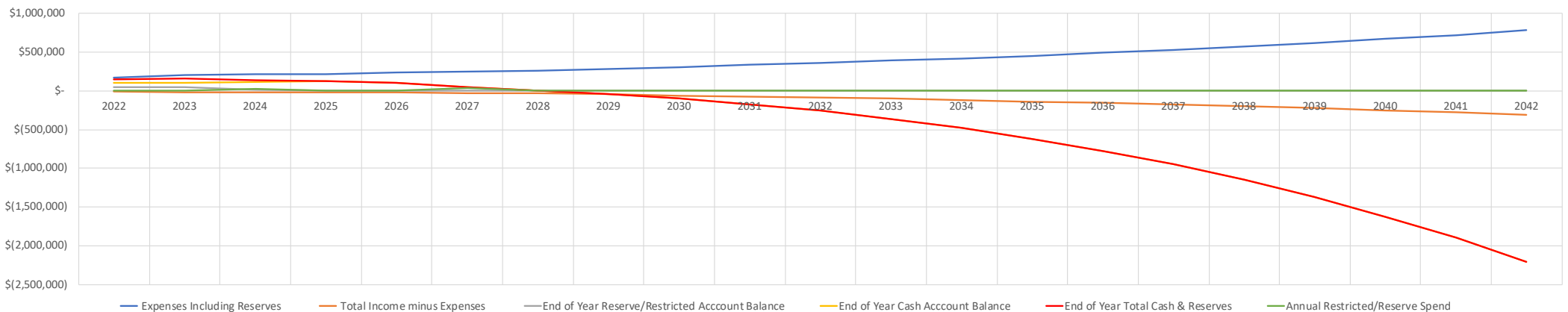
Match %	10.00%
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Item	Funding Tier	Expense/ Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring Expense Starts	Year Recurring Expense Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized
1	1	Airport Operations (without fuel expenses)	Yes	No	Yes	\$ 155,000	2021	Yes	8.00%		No		\$ 155,000	2022	2024				
2	2	Fuel System Replacement	No	Yes	No	\$ 576,000	2021	Yes	8.00%		No	\$ -	\$ -	2023	2042	2023	2042		20
3	2	Savings in Ops Expenses with Above Ground System	No	Yes	No	\$ 10,000	2021	no	0.00%		NA	\$ -	\$ -	2024	2042				
4	2	Airport Layout Plan (ALP)	Yes	Yes	No	\$ 180,000	2020	Yes	8.00%	\$ 244,888	Yes	\$ 24,489	\$ 24,489			2023	2024	2024	2
5	2	Runway Engineering, Inspection, Plan - Consultant	Yes	Yes	No	\$ 5,000	2022	Yes	8.00%	\$ 5,400	No	\$ -	\$ 5,400			2023	2023	2023	1
6	2	Runway & Taxiway Slurry Seal #1	Yes	Yes	No	\$ 203,284	2020	Yes	8.00%	\$ 348,394	Yes	\$ 34,839	\$ 34,839			2023	2027	2027	5
7	2	Runway & Taxiway Slurry Seal #2	No	Yes	No	\$ 203,284	2020	Yes	8.00%	\$ 752,156	Yes	\$ 75,216	\$ -			2028	2036	2037	9
8	2	Apron/Tie-down Slurry Seal #1	Yes	Yes	No	\$ 50,355	2020	Yes	8.00%	\$ 79,907	Yes	\$ 7,991	\$ 7,991			2023	2026	2026	4
9	2	Apron/Tie-down Slurry Seal #2	No	Yes	No	\$ 50,355	2020	Yes	8.00%	\$ 172,514	Yes	\$ 17,251	\$ -			2027	2035	2036	9
10	2	Runway & Taxiway Overlay/Resurface	No	Yes	No	\$ 483,878	2020	Yes	8.00%	\$ 2,088,272	Yes	\$ 208,827	\$ -			2028	2038	2039	11
11	2	Apron/Tie-down Overlay/Resurface	No	Yes	No	\$ 131,221	2020	Yes	8.00%	\$ 611,616	Yes	\$ 61,162	\$ -			2028	2039	2040	12

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
1	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042

Annual Income	\$ 164,499	\$ 190,327	\$ 197,161	\$ 204,542	\$ 212,514	\$ 221,123	\$ 230,420	\$ 240,462	\$ 249,607	\$ 261,320	\$ 273,969	\$ 287,631	\$ 302,385	\$ 318,320	\$ 335,530	\$ 354,116	\$ 374,189	\$ 395,868	\$ 419,282	\$ 444,569	\$ 471,878
Expenses Including Reserves	\$ 167,400	\$ 207,402	\$ 216,465	\$ 219,841	\$ 236,711	\$ 252,933	\$ 265,643	\$ 286,894	\$ 309,846	\$ 334,633	\$ 361,404	\$ 390,316	\$ 421,542	\$ 455,265	\$ 491,686	\$ 531,021	\$ 573,503	\$ 619,383	\$ 668,934	\$ 722,448	\$ 780,244
Total Income minus Expenses	\$ (2,901)	\$ (17,075)	\$ (19,304)	\$ (15,299)	\$ (24,198)	\$ (31,811)	\$ (35,222)	\$ (46,432)	\$ (60,239)	\$ (73,314)	\$ (87,435)	\$ (102,686)	\$ (119,156)	\$ (136,945)	\$ (156,157)	\$ (176,905)	\$ (199,313)	\$ (223,515)	\$ (249,652)	\$ (277,880)	\$ (308,366)
Annual Restricted/Reserve Spend	\$ -	\$ 5,400	\$ 24,489	\$ -	\$ 7,991	\$ 34,839	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Reserve/Restricted Account Balance	\$ 51,435	\$ 47,571	\$ 16,348	\$ 683	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Cash Account Balance	\$ 100,000	\$ 108,000	\$ 116,640	\$ 125,971	\$ 103,431	\$ 43,749	\$ 8,527	\$ (37,905)	\$ (98,144)	\$ (171,458)	\$ (258,893)	\$ (361,578)	\$ (480,735)	\$ (617,679)	\$ (773,836)	\$ (950,741)	\$ (1,150,055)	\$ (1,373,569)	\$ (1,623,221)	\$ (1,901,101)	\$ (2,209,467)
End of Year Total Cash & Reserves	\$ 151,435	\$ 155,571	\$ 132,988	\$ 126,654	\$ 103,431	\$ 43,749	\$ 8,527	\$ (37,905)	\$ (98,144)	\$ (171,458)	\$ (258,893)	\$ (361,578)	\$ (480,735)	\$ (617,679)	\$ (773,836)	\$ (950,741)	\$ (1,150,055)	\$ (1,373,569)	\$ (1,623,221)	\$ (1,901,101)	\$ (2,209,467)
Minimum Cash Balance with Inflation	\$ 100,000	\$ 108,000	\$ 116,640	\$ 125,971	\$ 136,049	\$ 146,933	\$ 158,687	\$ 171,382	\$ 185,093	\$ 199,900	\$ 215,892	\$ 233,164	\$ 251,817	\$ 271,962	\$ 293,719	\$ 317,217	\$ 342,594	\$ 370,002	\$ 399,602	\$ 431,570	\$ 466,096
Minimu Total Income minus Expense	\$ (308,366)				\$ -					\$ (2,209,467)											
NLT Minium Total Income Expense Goal	\$ -				\$ 51,435																
Difference	\$ (308,366)																				
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Airpark Income	23.7%	30.7%	29.7%	28.6%	27.5%	26.5%	25.4%	24.3%	23.4%	22.4%	21.4%	20.3%	19.3%	18.4%	17.4%	16.5%	15.6%	14.8%	14.0%	13.2%	12.4%
Airport Operation Income	76.3%	69.3%	70.3%	71.4%	72.5%	73.5%	74.6%	75.7%	76.6%	77.6%	78.6%	79.7%	80.7%	81.6%	82.6%	83.5%	84.4%	85.2%	86.0%	86.8%	87.6%

Chart Title



4/21/22

Input Table		
New Special Tax per Month	\$	25.00
Include Tier 1 Projects?	Yes	
Include Tier 2 Projects?	Yes	
Include Tier 3 Projects?	No	
Fuel System Replacement?	Yes	
Adjustments for Inflation		Rate
Operating Costs	Yes	2.50%
Fuel System Replacement	Yes	2.50%
Project costs	Yes	2.50%
Fuel Profit	No	2.50%
Hangar Income	Yes	2.50%
Tie-Down Income	Yes	2.50%
Access Fees	Yes	2.50%
Gate Card Fees	Yes	2.50%

Fuel System Replacement	
Fuel System Replacement	Yes
Include Tier 1?	Yes
Include Tier 2?	Yes
Include Tier 3?	No
Fuel Expense Saving with Above Ground System	
New Special Tax	\$ 25.00
Inflation Rate	2.50%

Adusst			Adj Rate		
Operating Costs	Yes	2.50%			
Fuel System Replacement Cost	Yes	2.50%			
Project Costs	Yes	2.50%			
Fuel Profit	no	0.00%			
Fuel Profit	Yes	2.50%			
Hangar Income	Yes	2.50%			
Tie-Down Income	Yes	2.50%			

