

Supplemental Information
for
Public Meeting
Proposed Ballot Measure

CPAD Special Board Meeting

May 10, 2022

Prepared by Terry Bohlen

Comments Received by CPAD

From: Karen Agee <marchettigirl@gmail.com>

Sent: Saturday, May 7, 2022 1:49 PM

To: manager cameronparkairport.org <manager@cameronparkairport.org>

Subject: Increase in fees

Dear Board and Airpark residents,

We have been at this for almost 20 years.

Our streets were paved, in about 2009 or 2010, can't remember.

Why don't we increase these fees for the residential streets to at least \$100 so we can afford a slurry seal. Even the airport operations we should be increasing to \$50. We won't have fuel here if we aren't careful.

This is about Maintaince. \$25 a month isn't going to do it. Do you want to see the airport closed or gravel streets because we Don't have the funds to maintain the streets. Those of you who don't fly any more, we still live in a neighborhood that we need to maintain.

If one doesn't have kids in school we still pay a tax for bonds for education on our tax bill.

If one doesn't drive we still pay taxes for our roads one one way or another. We are all using the roads weather you take uber, A cab or a friend.

With respect,

Karen Agee

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,
3.0% inflation,
No infrastructure
maintenance
projects

Tier 2
Infrastructure
Maintenance
Projects and Save
and Spend
Schedule

Red Line is total forecasted
cash, including restrict
accounts

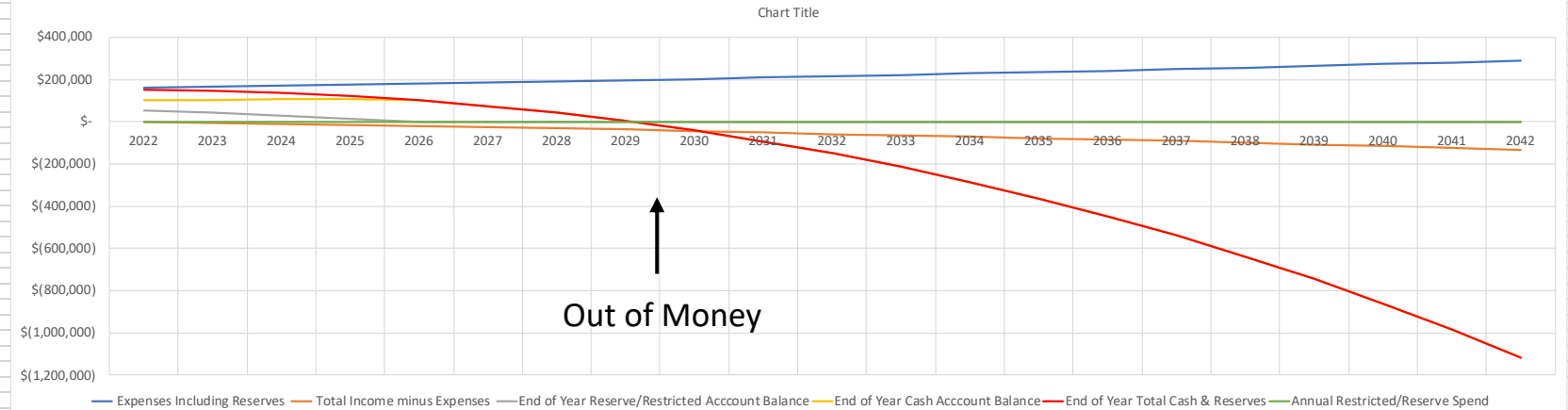
5/9/22

AIROPRT Analysis Results Summary **Disclaimer: No Special Tax Increase, 3.0% Inflation in Costs, NoTier 2 Projects**

Input Table			Notes	Today Date	5/7/22	Starting Cash and Reserve Account Balances				Starting Income				Adj for Inflation?	Rate		
New Special Tax per Month	\$	-				Starting Case in 2022				\$ 130,000	Special Tax Income				\$ 39,000	No	3.00%
Include Tier 1 Projects?	Yes					Beginning of Year Reserve/Restricted Account Balance 2022				\$ 24,336	Fuel Profit				\$ 32,500	No	3.00%
Include Tier 2 Projects?	No					Minimum Cash Balance at End of Each Year Goal				\$ 100,000	Hangar Income				\$ 49,890	No	3.00%
Include Tier 3 Projects?	No										Grant Income-Cal Trans				\$ 10,000	No	3.00%
Fuel System Replacement?	No										Transient Parking Income				\$ 800	No	3.00%
Cost Adjustments for Inflation		Rate				Fuel System Replacement				No	District Tie Down				\$ 18,800	No	3.00%
Operating Costs	Yes	3.00%				Include Tier 1 ?				Yes	Assessment Admin Fees				\$ 1,700	No	3.00%
Manager's Salary	Yes	3.00%				Include Tier 2 ?				No	Gate Card Fees				\$ 3,750	No	3.00%
Fuel System Replacement	Yes	3.00%				Include Tier 3 ?				No	Other Parking Income				\$ 1,000	No	3.00%
Project costs	Yes	3.00%				New Special Tax				\$ -	Miscellaneous Income				\$ 1,000	No	3.00%
Above Ground Sys Savings	Yes	3.00%				Inflation Rate				3.00%	In-Kind Donations				\$ -	No	3.00%
Fuel Sys Loan Servng	Yes	3.00%									Interest				\$ 200	No	3.00%
		3.00%									Access Fees					No	3.00%
		3.00%									Other					No	3.00%
		3.00%									Other					No	3.00%

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost (or Total Lopan)	Cost 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 (or Loan Pay Begins)	Year Saving Ends (or Loan Paid)	Year Savings Spent	Years Amortized
1	1	Airport Operations (without fuel expenses)	Yes	No	Yes	\$ 155,000	2021	Yes	3.00%		No		\$ 155,000	2022	2042				21
3	2	Fuel System POS Replacement	No	Yes	No	\$ 25,000	2022	Yes	3.00%	\$ 25,750	No	\$ -	\$ -			2023	2023	2023	1
4	2	Fuel Tank Purchase	No	Yes	No	\$ 140,000	2021	Yes	3.00%	\$ 172,182	No	\$ -	\$ -			2023	2027	2028	5
5	2	Fuel System Replacement Loan Servicing	No	No	Yes	\$ 203,646	2021	Yes	3.00%	\$ 250,459	No	\$ -	\$ -	2028	2037				10
6	2	Savings in Ops Expenses with Above Ground System	No	Yes	No	\$ 8,500	2022	Yes	0.00%	\$ 8,500	No	\$ -	\$ -	2029	2042				14
7	2	Airport Layout Plan (ALP)	No	Yes	No	\$ 180,000	2020	Yes	3.00%	\$ 202,592	Yes	\$ 20,259	\$ -			2023	2024	2024	2
8	2	Runway Engineering, Inspection, Plan - Consultant	No	Yes	No	\$ 5,000	2022	Yes	3.00%	\$ 5,150	No	\$ -	\$ -			2023	2023	2023	1
9	2	Runway & Taxiway Slurry Seal #1	No	Yes	No	\$ 203,284	2020	Yes	3.00%	\$ 250,014	Yes	\$ 25,001	\$ -			2023	2027	2027	5
10	2	Runway & Taxiway Slurry Seal #2	No	Yes	No	\$ 203,284	2020	Yes	3.00%	\$ 335,998	Yes	\$ 33,600	\$ -			2028	2036	2037	9
11	2	Apron/Tie-down Slurry Seal #1	No	Yes	No	\$ 50,355	2020	Yes	3.00%	\$ 60,127	Yes	\$ 6,013	\$ -			2023	2026	2026	4
12	2	Apron/Tie-down Slurry Seal #2	No	Yes	No	\$ 50,355	2020	Yes	3.00%	\$ 80,805	Yes	\$ 8,081	\$ -			2027	2035	2036	9
13	2	Runway & Taxiway Overlay/Resurface	No	Yes	No	\$ 483,878	2020	Yes	3.00%	\$ 848,483	Yes	\$ 84,848	\$ -			2028	2038	2039	11
14	2	Apron/Tie-down Overlay/Resurface	No	Yes	No	\$ 131,221	2020	Yes	3.00%	\$ 237,000	Yes	\$ 23,700	\$ -			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	\$ 158,640	\$ 158,640	\$ 158,640	\$ 158,640	\$ 158,640	\$ 158,640	\$ 158,640	\$ 158,640	\$ 156,940	\$ 156,940	\$ 156,940	\$ 156,940	\$ 156,940	\$ 156,940	\$ 156,940	\$ 156,940	\$ 156,940	\$ 156,940	\$ 156,940	\$ 156,940	\$ 156,940
Expenses Including Reserves	\$ 159,650	\$ 164,440	\$ 169,373	\$ 174,454	\$ 179,687	\$ 185,078	\$ 190,630	\$ 196,349	\$ 202,240	\$ 208,307	\$ 214,556	\$ 220,993	\$ 227,623	\$ 234,451	\$ 241,485	\$ 248,729	\$ 256,191	\$ 263,877	\$ 271,793	\$ 279,947	\$ 288,346
Total Income minus Expenses	\$ (1,010)	\$ (5,800)	\$ (10,733)	\$ (15,814)	\$ (21,047)	\$ (26,438)	\$ (31,990)	\$ (37,709)	\$ (45,300)	\$ (51,367)	\$ (57,616)	\$ (64,053)	\$ (70,683)	\$ (77,511)	\$ (84,545)	\$ (91,789)	\$ (99,251)	\$ (106,937)	\$ (114,853)	\$ (123,007)	\$ (131,406)
Annual Restricted/Reserve Spend	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Reserve/Restricted Account Balance	\$ 53,326	\$ 44,527	\$ 30,704	\$ 11,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Cash Account Balance	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 99,933	\$ 73,495	\$ 41,504	\$ 3,795	\$ (41,505)	\$ (92,872)	\$ (150,488)	\$ (214,541)	\$ (285,224)	\$ (362,735)	\$ (447,280)	\$ (539,070)	\$ (638,321)	\$ (745,258)	\$ (860,112)	\$ (983,119)	#####
End of Year Total Cash & Reserves	\$ 153,326	\$ 147,527	\$ 136,794	\$ 120,980	\$ 99,933	\$ 73,495	\$ 41,504	\$ 3,795	\$ (41,505)	\$ (92,872)	\$ (150,488)	\$ (214,541)	\$ (285,224)	\$ (362,735)	\$ (447,280)	\$ (539,070)	\$ (638,321)	\$ (745,258)	\$ (860,112)	\$ (983,119)	#####
Minimum Cash Balance with Inflation	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 119,405	\$ 122,987	\$ 126,677	\$ 130,477	\$ 134,392	\$ 138,423	\$ 142,576	\$ 146,853	\$ 151,259	\$ 155,797	\$ 160,471	\$ 165,285	\$ 170,243	\$ 175,351	\$ 180,611
Minimum Reserve Account	\$ (131,406)																				
NLT Minimum Total Income Expense Goal	\$ -																				
Difference	\$ (131,406)																				
Airpark Income	24.6%	24.6%	24.6%	24.6%	24.6%	24.6%	24.6%	24.6%	24.9%	24.9%	24.9%	24.9%	24.9%	24.9%	24.9%	24.9%	24.9%	24.9%	24.9%	24.9%	24.9%
Airport Operation Income	75.4%	75.4%	75.4%	75.4%	75.4%	75.4%	75.4%	75.4%	75.1%	75.1%	75.1%	75.1%	75.1%	75.1%	75.1%	75.1%	75.1%	75.1%	75.1%	75.1%	75.1%

