

The amounts we need are well known from the White Paper, so don't need to be reviewed. Each of these need a review of what fee amount to go after and whether annual or monthly collection ( I suggest annual). We should net at least what Measure P was trying to raise and perhaps also go after capital project funding as we are running out of time for dealing with fuel system and other obsolete systems.

Discussion:

1. Base fees shall be equal between residential properties whether they have an airplane or not
2. Commercial properties should only pay for airport costs not streets
3. A Fee should include aircraft on the residential side charged for parking or rented out
4. Airport side private properties with hangars could/should be assessed per hangar (square footage?)

Options: (See CSDA *Introduction to Special District Revenues as a start*)

1. Another Special Tax Measure (Measure P updated) apparently will not pass the 2/3 requirement.

**Measure P Nov 2020**

YES 134: 61.4%

NO 80

Total registered 240

Total voted 218 (4 didn't vote on the measure)

**Measure L 2018 (streets only)**

YES 108: 57.14%

NO 81

Total registered 221

Total voted 195 (6 didn't vote on the measure)

Some suggest if it was for a fixed amount with a fixed end date might pass (not useable for ongoing operating cost issues, suggested fixed amount like \$25/month increase too low to bother with, time limit does not provide for long term security)

2. Review Board power to assess fees, we have an additional aircraft fee on the books that is not currently used, could it be modified to become a fee for airport access charged to each property with only board approval? Anything else we can do as a Board?
3. Reconsider extra aircraft fee set up including weight penalty (maybe two aircraft covered in basic fee, aircraft above 3200lb gross pay extra)
4. Special Assessment (page 19 of *Introduction to Special District Revenues*) does not require 2/3 vote, only majority. (this is how the street bond was approved) Set up one including all district properties (131) for airport issues and a separate one for street maintenance with just the residential properties (124). Need to verify these funds can be set up and used for ongoing costs.
- 5 Special assessment for capital projects starting with fuel system upgrade. Review possible fee amount may not need loan or bond if income meets a reasonable schedule.

6. Loan or bond (Caltrans Aero has a loan program and bonds thru federal system) for fuel system replacement or other capital project. Consider packaging into a group of projects.

7. Raise hangar and tie down fees, which are currently market comparable, chance of losing what occupants we have. Great value added by flight school above their hangar rent.

8. Raise fuel price-again we are at the mid-market price and take a chance of losing volume if too high, don't know how to assess. We are at the highest return per gallon at this point I can remember.

All of these will require legal advice to set up and execute. Possible collection fees should be considered as we do not have the time to chase fee payments, use third party instead. Add these costs to fees for full recovery.