

Proposed Ballot Measure Recommendation

CPAD Regular Board Meeting

April 25, 2022

Infrastructure & Finance Committee

Prepared by Terry Bohlen

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 or minimal new bond.

Focus is on Sustaining Operations and Maintaining Existing Infrastructure Only

Recommended Option

Total* **Tier 0** **Tier 1** **Tier 2** **Tier 3**

Tier 2 +\$77 **\$102** Moves Both to Tier 2 ->> +\$25 +\$52
 No Bond

Up a Tier +\$50 **\$75** Moves Both up a Tier ->> +\$25 +\$25

Deferral +\$25 **\$50** +\$12.5 +\$12.5 Inflation Adjustment; ALP. 4- 7 Year Deferral. Non-Sustainable on both sides. Adding +\$2000 OTF makes streets sustainable.

Current **\$25** \$2 \$0 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

Recommendation

- \$50 per month increase in Special Tax; \$25 to Airport, \$25 to Streets
 - Total Special Tax \$75 per month or \$900 per year
- While not ideal, I&FC believes it is a meaningful amount with good probability of passing
- Note: Once the allocation is set and passed in the election, it cannot change

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		Items in Bold are entry cells					
Include Tier 2 Projects?	No		Items not in bold are calculated values or links to bold entry cells					
Include Tier 3 Projects?	No							
Fuel System Replacement?	No							
Adjustments for Inflation		Rate	Fuel System Replacement		No	Adusst		Adj Rate
Operating Costs	Yes	2.50%	Include Tier 1 ?	Yes	Operating Costs		Yes	2.50%
Fuel System Replacement	Yes	2.50%	Include Tier 2 ?	No	Fuel System Replacement Cost		Yes	2.50%
Project costs	Yes	2.50%	Include Tier 3 ?	No	Project Costs		Yes	2.50%
Fuel Profit	No	2.50%			Fuel Expense Saving with Above Ground System		no	0.00%
Hangar Income	Yes	2.50%			Fuel Profit		Yes	2.50%
Tie-Down Income	Yes	2.50%			Hangar Income		Yes	2.50%
Access Fees	Yes	2.50%			Tie-Down Income		Yes	2.50%
Gate Card Fees	Yes	2.50%					Match %	
							10.00%	

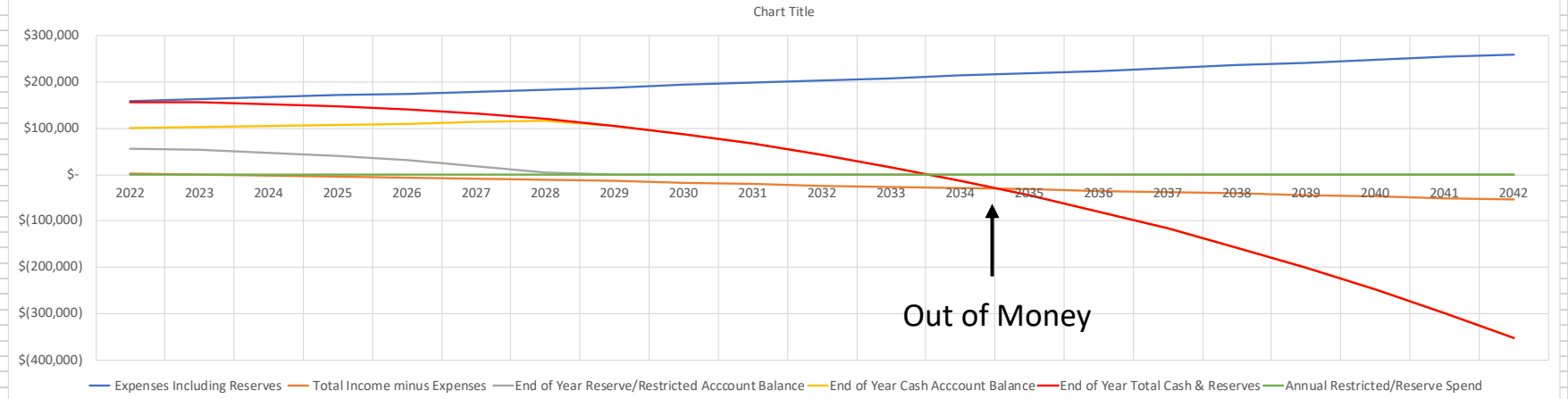
Starting Cash and Reserve Account Balances	
Starting Case in 2022	\$ 130,000
Beginning of Year Reserve/Restricted Account Balance 2022	\$ 24,336
Minimum Cash Balance at End of Each Year Goal	\$ 100,000