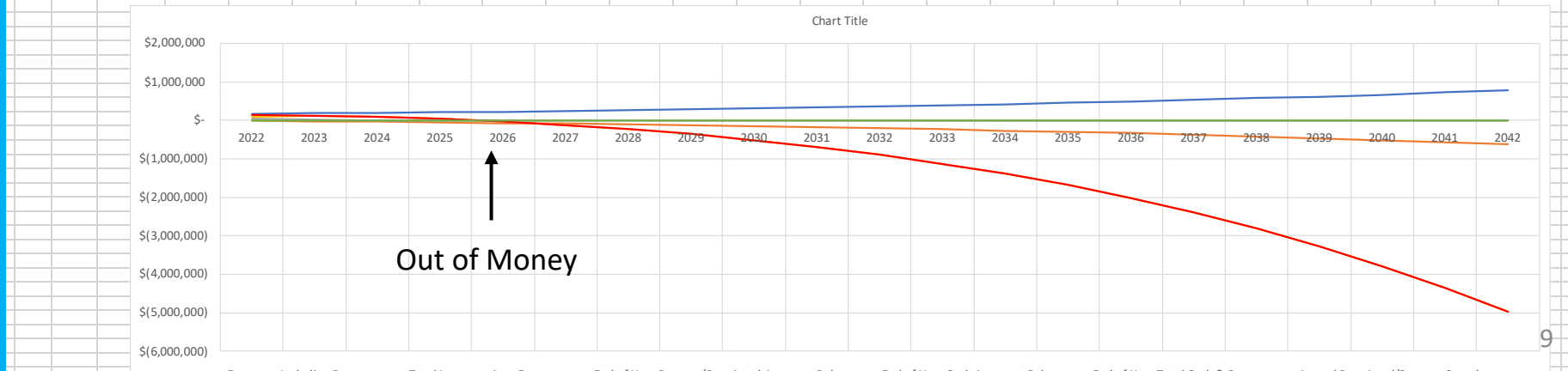


No New Special Tax,
8.0% inflation,
No infrastructure
maintenance
projects

Tier 2
Infrastructure
Maintenance
Projects and Save
and Spend
Schedule

Input Table			Notes	Today Date	5/9/22	Starting Cash and Reserve Account Balances			Starting Income			Adj for Inflation?	Rate		
New Special Tax per Month	\$	-				Starting Case in 2022			\$	130,000	Special Tax Income	\$	39,000	No	8.00%
Include Tier 1 Projects?	Yes					Beginning of Year Reserve/Restricted Account Balance 2022			\$	24,336	Fuel Profit	\$	32,500	No	8.00%
Include Tier 2 Projects?	No					Minimum Cash Balance at End of Each Year Goal			\$	100,000	Hanger Income	\$	49,890	No	8.00%
Include Tier 3 Projects?	No					Number of Assesst Properties				130.00	Grant Income-Cal Trans	\$	10,000	No	8.00%
Fuel System Replacement?	No					Fuel System Replacement Cost			Yes	8.00%	Transient Parking Income	\$	800	No	8.00%
Cost Adjustments for Inflation		Rate				Manager Salary			Yes	8.00%	District Tie Down	\$	18,800	No	8.00%
Operating Costs	Yes	8.00%				Project Costs			Yes	8.00%	Assessment Admin Fees	\$	1,700	No	8.00%
Manager's Salary	Yes	8.00%				New Special Tax			\$	-	Gate Card Fees	\$	3,750	No	8.00%
Fuel System Replacement	Yes	8.00%				Inflation Rate			8.00%		Other Parking Income	\$	1,000	No	8.00%
Project costs	Yes	8.00%				Fuel Expense Saving with Above Ground System			No	0.00%	Miscellaneous Income	\$	1,000	No	8.00%
Above Ground Sys Savings	Yes	8.00%				Adusst			Adj Rate		In-Kind Donations	\$	-	No	8.00%
Fuel System Loan Servng	Yes	8.00%				Operating Costs			Yes	8.00%	Interest	\$	200	No	8.00%
		8.00%				Manager Salary			Yes	8.00%	Access Fees			No	8.00%
		8.00%				Fuel System Replacement Cost			Yes	8.00%	Other				8.00%
		8.00%				Project Costs			Yes	8.00%	Other				8.00%
		8.00%				New Special Tax			\$	-	Match %				8.00%
		8.00%				Inflation Rate			8.00%		10.00%				8.00%

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost (or Total Lopan)	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 (or Loan Pay Begins)	Year Saving Ends (or Loan Paid)	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	2042				21
3	2	Fuel System POS Replacement	No	Yes	No	\$ 25,000	2022	Yes	8.00%	\$ 27,000	No	\$ -	\$ -			2023	2023	2023	1
4	2	Fuel Tank Purchase	Yes	No	No	\$ 140,000	2021	Yes	8.00%	\$ 239,935	No	\$ -	\$ -			2023	2027	2028	5
5	2	Fuel System Replacement Loan Servicing	No	No	Yes	\$ 203,646	2021	Yes	8.00%	\$ 349,013	No	\$ -	\$ -	2028	2037				10
6	2	Savings in Ops Expenses with Above Ground System	No	Yes	No	\$ 8,500	2022	Yes	0.00%	\$ 8,500	No	\$ -	\$ -	2029	2042				14
7	2	Airport Layout Plan (ALP)	No	Yes	No	\$ 180,000	2020	Yes	8.00%	\$ 244,888	Yes	\$ 24,489	\$ -			2023	2024	2024	2
8	2	Runway Engineering, Inspection, Plan - Consultant	No	Yes	No	\$ 5,000	2022	Yes	8.00%	\$ 5,400	No	\$ -	\$ -			2023	2023	2023	1
9	2	Runway & Taxiway Slurry Seal #1	No	Yes	No	\$ 203,284	2020	Yes	8.00%	\$ 348,394	Yes	\$ 34,839	\$ -			2023	2027	2027	5
10	2	Runway & Taxiway Slurry Seal #2	No	Yes	No	\$ 203,284	2020	Yes	8.00%	\$ 752,156	Yes	\$ 75,216	\$ -			2028	2036	2037	9
11	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
12	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
13	2	Runway & Taxiway Overlay/Resurface	No	Yes	No	\$ 483,878	2020	Yes	8.00%	\$ 2,088,272	Yes	\$ 208,827	\$ -			2028	2038	2039	11
14	2	Apron/Tie-down Overlay/Resurface	No	Yes	No	\$ 131,221	2020	Yes	8.00%	\$ 611,616	Yes	\$ 61,162	\$ -			2028	2039	2040	12



Red Line is total forecasted cash, including restrict accounts

No New Special Tax,
3.0% 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 more
money is
needed to fund
project.

5/9/22

Streets Analysis Results Summary

Disclaimer: No Special Tax, 3.0% Inflation, Tier 2 Projects, Insufficient saving for resurfacing

Today Date: 5/7/22

Special Tax Income		
Number of Assesmt Properties		130.00
		130.00

Input Table	
New Special Tax per Month	\$ -
Include Tier 1 Projects?	
Include Tier 2 Projects?	Yes
Include Tier 3 Projects?	No
Adjustments for Inflation	
Project Costs	Yes 3.00%
Property Tax Income	No 3.00%

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

Include Tier 1 Projects?	0
Include Tier 2 Projects?	Yes
Include Tier 3 Projects?	No

New Special Tax	\$ -
Inflation Rate	3.00%

Adusst	Adj Rate
Project Costs	Yes 3.00%
	0 0.00%
	0 0.00%
	0.00%
Property Tax Income	No 3.00%
	0 0.00%
	0 0.00%

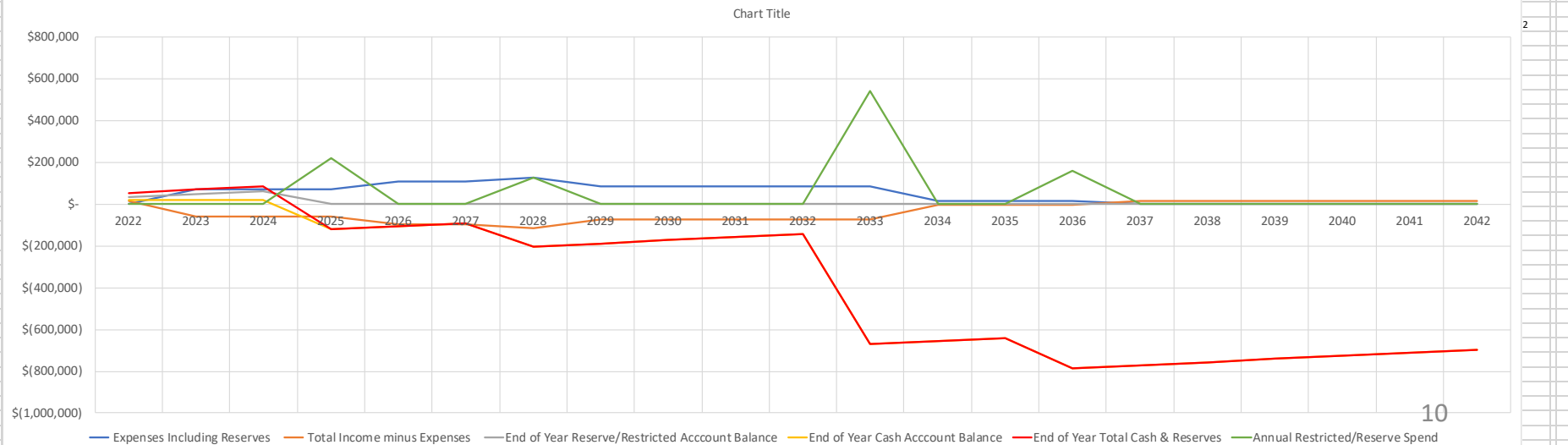
Starting Cash in 2022	
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 40,000
Minimum Cash Balance at End of Each Year Goal	\$ 20,000
Property Tax Base in 2022	\$ 14,700

Match %

On-time 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												\$ -						1
4	2	Street Resurface	No	Yes	No	\$ 1,438,184	2020	Yes	3.00%	\$ 2,755,708		\$ -	\$ -			2029	2041	2042	13
5	2	Street Slurry Seal 1	Yes	Yes	No	\$ 200,000	2022	Yes	3.00%	\$ 218,545		\$ -	\$ 218,545			2023	2025	2025	3
6	2	Street Slurry Seal 2	Yes	Yes	No	\$ 368,000	2020	Yes	3.00%	\$ 540,420		\$ -	\$ 540,420			2026	2033	2033	8
7	2	Street Crack Seal 1	Yes	Yes	No	\$ 99,878	2020	Yes	3.00%	\$ 126,522		\$ -	\$ 126,522			2026	2028	2028	3
8	2	Street Crack Seal 2	Yes	Yes	No	\$ 99,878	2020	Yes	3.00%	\$ 160,275		\$ -	\$ 160,275			2028	2036	2036	9
9	2	Consultation	Yes	Yes	No			Yes	3.00%	\$ -		\$ -	\$ -						1
										\$ 3,801,472		\$ -							

	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	\$ -	\$ 72,848	\$ 72,848	\$ 72,848	\$ 109,727	\$ 109,727	\$ 127,535	\$ 85,361	\$ 85,361	\$ 85,361	\$ 85,361	\$ 85,361	\$ 17,808	\$ 17,808	\$ 17,808	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Income minus Expenses	\$ 14,700	\$ (58,148)	\$ (58,148)	\$ (58,148)	\$ (95,027)	\$ (95,027)	\$ (112,835)	\$ (70,661)	\$ (70,661)	\$ (70,661)	\$ (70,661)	\$ (70,661)	\$ (3,108)	\$ (3,108)	\$ (3,108)	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700
Annual Restricted/Reserve Spend	\$ -	\$ -	\$ -	\$ 218,545	\$ -	\$ -	\$ 126,522	\$ -	\$ -	\$ -	\$ -	\$ 540,420	\$ -	\$ -	\$ 160,275	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Reserve/Restricted Account Balance	\$ 34,700	\$ 48,800	\$ 62,882	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Cash Account Balance	\$ 20,000	\$ 20,600	\$ 21,218	\$ (119,745)	\$ (105,045)	\$ (90,345)	\$ (202,168)	\$ (187,468)	\$ (172,768)	\$ (158,068)	\$ (143,368)	\$ (69,088)	\$ (654,388)	\$ (639,688)	\$ (785,263)	\$ (770,563)	\$ (755,863)	\$ (741,163)	\$ (726,463)	\$ (711,763)	\$ (697,063)
End of Year Total Cash & Reserves	\$ 54,700	\$ 69,400	\$ 84,100	\$ (119,745)	\$ (105,045)	\$ (90,345)	\$ (202,168)	\$ (187,468)	\$ (172,768)	\$ (158,068)	\$ (143,368)	\$ (69,088)	\$ (654,388)	\$ (639,688)	\$ (785,263)	\$ (770,563)	\$ (755,863)	\$ (741,163)	\$ (726,463)	\$ (711,763)	\$ (697,063)
Minimum Cash Balance with Inflation	\$ 20,000	\$ 20,600	\$ 21,218	\$ 21,855	\$ 22,510	\$ 23,185	\$ 23,881	\$ 24,597	\$ 25,335	\$ 26,095	\$ 26,878	\$ 27,685	\$ 28,515	\$ 29,371	\$ 30,252	\$ 31,159	\$ 32,094	\$ 33,057	\$ 34,049	\$ 35,070	\$ 36,122
Minimum Total Income minus Expense	\$ (112,835)																				
NLT Minimum Total Income Expense Goal	\$ -																				
Difference	\$ (112,835)																				