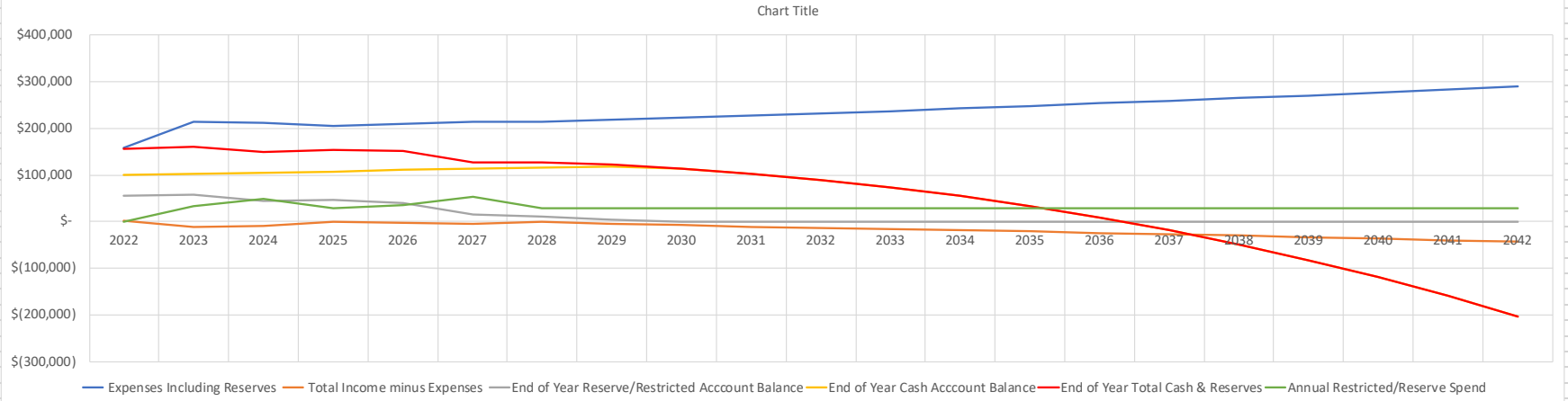
Starting Cash and Reserve Account Balances	
Starting Case in 2022	\$ 130,000
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 24,336
Minimum Cash Balance at End of Each Year Goal	\$ 100,000

Starting Income	
Special Tax Income	\$ 39,000
Fuel Profit	\$ 32,500
Hangar Income	\$ 49,890
Grant Income-Cal Trans	\$ 10,000
Transient Parking Income	\$ 800
District Tie Down	\$ 18,800
Assessment Admin Fees	\$ 1,700
Gate Card Fees	\$ 3,750
Other Parking Income	\$ 1,000
Miscellaneous Income	\$ 1,000
In-Kind Donations	\$ -
Interest	\$ 200
Access Fees	\$ -

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring Starts	Year Recurring Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized
1	1	Airport Operations (without fuel expenses)	Yes	No	Yes	\$ 155,000	2021	Yes	2.50%		No		\$ 155,000	2022	2024				
2	2	Fuel System Replacement	Yes	Yes	No	\$ 576,000	2021	Yes	2.50%		No		\$ 576,000	2023	2042	2023	2042		20
3	2	Savings in Ops Expenses with Above Ground System	No	Yes	No	\$ 10,000	2021	no	0.00%		NA			2024	2042				
4	2	Airport Layout Plan (ALP)	Yes	Yes	No	\$ 180,000	2020	Yes	2.50%	\$ 198,686	Yes	\$ 19,869	\$ 19,869			2023	2024	2024	2
5	2	Runway Engineering, Inspection, Plan - Consultant	Yes	Yes	No	\$ 5,000	2022	Yes	2.50%	\$ 5,125	No		\$ 5,125			2023	2023	2023	1
6	2	Runway & Taxiway Slurry Seal #1	Yes	Yes	No	\$ 203,284	2020	Yes	2.50%	\$ 241,641	Yes	\$ 24,164	\$ 24,164			2023	2027	2027	5
7	2	Runway & Taxiway Slurry Seal #2	Yes	Yes	No	\$ 203,284	2020	Yes	2.50%	\$ 309,321	Yes	\$ 30,932				2028	2036	2037	9
8	2	Apron/Tie-down Slurry Seal #1	Yes	Yes	No	\$ 50,355	2020	Yes	2.50%	\$ 58,396	Yes	\$ 5,840	\$ 5,840			2023	2026	2026	4
9	2	Apron/Tie-down Slurry Seal #2	No	Yes	No	\$ 50,355	2020	Yes	2.50%	\$ 74,752	Yes	\$ 7,475				2027	2035	2036	9
10	2	Runway & Taxiway Overlay/Resurface	No	Yes	No	\$ 483,878	2020	Yes	2.50%	\$ 773,552	Yes	\$ 77,355				2028	2038	2039	11
11	2	Apron/Tie-down Overlay/Resurface	No	Yes	No	\$ 131,221	2020	Yes	2.50%	\$ 215,021	Yes	\$ 21,502				2028	2039	2040	12

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042

Annual Income	\$ 160,471	\$ 201,348	\$ 203,271	\$ 205,243	\$ 207,264	\$ 209,336	\$ 211,459	\$ 213,636	\$ 214,167	\$ 216,453	\$ 218,797	\$ 221,200	\$ 223,662	\$ 226,186	\$ 228,773	\$ 231,425	\$ 234,143	\$ 236,929	\$ 239,785	\$ 242,712	\$ 245,713
Expenses Including Reserves	\$ 158,875	\$ 212,999	\$ 211,945	\$ 206,184	\$ 210,461	\$ 213,385	\$ 213,046	\$ 217,652	\$ 222,374	\$ 227,213	\$ 232,173	\$ 237,258	\$ 242,469	\$ 247,811	\$ 253,286	\$ 258,898	\$ 264,651	\$ 270,547	\$ 276,591	\$ 282,786	\$ 289,135
Total Income minus Expenses	\$ 1,596	\$ (11,651)	\$ (8,674)	\$ (940)	\$ (3,197)	\$ (4,049)	\$ (1,587)	\$ (4,017)	\$ (8,207)	\$ (10,760)	\$ (13,376)	\$ (16,058)	\$ (18,807)	\$ (21,625)	\$ (24,513)	\$ (27,473)	\$ (30,508)	\$ (33,618)	\$ (36,806)	\$ (40,073)	\$ (43,423)
Annual Restricted/Reserve Spend	\$ -	\$ 33,925	\$ 48,669	\$ 28,800	\$ 34,640	\$ 52,964	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800
End of Year Reserve/Restricted Account Balance	\$ 55,932	\$ 58,008	\$ 43,130	\$ 45,856	\$ 40,420	\$ 14,280	\$ 9,865	\$ 2,949	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Cash Account Balance	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869	\$ 113,610	\$ 102,851	\$ 89,474	\$ 73,416	\$ 54,609	\$ 32,985	\$ 8,472	\$ (19,002)	\$ (49,509)	\$ (83,127)	\$ (119,932)	\$ (160,006)	\$ (203,428)
End of Year Total Cash & Reserves	\$ 155,932	\$ 160,508	\$ 148,193	\$ 153,545	\$ 150,802	\$ 127,421	\$ 125,834	\$ 121,817	\$ 113,610	\$ 102,851	\$ 89,474	\$ 73,416	\$ 54,609	\$ 32,985	\$ 8,472	\$ (19,002)	\$ (49,509)	\$ (83,127)	\$ (119,932)	\$ (160,006)	\$ (203,428)
Minimum Cash Balance with Inflation	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869	\$ 121,840	\$ 124,886	\$ 128,008	\$ 131,209	\$ 134,489	\$ 137,851	\$ 141,297	\$ 144,830	\$ 148,451	\$ 152,162	\$ 155,966	\$ 159,865	\$ 163,862
Minimu Total Income minus Expense	\$ (43,423)																				
NLT Minimu Total Income Expense Goal	\$ -																				
Difference	\$ (43,423)																				
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Airpark Income	24.3%	38.7%	38.4%	38.0%	37.6%	37.3%	36.9%	36.5%	36.0%	35.6%	35.3%	34.9%	34.5%	34.1%	33.7%	33.3%	32.9%	32.5%	32.1%	31.7%	
Airport Operation Income	75.7%	61.3%	61.6%	62.0%	62.4%	62.7%	63.1%	63.5%	63.6%	64.0%	64.4%	64.7%	65.1%	65.5%	65.9%	66.3%	66.7%	67.1%	67.5%	67.9%	68.3%



**Discription: \$25 ST Increase, 8.0% Inflation, Limited Tier 2 Projects Savings**

Input Table		
New Special Tax per Month	\$ 25.00	
Include Tier 1 Projects?	Yes	
Include Tier 2 Projects?	Yes	
Include Tier 3 Projects?	No	
Fuel System Replacement?	Yes	
Adjustments for Inflation		Rate
Operating Costs	Yes	8.00%
Fuel System Replacement	Yes	8.00%
Project costs	Yes	8.00%
Fuel Profit	No	8.00%
Hangar Income	Yes	8.00%
Tie-Down Income	Yes	8.00%
Access Fees	Yes	8.00%
Gate Card Fees	Yes	8.00%

Fuel System Replacement		Yes
Include Tier 1 ?		Yes
Include Tier 2 ?		Yes
Include Tier 3 ?		No
New Special Tax		\$ 25.00
Inflation Rate		8.00%

Adusst		Adj Rate
Operating Costs	Yes	8.00%
Replacement Cost	Yes	8.00%
Project Costs	Yes	8.00%
Fuel Expense Saving with Above Ground System	no	0.00%
Fuel Profit	Yes	8.00%
Hangar Income	Yes	8.00%
Tie-Down Income	Yes	8.00%

Starting Cash and Reserve Account Balances	
Starting Case in 2022	\$ 130,000
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 24,336
Minimum Cash Balance at End of Each Year Goal	\$ 100,000

