



**Truckee Tahoe  
Airport District**



**Infrastructure +  
Community Benefit**



**Policy Workshop  
4-23-2024**

# Truckee Tahoe Airport District





# Workshop Plan & Desired Take Aways

- **Part I – Airport Capital Infrastructure Discussion**
  - Staff Presentation – 15 minutes (Hold all questions to the end of the presentation)
  - Clarifying Questions – 15 minutes
  - Discussion 45 minutes
  - Desired takeaways
    - Understand the three components and funding for Airport Capital Infrastructure
      - Replacement Reserve (Existing Infrastructure)
      - Airport Improvement Program (FAA Funding – Airfield Pavement)
      - Development Projects (Airport funded projects which do not exist today)
    - Guidance on Development Projects to address existing infrastructure shortfalls and future opportunities
      - Develop a 5-year project priority
      - Inform the Master Plan Phase II process, including the updated Airport Layout Plan (ALP)
- **Break**
- **Part II – Airport Community Benefit Discussion (Part II)**
  - Staff presentation 15 minutes (Hold all questions to the end of presentation)
  - Clarifying Questions – 15 minutes
  - Discussion 45 minutes
  - Desired takeaways
    - Understanding of past, current, and future community benefit projects, programs, and funding
    - Develop an ongoing funding methodology for airport community benefit funding
    - Develop a strategy to focus airport community giving to District-wide programs
    - Provide guidance on Airport Board Policy Instructions related to community benefit



# Background



In alignment with the Airport's new Strategic Plan, TTAD is reviewing its infrastructure investment and community giving policy in this workshop, as identify in the TTAD Strategic Plan.

## **Infrastructure**

- Strategic Plan Goal: 1.B. FUTURE: Prioritize investments in airport safety, infrastructure, and operations on both airside and landside.
  - Strategy 1.B.3. Create an Infrastructure Investment Plan and Development Fund strategy to define roadmap for future opportunities.
  - Strategy 1.A.4. Explore opportunities for revenue generation while prioritizing existing infrastructure.
  - Strategy 2.A.2. Implement the Infrastructure Investment Plan (Development Fund) (see Focus Area 1, Goal B for details).
  - Strategy 2.A.6. Develop a Hangar Revitalization Plan to address long standing deficiencies, winter damage, safety zones and procedures, including non-conforming or non-permitted internal hangar structures.
  - Strategy 2.A.7. Prioritize the replacement of the ramp ground support equipment hangar.

# Background



## Community Benefit Policy

- Workshop on Policy Instruction 311 – Part II – Prioritizing Community Benefit Programs
  - Strategic Plan Goal:
    - 1.C. QUANTIFY: Quantify, track, and share economic, community and environmental investments and results.
    - 1.D. GIVE BACK: Develop a community investment strategy that aligns directly to airport vision, mission, values, and public purpose.
      - 1.D.1. Define budget allocation for community investments.
      - 1.D.2. Review existing community investments to prioritize major projects that benefit the region and align with airport purpose and mission (see Focus Area 3, Goal A for more details).
    - 3.D. COORDINATE: Align community investments with District goals.
      - 3.D.1. Quantify current community giving (in-kind, funding, etc.).
      - 3.D.2. Focus future community investment on three key pillars:
        - 1) Science, technology, engineering, arts, and mathematics (STEAM).
        - 2) Provides significant regional benefits through a partnership approach.
        - 3) Support interest in the aviation community.

# 2024 Budget



## SUMMARY OPERATING BUDGET FINAL



The Truckee Tahoe Airport District is a proud member of the Climate Transformation Alliance and works collectively with other regional partners to promote climate change.

[LEAN MORE](#)