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*

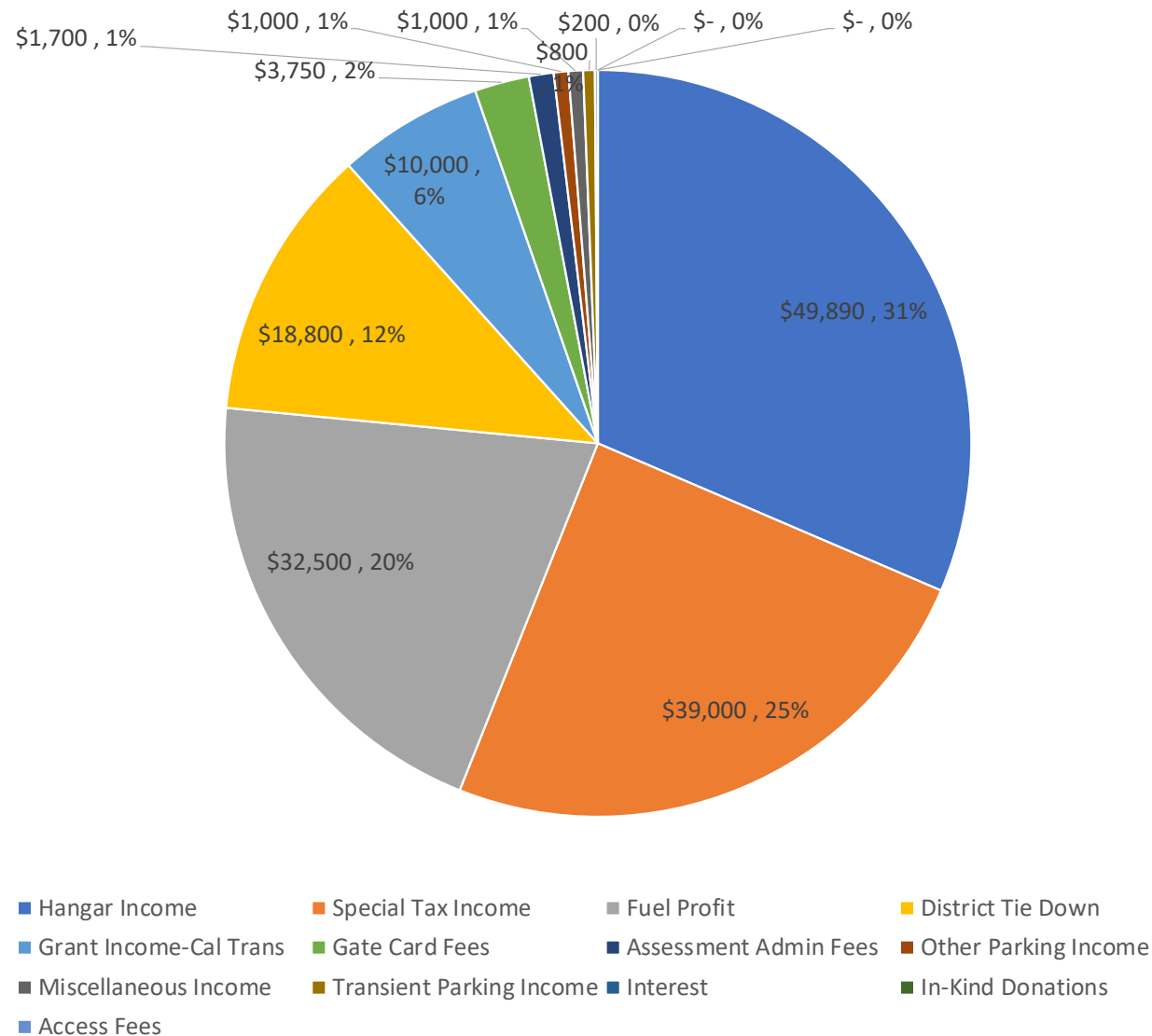
District Expenses

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.

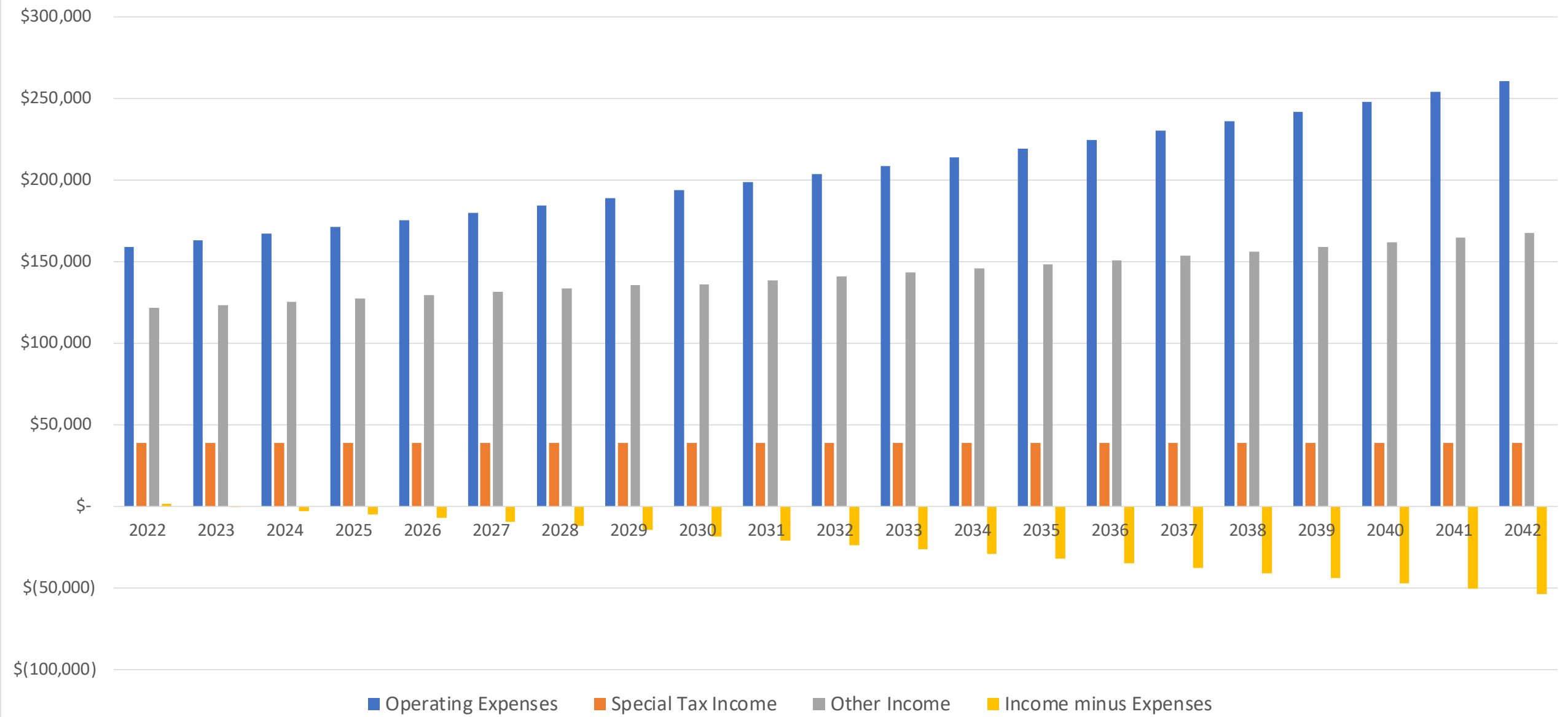
District Income

Current Airport Income Profile - 2022

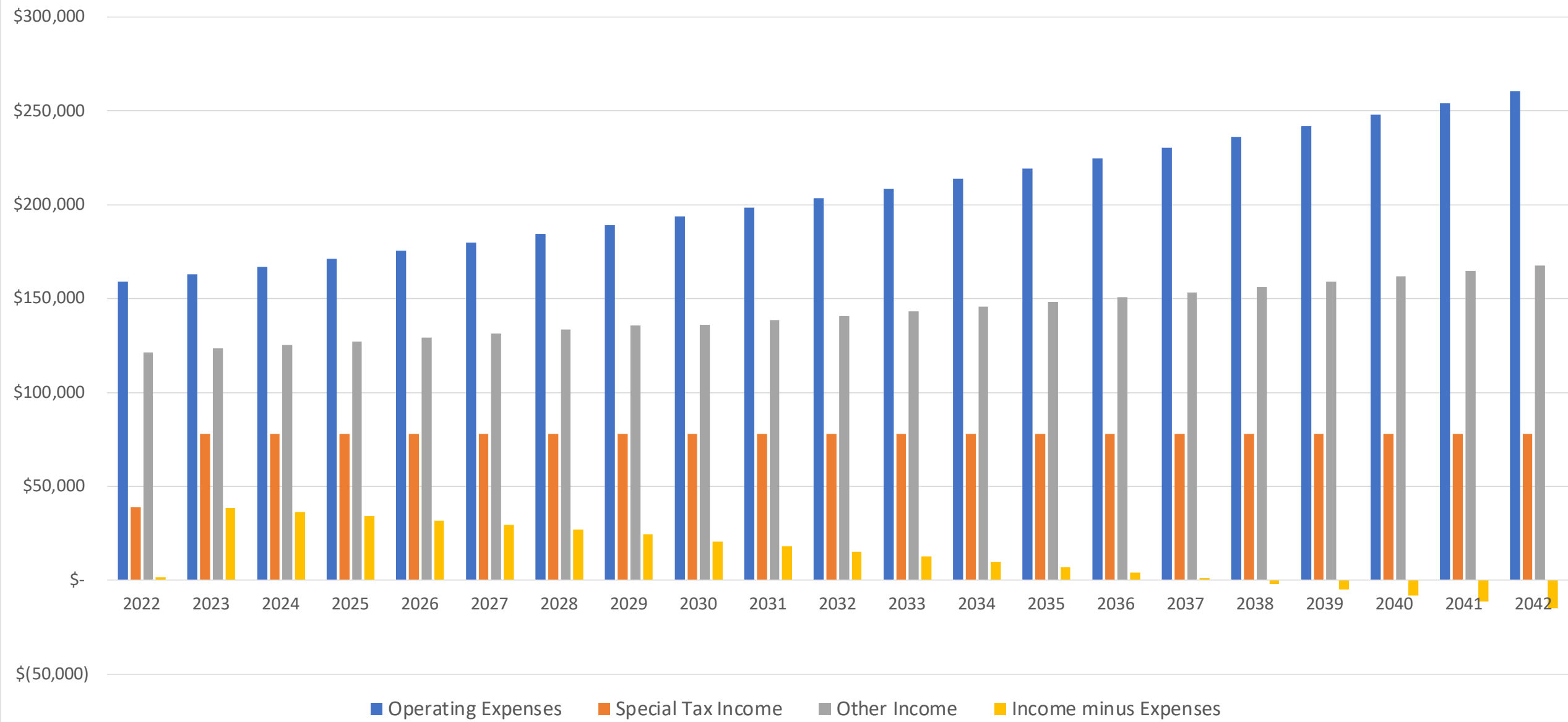


Source	Annual		Inflation Adjusted
Hangar Income	\$ 49,890	31.4%	No
Special Tax Income	\$ 39,000	24.6%	Yes
Fuel Profit	\$ 32,500	20.5%	Yes
District Tie Down	\$ 18,800	11.9%	Yes
Grant Income-Cal Trans	\$ 10,000	6.3%	No
Gate Card Fees	\$ 3,750	2.4%	No
Assessment Admin Fees	\$ 1,700	1.1%	No
Other Parking 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



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

Pavement Areas		
Residential Streets	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)

Restricted Account Management - Proposed

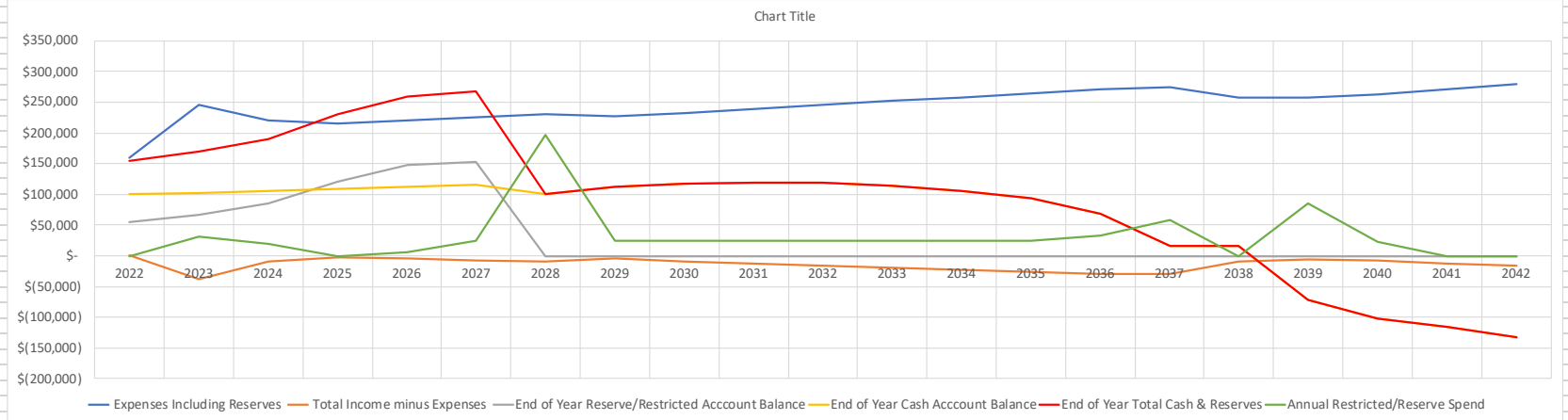
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 - Release of money to spend must be in accordance with approved infrastructure maintenance plan
 - CPAD Board approval of infrastructure maintenance plan
 - Separate policy setting guidance for developing and/or obtaining plans. i.e. pavement maintenance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

Measure Amounts & Recommendation to CPAD Board

AIROPRT Analysis Results Summary **Disclaimer: \$25 Special Tax Increase, 3.0% Inflation in Costs and Some Income, Tier 2 Projects including Fuel System Replacement**