Starting Income	
Special Tax Income	\$ 39,000
Fuel Profit	\$ 32,500
Hangar Income	\$ 49,890
Grant Income-Cal Trans	\$ 10,000
Transient Parking Income	\$ 800
District Tie Down	\$ 18,800
Assessment Admin Fees	\$ 1,700
Gate Card Fees	\$ 3,750
Other Parking Income	\$ 1,000
Miscellaneous Income	\$ 1,000
In-Kind Donations	\$ -
Interest	\$ 200
Access Fees	\$ -

Number of Asses Properties	130.00
	130.00

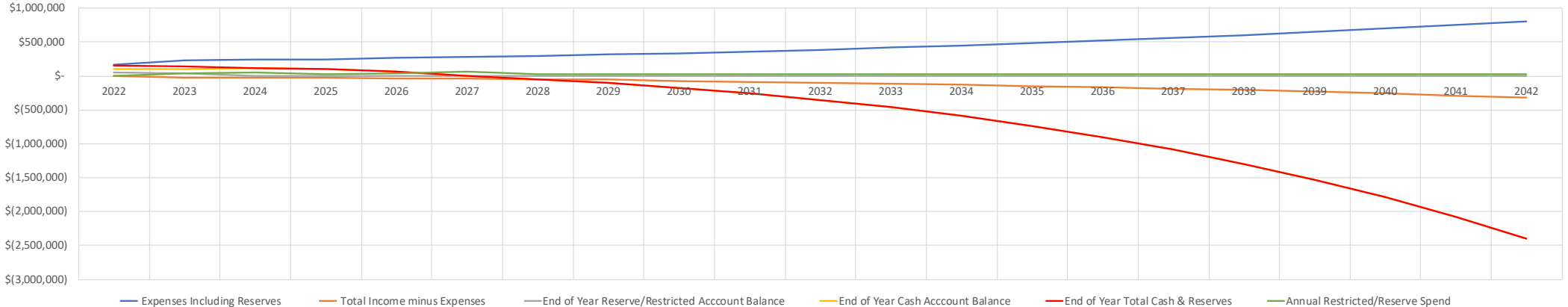
Match %	10.00%
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Item	Funding Tier	Expense/ Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring Expense Starts	Year Recurring Expense Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized
1	1	Airport Operations (without fuel expenses)	Yes	No	Yes	\$ 155,000	2021	Yes	8.00%		No		\$ 155,000	2022	2024				
2	2	Fuel System Replacement	Yes	Yes	No	\$ 576,000	2021	Yes	8.00%		No	\$ -	\$ 576,000	2023	2042	2023	2042		20
3	2	Savings in Ops Expenses with Above Ground System	No	Yes	No	\$ 10,000	2021	no	0.00%		NA	\$ -	\$ -	2024	2042				
4	2	Airport Layout Plan (ALP)	Yes	Yes	No	\$ 180,000	2020	Yes	8.00%	\$ 244,888	Yes	\$ 24,489	\$ 24,489			2023	2024	2024	2
5	2	Runway Engineering, Inspection, Plan - Consultant	Yes	Yes	No	\$ 5,000	2022	Yes	8.00%	\$ 5,400	No	\$ -	\$ 5,400			2023	2023	2023	1
6	2	Runway & Taxiway Slurry Seal #1	Yes	Yes	No	\$ 203,284	2020	Yes	8.00%	\$ 348,394	Yes	\$ 34,839	\$ 34,839			2023	2027	2027	5
7	2	Runway & Taxiway Slurry Seal #2	No	Yes	No	\$ 203,284	2020	Yes	8.00%	\$ 752,156	Yes	\$ 75,216	\$ -			2028	2036	2037	9
8	2	Apron/Tie-down Slurry Seal #1	Yes	Yes	No	\$ 50,355	2020	Yes	8.00%	\$ 79,907	Yes	\$ 7,991	\$ 7,991			2023	2026	2026	4
9	2	Apron/Tie-down Slurry Seal #2	No	Yes	No	\$ 50,355	2020	Yes	8.00%	\$ 172,514	Yes	\$ 17,251	\$ -			2027	2035	2036	9
10	2	Runway & Taxiway Overlay/Resurface	No	Yes	No	\$ 483,878	2020	Yes	8.00%	\$ 2,088,272	Yes	\$ 208,827	\$ -			2028	2038	2039	11
11	2	Apron/Tie-down Overlay/Resurface	No	Yes	No	\$ 131,221	2020	Yes	8.00%	\$ 611,616	Yes	\$ 61,162	\$ -			2028	2039	2040	12

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
1	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042

Annual Income	\$ 164,499	\$ 209,827	\$ 216,661	\$ 224,042	\$ 232,014	\$ 240,623	\$ 249,920	\$ 259,962	\$ 269,107	\$ 280,820	\$ 293,469	\$ 307,131	\$ 321,885	\$ 337,820	\$ 355,030	\$ 373,616	\$ 393,689	\$ 415,368	\$ 438,782	\$ 464,069	\$ 491,378
Expenses Including Reserves	\$ 167,400	\$ 236,202	\$ 245,265	\$ 248,641	\$ 265,511	\$ 281,733	\$ 294,443	\$ 315,694	\$ 338,646	\$ 363,433	\$ 390,204	\$ 419,116	\$ 450,342	\$ 484,065	\$ 520,486	\$ 559,821	\$ 602,303	\$ 648,183	\$ 697,734	\$ 751,248	\$ 809,044
Total Income minus Expenses	\$ (2,901)	\$ (26,375)	\$ (28,604)	\$ (24,599)	\$ (33,498)	\$ (41,111)	\$ (44,522)	\$ (55,732)	\$ (69,539)	\$ (82,614)	\$ (96,735)	\$ (111,986)	\$ (128,456)	\$ (146,245)	\$ (165,457)	\$ (186,205)	\$ (208,613)	\$ (232,815)	\$ (258,952)	\$ (287,180)	\$ (317,666)
Annual Restricted/Reserve Spend	\$ -	\$ 34,200	\$ 53,289	\$ 28,800	\$ 36,791	\$ 63,639	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800
End of Year Reserve/Restricted Account Balance	\$ 51,435	\$ 38,271	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Cash Account Balance	\$ 100,000	\$ 108,000	\$ 114,388	\$ 98,754	\$ 66,231	\$ (2,751)	\$ (47,273)	\$ (103,005)	\$ (172,544)	\$ (255,158)	\$ (351,893)	\$ (463,878)	\$ (592,335)	\$ (738,579)	\$ (904,036)	\$ (1,090,241)	\$ (1,298,855)	\$ (1,531,669)	\$ (1,790,621)	\$ (2,077,801)	\$ (2,395,467)
End of Year Total Cash & Reserves	\$ 151,435	\$ 146,271	\$ 114,388	\$ 98,754	\$ 66,231	\$ (2,751)	\$ (47,273)	\$ (103,005)	\$ (172,544)	\$ (255,158)	\$ (351,893)	\$ (463,878)	\$ (592,335)	\$ (738,579)	\$ (904,036)	\$ (1,090,241)	\$ (1,298,855)	\$ (1,531,669)	\$ (1,790,621)	\$ (2,077,801)	\$ (2,395,467)
Minimum Cash Balance with Inflation	\$ 100,000	\$ 108,000	\$ 116,640	\$ 125,971	\$ 136,049	\$ 146,933	\$ 158,687	\$ 171,382	\$ 185,093	\$ 199,900	\$ 215,892	\$ 233,164	\$ 251,817	\$ 271,962	\$ 293,719	\$ 317,217	\$ 342,594	\$ 370,002	\$ 399,602	\$ 431,570	\$ 466,096
Minimu Total Income minus Expense	\$ (317,666)																				
NLT Minium Total Income Expense Goal	\$ -																				
Difference	\$ (317,666)																				
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Airpark Income	23.7%	37.2%	36.0%	34.8%	33.6%	32.4%	31.2%	30.0%	29.0%	27.8%	26.6%	25.4%	24.2%	23.1%	22.0%	20.9%	19.8%	18.8%	17.8%	16.8%	15.9%
Airport Operation Income	76.3%	62.8%	64.0%	65.2%	66.4%	67.6%	68.8%	70.0%	71.0%	72.2%	73.4%	74.6%	75.8%	76.9%	78.0%	79.1%	80.2%	81.2%	82.2%	83.2%	84.1%

Chart Title



4/21/22

— Expenses Including Reserves — Total Income minus Expenses — End of Year Reserve/Restricted Account Balance — End of Year Cash Account Balance — End of Year Total Cash & Reserves — Annual Restricted/Reserve Spend



Input Table		
New Special Tax per Month	\$	25.00
Include Tier 1 Projects?		Yes
Include Tier 2 Projects?		Yes
Include Tier 3 Projects?		No
Adjustments for Inflation		Rate
Project Costs	Yes	2.50%
Property Tax Income	No	2.50%

Notes  
Items in Bold are entry cells  
Items not in bold are calculated values or links to bold entry cells

Today Date 4/21/22

Special Tax Income	
Number of Assesst Properties	130.00
	130.00

Include Tier 1 Projects?	0
Include Tier 2 Projects?	Yes
Include Tier 3 Projects?	No
New Special Tax	\$ 25.00
Inflation Rate	2.50%