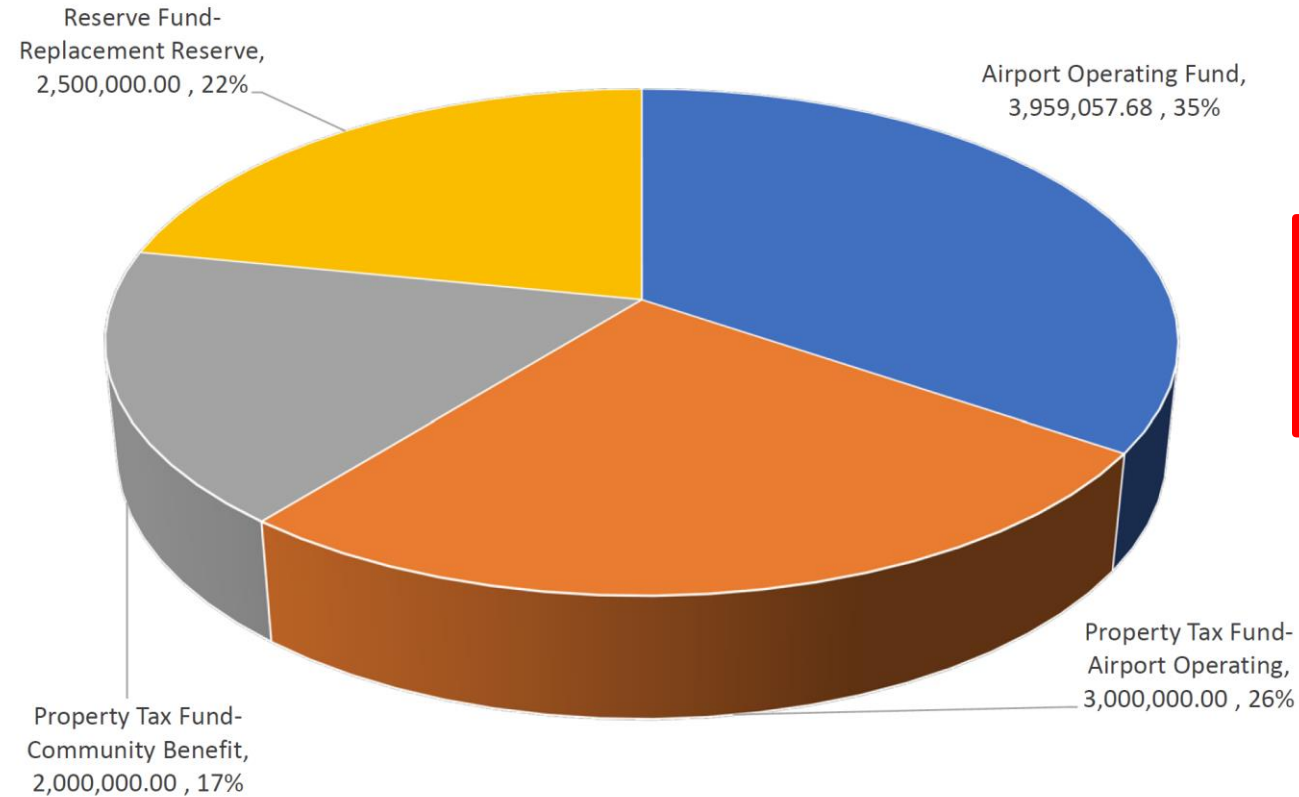
	Forecasted 2023 Budget	Original 2023 Budget	\$ Increase/Decrease 2023 Actual vs Budget	% Increase/ Decrease 2023 Actual vs Budget	Budget 2024	\$ Increase/Decrease 2023 Actual vs 2024 Budget	% Increase/ Decrease 2023 Actual vs 2024 Budget
Fixed Based Operation (FBO) Revenues	6,012,943.38	8,273,386.70	(2,260,443.32)	-27%	6,655,010.54	642,067.16	11%
Hangar Rental Revenue	2,202,840.32	2,176,045.69	26,794.63	1%	2,078,065.01	(124,775.31)	-6%
Other Business Leasing Rental Revenue	598,732.19	569,188.24	29,543.95	5%	620,571.82	21,839.63	4%
Warehouse Revenue	305,520.94	302,142.60	3,378.34	1%	314,141.28	8,620.34	3%
Other Revenue	395,583.58	135,000.00	260,583.58	193%	170,000.00	(225,583.58)	-57%
FAA AIP Grant Revenue	3,661,952.49	5,824,035.00	(2,162,082.51)	-37%	-	(3,661,952.49)	-100%
<b>Airport Operating Revenue</b>	<b>13,177,572.90</b>	<b>17,279,798.23</b>	<b>(4,102,225.33)</b>	<b>-24%</b>	<b>9,837,788.65</b>	<b>(3,339,784.25)</b>	<b>-25%</b>
Nevada County Property Tax	2,400,000.00	2,400,000.00	-	0%	2,779,921.00	379,921.00	16%
Placer County Property Tax	5,513,336.00	5,500,000.00	13,336.00	0%	5,922,717.08	409,381.08	7%
<b>Property Tax Revenue</b>	<b>7,913,336.00</b>	<b>7,900,000.00</b>	<b>13,336.00</b>	<b>0%</b>	<b>8,702,638.08</b>	<b>789,302.08</b>	<b>10%</b>
<b>Total Revenue</b>	<b>21,090,908.90</b>	<b>25,179,798.23</b>	<b>(8,191,114.65)</b>	<b>-16%</b>	<b>18,540,426.73</b>	<b>(2,550,482.17)</b>	<b>-12%</b>
Payroll	3,908,791.26	4,657,124.25	(748,332.99)	-16%	4,916,660.73	1,007,869.47	26%
Cost of Goods Sold	2,732,391.10	3,903,764.28	(1,171,373.18)	-30%	3,412,287.82	679,896.72	25%
Operating Expenses - Airport	4,357,747.97	4,713,977.82	(356,229.85)	-8%	4,961,679.48	603,931.51	14%
Operating Expenses - Community Benefit	1,531,040.49	1,120,000.00	411,040.49	37%	4,927,336.00	3,396,295.51	222%
Repair & Maintenance Expenses	690,273.66	963,000.32	(272,726.66)	-28%	980,000.00	289,726.34	42%
<b>Total Expenses</b>	<b>13,220,244.48</b>	<b>15,357,866.67</b>	<b>(2,137,622.19)</b>	<b>-14%</b>	<b>19,197,964.03</b>	<b>5,977,719.55</b>	<b>45%</b>
<b>*EBITDA</b>	<b>7,870,664.42</b>	<b>9,821,931.56</b>	<b>(1,951,267.14)</b>	<b>-20%</b>	<b>(657,537.30)</b>	<b>(8,528,201.72)</b>	<b>-108%</b>
Depreciation	2,499,997.32	2,500,000.00	(2.68)	0%	2,500,000.00	2.68	0%
<b>Net Income from Operating Activities</b>	<b>(1,011,628.41)</b>	<b>541,931.56</b>	<b>(1,553,559.97)</b>	<b>-287%</b>	<b>(6,932,839.38)</b>	<b>(5,921,210.97)</b>	<b>585%</b>
<b>Net Income from Property Tax</b>	<b>6,382,295.51</b>	<b>6,780,000.00</b>	<b>(397,704.49)</b>	<b>-6%</b>	<b>3,775,302.08</b>	<b>(2,606,993.43)</b>	<b>-41%</b>
<b>Total Net Income</b>	<b>5,370,667.10</b>	<b>7,321,931.56</b>	<b>(1,951,264.46)</b>	<b>-27%</b>	<b>(3,157,537.30)</b>	<b>(8,528,204.40)</b>	<b>-159%</b>
*Earnings Before Interest, Taxes, Depreciation & Amortization	10,224,327.00 (4,673,580.90) (1,271,172.00) 3,661,952.49 7,913,336.00 (1,531,040.49) 11,459,057.68	12/31/22 Ending Cash Operating cash (Rev - Exp, no Prop Tax \$) Capital & Replacement Reserve Expenses AIP Grant Revenue 2023 Property Tax Revenue 2023 Comm Benefit Expenses 12/31/23 Ending Cash	10,224,327.00 (4,673,580.90) (1,271,172.00) 3,661,952.49 7,913,336.00 (1,531,040.49) 11,459,057.68		12/31/23 Ending Cash Operating cash (Rev - Exp, no Prop Tax \$) Capital & Replacement Reserve Expenses AIP Grant Revenue 2024 Property Tax Revenue 2024 Comm Benefit Expenses 12/31/24 Ending Cash	11,459,057.68 (6,932,839.38) (1,833,700.00) - 8,702,638.08 (4,927,336.00) 6,467,820.38	