Input Table		Notes	Today Date	5/9/22	Starting Cash and Reserve Account Balances		Starting Income		Adj for Inflation?	Rate			
New Special Tax per Month	\$ 25.00				Starting Case in 2022 \$ 130,000		Special Tax Income	\$ 39,000	No	3.00%			
Include Tier 1 Projects?	Yes				Beginning of Year Reserve/Restricted Account Balance 2022 \$ 24,336		Fuel Profit	\$ 32,500	No	3.00%			
Include Tier 2 Projects?	Yes	Items in Bold are entry cells			Minimum Cash Balance at End of Each Year Goal \$ 100,000		Hangar Income	\$ 49,890	Yes	3.00%			
Include Tier 3 Projects?	No	Item not in bold are calculated values or links to bold entry cells					Grant Income-Cal Trans	\$ 10,000	No	3.00%			
Fuel System Replacement?	Yes						Transient Parking Income	\$ 800	Yes	3.00%			
Cost Adjustments for Inflation							District Tie Down	\$ 18,800	Yes	3.00%			
Operating Costs	Yes	Fuel System Replacement	Yes		Adusst	Adj Rate	Number of Assesst Properties	130.00					
Manager's Salary	Yes	Include Tier 1 ?	Yes		Operating Costs	Yes	3.00%						
Fuel System Replacement	Yes	Include Tier 2 ?	Yes		Manager Salary	Yes	3.00%						
Project costs	Yes	Include Tier 3 ?	No		Fuel System Replacement Cost	Yes	3.00%						
Above Ground Sys Savings	Yes				Project Costs	Yes	3.00%	Airport Operations (without fuel expenses)	\$ 155,000	Other Parking Income	\$ 1,000	No	3.00%
Fuel Sys Loan Servicing	Yes	New Special Tax	\$ 25.00		Fuel Expense Saving with Above Ground System	Yes	0.00%	Manager Salary	\$ 50,000	Miscellaneous Income	\$ 1,000	No	3.00%
		Inflation Rate	3.00%					Airport Operation Expenses Without Salary	\$ 105,000	In-Kind Donations	\$ -	No	3.00%
										Interest	\$ 200	Yes	3.00%
										Access Fees	\$ 7,200	No	3.00%
										Other			3.00%
										Other			3.00%

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost (or Total Lopan)	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 (or Loan Pay Begins)	Year Saving Ends (or Year Loan Paid)	Year Savings Spent	Years Amortized			
1	1	Airport Operations (without fuel expenses)	Yes	No	Yes	\$ 155,000	2021	Yes	3.00%		No		\$ 155,000	2022	2042				21			
3	2	Fuel System POS Replacement	Yes	Yes	No	\$ 25,000	2022	Yes	3.00%	\$ 25,750	No	\$ -	\$ 25,750			2023	2023	2023	1			
4	2	Fuel Tank Purchase	Yes	Yes	No	\$ 140,000	2021	Yes	3.00%	\$ 172,182	No	\$ -	\$ 172,182			2023	2027	2028	5			
\$ 160,000	5	Fuel System Replacement Loan Servicing	Yes	No	Yes	\$ 203,646	2021	Yes	3.00%	\$ 250,459	No	\$ -	\$ 250,459	2028	2037				10			
	6	Savings in Ops Expenses with Above Ground System	Yes	Yes	No	\$ 8,500	2022	Yes	0.00%	\$ 8,500	No	\$ -	\$ 8,500	2029	2042				14			
7	2	Airport Layout Plan (ALP)	Yes	Yes	No	\$ 180,000	2020	Yes	3.00%	\$ 202,592	Yes	\$ 20,259	\$ 20,259			2023	2024	2024	2			
8	2	Runway Engineering, Inspection, Plan - Consultant	Yes	Yes	No	\$ 5,000	2022	Yes	3.00%	\$ 5,150	No	\$ -	\$ 5,150			2023	2023	2023	1			
9	2	Runway & Taxiway Slurry Seal #1	Yes	Yes	No	\$ 203,284	2020	Yes	3.00%	\$ 250,014	Yes	\$ 25,001	\$ 25,001			2023	2027	2027	5			
10	2	Runway & Taxiway Slurry Seal #2	Yes	Yes	No	\$ 203,284	2020	Yes	3.00%	\$ 335,998	Yes	\$ 33,600	\$ 33,600			2028	2036	2037	9			
11	2	Apron/Tie-down Slurry Seal #1	Yes	Yes	No	\$ 50,355	2020	Yes	3.00%	\$ 60,127	Yes	\$ 6,013	\$ 6,013			2023	2026	2026	4			
12	2	Apron/Tie-down Slurry Seal #2	Yes	Yes	No	\$ 50,355	2020	Yes	3.00%	\$ 80,805	Yes	\$ 8,081	\$ 8,081			2027	2035	2036	9			
13	2	Runway & Taxiway Overlay/Resurface	Yes	Yes	No	\$ 483,878	2020	Yes	3.00%	\$ 848,483	Yes	\$ 84,848	\$ 84,848			2028	2038	2039	11			
14	2	Apron/Tie-down Overlay/Resurface	Yes	Yes	No	\$ 131,221	2020	Yes	3.00%	\$ 237,000	Yes	\$ 23,700	\$ 23,700			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		\$ 160,725	\$ 209,078	\$ 211,296	\$ 213,580	\$ 215,933	\$ 218,357	\$ 220,853	\$ 223,424	\$ 224,372	\$ 227,100	\$ 229,909	\$ 232,803	\$ 235,784	\$ 238,854	\$ 242,016	\$ 245,273	\$ 248,627	\$ 252,083	\$ 255,642	\$ 259,307	\$ 263,083
Expenses Including Reserves		\$ 159,650	\$ 246,409	\$ 220,442	\$ 215,394	\$ 220,627	\$ 225,413	\$ 229,996	\$ 227,215	\$ 233,105	\$ 239,173	\$ 245,422	\$ 251,858	\$ 258,488	\$ 265,317	\$ 271,453	\$ 274,964	\$ 257,380	\$ 257,352	\$ 263,293	\$ 271,447	\$ 279,846
Total Income minus Expenses		\$ 1,075	\$ (37,331)	\$ (9,146)	\$ (1,814)	\$ (4,694)	\$ (7,056)	\$ (9,143)	\$ (3,791)	\$ (8,733)	\$ (12,073)	\$ (15,513)	\$ (19,055)	\$ (22,705)	\$ (26,463)	\$ (29,437)	\$ (29,691)	\$ (8,753)	\$ (5,269)	\$ (7,652)	\$ (12,140)	\$ (16,763)
Annual Restricted/Reserve Spend		\$ -	\$ 30,900	\$ 20,259	\$ -	\$ 6,013	\$ 25,001	\$ 197,228	\$ 25,046	\$ 25,046	\$ 25,046	\$ 25,046	\$ 25,046	\$ 25,046	\$ 25,046	\$ 33,126	\$ 58,646	\$ -	\$ 84,848	\$ 23,700	\$ -	\$ -
End of Year Reserve/Restricted Account Balance		\$ 55,411	\$ 66,149	\$ 84,723	\$ 120,667	\$ 147,622	\$ 152,522	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Cash Account Balance		\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 101,444	\$ 111,972	\$ 117,559	\$ 119,805	\$ 118,612	\$ 113,877	\$ 105,492	\$ 93,348	\$ 69,252	\$ 15,650	\$ 16,586	\$ (71,557)	\$ (102,909)	\$ (115,049)	\$ (131,811)
End of Year Total Cash & Reserves		\$ 155,411	\$ 169,149	\$ 190,813	\$ 229,940	\$ 260,173	\$ 268,450	\$ 101,444	\$ 111,972	\$ 117,559	\$ 119,805	\$ 118,612	\$ 113,877	\$ 105,492	\$ 93,348	\$ 69,252	\$ 15,650	\$ 16,586	\$ (71,557)	\$ (102,909)	\$ (115,049)	\$ (131,811)
Minimum Cash Balance with Inflation		\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 119,405	\$ 122,987	\$ 126,677	\$ 130,477	\$ 134,392	\$ 138,423	\$ 142,576	\$ 146,853	\$ 151,259	\$ 155,797	\$ 160,471	\$ 165,285	\$ 170,243	\$ 175,351	\$ 180,611
Minimu Total Income minus Expense		\$ (37,331)																				
NLT Minimu Total Income Expense Goal		\$ -																				
Difference		\$ (37,331)																				
		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%	37.3%	36.9%	36.5%	36.1%	35.7%	35.3%	34.9%	34.8%	34.3%	33.9%	33.5%	33.1%	32.7%	32.2%	31.8%	31.4%	30.9%	30.5%	30.1%	29.6%
Airport Operatiion Income		75.7%	59.2%	59.7%	60.1%	60.5%	61.0%	61.4%	61.9%	62.0%	62.5%	62.9%	63.4%	63.9%	64.3%	64.8%	65.3%	65.7%	66.2%	66.7%	67.1%	67.6%



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	3.00%
Property Tax Income	No	3.00%

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

Today Date 5/9/22

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

Adusst	Adj Rate
Project Costs	Yes 3.00%
	0 0.00%
	0 0.00%
	0 0.00%
Property Tax Income	No 3.00%
	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	\$ 20,000
Property Tax Base in 2022	\$ 14,700

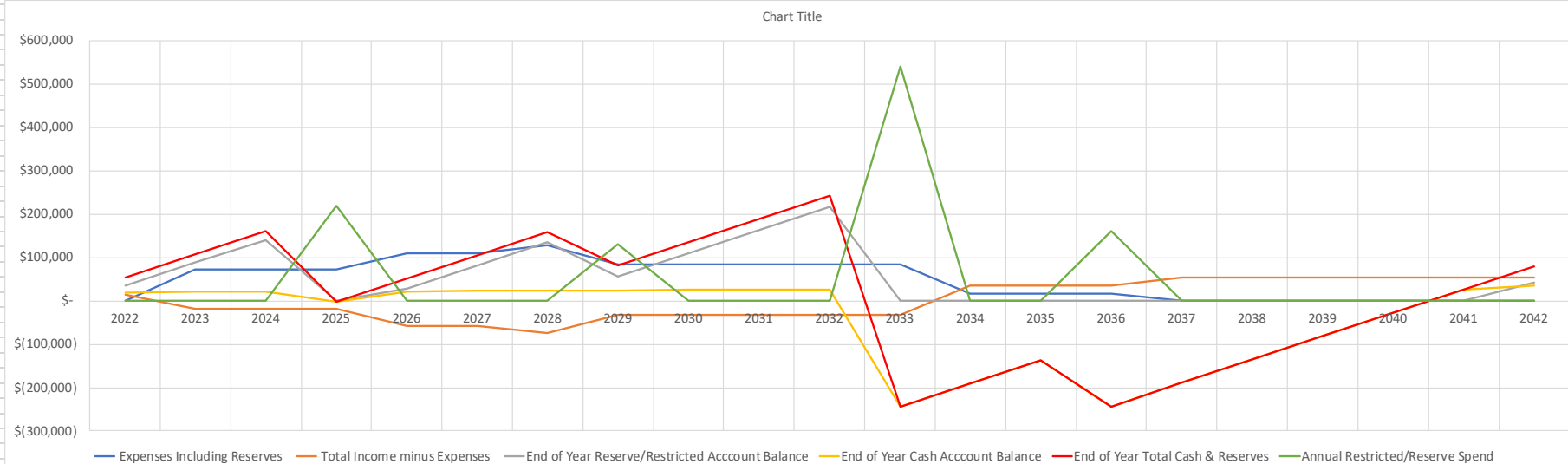
New Special Tax	\$ 25.00
Inflation Rate	3.00%