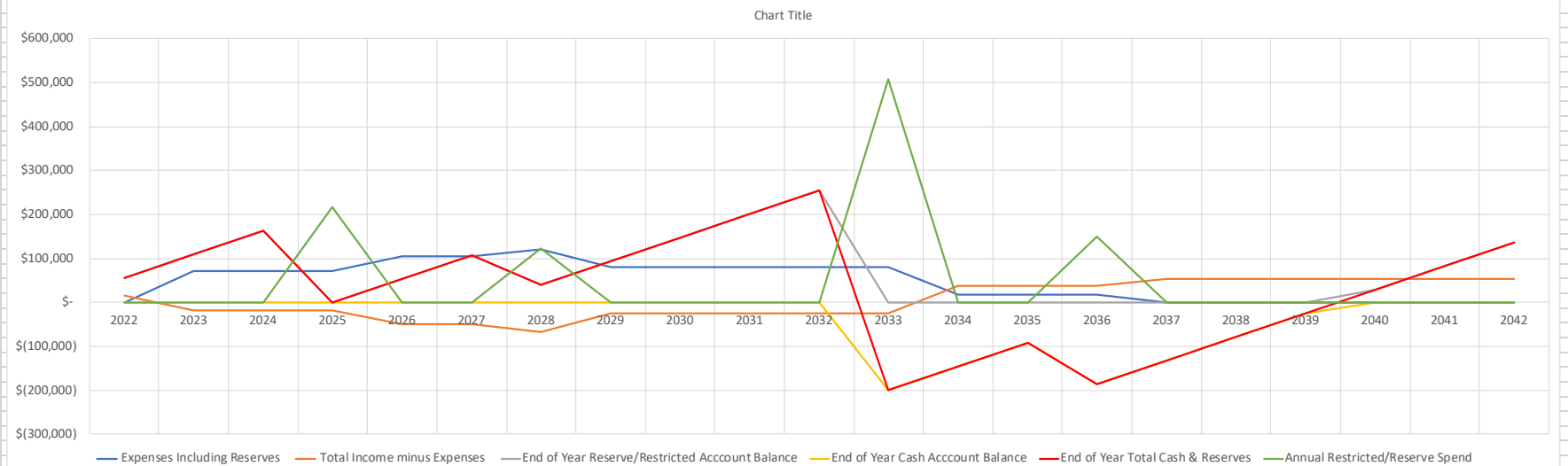
Project Costs	Adusst	Adj Rate
	Yes	2.50%
	0	0.00%
	0	0.00%
	0	0.00%
Property Tax Income		
	No	2.50%
	0	0.00%
	0	0.00%

Starting Cash in 2022	
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 40,000
Minimum Cash Balance at End of Each Year Goal	\$ -
Property Tax Base in 2022	\$ 14,700

Match %
---------

Ontime Assessment, into reserves in 2024

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring Expense Starts	Year Recurring Expense Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized				
1	1		0										\$ -										
2	2												\$ -										
3	2												\$ -										
4	2	Street Resurface	No	Yes	No	\$ 1,438,184	2020	Yes	2.50%	\$ 2,475,936			\$ -			2029	2041	2042	13				
5	2	Street Slurry Seal 1	Yes	Yes	No	\$ 200,000	2022	Yes	2.50%	\$ 215,378			\$ -			2023	2025	2025	3				
6	2	Street Slurry Seal 2	Yes	Yes	No	\$ 368,000	2020	Yes	2.50%	\$ 507,292			\$ -			2026	2033	2033	8				
7	2	Street Crack Seal 1	Yes	Yes	No	\$ 99,878	2020	Yes	2.50%	\$ 121,692			\$ -			2026	2028	2028	3				
8	2	Street Crack Seal 2	Yes	Yes	No	\$ 99,878	2020	Yes	2.50%	\$ 148,269			\$ -			2028	2036	2036	9				
9	2	Consultation	Yes	Yes	No			Yes	2.50%	\$ -			\$ -							1			
										\$ 3,468,567			\$ -										
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Annual Incom	\$	14,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700
Expenses Including Reserves	\$	-	\$ 71,793	\$ 71,793	\$ 71,793	\$ 103,975	\$ 103,975	\$ 120,450	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 16,474	\$ 16,474	\$ 16,474	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Income minus Expenses	\$	14,700	\$ (18,093)	\$ (18,093)	\$ (18,093)	\$ (50,275)	\$ (66,750)	\$ (26,186)	\$ (26,186)	\$ (26,186)	\$ (26,186)	\$ (26,186)	\$ (26,186)	\$ 37,226	\$ 37,226	\$ 37,226	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700
Annual Restricted/Reserve Spend	\$	-	\$ -	\$ -	\$ 215,378	\$ -	\$ -	\$ 121,692	\$ -	\$ -	\$ -	\$ -	\$ 507,292	\$ -	\$ -	\$ 148,269	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Reserve/Restricted Account Balance	\$	54,700	\$ 108,400	\$ 162,100	\$ 422	\$ 54,122	\$ 107,822	\$ 39,830	\$ 93,530	\$ 147,230	\$ 200,930	\$ 254,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,669	\$ 82,369	\$ 136,069
End of Year Cash Account Balance	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (198,962)	\$ (145,262)	\$ (91,562)	\$ (186,131)	\$ (132,431)	\$ (78,731)	\$ (25,031)	\$ -	\$ -	\$ -	\$ -
End of Year Total Cash & Reserves	\$	54,700	\$ 108,400	\$ 162,100	\$ 422	\$ 54,122	\$ 107,822	\$ 39,830	\$ 93,530	\$ 147,230	\$ 200,930	\$ 254,630	\$ (198,962)	\$ (145,262)	\$ (91,562)	\$ (186,131)	\$ (132,431)	\$ (78,731)	\$ (25,031)	\$ 28,669	\$ 82,369	\$ 136,069	\$ 136,069
Minimum Cash Balance with Inflation	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Minimum Total Income minus Expense	\$	(66,750)																					
NLT Minimum Total Income Expense Goal	\$	-																					
Difference	\$	(66,750)																					



Input Table	
New Special Tax per Month	\$ 25.00
Include Tier 1 Projects?	
Include Tier 2 Projects?	Yes
Include Tier 3 Projects?	No
Adjustments for Inflation	Rate
Project Costs	Yes 8.00%
Property Tax Income	No 8.00%

Notes  
 Items in Bold are entry cells  
 Items not in bold are calculated values or links to bold entry cells

Today Date 4/21/22

Special Tax Income	
Number of Assesst Properties	130.00
	130.00

Include Tier 1 Projects?	0
Include Tier 2 Projects?	Yes
Include Tier 3 Projects?	No
New Special Tax	\$ 25.00
Inflation Rate	8.00%

Project Costs	Adusst	Adj Rate
	Yes	8.00%
	0	0.00%
	0	0.00%
	0	0.00%
Property Tax Income	No	8.00%
	0	0.00%
	0	0.00%

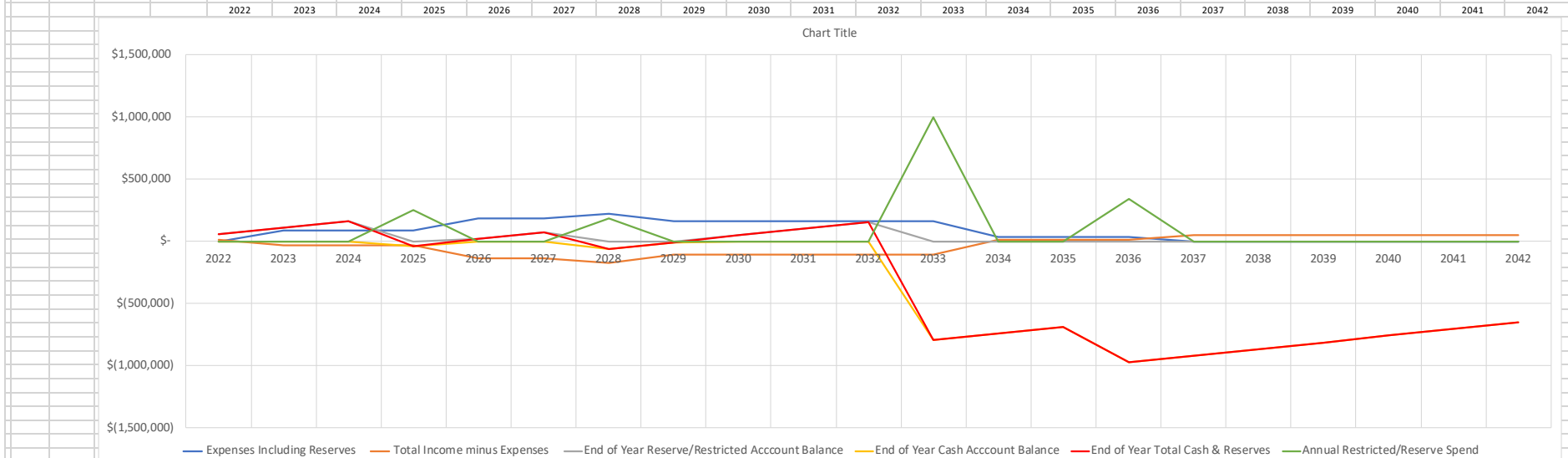
Starting Cash in 2022	
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 40,000
Minimum Cash Balance at End of Each Year Goal	\$ -
Property Tax Base in 2022	\$ 14,700

Match %	
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Ontime Assessment, into reserves in 2024