# 2024 Budget



12/31/2023 Fund Allocation Recommendation \$11,459,057.68

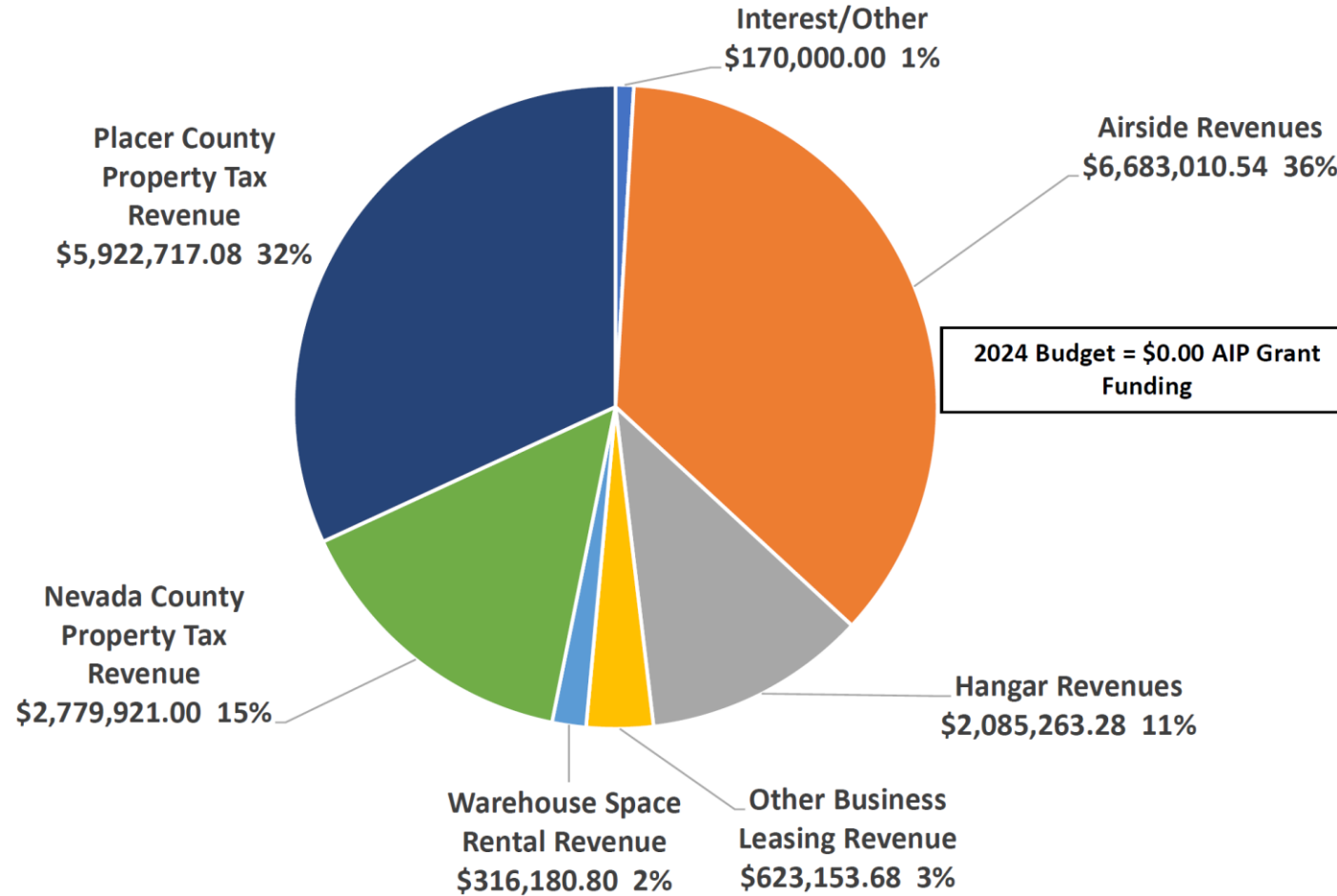


12/31/23 Ending Cash	11,459,057.68
Operating cash (Rev - Exp, no Prop Tax \$)	(6,932,839.38)
Capital & Replacement Reserve Expenses	(1,833,700.00)
AIP Grant Revenue	-
2024 Property Tax Revenue	8,702,638.08
2024 Comm Benefit Expenses	(4,927,336.00)
12/31/24 Ending Cash	6,467,820.38