Match %

OnTime Assessment, into reserves in 2024

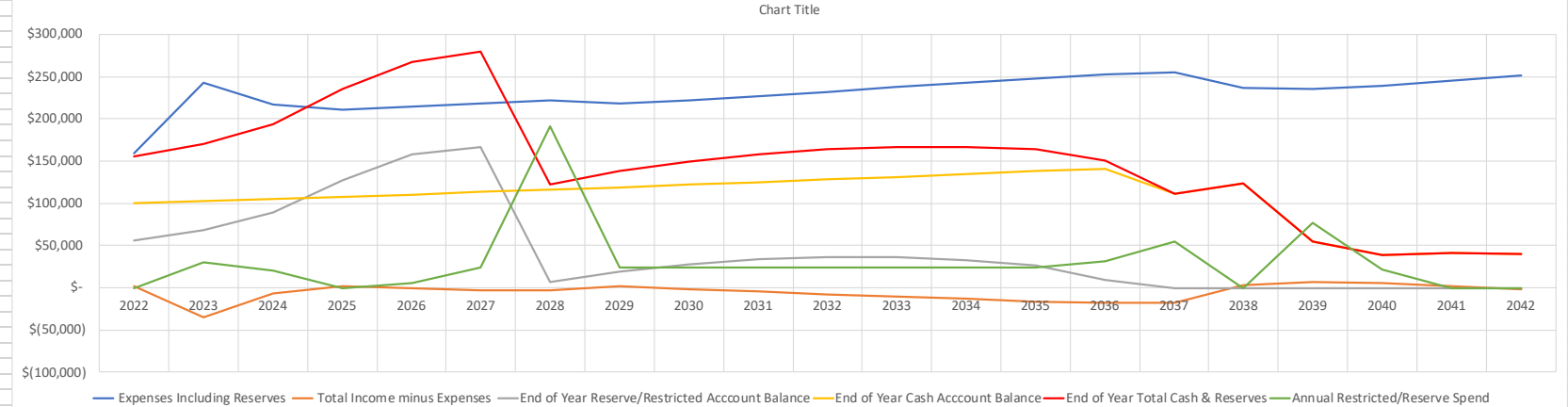
Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount	Cost Used	Year Recurring Expense Starts	Year Recurring Expense Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized
1	1		0										\$ -						
2	2												\$ -						1
3	2												\$ -						
4	2	Street Resurface	No	Yes	No	\$ 1,438,184	2020	Yes	3.00%	\$ 2,755,708			\$ -			2029	2041	2042	13
5	2	Street Slurry Seal 1	Yes	Yes	No	\$ 200,000	2022	Yes	3.00%	\$ 218,545			\$ -			2023	2025	2025	3
6	2	Street Slurry Seal 2	Yes	Yes	No	\$ 368,000	2020	Yes	3.00%	\$ 540,420			\$ -			2026	2033	2033	8
7	2	Street Crack Seal 1	Yes	Yes	No	\$ 99,878	2020	Yes	3.00%	\$ 130,318			\$ -			2026	2028	2029	3
8	2	Street Crack Seal 2	Yes	Yes	No	\$ 99,878	2020	Yes	3.00%	\$ 160,275			\$ -			2028	2036	2036	9
9	2	Consultation	Yes	Yes	No			Yes	3.00%	\$ -			\$ -						1
										\$ 3,805,267			\$ -						

	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
Expenses Including Reserves	\$ -	\$ 72,848	\$ 72,848	\$ 72,848	\$ 110,992	\$ 110,992	\$ 128,800	\$ 85,361	\$ 85,361	\$ 85,361	\$ 85,361	\$ 17,808	\$ 17,808	\$ 17,808	\$ 17,808	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Income minus Expenses	\$ 14,700	\$ (19,148)	\$ (19,148)	\$ (19,148)	\$ (57,292)	\$ (57,292)	\$ (75,100)	\$ (31,661)	\$ (31,661)	\$ (31,661)	\$ (31,661)	\$ 35,892	\$ 35,892	\$ 35,892	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700	\$ 53,700
Annual Restricted/Reserve Spend	\$ -	\$ -	\$ -	\$ 218,545	\$ -	\$ -	\$ 130,318	\$ -	\$ -	\$ -	\$ 540,420	\$ -	\$ -	\$ 160,275	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Reserve/Restricted Account Balance	\$ 34,700	\$ 87,800	\$ 140,882	\$ 28,444	\$ 81,469	\$ 134,474	\$ 57,139	\$ 110,101	\$ 163,041	\$ 215,958	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,019
End of Year Cash Account Balance	\$ 20,000	\$ 20,600	\$ 21,218	\$ (2,745)	\$ 22,510	\$ 23,185	\$ 23,881	\$ 24,597	\$ 25,335	\$ 26,095	\$ 26,878	\$ (243,884)	\$ (190,184)	\$ (136,484)	\$ (243,059)	\$ (189,359)	\$ (135,659)	\$ (81,959)	\$ (28,259)	\$ 25,441	\$ 36,122
End of Year Total Cash & Reserves	\$ 54,700	\$ 108,400	\$ 162,100	\$ (2,745)	\$ 50,955	\$ 104,655	\$ 158,355	\$ 81,736	\$ 135,436	\$ 189,136	\$ 242,836	\$ (243,884)	\$ (190,184)	\$ (136,484)	\$ (243,059)	\$ (189,359)	\$ (135,659)	\$ (81,959)	\$ (28,259)	\$ 25,441	\$ 79,141
Minimum Cash Balance with Inflation	\$ 20,000	\$ 20,600	\$ 21,218	\$ 21,855	\$ 22,510	\$ 23,185	\$ 23,881	\$ 24,597	\$ 25,335	\$ 26,095	\$ 26,878	\$ 27,685	\$ 28,515	\$ 29,371	\$ 30,252	\$ 31,159	\$ 32,094	\$ 33,057	\$ 34,049	\$ 35,070	\$ 36,122
Minimum Total Income minus Expense	\$ (75,100)																				
NLT Minimum Total Income Expense Goal	\$ -																				
Difference	\$ (75,100)																				



Input Table			Notes	Today Date	5/9/22	Starting Cash and Reserve Account Balances		Starting Income		Adj for Inflation?	Rate	
New Special Tax per Month	\$ 25.00					Starting Case in 2022 \$ 130,000		Special Tax Income	\$ 39,000	No	2.50%	
Include Tier 1 Projects?	Yes					Beginning of Year Reserve/Restricted Account Balance 2022 \$ 24,336		Fuel Profit	\$ 32,500	No	2.50%	
Include Tier 2 Projects?	Yes		Items in Bold are entry cells			Minimum Cash Balance at End of Each Year Goal \$ 100,000		Hangar Income	\$ 49,890	Yes	2.50%	
Include Tier 3 Projects?	No		Item not in bold are calculated values or links to bold entry cells					Grant Income-Cal Trans	\$ 10,000	No	2.50%	
Fuel System Replacement?	Yes							Transient Parking Income	\$ 800	Yes	2.50%	
Cost Adjustments for Inflation		Rate						District Tie Down	\$ 18,800	Yes	2.50%	
Operating Costs	Yes	2.50%	Fuel System Replacement	Yes	Adusst	Adj Rate	Number of Assesst Properties	130.00	Assessment Admin Fees	\$ 1,700	No	2.50%
Manager's Salary	Yes	2.50%	Include Tier 1 ?	Yes	Operating Costs	Yes	2.50%	130.00	Gate Card Fees	\$ 3,750	No	2.50%
Fuel System Replacement	Yes	2.50%	Include Tier 2 ?	Yes	Manager Salary	Yes	2.50%		Other Parking Income	\$ 1,000	No	2.50%
Project costs	Yes	2.50%	Include Tier 3 ?	No	Fuel System Replacement Cost	Yes	2.50%		Miscellaneous Income	\$ 1,000	No	2.50%
Above Ground Sys Savings	Yes	2.50%			Project Costs	Yes	2.50%		In-Kind Donations	\$ -	No	2.50%
Fuel Sys Loan Servicing	Yes	2.50%			New Special Tax	\$ 25.00	Fuel Expense Saving with Above Ground System	Yes	0.00%		2.50%	2.50%
		2.50%			Inflation Rate	2.50%			Interest	\$ 200	Yes	2.50%
		2.50%							Access Fees	\$ 7,200	No	2.50%
		2.50%							Other			2.50%
		2.50%							Other			2.50%

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost (or Total Lopan)	Cost 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 (or Loan Pay Begins)	Year Saving Ends (or year Loan Paid)	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	2042				21							
3	2	Fuel System POS Replacement	Yes	Yes	No	\$ 25,000	2022	Yes	2.50%	\$ 25,625	No	\$ -	\$ 25,625			2023	2023	2023	1							
4	2	Fuel Tank Purchase	Yes	Yes	No	\$ 140,000	2021	Yes	2.50%	\$ 166,416	No	\$ -	\$ 166,416			2023	2027	2028	5							
\$ 160,000	5	Fuel System Replacement Loan Servicing	Yes	No	Yes	\$ 203,646	2021	Yes	2.50%	\$ 242,071	No	\$ -	\$ 242,071	2028	2037				10							
	6	Savings in Ops Expenses with Above Ground System	Yes	Yes	No	\$ 8,500	2022	Yes	0.00%	\$ 8,500	No	\$ -	\$ 8,500	2029	2042				14							
7	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							
8	2	Runway Engineering, Inspection, Plan - Consultant	Yes	Yes	No	\$ 5,000	2022	Yes	2.50%	\$ 5,125	No	\$ -	\$ 5,125			2023	2023	2023	1							
9	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							
10	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							
11	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							
12	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							
13	2	Runway & Taxiway Overlay/Resurface	Yes	Yes	No	\$ 483,878	2020	Yes	2.50%	\$ 773,355	Yes	\$ 77,355	\$ 77,355			2028	2038	2039	11							
14	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
						2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Annual Income		\$ 160,377	\$ 208,363	\$ 210,193	\$ 212,069	\$ 213,992	\$ 215,963	\$ 217,984	\$ 220,055	\$ 220,477	\$ 222,653	\$ 224,883	\$ 227,169	\$ 229,512	\$ 231,913	\$ 234,375	\$ 236,898	\$ 239,484	\$ 242,135	\$ 244,852	\$ 247,637	\$ 250,492				
Expenses Including Reserves		\$ 158,875	\$ 243,107	\$ 216,428	\$ 210,667	\$ 214,944	\$ 218,699	\$ 221,545	\$ 217,651	\$ 222,372	\$ 227,212	\$ 232,172	\$ 237,256	\$ 242,468	\$ 247,810	\$ 252,454	\$ 254,630	\$ 236,175	\$ 235,039	\$ 239,291	\$ 245,486	\$ 251,835				
Total Income minus Expenses		\$ 1,502	\$ (34,744)	\$ (6,235)	\$ 1,402	\$ (952)	\$ (2,736)	\$ (3,561)	\$ 2,403	\$ (1,895)	\$ (4,559)	\$ (7,289)	\$ (10,088)	\$ (12,956)	\$ (15,896)	\$ (18,079)	\$ (17,732)	\$ 3,309	\$ 7,096	\$ 5,561	\$ 2,152	\$ (1,343)				
Annual Restricted/Reserve Spend		\$ -	\$ 30,750	\$ 19,869	\$ -	\$ 5,840	\$ 24,164	\$ 190,623	\$ 24,207	\$ 24,207	\$ 24,207	\$ 24,207	\$ 24,207	\$ 24,207	\$ 24,207	\$ 31,682	\$ 55,139	\$ -	\$ 77,355	\$ 21,502	\$ -	\$ -				
End of Year Reserve/Restricted Account Balance		\$ 55,839	\$ 68,105	\$ 88,949	\$ 127,300	\$ 157,393	\$ 166,680	\$ 6,966	\$ 19,561	\$ 27,786	\$ 33,273	\$ 35,953	\$ 35,757	\$ 32,612	\$ 26,445	\$ 9,705	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
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	\$ 111,163	\$ 123,296	\$ 54,829	\$ 38,888	\$ 41,040	\$ 39,696				
End of Year Total Cash & Reserves		\$ 155,839	\$ 170,605	\$ 194,011	\$ 234,989	\$ 267,774	\$ 279,821	\$ 122,935	\$ 138,430	\$ 149,626	\$ 158,159	\$ 163,961	\$ 166,965	\$ 167,101	\$ 164,296	\$ 151,002	\$ 111,163	\$ 123,296	\$ 54,829	\$ 38,888	\$ 41,040	\$ 39,696				
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		\$ (34,744)																								
NLT Minimum Total Income Expense Goal		\$ -																								
Difference		\$ (34,744)																								
Airpark Income		24.3%	37.4%	37.1%	36.8%	36.4%	36.1%	35.8%	35.4%	35.4%	35.0%	34.7%	34.3%	34.0%	33.6%	33.3%	32.9%	32.6%	32.2%	31.9%	31.5%	31.1%				
Airport Operation Income		75.7%	59.1%	59.5%	59.8%	60.2%	60.5%	60.9%	61.3%	61.4%	61.7%	62.1%	62.5%	62.9%	63.3%	63.6%	64.0%	64.4%	64.8%	65.2%	65.6%	66.0%				



Disclaimer: \$25 ST, 2.5% Inflation, Tier 2 Projects, Insufficient saving for resurfacing

Input Table with sections for New Special Tax per Month, Adjustments for Inflation, Project Costs, and Property Tax Income.

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

Today Date: 5/3/22

Summary table with columns for Special Tax Income and Number of Assesst Properties.

Table for Project Costs including Include Tier 1, 2, and 3 Projects?