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring Expense Starts	Year Recurring Expense Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized				
1	1			0									\$ -										
2	2												\$ -										
3	2												\$ -										
4	2	Street Resurface	No	Yes	No	\$ 1,438,184	2020	Yes	8.00%	\$ 7,818,743			\$ -			2029	2041	2042	13				
5	2	Street Slurry Seal 1	Yes	Yes	No	\$ 200,000	2022	Yes	8.00%	\$ 251,942			\$ -			2023	2025	2025	3				
6	2	Street Slurry Seal 2	Yes	Yes	No	\$ 368,000	2020	Yes	8.00%	\$ 1,000,822			\$ -			2026	2033	2033	8				
7	2	Street Crack Seal 1	Yes	Yes	No	\$ 99,878	2020	Yes	8.00%	\$ 184,867			\$ -			2026	2028	2028	3				
8	2	Street Crack Seal 2	Yes	Yes	No	\$ 99,878	2020	Yes	8.00%	\$ 342,176			\$ -			2028	2036	2036	9				
9	2	Consultation	Yes	Yes	No			Yes	8.00%	\$ -			\$ -							1			
										\$ 9,598,551			\$ -										
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042

Annual Income	\$ 14,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700
Expenses Including Reserves	\$ -	\$ 83,981	\$ 83,981	\$ 83,981	\$ 186,725	\$ 186,725	\$ 224,745	\$ 163,122	\$ 163,122	\$ 163,122	\$ 163,122	\$ 163,122	\$ 163,122	\$ 163,122	\$ 38,020	\$ 38,020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Income minus Expenses	\$ 14,700	\$ (30,281)	\$ (30,281)	\$ (30,281)	\$ (133,025)	\$ (133,025)	\$ (171,045)	\$ (109,422)	\$ (109,422)	\$ (109,422)	\$ (109,422)	\$ (109,422)	\$ (109,422)	\$ 15,680	\$ 15,680	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700
Annual Restricted/Reserve Spend	\$ -	\$ -	\$ -	\$ 251,942	\$ -	\$ -	\$ 184,867	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,822	\$ -	\$ -	\$ 342,176	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Reserve/Restricted Account Balance	\$ 54,700	\$ 108,400	\$ 162,100	\$ -	\$ 17,558	\$ 71,258	\$ -	\$ -	\$ 47,490	\$ 101,190	\$ 154,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Cash Account Balance	\$ -	\$ -	\$ -	\$ (36,142)	\$ -	\$ -	\$ (59,910)	\$ (6,210)	\$ -	\$ -	\$ -	\$ (792,231)	\$ (738,531)	\$ (684,831)	\$ (973,308)	\$ (919,608)	\$ (865,908)	\$ (812,208)	\$ (758,508)	\$ (704,808)	\$ (651,108)	\$ -	\$ -
End of Year Total Cash & Reserves	\$ 54,700	\$ 108,400	\$ 162,100	\$ (36,142)	\$ 17,558	\$ 71,258	\$ (59,910)	\$ (6,210)	\$ 47,490	\$ 101,190	\$ 154,890	\$ (792,231)	\$ (738,531)	\$ (684,831)	\$ (973,308)	\$ (919,608)	\$ (865,908)	\$ (812,208)	\$ (758,508)	\$ (704,808)	\$ (651,108)	\$ -	\$ -
Minimum Cash Balance with Inflation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Minimum Total Income minus Expense	\$ (171,045)																						
NLT Minium Total Income Expense Goal	\$ -																						
Difference	\$ (171,045)																						



Input Table		
New Special Tax per Month	\$	35.92
Include Tier 1 Projects?	Yes	
Include Tier 2 Projects?	Yes	
Include Tier 3 Projects?	No	
Fuel System Replacement?	Yes	
Adjustments for Inflation		Rate
Operating Costs	Yes	2.50%
Fuel System Replacement	Yes	2.50%
Project costs	Yes	2.50%
Fuel Profit	No	2.50%
Hangar Income	Yes	2.50%
Tie-Down Income	Yes	2.50%
Access Fees	Yes	2.50%
Gate Card Fees	Yes	2.50%

Fuel System Replacement		Yes
Include Tier 1 ?	Yes	
Include Tier 2 ?	Yes	
Include Tier 3 ?	No	
New Special Tax		\$ 35.92
Inflation Rate		2.50%

Adusst		Adj Rate
Operating Costs	Yes	2.50%
Replacement Cost	Yes	2.50%
Project Costs	Yes	2.50%
Fuel Expense Saving with Above Ground System	no	0.00%
Fuel Profit	Yes	2.50%
Hangar Income	Yes	2.50%
Tie-Down Income	Yes	2.50%

Starting Cash and Reserve Account Balances	
Starting Case in 2022	\$ 130,000
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 24,336
Minimum Cash Balance at End of Each Year Goal	\$ 100,000

Starting Income	
Special Tax Income	\$ 39,000
Fuel Profit	\$ 32,500
Hangar Income	\$ 49,890
Grant Income-Cal Trans	\$ 10,000
Transient Parking Income	\$ 800
District Tie Down	\$ 18,800
Assessment Admin Fees	\$ 1,700
Gate Card Fees	\$ 3,750
Other Parking Income	\$ 1,000
Miscellaneous Income	\$ 1,000
In-Kind Donations	\$ -
Interest	\$ 200
Access Fees	\$ -

Number of Assesst Properties	130.00
	130.00

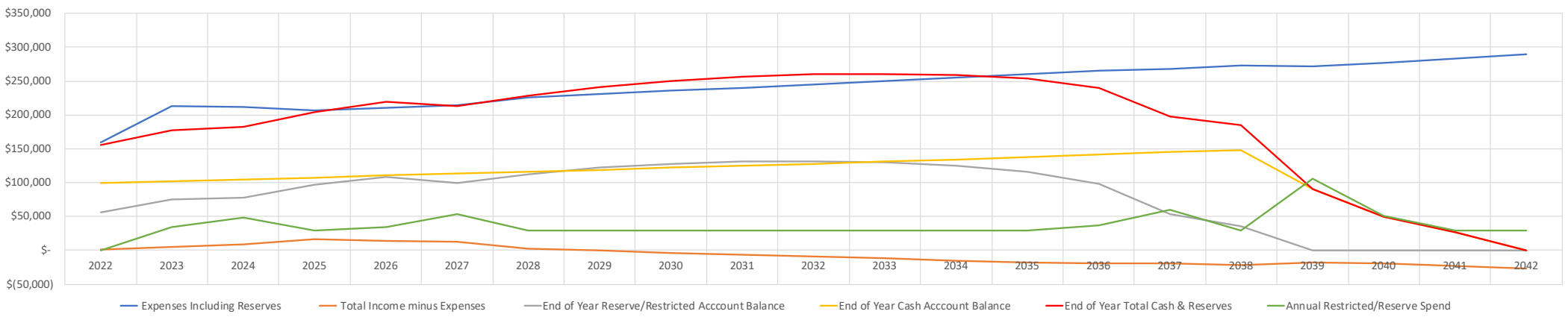
Match %	10.00%
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Item	Funding Tier	Expense/ Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring Expense Starts	Year Recurring Expense Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized
1	1	Airport Operations (without fuel expenses)	Yes	No	Yes	\$ 155,000	2021	Yes	2.50%		No	\$ 155,000	\$ 155,000	2022	2024				
2	2	Fuel System Replacement	Yes	Yes	No	\$ 576,000	2021	Yes	2.50%		No	\$ -	\$ 576,000	2023	2042	2023	2042		20
3	2	Savings in Ops Expenses with Above Ground System	No	Yes	No	\$ 10,000	2021	no	0.00%		NA	\$ -	\$ -	2024	2042				
4	2	Airport Layout Plan (ALP)	Yes	Yes	No	\$ 180,000	2020	Yes	2.50%	\$ 198,686	Yes	\$ 19,869	\$ 19,869			2023	2024	2024	2
5	2	Runway Engineering, Inspection, Plan - Consultant	Yes	Yes	No	\$ 5,000	2022	Yes	2.50%	\$ 5,125	No	\$ -	\$ 5,125			2023	2023	2023	1
6	2	Runway & Taxiway Slurry Seal #1	Yes	Yes	No	\$ 203,284	2020	Yes	2.50%	\$ 241,641	Yes	\$ 24,164	\$ 24,164			2023	2027	2027	5
7	2	Runway & Taxiway Slurry Seal #2	Yes	Yes	No	\$ 203,284	2020	Yes	2.50%	\$ 309,321	Yes	\$ 30,932	\$ 30,932			2028	2036	2037	9
8	2	Apron/Tie-down Slurry Seal #1	Yes	Yes	No	\$ 50,355	2020	Yes	2.50%	\$ 58,396	Yes	\$ 5,840	\$ 5,840			2023	2026	2026	4
9	2	Apron/Tie-down Slurry Seal #2	Yes	Yes	No	\$ 50,355	2020	Yes	2.50%	\$ 74,752	Yes	\$ 7,475	\$ 7,475			2027	2035	2036	9
10	2	Runway & Taxiway Overlay/Resurface	Yes	Yes	No	\$ 483,878	2020	Yes	2.50%	\$ 773,552	Yes	\$ 77,355	\$ 77,355			2028	2038	2039	11
11	2	Apron/Tie-down Overlay/Resurface	Yes	Yes	No	\$ 131,221	2020	Yes	2.50%	\$ 215,021	Yes	\$ 21,502	\$ 21,502			2028	2039	2040	12

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
1	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042