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 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	\$ 194,070	\$ 196,759	\$ 199,506	\$ 202,311	\$ 205,174	\$ 208,095
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	\$ 129,386	\$ 133,919	\$ 138,486	\$ 143,088	\$ 147,726	\$ 152,400	\$ 157,112	\$ 161,863	\$ 166,651	\$ 171,476	\$ 176,338	\$ 181,238
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)																				
Minimum Total Income minus Expense	\$ -																				
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	\$	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%

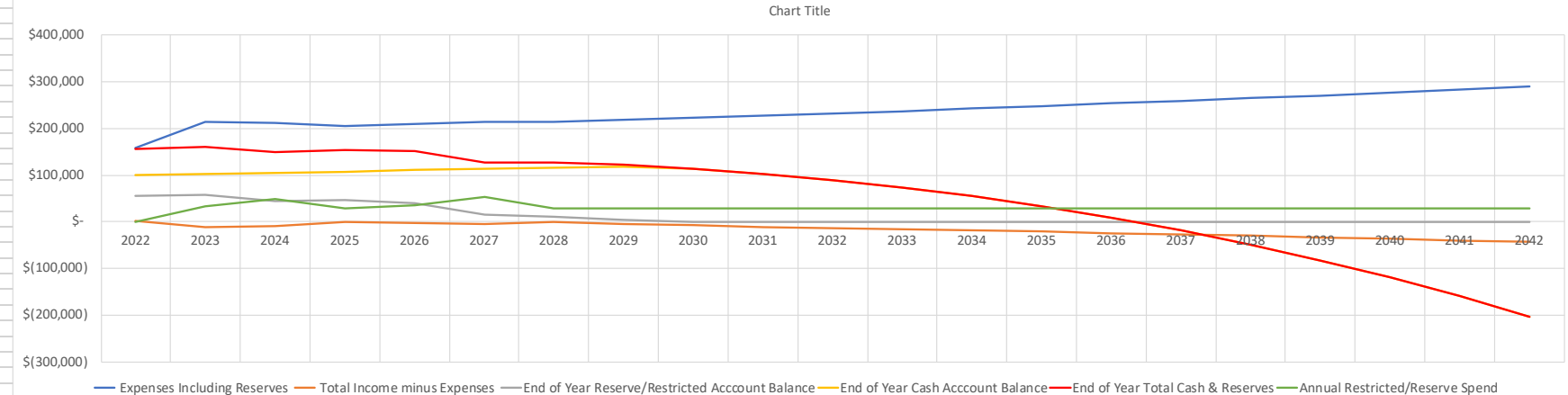
Notes	
Today Date: 4/21/22	
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Fuel System Replacement	Yes
Include Tier 1?	Yes
Include Tier 2?	Yes
Include Tier 3?	No
Fuel Expense Saving with Above Ground System	
New Special Tax	\$ 25.00
Inflation Rate	2.50%
Adjust	
Operating Costs	Yes 2.50%
Fuel System 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
Number of Assesst Properties	130.00
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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	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	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
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)																				
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%