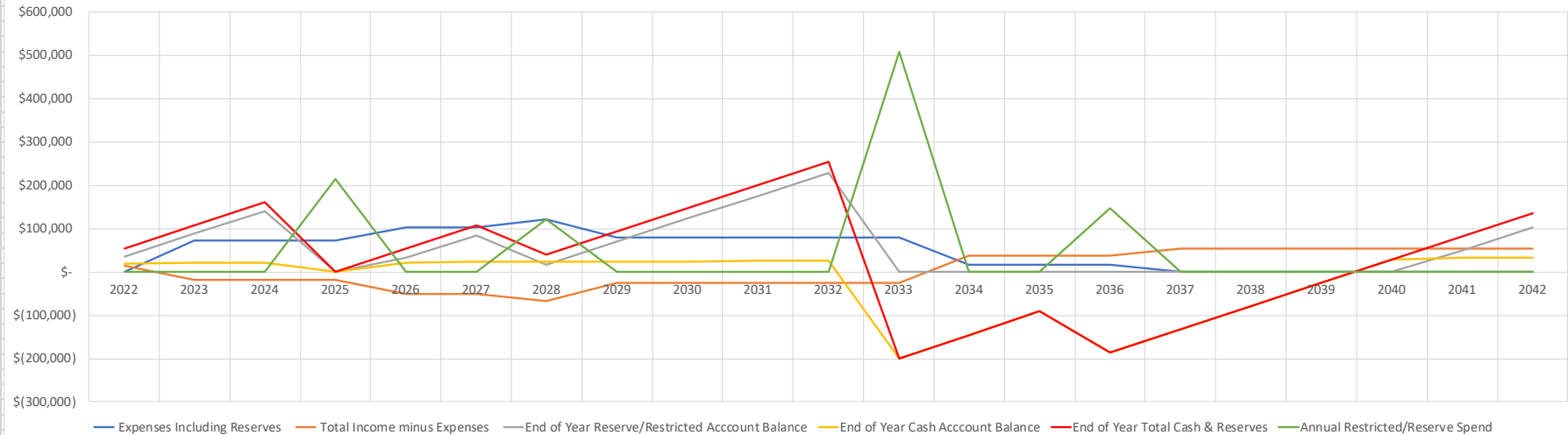
Table for Project Costs and Property Tax Income with columns for Adusst, Adj Rate, and Match %.

Table for Starting Cash in 2022, Beginning of Year Reserve/Restricted Account Balance, and Property Tax Base in 2022.

On-time Assessment, into reserves in 2024

Main data table with columns for Item, Funding Tier, Expense/Project, and various financial metrics from 2022 to 2042.

Chart Title

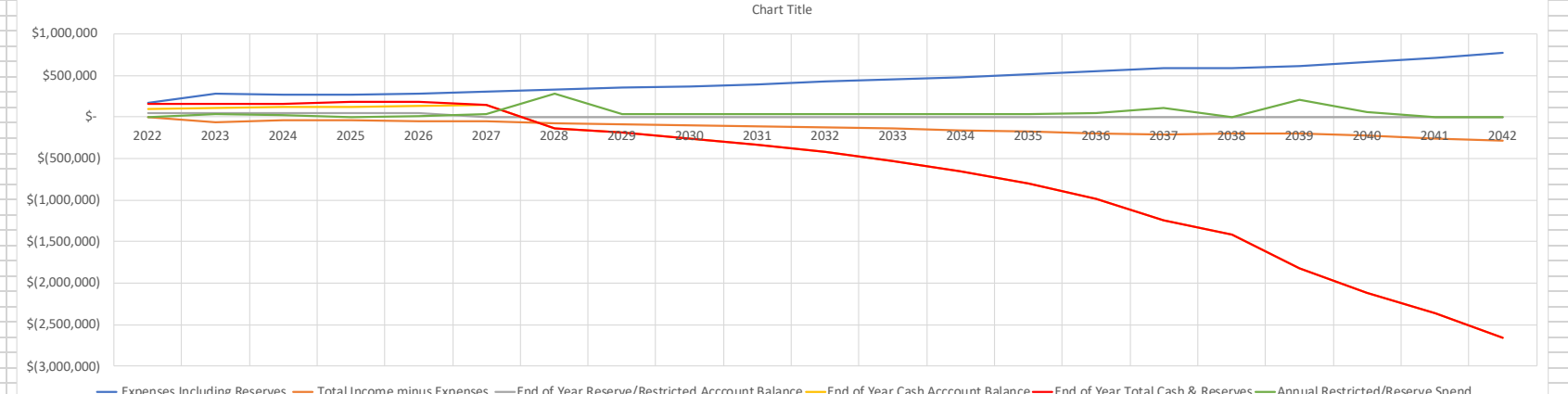


Input Table		
New Special Tax per Month	\$ 25.00	
Include Tier 1 Projects?	Yes	
Include Tier 2 Projects?	Yes	
Include Tier 3 Projects?	No	
Fuel System Replacement?	Yes	
Cost Adjustments for Inflation		Rate
Operating Costs	Yes	8.00%
Manager's Salary	Yes	8.00%
Fuel System Replacement	Yes	8.00%
Project costs	Yes	8.00%
Above Ground Sys Savings	Yes	8.00%
Fuel Sys Loan Servicing	Yes	8.00%
		8.00%
		8.00%

Notes		Today Date		5/9/22	
Items in Bold are entry cells					
Item not in bold are calculated values or links to bold entry cells					
Fuel System Replacement	Yes	Adusst	Adj Rate	Number of Assesst Properties	130.00
Include Tier 1 ?	Yes	Operating Costs	Yes	8.00%	130.00
Include Tier 2 ?	Yes	Manager Salary	Yes	8.00%	
Include Tier 3 ?	No	Fuel System Replacement Cost	Yes	8.00%	
		Project Costs	Yes	8.00%	
New Special Tax	\$ 25.00	Fuel Expense Saving with Above Ground System	Yes	0.00%	
Inflation Rate	8.00%				
		Hangar Income		8.00%	Match %
		Tie-Down Income		8.00%	10.00%

Starting Cash and Reserve Account Balances		Starting Income		Adj for Inflation?	Rate
Starting Case in 2022		\$ 130,000	Special Tax Income	No	8.00%
Beginning of Year Reserve/Restricted Account Balance 2022		\$ 24,336	Fuel Profit	No	8.00%
Minimum Cash Balance at End of Each Year Goal		\$ 100,000	Hangar Income	Yes	8.00%
			Grant Income-Cal Trans	No	8.00%
			Transient Parking Income	Yes	8.00%
			District Tie Down	Yes	8.00%
			Assessment Admin Fees	No	8.00%
			Gate Card Fees	No	8.00%
			Other Parking Income	No	8.00%
			Miscellaneous Income	No	8.00%
			In-Kind Donations	No	8.00%
			Interest	Yes	8.00%
			Access Fees	No	8.00%
			Other		8.00%
			Other		8.00%

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost (or Total Lopan)	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 (or Loan Pay Begins)	Year Saving Ends (or year Loan Paid)	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	2042				21				
3	2	Fuel System POS Replacement	Yes	Yes	No	\$ 25,000	2022	Yes	8.00%	\$ 27,000	No	\$ -	\$ 27,000			2023	2023	2023	1				
4	2	Fuel Tank Purchase	Yes	Yes	No	\$ 140,000	2021	Yes	8.00%	\$ 239,935	No	\$ -	\$ 239,935			2023	2027	2028	5				
\$ 160,000	5	Fuel System Replacement Loan Servicing	Yes	No	Yes	\$ 203,646	2021	Yes	8.00%	\$ 349,013	No	\$ -	\$ 349,013	2028	2037				10				
	6	Savings in Ops Expenses with Above Ground System	Yes	Yes	No	\$ 8,500	2022	Yes	0.00%	\$ 8,500	No	\$ -	\$ 8,500	2029	2042				14				
7	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				
8	2	Runway Engineering, Inspection, Plan - Consultant	Yes	Yes	No	\$ 5,000	2022	Yes	8.00%	\$ 5,400	No	\$ -	\$ 5,400			2023	2023	2023	1				
9	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				
10	2	Runway & Taxiway Slurry Seal #2	Yes	Yes	No	\$ 203,284	2020	Yes	8.00%	\$ 348,394	Yes	\$ 34,839	\$ 34,839			2023	2027	2027	5				
11	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				
12	2	Apron/Tie-down Slurry Seal #2	Yes	Yes	No	\$ 50,355	2020	Yes	8.00%	\$ 79,907	Yes	\$ 7,991	\$ 7,991			2023	2026	2026	4				
13	2	Runway & Taxiway Overlay/Resurface	Yes	Yes	No	\$ 483,878	2020	Yes	8.00%	\$ 2,088,272	Yes	\$ 208,827	\$ 208,827			2027	2035	2036	9				
14	2	Apron/Tie-down Overlay/Resurface	Yes	Yes	No	\$ 131,221	2020	Yes	8.00%	\$ 611,616	Yes	\$ 61,162	\$ 61,162			2028	2038	2039	11				
																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	21
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2042
Annual Income	\$	\$ 164,199	\$ 216,419	\$ 222,921	\$ 229,942	\$ 237,526	\$ 245,716	\$ 254,561	\$ 264,114	\$ 272,731	\$ 283,873	\$ 295,907	\$ 308,904	\$ 322,940	\$ 338,100	\$ 354,471	\$ 372,153	\$ 391,249	\$ 411,873	\$ 434,147	\$ 458,203	\$ 484,183	\$ 484,183
Expenses Including Reserves	\$	\$ 167,400	\$ 282,389	\$ 264,452	\$ 267,828	\$ 284,698	\$ 302,837	\$ 334,899	\$ 347,651	\$ 370,602	\$ 395,390	\$ 422,161	\$ 451,073	\$ 482,298	\$ 516,022	\$ 550,526	\$ 581,504	\$ 589,084	\$ 615,980	\$ 660,434	\$ 713,948	\$ 771,744	\$ 771,744
Total Income minus Expenses	\$	\$ (3,201)	\$ (65,970)	\$ (41,532)	\$ (37,886)	\$ (47,173)	\$ (57,122)	\$ (80,338)	\$ (83,537)	\$ (97,871)	\$ (111,516)	\$ (126,253)	\$ (142,169)	\$ (159,358)	\$ (177,922)	\$ (196,054)	\$ (209,350)	\$ (197,834)	\$ (204,106)	\$ (226,286)	\$ (255,745)	\$ (287,561)	\$ (287,561)
Annual Restricted/Reserve Spend	\$	\$ -	\$ 32,400	\$ 24,489	\$ -	\$ 7,991	\$ 34,839	\$ 274,837	\$ 34,901	\$ 34,901	\$ 34,901	\$ 34,901	\$ 34,901	\$ 34,901	\$ 34,901	\$ 52,153	\$ 110,117	\$ -	\$ 208,827	\$ 61,162	\$ -	\$ -	\$ -
End of Year Reserve/Restricted Account Balance	\$	\$ 51,135	\$ 46,363	\$ 40,899	\$ 50,634	\$ 42,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
End of Year Cash Account Balance	\$	\$ 100,000	\$ 108,000	\$ 116,640	\$ 125,971	\$ 136,049	\$ 143,306	\$ (142,613)	\$ (191,794)	\$ (255,310)	\$ (332,472)	\$ (424,370)	\$ (532,183)	\$ (657,186)	\$ (800,753)	\$ (981,620)	#####	#####	#####	#####	#####	#####	#####
End of Year Total Cash & Reserves	\$	\$ 151,135	\$ 154,363	\$ 157,539	\$ 176,606	\$ 178,395	\$ 143,306	\$ (142,613)	\$ (191,794)	\$ (255,310)	\$ (332,472)	\$ (424,370)	\$ (532,183)	\$ (657,186)	\$ (800,753)	\$ (981,620)	#####	#####	#####	#####	#####	#####	#####
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	\$ 466,096
Minimu Total Income minus Expense	\$	\$ (287,561)																					
NLT Minimum Total Income Expense Goal	\$	\$ -																					
Difference	\$	\$ (287,561)																					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2042
Airpark Income		23.8%	36.0%	35.0%	33.9%	32.8%	31.7%	30.6%	29.5%	28.6%	27.5%	26.4%	25.3%	24.2%	23.1%	22.0%	21.0%	19.9%	18.9%	18.0%	17.0%	16.1%	16.1%
Airport Operation Income		76.2%	60.6%	61.8%	62.9%	64.1%	65.3%	66.5%	67.7%	68.8%	70.0%	71.2%	72.4%	73.6%	74.8%	76.0%	77.1%	78.2%	79.3%	80.4%	81.4%	82.4%	82.4%



Disclaimer: \$25 ST, 8.0% Inflation, Tier 2 Projects, Insufficient saving for resurfacing

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		
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

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

Today Date 5/3/22

Special Tax Income	
Number of Assesst Properties	130.00
	130.00

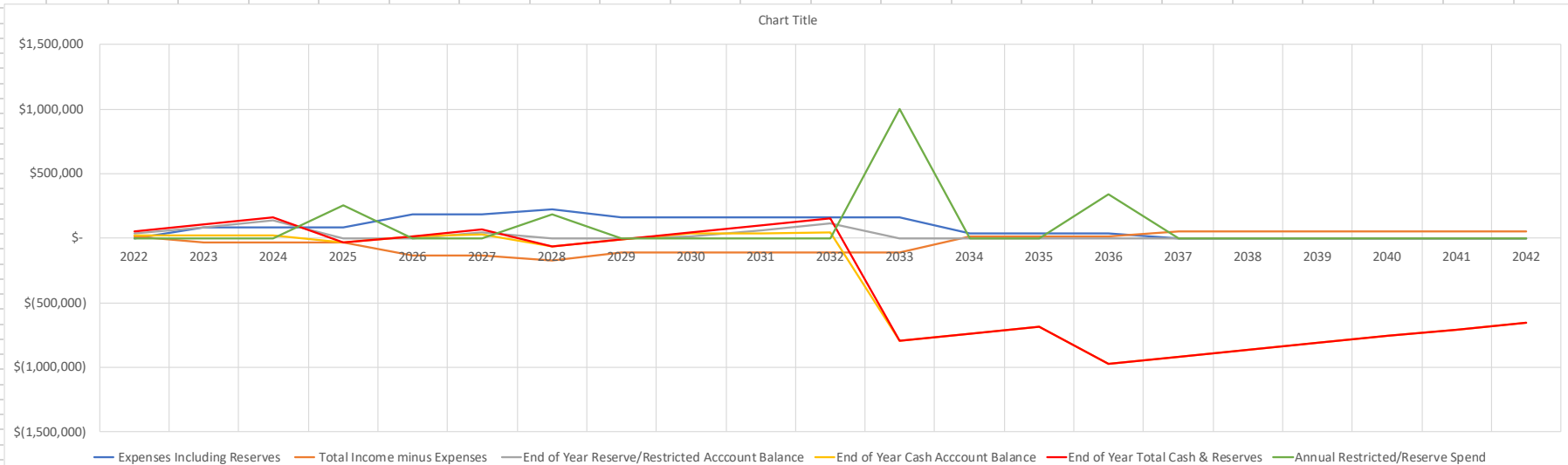
	Adusst	Adj Rate
Project Costs	Yes	8.00%
	0	0.00%
	0	0.00%
	0	0.00%
Property Tax Income	No	8.00%
	0	0.00%
	0	0.00%