# 2024 Budgeted Operating Revenue

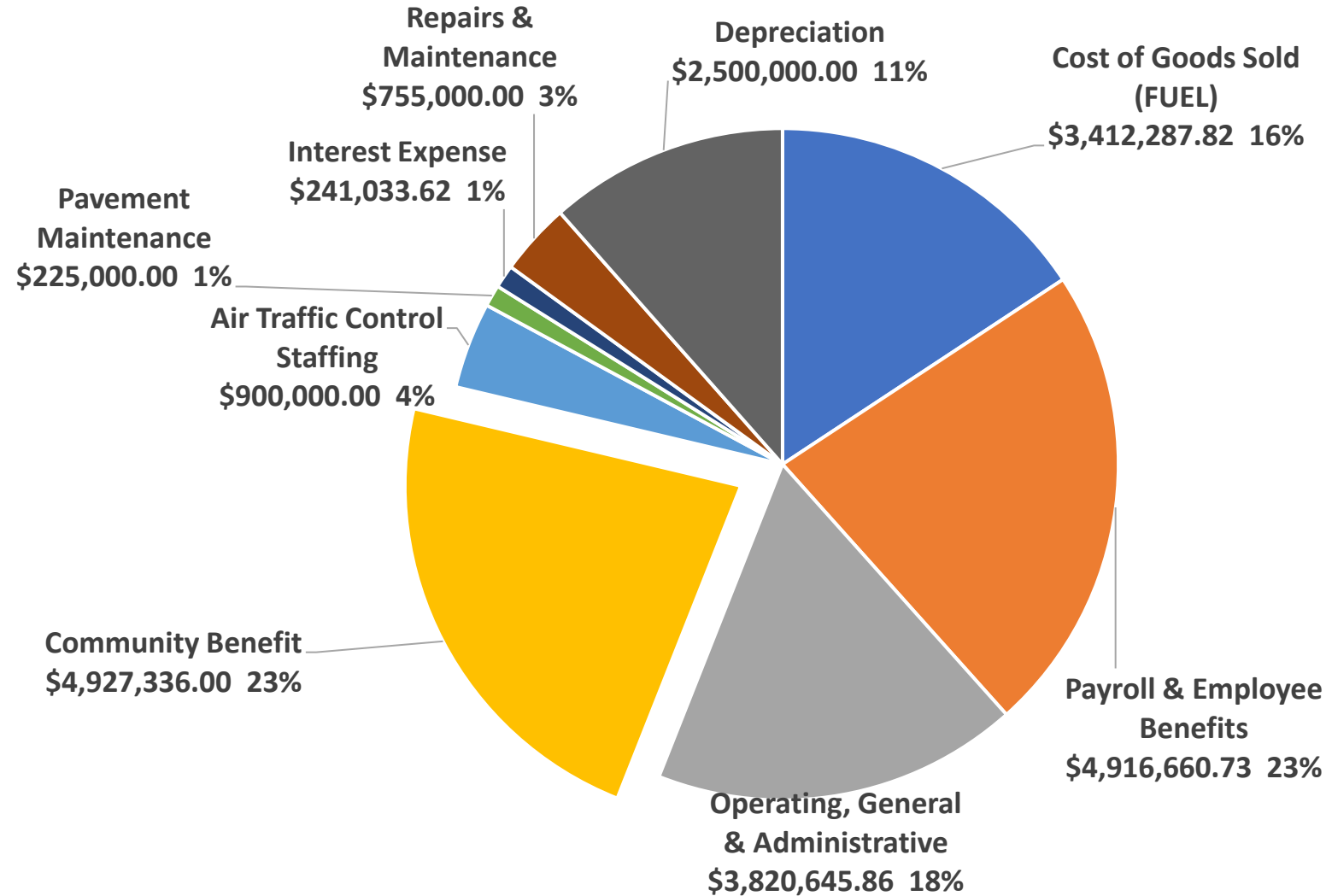


## 2024 Budgeted Operating Revenues \$18,580,246



# 2024 Budgeted Operating Expense

2024 Budgeted Operating Expenses \$21,697,964





# 2024 Capital Outlay

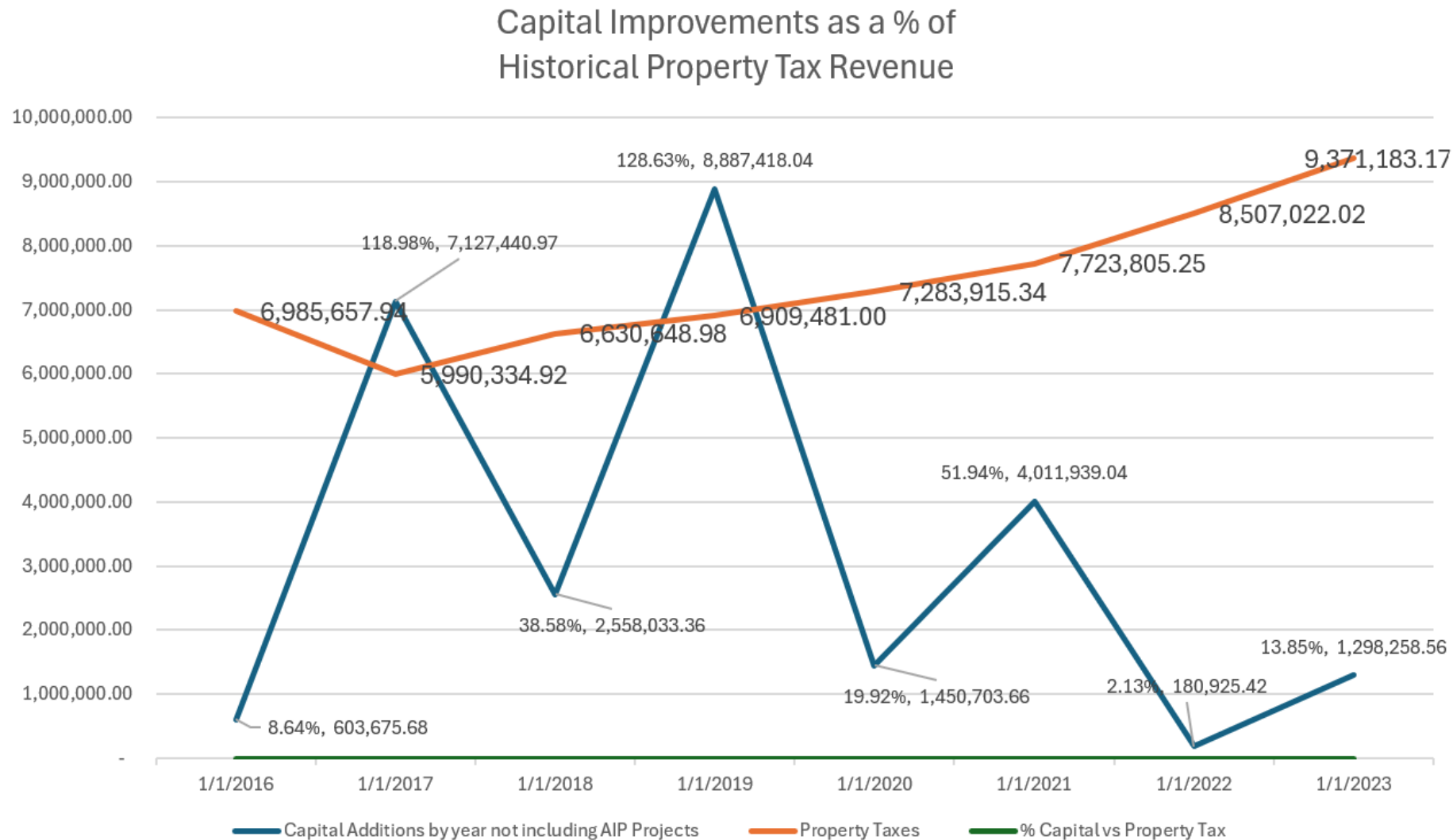


## 2024 CAPITAL OUTLAY

12/31/23 Ending Cash	11,459,057.68
Operating cash (Rev - Exp, no Prop Tax \$)	(6,932,839.38)
Capital & Replacement Reserve Expenses	(1,833,700.00)
AIP Grant Revenue	-
2024 Property Tax Revenue	8,702,638.08
2024 Comm Benefit Expenses	(4,927,336.00)
12/31/24 Ending Cash	6,467,820.38

Asset Request Description	Asset Category	2024
Warehouse roof planning/engineering-2023 Carryover	Development Fund	\$20,000.00
Air Traffic Control Tower Sighting Study (mandatory to build a permanent tower)-2023 Carryover	Development Fund	\$100,000.00
Widening and Extending 2/20 Design Work	Development Fund	\$200,000.00
GSE Hangar Design Work	Development Fund	\$50,000.00
Hangar Revitalization Annual Capital	Development Fund	\$200,000.00
Warehouse Trash Receptacle Enclosure	Development Fund	\$100,000.00
Ponderosa Golf Course Irrigation Annual Payment	Development Fund	\$50,000.00
Terminal Building indoor security cameras-2023 Carryover	New Machinery & Equipment	\$12,000.00
Electric Powered Ground Power Unit (2)	New Machinery & Equipment	\$140,000.00
12,000 Jet Fuel Tank in fuel farm	New Machinery & Equipment	\$300,000.00