Annual Income	\$ 160,471	\$ 218,382	\$ 220,306	\$ 222,278	\$ 224,299	\$ 226,371	\$ 228,494	\$ 230,670	\$ 231,201	\$ 233,488	\$ 235,832	\$ 238,234	\$ 240,697	\$ 243,221	\$ 245,808	\$ 248,460	\$ 251,178	\$ 253,964	\$ 256,820	\$ 259,747	\$ 262,747	
Expenses Including Reserves	\$ 158,875	\$ 212,999	\$ 211,945	\$ 206,184	\$ 210,461	\$ 214,216	\$ 226,138	\$ 230,744	\$ 235,465	\$ 240,305	\$ 245,265	\$ 250,349	\$ 255,561	\$ 260,903	\$ 265,547	\$ 267,723	\$ 273,475	\$ 272,339	\$ 276,591	\$ 282,786	\$ 289,135	
Total Income minus Expenses	\$ 1,596	\$ 5,383	\$ 8,361	\$ 16,094	\$ 13,838	\$ 12,155	\$ 2,356	\$ (74)	\$ (4,264)	\$ (6,817)	\$ (9,433)	\$ (12,115)	\$ (14,864)	\$ (17,682)	\$ (19,739)	\$ (19,263)	\$ (22,297)	\$ (18,375)	\$ (19,771)	\$ (23,039)	\$ (26,388)	
Annual Restricted/Reserve Spend	\$ -	\$ 33,925	\$ 48,669	\$ 28,800	\$ 34,640	\$ 52,964	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 28,800	\$ 36,275	\$ 59,732	\$ 28,800	\$ 106,155	\$ 50,302	\$ 28,800	\$ 28,800
End of Year Reserve/Restricted Account Balance	\$ 55,932	\$ 75,043	\$ 77,200	\$ 96,960	\$ 108,559	\$ 99,453	\$ 112,073	\$ 122,191	\$ 128,047	\$ 131,276	\$ 131,812	\$ 129,589	\$ 124,536	\$ 116,584	\$ 98,184	\$ 53,281	\$ 36,187	\$ -	\$ -	\$ -	\$ -	
End of Year Cash Account Balance	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869	\$ 121,840	\$ 124,886	\$ 128,008	\$ 131,209	\$ 134,489	\$ 137,851	\$ 141,297	\$ 144,830	\$ 148,451	\$ 90,700	\$ 49,427	\$ 26,388	\$ 0	
End of Year Total Cash & Reserves	\$ 155,932	\$ 177,543	\$ 182,262	\$ 204,649	\$ 218,940	\$ 212,594	\$ 228,042	\$ 241,060	\$ 249,888	\$ 256,162	\$ 259,821	\$ 260,797	\$ 259,025	\$ 254,435	\$ 239,481	\$ 198,111	\$ 184,638	\$ 90,700	\$ 49,427	\$ 26,388	\$ 0	
Minimum Cash Balance with Inflation	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869	\$ 121,840	\$ 124,886	\$ 128,008	\$ 131,209	\$ 134,489	\$ 137,851	\$ 141,297	\$ 144,830	\$ 148,451	\$ 152,162	\$ 155,966	\$ 159,865	\$ 163,862	
Minimu Total Income minus Expense	\$ (26,388)																					
NLT Minimu Total Income Expense Goal	\$ -																					
Difference	\$ (26,388)					0																
Airpark Income	24.3%	43.5%	43.1%	42.8%	42.4%	42.7%	41.6%	41.2%	41.1%	40.7%	40.3%	39.9%	39.5%	39.1%	38.7%	38.2%	37.8%	37.4%	37.0%	36.6%	36.2%	
Airport Operation Income	75.7%	56.5%	56.9%	57.2%	57.6%	58.0%	58.4%	58.8%	58.9%	59.3%	59.7%	60.1%	60.5%	60.9%	61.3%	61.8%	62.2%	62.6%	63.0%	63.4%	63.8%	

Chart Title



4/21/22

**Disclaimer:** Goal Seek: #36.59 ST, 2.5% Inflation, Tier 2 Projects, no resurfacing saving

Input Table	
New Special Tax per Month	\$ 36.59
Include Tier 1 Projects?	
Include Tier 2 Projects?	Yes
Include Tier 3 Projects?	No
Adjustments for Inflation	Rate
Project Costs	Yes 2.50%
Property Tax Income	No 2.50%

Notes  
Items in Bold are entry cells  
Items not in bold are calculated values or links to bold entry cells

Today Date 4/21/22

Special Tax Income	
Number of Assesst Properties	130.00
	130.00

Include Tier 1 Projects?	0
Include Tier 2 Projects?	Yes
Include Tier 3 Projects?	No
New Special Tax	\$ 36.59
Inflation Rate	2.50%

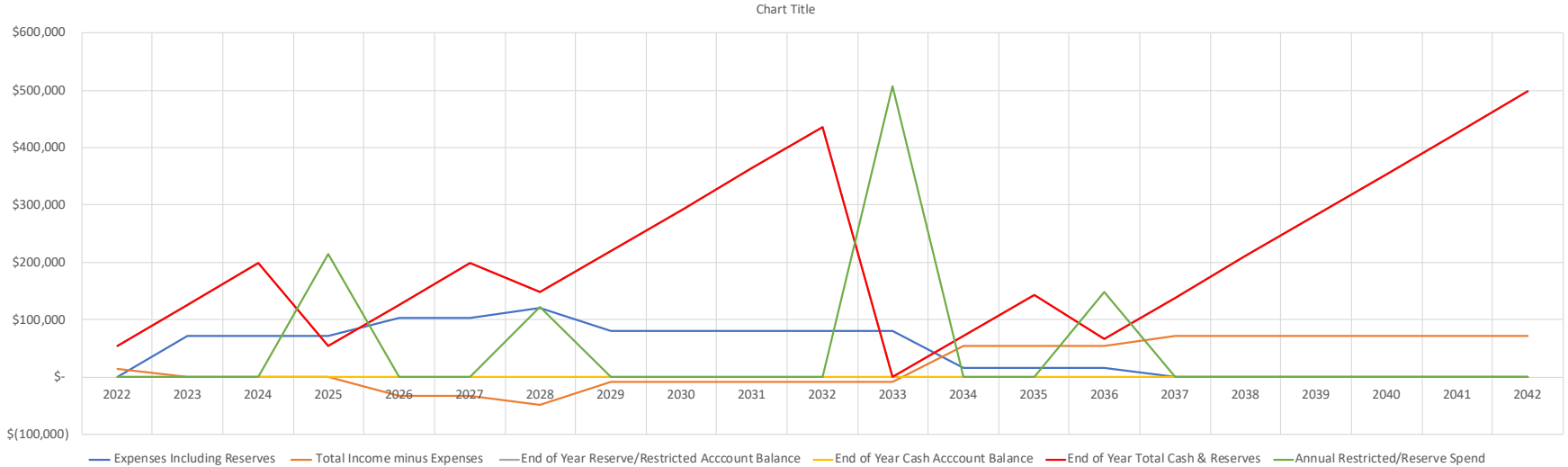
Project Costs	Adusst	Adj Rate
	Yes	2.50%
	0	0.00%
	0	0.00%
	0	0.00%
Property Tax Income		
	No	2.50%
	0	0.00%
	0	0.00%

Starting Cash in 2022	
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 40,000
Minimum Cash Balance at End of Each Year Goal	\$ -
Property Tax Base in 2022	\$ 14,700

Match %	
---------	--

Ontime Assessment, into reserves in 2024

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring Expense Starts	Year Recurring Expense Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized				
1	1			0																			
2	2																						
3	2																						
4	2	Street Resurface	No	Yes	No	\$ 1,438,184	2020	Yes	2.50%	\$ 2,475,936						2029	2041	2042	13				
5	2	Street Slurry Seal 1	Yes	Yes	No	\$ 200,000	2022	Yes	2.50%	\$ 215,378			\$ 215,378			2023	2025	2025	3				
6	2	Street Slurry Seal 2	Yes	Yes	No	\$ 368,000	2020	Yes	2.50%	\$ 507,292			\$ 507,292			2026	2033	2033	8				
7	2	Street Crack Seal 1	Yes	Yes	No	\$ 99,878	2020	Yes	2.50%	\$ 121,692			\$ 121,692			2026	2028	2028	3				
8	2	Street Crack Seal 2	Yes	Yes	No	\$ 99,878	2020	Yes	2.50%	\$ 148,269			\$ 148,269			2028	2036	2036	9				
9	2	Consultation	Yes	Yes	No			Yes	2.50%	\$ -			\$ -							1			
										\$ 3,468,567			\$ -										
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Annual Income	\$ 14,700	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787
Expenses Including Reserves	\$ -	\$ 71,793	\$ 71,793	\$ 71,793	\$ 103,975	\$ 103,975	\$ 120,450	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 79,886	\$ 16,474	\$ 16,474	\$ 16,474	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Income minus Expenses	\$ 14,700	\$ (5)	\$ (5)	\$ (5)	\$ (32,188)	\$ (32,188)	\$ (48,662)	\$ (8,098)	\$ (8,098)	\$ (8,098)	\$ (8,098)	\$ (8,098)	\$ (8,098)	\$ 55,313	\$ 55,313	\$ 55,313	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787	\$ 71,787
Annual Restricted/Reserve Spend	\$ -	\$ -	\$ -	\$ 215,378	\$ -	\$ -	\$ 121,692	\$ -	\$ -	\$ -	\$ -	\$ 507,292	\$ -	\$ -	\$ 148,269	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Reserve/Restricted Account Balance	\$ 54,700	\$ 126,487	\$ 198,275	\$ 54,684	\$ 126,472	\$ 198,259	\$ 148,355	\$ 220,142	\$ 291,930	\$ 363,717	\$ 435,505	\$ -	\$ 71,787	\$ 143,575	\$ 67,093	\$ 138,880	\$ 210,668	\$ 282,455	\$ 354,243	\$ 426,030	\$ 497,817	\$ 497,817	
End of Year Cash Account Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Total Cash & Reserves	\$ 54,700	\$ 126,487	\$ 198,275	\$ 54,684	\$ 126,472	\$ 198,259	\$ 148,355	\$ 220,142	\$ 291,930	\$ 363,717	\$ 435,505	\$ -	\$ 71,787	\$ 143,575	\$ 67,093	\$ 138,880	\$ 210,668	\$ 282,455	\$ 354,243	\$ 426,030	\$ 497,817	\$ 497,817	
Minimum Cash Balance with Inflation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Minimum Total Income minus Expense	\$ (48,662)																						
NLT Minimum Total Income Expense Goal	\$ -																						
Difference	\$ (48,662)																						