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

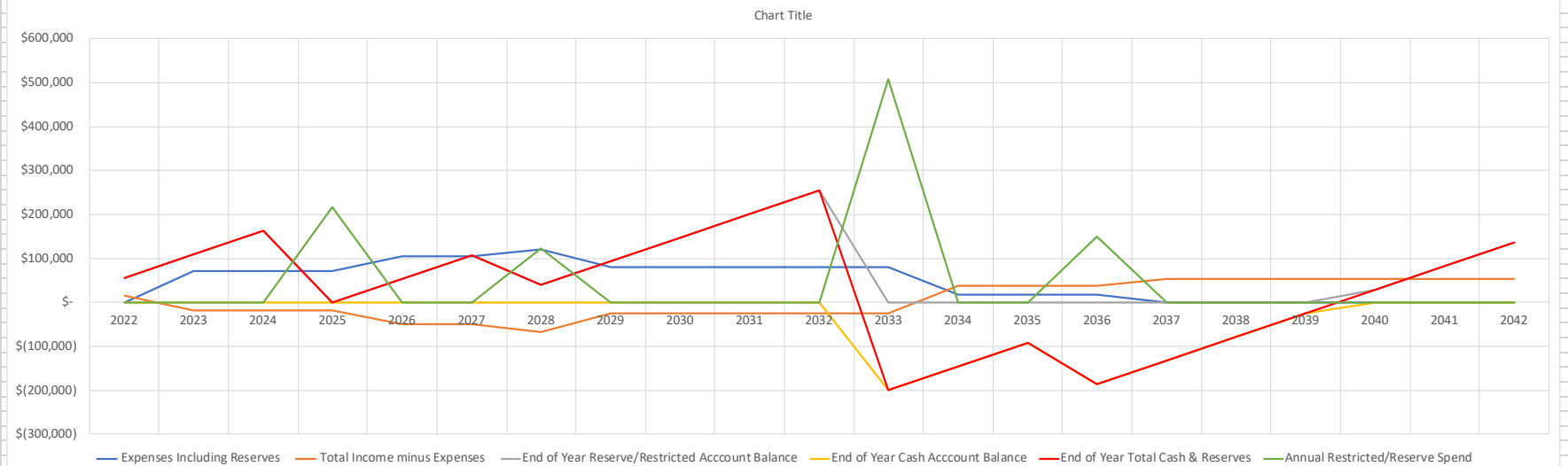
Include Tier 1 Projects?	0
Include Tier 2 Projects?	Yes
Include Tier 3 Projects?	No
New Special Tax	\$ 25.00
Inflation Rate	2.50%

Project Costs	Adusst	Adj Rate
	Yes	2.50%
	0	0.00%
	0	0.00%
	0	0.00%
Property Tax Income	Adj Rate	Match %
	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

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 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	\$	-	\$ 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)	\$ (50,275)	\$ (66,750)	\$ (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	
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	
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	
Minimum Cash Balance with Inflation	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Minimum Total Income minus Expense	\$	(66,750)																					
NLT Minimum Total Income Expense Goal	\$	-																					
Difference	\$	(66,750)																					



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

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

- Streets

- \$TBD into Tier 1 Operating Budget, to build cash for minor maintenance and signage enhancement and maintenance, until \$TBD reached.