Microsoft Dynamics Accounting Software-2023 Carryover	Replacement Reserve	\$40,000.00
Hangar 1 Wood Siding/Trim - Repair	Replacement Reserve	\$4,000.00
Hangar 1 Wood Surfaces - Repaint	Replacement Reserve	\$4,200.00
Careflight Interior Surfaces - Repaint	Replacement Reserve	\$8,650.00
Careflight Carpet - Replace	Replacement Reserve	\$12,850.00
Density Altitude Sign	Replacement Reserve	\$22,000.00
Equipment-Ford F150 (2010) - Replace w/ electric vehicle	Replacement Reserve	\$120,000.00
Fuel Farm -Fuel Pump Skid - Replace	Replacement Reserve	\$450,000.00
Total		\$1,833,700.00

# Historic Capital Improvements



# Components of Capital Infrastructure

- Capital Infrastructure =
  - Replacement Reserve (Existing Infrastructure)
    - Reserve Study & Funding
    - Winter Hangar Damage
    - Review Existing Hangar Age & Snow load Capacity
  - Airport Improvement Program (AIP)
    - Airfield Projects - FAA & District Funded \$
  - Development Projects



# Truckee Tahoe Airport – Replacement Reserve Study | 30-year Capital Maintenance Cost



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## "Full" Capital Funding Plan



Truckee Tahoe Airport District  
Truckee, CA

Report #: 48338-0  
For Period Beginning: January 1, 2024  
Expires: December 31, 2024

Date Prepared: August 8, 2023



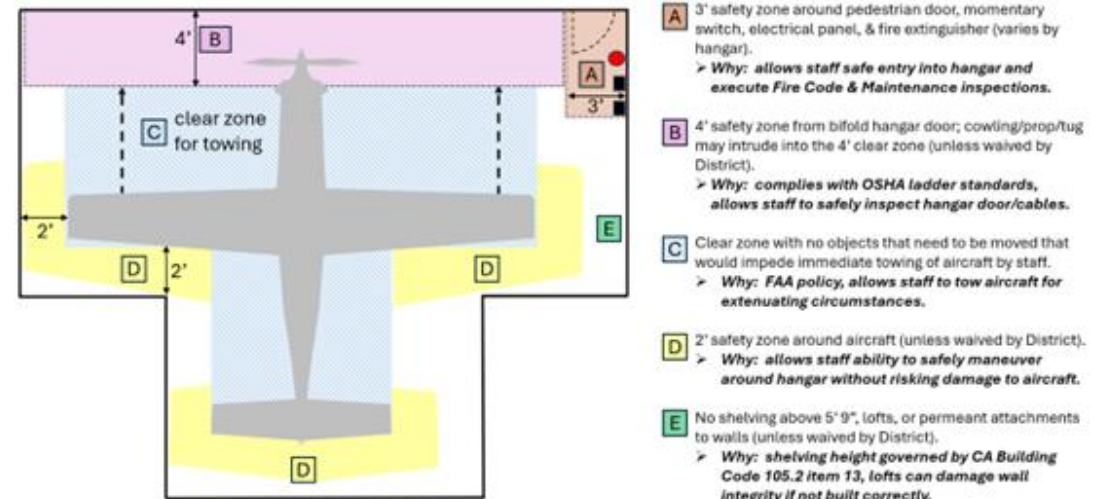
Table 10: Operating and Maintenance Costs