Input Table		
New Special Tax per Month	\$	100.00
Include Tier 1 Projects?		
Include Tier 2 Projects?	Yes	
Include Tier 3 Projects?	No	
Adjustments for Inflation		Rate
Project Costs	Yes	2.50%
Property Tax Income		No 2.50%

Notes  
 Items in Bold are entry cells  
 Items not in bold are calculated values or links to bold entry cells

Today Date 4/21/22

Special Tax Income	
Number of Assesst Properties	130.00
	130.00

Include Tier 1 Projects?	0
Include Tier 2 Projects?	Yes
Include Tier 3 Projects?	No
New Special Tax	\$ 100.00
Inflation Rate	2.50%

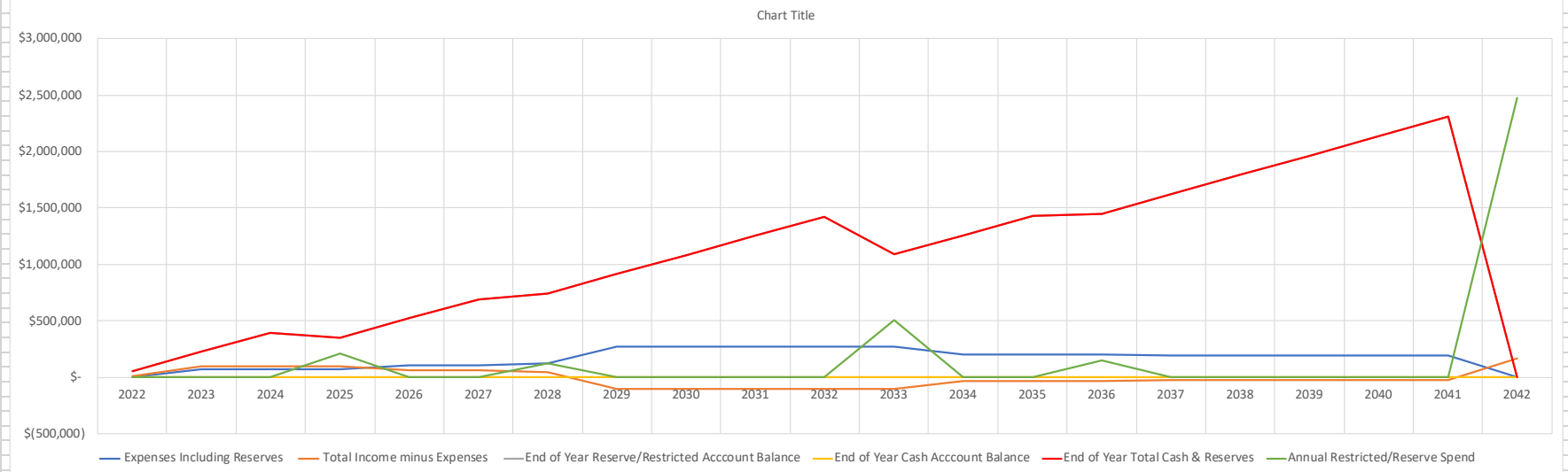
Project Costs	Adusst	Adj Rate
	Yes	2.50%
	0	0.00%
	0	0.00%
	0	0.00%
Property Tax Income	No	2.50%
	0	0.00%
	0	0.00%

Starting Cash in 2022	
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 40,000
Minimum Cash Balance at End of Each Year Goal	\$ -
Property Tax Base in 2022	\$ 14,700

Match %

Ontime Assessment, into reserves in 2024

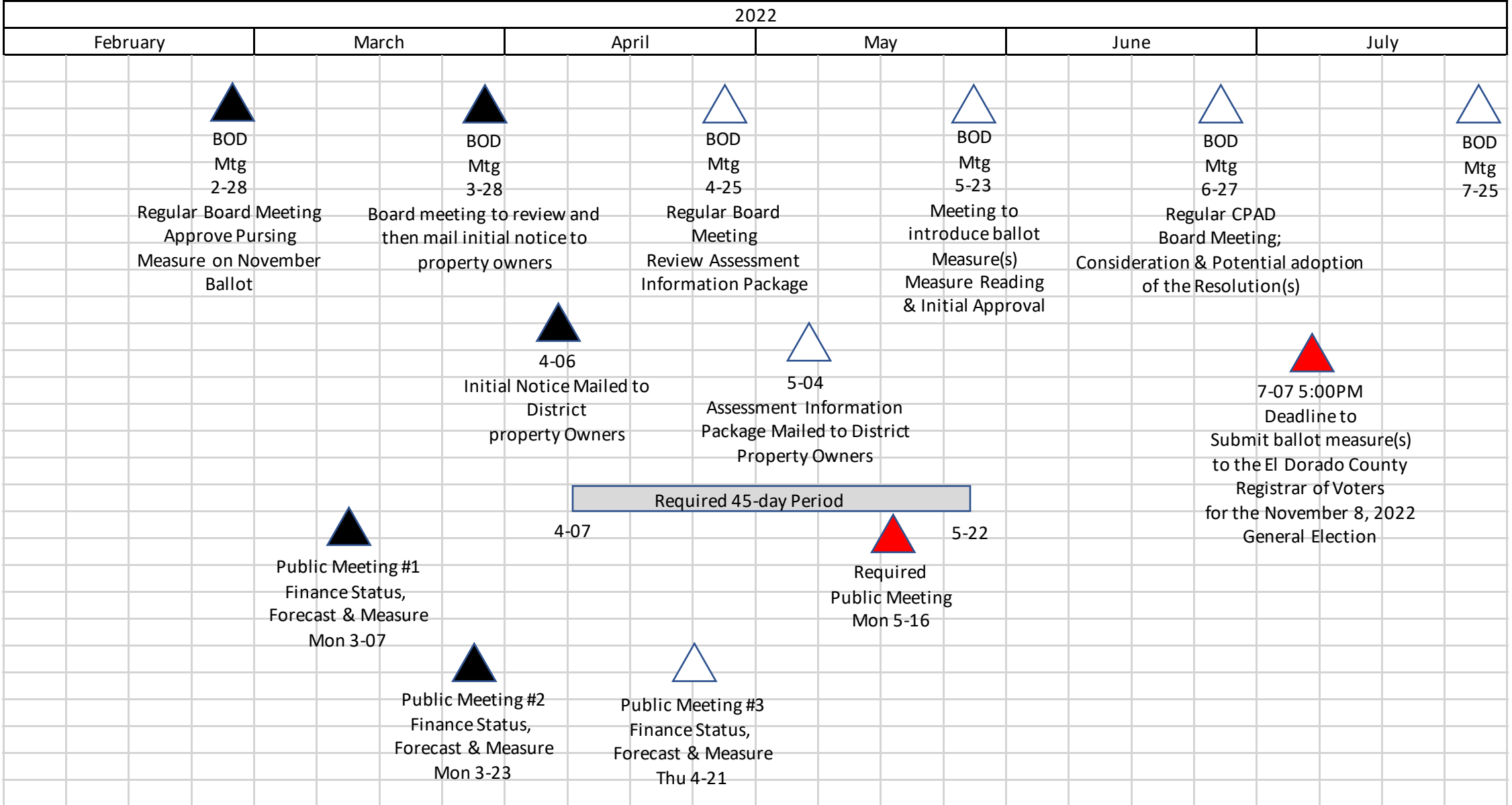
Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Recurring Expense Starts	Year Recurring Expense Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized																					
1	1																																							
2	2																																							
3	2																																							
4	2	Street Resurface	Yes	Yes	No	\$ 1,438,184	2020	Yes	2.50%	\$ 2,475,936			\$ -			2029	2041	2042	13																					
5	2	Street Slurry Seal 1	Yes	Yes	No	\$ 200,000	2022	Yes	2.50%	\$ 215,378			\$ -			2023	2025	2025	3																					
6	2	Street Slurry Seal 2	Yes	Yes	No	\$ 368,000	2020	Yes	2.50%	\$ 507,292			\$ -			2026	2033	2033	8																					
7	2	Street Crack Seal 1	Yes	Yes	No	\$ 99,878	2020	Yes	2.50%	\$ 121,692			\$ -			2026	2028	2028	3																					
8	2	Street Crack Seal 2	Yes	Yes	No	\$ 99,878	2020	Yes	2.50%	\$ 148,269			\$ -			2028	2036	2036	9																					
9	2	Consultation	Yes	Yes	No			Yes	2.50%	\$ -			\$ -							1																				
													\$ 3,468,567	\$ -																										
													2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042							
													1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21							
													2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042							
Annual Income	\$	14,700	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693	\$	170,693
Expenses Including Reserves	\$	-	\$	71,793	\$	71,793	\$	103,975	\$	103,975	\$	120,450	\$	270,342	\$	270,342	\$	270,342	\$	206,931	\$	206,931	\$	206,931	\$	190,457	\$	190,457	\$	190,457	\$	190,457	\$	190,457	\$	190,457	\$	190,457		
Total Income minus Expenses	\$	14,700	\$	98,901	\$	98,901	\$	66,718	\$	66,718	\$	50,244	\$	(99,649)	\$	(99,649)	\$	(99,649)	\$	(36,238)	\$	(36,238)	\$	(36,238)	\$	(19,763)	\$	(19,763)	\$	(19,763)	\$	(19,763)	\$	(19,763)	\$	(19,763)	\$	(19,763)		
Annual Restricted/Reserve Spend	\$	-	\$	-	\$	215,378	\$	-	\$	121,692	\$	-	\$	507,292	\$	-	\$	148,269	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,475,936		
End of Year Reserve/Restricted Account Balance	\$	54,700	\$	225,393	\$	396,087	\$	351,402	\$	522,095	\$	692,789	\$	741,790	\$	912,484	\$	1,083,177	\$	1,253,870	\$	1,424,564	\$	1,087,965	\$	1,258,658	\$	1,429,352	\$	1,451,776	\$	1,622,469	\$	1,793,162	\$	1,963,856	\$	2,134,549	\$	2,305,242
End of Year Cash Account Balance	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
End of Year Total Cash & Reserves	\$	54,700	\$	225,393	\$	396,087	\$	351,402	\$	522,095	\$	692,789	\$	741,790	\$	912,484	\$	1,083,177	\$	1,253,870	\$	1,424,564	\$	1,087,965	\$	1,258,658	\$	1,429,352	\$	1,451,776	\$	1,622,469	\$	1,793,162	\$	1,963,856	\$	2,134,549	\$	2,305,242
Minimum Cash Balance with Inflation	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
Minimum Total Income minus Expense	\$	(99,649)																																						
NLT Minimum Total Income Expense Goal	\$	-																																						
Difference	\$	(99,649)																																						