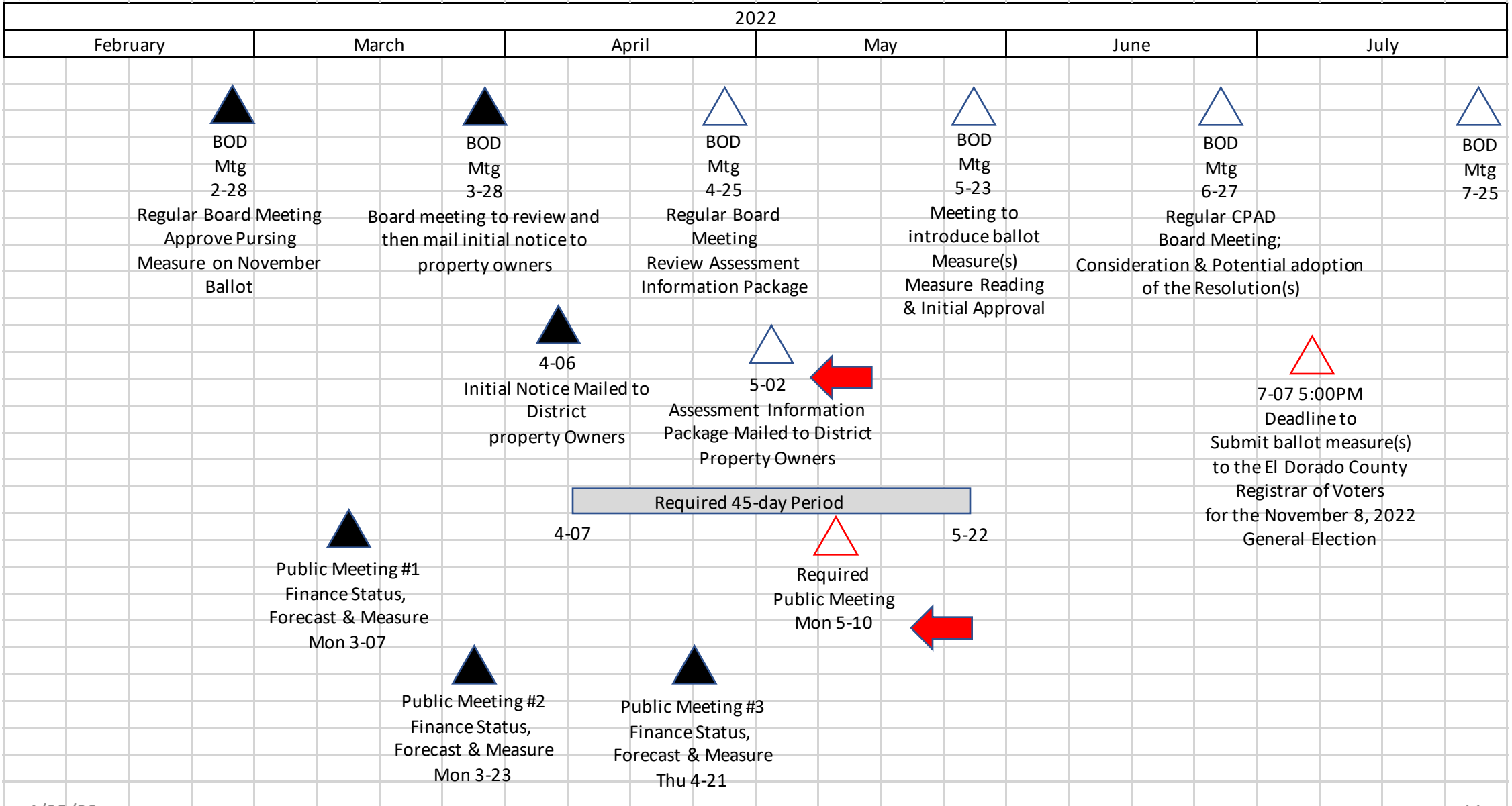
- Remainder into Street Tier 2 Restricted Street Major Maintenance Account

Proposed - CPAD Policy Development to Restricted Accounts

- Proposed Ad-Hoc Committee to develop and write CPAD Policy as to how the restricted infrastructure maintenance accounts are managed including withdraws/spending.
- Objective is to have an effective policy(s) to make it ensure proper vetting to spend significant amounts of money for infrastructure projects. For example; TBD notification period with public meetings.

Measure Schedule for Ballot in November 8, 2022 General Election

4/25/22



4/25/22

As of 2022

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
Mid Valley Airpark	Los Lunas, NM	E98	Private	120 lots, including 29 commercial lots	4,340' x 37' lighted, paved		\$ 350	\$ 29	\$ 13		\$ 100,000	Special assessments: (voted yearly)
Van-Aire Skyport	Brighton, CO	CO12	Private		3700 x 50 ft paved		\$ 732	\$ 61				2018 fee amount
Melrose Landing	Hawthorne, FL	FD22	Private		3100 x 50' paved		\$ 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	7C00	Private				\$ 1,200	\$ 100				Year?
Cameron Airpark	Cameron Park, CA	O61	Public	131	Paved	100LL	\$ 300	\$ 25	\$ 900	Street Resurface Bond	\$ 39,300	Airport
Stellar Airpark	Chandler, AZ	P19	Private	80 Residential Lots	4416 x 80 ft paved		\$ 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		Paved Runway, gravel taxiways		\$ 1,596	\$ 133				Year?
Alpine Airpark	Jackson Hole, WY	46U	Private	62 hangar homes, 18 stand-alone hangars	5850' x 70' Paved		\$ 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				12