Maintenance Type	Amount <sup>1</sup>	Years Applied	Examples
<b>Routine Maintenance and Operation</b>	\$3,500	Annual	Regular maintenance such as hardware, paint, and snow removal
<b>Major Maintenance</b>	\$15,000	Year 10	Roof maintenance, siding, electrical
	\$220,000	Year 15	Major roof and/or door maintenance
	\$15,000	Year 20	Roof maintenance, siding, electrical
	\$15,000	Year 25	Roof maintenance, siding, electrical
	\$220,000	Year 30	Major roof and/or door maintenance
	\$15,000	Year 35	Roof maintenance, siding, electrical

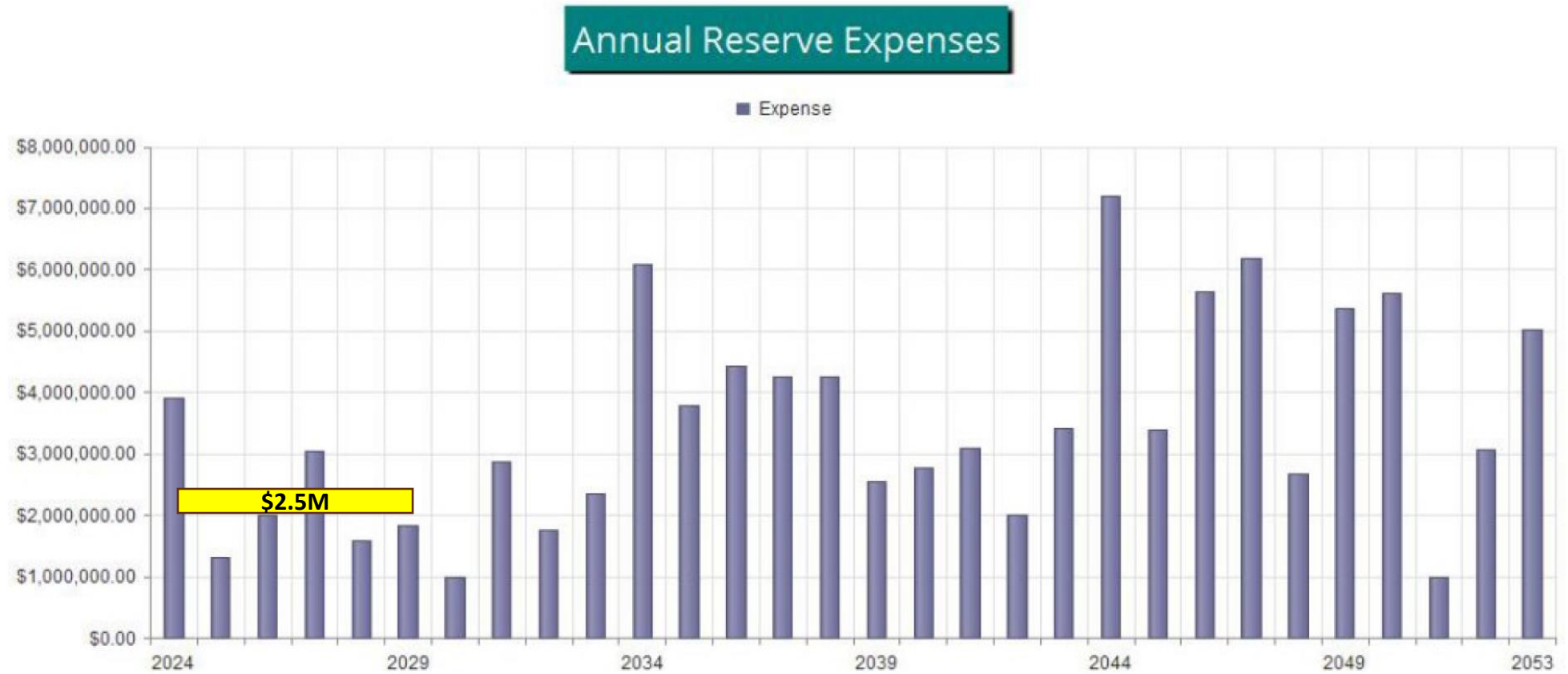
**Notes:**

1 These costs are based on similar facilities and quantity costs from the Executive Hangar Row construction package. Site layout is conceptual. Full site survey and geotech should be completed prior to full site design. Figures shown in 2019 dollars. See pro forma scenarios for dollar amount in year applied with inflation adjustment.

Source: Mead & Hunt.



Capital Infrastructure = **Replacement Reserve** + Airport Improvement Program (AIP) + Development