# Getting a Measure(s) on the November 2022 General Election Ballot

# Measure Schedule for Ballot in November 8, 2022 General Election

4/21/22



4/21/22

# CPAD Board of Directors Elections



# CPAD Board of Directors Elections

- Board Members served four year terms. Elections are staggered on even years
  - Three seats opening in the November 2022 General Election
  - Two seats opening in the November 2024 General Election
- Unpaid
- Lots of opportunities to shape our future
- CPAD is a Special District under California State Law, as such Board Members are Government Officials
- Schedule for 2022 not released yet. From 2020; Forms for candidacy available beginning July 18 from El Dorado County Elections. File in person by 5:00PM August 12.
- Board Members must be registered voters within the District

# CPAD Board Election Cycle

CPAD Board Term and Election Cycle																							
2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Board Seat 1 - KK			Board Seat 1				Board Seat 1				Board Seat 1				Board Seat 1				Board Seat 1				
Board Seat 2 - GG			Board Seat 2				Board Seat 2				Board Seat 2				Board Seat 2				Board Seat 2				
Board Seat 3 - DS			Board Seat 3				Board Seat 3				Board Seat 3				Board Seat 3				Board Seat 3				
		Board Seat 4 - JR			Board Seat 4				Board Seat 4				Board Seat 4				Board Seat 4						
		Board Seat 5 - TB			Board Seat 5				Board Seat 5				Board Seat 5				Board Seat 5						
<i>Completely New Board</i>						<i>Potential Completely New Board</i>				<i>Potential Completely New Board</i>				<i>Potential Completely New Board</i>				<i>Potential Completely New Board</i>					

# Supplemental Information

# Financial Analysis & Assumptions

# Analysis Assumptions

- Average 2.5% inflation
  - Airport operating income adjusted for inflation
    - Hangars, tie-downs, access fees, gate card fees
  - Airport operating cost adjusted for inflation
  - Minimum cash account amounts adjusted for inflation \$100,000
- Time period for budgets to close
  - Airport: About 10 years
  - Streets: Slurry and crack seals. Until about 2035. No resurfacing
- Infrastructure Maintenance Costs Based on
  - Costs developed in 2020 for Measure P based on various reports and studies for the District
- Income from New Special Tax is fixed – not adjusted for inflation

# Analysis Assumptions – Airport 2022 Starting Budgets

- Accounts – Starting in 2022
  - Checking Account/Cash: \$130,000
  - Restricted Maintenance: \$24,366
- Operating Expenses (not including fuel purchases) \$155,000
- Income
  - Current Special Tax \$39,000
  - Fuel Profit \$32,500
  - Hangar \$49,890
  - Grant Income –Caltrans \$10,000
  - Transient Parking \$800
  - District Tie-Down \$18,800
  - Assessment Admin Fees \$1,700
  - Gate Card Fees \$3,750
  - Other Parking \$1,000
  - In-Kind Donations \$0
  - Interest \$200
  - Assess Fees \$0

# Analysis Assumptions – Street 2022 Starting Budgets

- Accounts

- Cash \$0
- Restricted \$40,000

- Income

- El Dorado County from Property tax \$14,700

# Analysis Assumptions – Street 2022 Starting Budgets

Cash: None

- Income
  - Restrict Maintenance: \$40,000



# Airport Infrastructure Maintenance Projects Included in Analysis

Funding Tier	Expense / Project	Include in Request?	Base Cost	Cost Base Year	Adj Rate	One Time Adj Cost	Match?	Match Amount Needed	Cost Used	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized
1	Airport Operations (without fuel expenses)	Yes	\$ 155,000	2021	2.50%		No		\$ 155,000				
2	Fuel System Replacement	Yes	\$ 576,000	2021	2.50%		No	\$ -	\$ 576,000	2023	2042		20
2	Savings in Ops Expenses with Above Ground System	No	\$ 10,000	2021	0.00%		NA	\$ -	\$ -				
2	Airport Layout Plan (ALP)	Yes	\$ 180,000	2020	2.50%	\$ 198,686	Yes	\$ 19,869	\$ 19,869	2023	2024	2024	2
2	Runway Engineering, Inspection, Plan - Consultant	Yes	\$ 5,000	2022	2.50%	\$ 5,125	No	\$ -	\$ 5,125	2023	2023	2023	1
2	Runway & Taxiway Slurry Seal #1	Yes	\$ 203,284	2020	2.50%	\$ 241,641	Yes	\$ 24,164	\$ 24,164	2023	2027	2027	5
2	Runway & Taxiway Slurry Seal #2	Yes	\$ 203,284	2020	2.50%	\$ 309,321	Yes	\$ 30,932	\$ 30,932	2028	2036	2037	9
2	Apron/Tie-down Slurry Seal #1	Yes	\$ 50,355	2020	2.50%	\$ 58,396	Yes	\$ 5,840	\$ 5,840	2023	2026	2026	4
2	Apron/Tie-down Slurry Seal #2	Yes	\$ 50,355	2020	2.50%	\$ 74,752	Yes	\$ 7,475	\$ 7,475	2027	2035	2036	9
2	Runway & Taxiway Overlay/Resurface	Yes	\$ 483,878	2020	2.50%	\$ 773,552	Yes	\$ 77,355	\$ 77,355	2028	2038	2039	11
2	Apron/Tie-down Overlay/Resurface	Yes	\$ 131,221	2020	2.50%	\$ 215,021	Yes	\$ 21,502	\$ 21,502	2028	2039	2040	12

# Street Infrastructure Maintenance Projects Included in Analysis

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	Cost Used	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized
1	2	Street Resurface	Yes	Yes	\$ 1,438,184	2020	Yes	2.50%	\$ 2,475,936	2029	2041	2042	13
2	2	Street Slurry Seal 1	Yes	Yes	\$ 200,000	2022	Yes	2.50%	\$ 215,378	2023	2025	2025	3
3	2	Street Slurry Seal 2	Yes	Yes	\$ 368,000	2020	Yes	2.50%	\$ 507,292	2026	2033	2033	8
4	2	Street Crack Seal 1	Yes	Yes	\$ 99,878	2020	Yes	2.50%	\$ 121,692	2026	2028	2028	3
5	2	Street Crack Seal 2	Yes	Yes	\$ 99,878	2020	Yes	2.50%	\$ 148,269	2028	2036	2036	9
6	2	Consultation	Yes	Yes			Yes	2.50%	\$ -				1

# District Situation - Airport

- Airport operating expenses, without infrastructure maintenance, is exceeding income
- With 2.5% inflation (expenses and operating income)
  - Operates in red (expenses greater than income) beginning in 2023
  - Daily Operations sustained by drawing down cash and restricted accounts until running out of money in about 2033
    - Would likely occur several years early
- With 5.0% Inflation (expenses and operating income)
  - Operates in red (expenses greater than income) beginning in 2022
  - Daily Operations sustained by drawing down cash and restricted accounts until running out of money in about 2029
    - Would likely occur several years early
- However, no infrastructure maintenance, including fuel system and pavement
  - Runway and taxiway pavement likely to fail before default
- Assumes no unexpected repairs

# District Situation - Streets

- Insufficient funds in restricted account for any maintenance
- Slurry seal needed to keep street pavement from earlier failure
  - Should have been done by now.
  - Slurry seal in 2025 estimated cost about \$215,000 depending on oil price
  - With no special tax, only have will have about \$99,000 in restricted account
- Without slurry seal, street pavement will likely fail (surface breaks up until chunks, pot holes, loose stones and pebbles) will before they would with maintenance.
- Will required another bond to resurface
  - Current bond paid off in 2009