Starting Cash in 2022	
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 40,000
Minimum Cash Balance at End of Each Year Goal	\$ 20,000
Property Tax Base in 2022	\$ 14,700

Match %

Ontime Assessment, into reserves in 2024

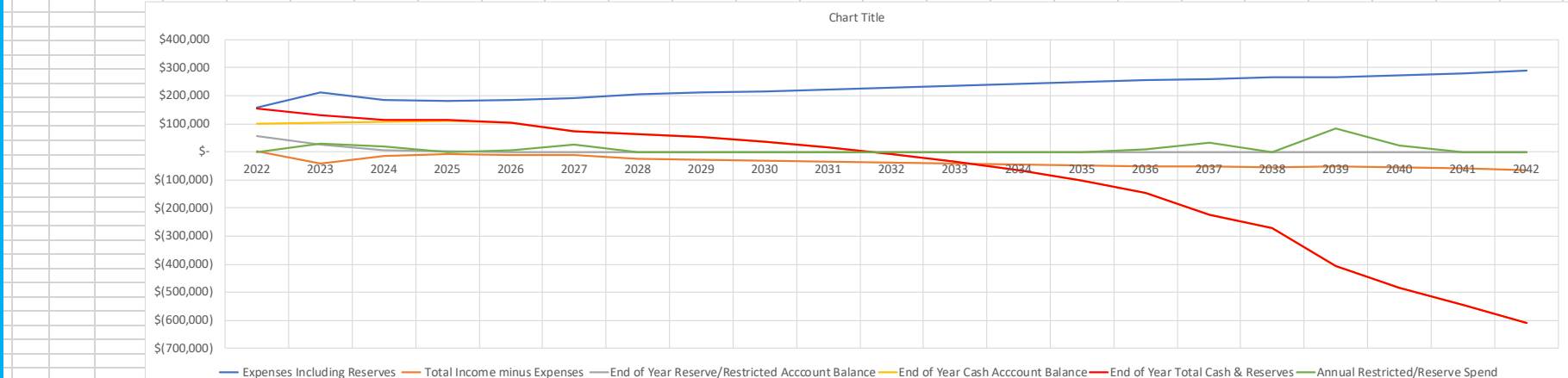
Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost	Cost Base Year	Adj?	Adj Rate	One Time Adj Cost	Match?	Match Amount	Cost Used	Year Recurring Expense Starts	Year Recurring Expense Ends	Year Saving Starts	Year Saving Ends	Year Savings Spent	Years Amortized			
1	1		0																			
2	2											\$ -	\$ -							1		
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		\$ -	\$ 251,942			2023	2025	2025	3			
6	2	Street Slurry Seal 2	Yes	Yes	No	\$ 368,000	2020	Yes	8.00%	\$ 1,000,822		\$ -	\$ 1,000,822			2026	2033	2033	8			
7	2	Street Crack Seal 1	Yes	Yes	No	\$ 99,878	2020	Yes	8.00%	\$ 184,867		\$ -	\$ 184,867			2026	2028	2028	3			
8	2	Street Crack Seal 2	Yes	Yes	No	\$ 99,878	2020	Yes	8.00%	\$ 342,176		\$ -	\$ 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 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	
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	\$ 38,020	\$ 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)	\$ 15,680	\$ 15,680	\$ 15,680	\$ 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	\$	34,700	\$ 86,800	\$ 138,772	\$ -	\$ -	\$ 41,871	\$ -	\$ 10,472	\$ 61,210	\$ 111,712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
End of Year Cash Account Balance	\$	20,000	\$ 21,600	\$ 23,328	\$ (36,142)	\$ 17,558	\$ 29,387	\$ (59,910)	\$ (6,210)	\$ 37,019	\$ 39,980	\$ 43,178	\$ (792,231)	\$ (738,531)	\$ (684,831)	\$ (973,308)	\$ (919,608)	\$ (865,908)	\$ (812,208)	\$ (758,508)	\$ (704,808)	
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)	
Minimum Cash Balance with Inflation	\$	20,000	\$ 21,600	\$ 23,328	\$ 25,194	\$ 27,210	\$ 29,387	\$ 31,737	\$ 34,276	\$ 37,019	\$ 39,980	\$ 43,178	\$ 46,633	\$ 50,363	\$ 54,392	\$ 58,744	\$ 63,443	\$ 68,519	\$ 74,000	\$ 79,920	\$ 86,314	
Minimum Total Income minus Expense	\$	(171,045)																				
NLT Minimum Total Income Expense Goal	\$	-																				
Difference	\$	(171,045)																				



Discription: No Special Tax Increase, 3.0% Inflation in Costs and Some Income, Tier 2 Projects, No Fuel System Replacement

Input Table			Notes	Today Date	5/9/22	Starting Cash and Reserve Account Balances		Starting Income		Adj for Inflation?	Rate
New Special Tax per Month	\$ -					Starting Case in 2022 \$ 130,000		Special Tax Income	\$ 39,000	No	3.00%
Include Tier 1 Projects?	Yes					Beginning of Year Reserve/Restricted Account Balance 2022 \$ 24,336		Fuel Profit	\$ 32,500	No	3.00%
Include Tier 2 Projects?	Yes		Items in Bold are entry cells			Minimum Cash Balance at End of Each Year Goal \$ 100,000		Hangar Income	\$ 49,890	Yes	3.00%
Include Tier 3 Projects?	No		Items not in bold are calculated values or links to bold entry cells					Grant Income-Cal Trans	\$ 10,000	No	3.00%
Fuel System Replacement?	No							Transient Parking Income	\$ 800	Yes	3.00%
Cost Adjustments for Inflation						Number of Assesst Properties		District Tie Down	\$ 18,800	Yes	3.00%
Operating Costs	Yes	3.00%	Fuel System Replacement	No		130.00		Assessment Admin Fees	\$ 1,700	No	3.00%
Manager's Salary	Yes	3.00%	Include Tier 1 ?	Yes		130.00		Gate Card Fees	\$ 3,750	No	3.00%
Fuel System Replacement	Yes	3.00%	Include Tier 2 ?	Yes				Other Parking Income	\$ 1,000	No	3.00%
Project costs	Yes	3.00%	Include Tier 3 ?	No				Miscellaneous Income	\$ 1,000	No	3.00%
Above Ground Sys Savings	Yes	3.00%	New Special Tax	\$ -				In-Kind Donations	\$ -	No	3.00%
Fuel Sys Loan Servicing	Yes	3.00%	Inflation Rate	3.00%				Interest	\$ 200	Yes	3.00%
		3.00%						Access Fees	\$ 7,200	No	3.00%
		3.00%						Other			3.00%
		3.00%						Other			3.00%

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost (or Total Lopan)	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 (or Loan Pay Begins)	Year Saving Ends (or year Loan Paid)	Year Savings Spent	Years Amortized
1	1	Airport Operations (without fuel expenses)	Yes	No	Yes	\$ 155,000	2021	Yes	3.00%		No		\$ 155,000	2022	2042				21
3	2	Fuel System POS Replacement	Yes	Yes	No	\$ 25,000	2022	Yes	3.00%	\$ 25,750	No	\$ -	\$ 25,750			2023	2023	2023	1
4	2	Fuel Tank Purchase	No	Yes	No	\$ 140,000	2021	Yes	3.00%	\$ 172,182	No	\$ -	\$ -			2023	2027	2028	5
5	2	Fuel System Replacement Loan Servicing	No	No	Yes	\$ 203,646	2021	Yes	3.00%	\$ 250,459	No	\$ -	\$ -	2028	2037				10
6	2	Savings in Ops Expenses with Above Ground System	No	Yes	No	\$ 8,500	2022	Yes	0.00%	\$ 8,500	No	\$ -	\$ -	2029	2042				14
7	2	Airport Layout Plan (ALP)	Yes	Yes	No	\$ 180,000	2020	Yes	3.00%	\$ 202,592	Yes	\$ 20,259	\$ 20,259			2023	2024	2024	2
8	2	Runway Engineering, Inspection, Plan - Consultant	Yes	Yes	No	\$ 5,000	2022	Yes	3.00%	\$ 5,150	No	\$ -	\$ 5,150			2023	2023	2023	1
9	2	Runway & Taxiway Slurry Seal #1	Yes	Yes	No	\$ 203,284	2020	Yes	3.00%	\$ 250,014	Yes	\$ 25,001	\$ 25,001			2023	2027	2027	5
10	2	Runway & Taxiway Slurry Seal #2	Yes	Yes	No	\$ 203,284	2020	Yes	3.00%	\$ 335,998	Yes	\$ 33,600	\$ 33,600			2028	2036	2037	9
11	2	Apron/Tie-down Slurry Seal #1	Yes	Yes	No	\$ 50,355	2020	Yes	3.00%	\$ 60,127	Yes	\$ 6,013	\$ 6,013			2023	2026	2026	4
12	2	Apron/Tie-down Slurry Seal #2	Yes	Yes	No	\$ 50,355	2020	Yes	3.00%	\$ 80,805	Yes	\$ 8,081	\$ 8,081			2027	2035	2036	9
13	2	Runway & Taxiway Overlay/Resurface	Yes	Yes	No	\$ 483,878	2020	Yes	3.00%	\$ 848,483	Yes	\$ 84,848	\$ 84,848			2028	2038	2039	11
14	2	Apron/Tie-down Overlay/Resurface	Yes	Yes	No	\$ 131,221	2020	Yes	3.00%	\$ 237,000	Yes	\$ 23,700	\$ 23,700			2028	2039	2040	12

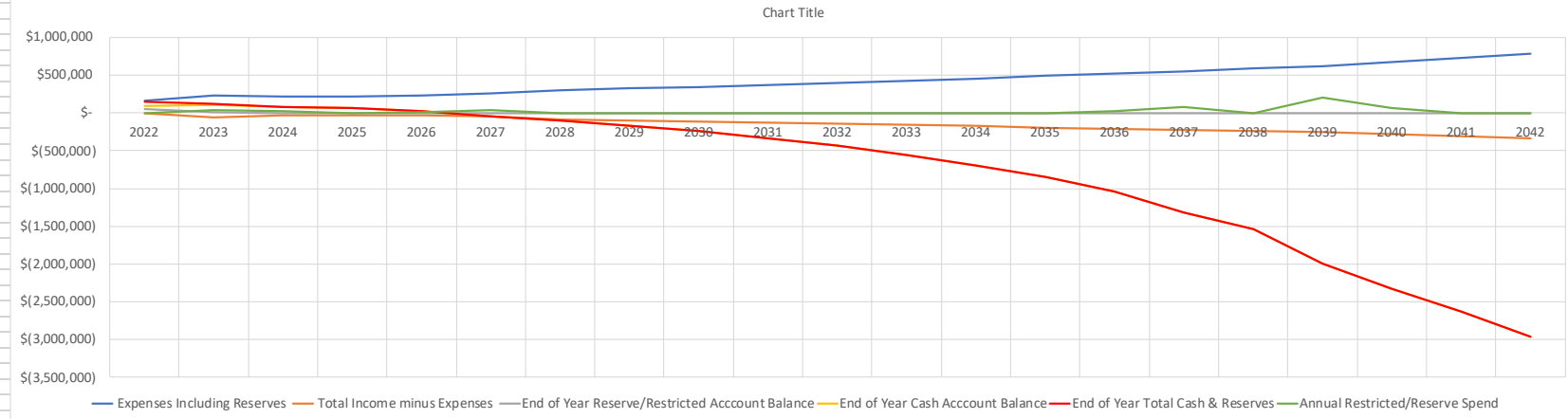


Input Table		
New Special Tax per Month	\$ -	
Include Tier 1 Projects?	Yes	
Include Tier 2 Projects?	Yes	
Include Tier 3 Projects?	No	
Fuel System Replacement?	No	
Cost Adjustments for Inflation		
Operating Costs	Yes	8.00%
Manager's Salary	Yes	8.00%
Fuel System Replacement	Yes	8.00%
Project costs	Yes	8.00%
Above Ground Sys Savings	Yes	8.00%
Fuel Sys Loan Servicing	Yes	8.00%
		8.00%
		8.00%