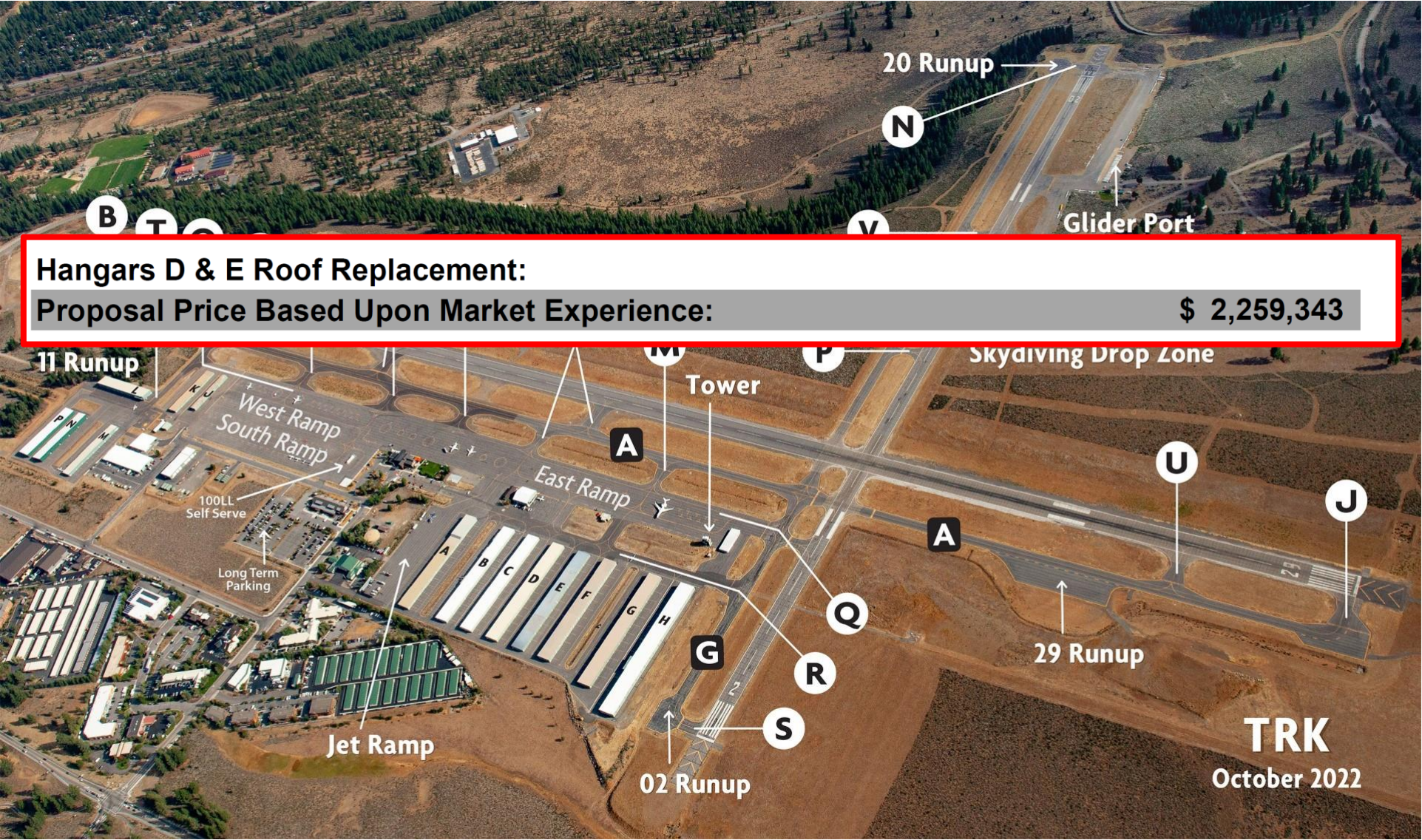


# Hangar Roof Design Snow Load – Pounds Per Square Foot (psf)

## Current Building Code Requirement – ~150psf



Hangar	Year	Snow Load (psf)
J	1970	32
C	1976	27
B	1977	27
D	1981	27
E	1981	27
K	1981	27
A	1984	40
F	1987	40
G	1988	40
H (1-4)	1988	40
H (5-10)	1991	40
L	2004	130
M	2004	130





# Winter 2022/2023 Hangar Damage – Repair Summer 2024



## HANGER A-F "GENERAL" NOTES:

- STRUCTURAL REPAIRS REQUIRED. NOTE ADDITIONAL LOCATIONS MAY OCCUR.
- IF MORE THAN 2 ADJACENT ZEE PURLINS ARE DAMAGED, DECREASE THE SPACING TO 16" OC BY ADDING ADDITIONAL 8" ZEE PURLIN (14 GAGE) 3-1/2" FLANGES BETWEEN THE REPLACED PURLINS.
- BRACING PLAN (BELOW) REQUIRED FOR ALL UNITS.
- REPLACE (E) DAMAGED ROOF PANEL W/ FREE-FLOATING STANDING SEAM PANELS (SHOP DRAWINGS REQUIRED FOR APPROVAL)

## HANGER A:

- UNITS 24-29 HAVE SIGNIFICANTLY MORE DAMAGED ZEE PURLINS DUE TO LIMITED EXPOSURE OF THESE UNITS, TREES FROM ADJACENT PROPERTY LIMITING MELT OF ROOFS. THUS, REPLACE ALL PURLINS W/ 8" ZEE PURLIN (14 GAGE) 3-1/2" FLANGES AT 16" OC.
- UNIT 17: REPLACE (1) DAMAGED ROOF ZEE PURLIN
- UNIT 24: (4) DAMAGED ROOF ZEE PURLINS, SEE NOTE ABOVE
- UNIT 28: (10) DAMAGED ROOF ZEE PURLINS, SEE NOTE ABOVE
- UNIT 27: (9) DAMAGED ROOF ZEE PURLIN, SEE NOTE ABOVE

\* FOR WALL DAMAGE AT UNITS A26 & 28, SEE SHEET S-100

## HANGER B:

- IN UNIT 23: ROOF PANEL DAMAGED TO BE REPLACED

## HANGER C:

- UNIT 7: REPLACE (1) DAMAGED ROOF ZEE PURLIN
- UNIT 9 & 11: SEE WALL PANEL (SHEET S-100)
- UNIT 21: REPLACE (1) DAMAGED ROOF ZEE PURLIN
- UNIT 24: REPLACE (1) DAMAGED ROOF ZEE PURLIN

## HANGER D:

- UNIT 23: REPLACE (2) DAMAGED ROOF ZEE PURLINS

## HANGER E:

- UNIT 13: REPLACE (2) DAMAGED ROOF ZEE PURLINS

## HANGER F:

- NO REPAIRS NOTED, U.N.O.

## HANGER G:

- NO REPAIRS NOTED, U.N.O.

## HANGER H:

- SEE SHEET S-201: FOR DAMAGE & REPAIRS REQUIRED.