Notes		Today Date	
Items in Bold are entry cells		5/9/22	
Item not in bold are calculated values or links to bold entry cells			
Fuel System Replacement	No	Adusst	Adj Rate
Include Tier 1 ?	Yes	Operating Costs	8.00%
Include Tier 2 ?	Yes	Manager Salary	8.00%
Include Tier 3 ?	No	Fuel System Replacement Cost	8.00%
		Project Costs	8.00%
New Special Tax	\$ -	Fuel Expense Saving with Above Ground System	No
Inflation Rate	8.00%		8.00%
		Hangar Income	8.00%
		Tie-Down Income	8.00%

Starting Cash and Reserve Account Balances		Starting Income	
Starting Case in 2022	\$ 130,000	Special Tax Income	\$ 39,000
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 24,336	Fuel Profit	\$ 32,500
Minimum Cash Balance at End of Each Year Goal	\$ 100,000	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	\$ 7,200
		Other	
		Other	

Item	Funding Tier	Expense / Project	Include in Request?	One Time Expense?	Recurring Expense?	Base Cost (or Total Lopan)	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 (or Loan Pay Begins)	Year Saving Ends (or year Loan Paid)	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	2042				21				
3	2	Fuel System POS Replacement	Yes	Yes	No	\$ 25,000	2022	Yes	8.00%	\$ 27,000	No	\$ -	\$ 27,000			2023	2023	2023	1				
4	2	Fuel Tank Purchase	No	Yes	No	\$ 140,000	2021	Yes	8.00%	\$ 239,935	No	\$ -	\$ -			2023	2027	2028	5				
\$ 160,000	5	Fuel System Replacement Loan Servicing	No	No	Yes	\$ 203,646	2021	Yes	8.00%	\$ 349,013	No	\$ -	\$ -	2028	2037				10				
	6	Savings in Ops Expenses with Above Ground System	No	Yes	No	\$ 8,500	2022	Yes	0.00%	\$ 8,500	No	\$ -	\$ -	2029	2042				14				
7	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				
8	2	Runway Engineering, Inspection, Plan - Consultant	Yes	Yes	No	\$ 5,000	2022	Yes	8.00%	\$ 5,400	No	\$ -	\$ 5,400			2023	2023	2023	1				
9	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				
10	2	Runway & Taxiway Slurry Seal #2	Yes	Yes	No	\$ 203,284	2020	Yes	8.00%	\$ 348,394	Yes	\$ 34,839	\$ 34,839			2023	2027	2027	5				
11	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	2037	9				
12	2	Apron/Tie-down Slurry Seal #2	Yes	Yes	No	\$ 50,355	2020	Yes	8.00%	\$ 79,907	Yes	\$ 7,991	\$ 7,991			2023	2026	2037	9				
13	2	Runway & Taxiway Overlay/Resurface	Yes	Yes	No	\$ 483,878	2020	Yes	8.00%	\$ 2,088,272	Yes	\$ 208,827	\$ 208,827			2027	2035	2036	9				
14	2	Apron/Tie-down Overlay/Resurface	Yes	Yes	No	\$ 131,221	2020	Yes	8.00%	\$ 611,616	Yes	\$ 61,162	\$ 61,162			2028	2038	2039	11				
																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
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Annual Income	\$ 164,199	\$ 177,419	\$ 183,921	\$ 190,942	\$ 198,526	\$ 206,716	\$ 215,561	\$ 225,114	\$ 233,731	\$ 244,873	\$ 256,907	\$ 269,904	\$ 283,940	\$ 299,100	\$ 315,471	\$ 333,153	\$ 352,249	\$ 372,873	\$ 395,147	\$ 419,203	\$ 445,183		
Expenses Including Reserves	\$ 167,400	\$ 234,402	\$ 216,465	\$ 219,841	\$ 236,711	\$ 254,850	\$ 299,998	\$ 321,249	\$ 344,201	\$ 368,989	\$ 395,759	\$ 424,672	\$ 455,897	\$ 489,620	\$ 524,125	\$ 555,102	\$ 597,584	\$ 624,480	\$ 668,934	\$ 722,448	\$ 780,244		
Total Income minus Expenses	\$ (3,201)	\$ (56,983)	\$ (32,545)	\$ (28,899)	\$ (38,186)	\$ (48,134)	\$ (84,437)	\$ (96,135)	\$ (110,470)	\$ (124,115)	\$ (138,852)	\$ (154,768)	\$ (171,957)	\$ (190,521)	\$ (208,653)	\$ (221,949)	\$ (245,334)	\$ (251,606)	\$ (273,786)	\$ (303,245)	\$ (335,061)		
Annual Restricted/Reserve Spend	\$ -	\$ 32,400	\$ 24,489	\$ -	\$ 7,991	\$ 34,839	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,251	\$ 75,216	\$ -	\$ 208,827	\$ 61,162	\$ -	\$ -		
End of Year Reserve/Restricted Account Balance	\$ 51,135	\$ 7,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
End of Year Cash Account Balance	\$ 100,000	\$ 108,000	\$ 79,539	\$ 59,606	\$ 22,395	\$ (51,694)	\$ (101,776)	\$ (163,556)	\$ (239,671)	\$ (329,431)	\$ (433,928)	\$ (554,340)	\$ (691,941)	\$ (848,107)	#####	#####	#####	#####	#####	#####	#####		
End of Year Total Cash & Reserves	\$ 151,135	\$ 115,363	\$ 79,539	\$ 59,606	\$ 22,395	\$ (51,694)	\$ (101,776)	\$ (163,556)	\$ (239,671)	\$ (329,431)	\$ (433,928)	\$ (554,340)	\$ (691,941)	\$ (848,107)	#####	#####	#####	#####	#####	#####	#####		
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	\$ (335,061)																						
NLT Minium Total Income Expense Goal	\$ -																						
Difference	\$ (335,061)																						
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042		
Airpark Income	23.8%	22.0%	21.2%	20.4%	19.6%	18.9%	18.1%	17.3%	16.7%	15.9%	15.2%	14.4%	13.7%	13.0%	12.4%	11.7%	11.1%	10.5%	9.9%	9.3%	8.8%		
Airport Operatiion Income	76.2%	74.0%	74.9%	75.8%	76.7%	77.7%	78.6%	79.5%	80.2%	81.1%	82.0%	82.9%	83.7%	84.6%	85.4%	86.1%	86.9%	87.6%	88.3%	89.0%	89.6%		

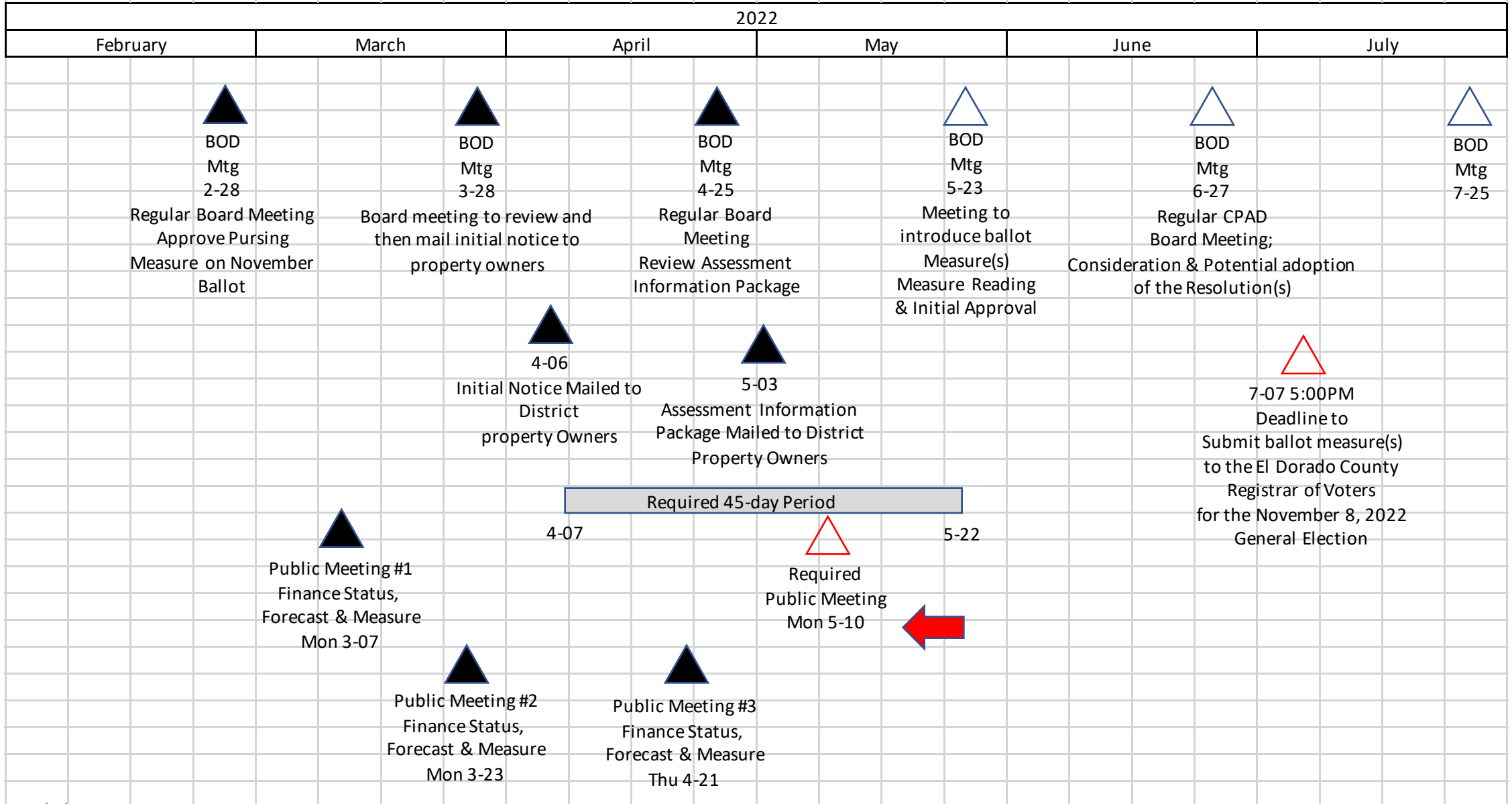


Residential Airpark	Location	Airport	Public or Private	Approximate Number of Properties	Runway	Fuel?	Annual Assessment / Fee	Monthly Assessment / Fee	Plus Special Limited Time Annual Assessment(s)	Special Assessment Notes	Annual Fee Revenue	Fees Comments
Cameron Airpark	Cameron Park, CA	O61	Public	131	4,051' x 50' paved	100LL	\$ 300	\$ 25	\$ 900	Street Resurface Bond	\$ 39,300	Airport
Mid Valley Airpark	Los Lunas, NM	E98	Private	120 lots, including 29 commercial lots	4,340' x 37' lighted, paved	100LL	\$ 350	\$ 29	\$ 13		\$ 100,000	Special assessments: (voted yearly)
Van-Aire Skyport	Brighton, CO	CO12	Private		3700 x 50 ft paved	No	\$ 732	\$ 61				2018 fee amount
Melrose Landing	Hawthorne, FL	FD22	Private		3100 x 50' paved	No	\$ 1,000	\$ 83				Year?
Mogollon Airpark	Overgaard, AZ	AZ82	day-use-only private airport	254 residential lots	3,436' X 50' paved runway and parallel taxiways	No	\$ 1,124	\$ 94			\$ 285,496	Increased from \$941 in 2018. Appears to increase every few years. Was about \$600 in 2013.
Parkland Estates Airpark	Erie, CO	7CO0	Private		4200' x 50' paved	No	\$ 1,200	\$ 100				Year?
Stellar Airpark	Chandler, AZ	P19	Private	80 Residential Lots	4416 x 80 ft paved	100LL	\$ 1,545	\$ 129	No		\$ 271,920	2019 Fee
Spruce Creek	Port Orange, FL	7FL6	Private	almost 5,000 residents, 1,300 homes and 700 hangars. About 600 homes with attached hangars	4000' x 150' paved lighted runway, fourteen miles of paved taxiways	Jet-A 100LL	\$ 1,550	\$ 129				
Kelly Airpark	Elbert, CO	CO15	Private		3,800' x 36' Paved Runway, gravel taxiways	No	\$ 1,596	\$ 133				Year?
Alpine Airpark	Jackson Hole, WY	46U	Private	62 hangar homes, 18 stand-alone hangars	5850' x 70' Paved	Yes	\$ 2,500	\$ 208	Yes	Amount unknown	\$ 200,000	High end houses Runway access fee
Pine Mountain	Groveland, CA	E45	Public		3624" x 50' Paved	100LL	\$ 3,600	\$ 300				
5/9/22						Average	\$ 1,409	\$ 117				45

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

Measure Schedule for Ballot in November 8, 2022 General Election

5/3/22



5/9/22

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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>							

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