## HANGER J\*:

- UNIT 1: REPLACE (1) DAMAGED ROOF ZEE PURLIN
- UNIT 3: REPLACE (4) DAMAGED ROOF ZEE PURLINS
- UNIT 5: REPLACE (3) DAMAGED ROOF ZEE PURLINS

## HANGER K\*:

- UNIT 1: REPLACE (1) DAMAGED ROOF ZEE PURLIN
- UNIT 3: REPLACE (4) DAMAGED ROOF ZEE PURLINS
- UNIT 5: REPLACE (3) DAMAGED ROOF ZEE PURLINS
- UNIT 9: CONTRACTOR TO INSPECT UNIT, UNIT WAS UNABLE TO BE INSPECTED DURING LINCHPIN INSPECTION.
- UNIT 7: REPLACE (2) DAMAGED ROOF ZEE PURLINS
- UNIT 11: REPLACE (2) DAMAGED ROOF ZEE PURLINS
- UNIT 13: REPLACE (1) DAMAGED ROOF ZEE PURLIN



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775.857.3744  
info@linchpinSE.com  
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9/1/23

REVISIONS

**Hangar Roof Repairs (At Designated Hangars):**  
**Proposal Price Based Upon Market Experience:**

**\$ 3,397,203**



# Capital Infrastructure = Replacement Reserve + **Airport Improvement Program (AIP)** + Development



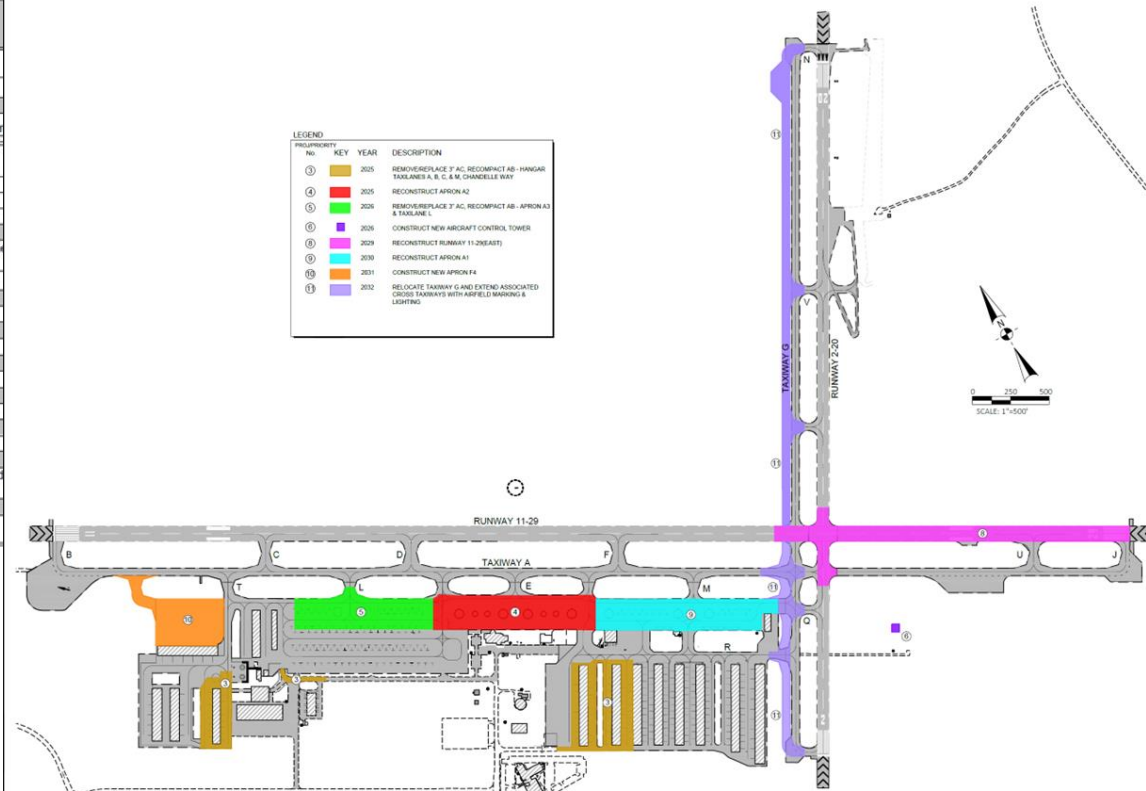
Project/ Priority No.	Shown on ALP	Project Type	Development Year	Environmental Status	Description
1	Yes	D	2024	N/A	New Snow Removal Equipment - Loader
2	Yes	D	2024	Submit 2023	Reconstruct Apron A2 - 239,000 sq. ft. - Design
TOTAL FO4 2024					
3	Yes	D	2025	Submit 2024	Remove/Replace 3" AC, Recompact AB - Hangar T/L A, B, C & M, Char Hangar T/L A, B, & C - PCI=65; T/L M - PCI=66; Chandelle Way - PCI=66
					FAA Eligible Portion
					FAA Ineligible Portion
4	Yes	D	2025	Submit 2023	Reconstruct Apron A2 - 239,000 sq. ft. - Construct
TOTAL FOR 2025					
5	Yes	D	2026	Submit 2025	Remove/Replace 3" AC, Recompact AB - Apron A3 (PCI=68) and Conn Design/Construct*
6	Yes	D	2026	Submit 2025	Construct New Aircraft Control Tower - Design/Construct
TOTAL FOR 2026					
7	Yes	D	2027	Submit 2026	Reconstruct Runway 11-29 (East) - 100' x 2,200' - Design
TOTAL FOR 2027					
No Projects Programmed for 2028					
8	Yes	D	2029	Submit 2026	Reconstruct Runway 11-29 (East) - 100' x 2,200' - Construct
TOTAL FOR 2029					
9	Yes	D	2030	Submit 2029	Reconstruct Apron A1 - 234,000 sq. ft. - Design/Construct
TOTAL FOR 2030					
10	Yes	D	2031	Submit 2030	Construct New Apron F4 - 192,000 sq. ft. - Design/Construct
TOTAL FOR 2031					
11	Yes	D	2032	Submit 2031	Relocate Taxiway G and Extend Associated Cross Taxiways with Airfield Design/Construct
TOTAL FOR 2032					
TOTAL					

\*Project to be bid with alternates such that AIG funding can fully fund a stand alone phase of the project

TRUCKEE TAHOE AIRPORT DISTRICT, TRUCKEE, CALIFORNIA

AIRPORT CAPITAL IMPROVEMENT PROGRAM - 2024-2032

SUMMARY OF PROJECT COSTS  
(Based on 2023 Unit Prices)



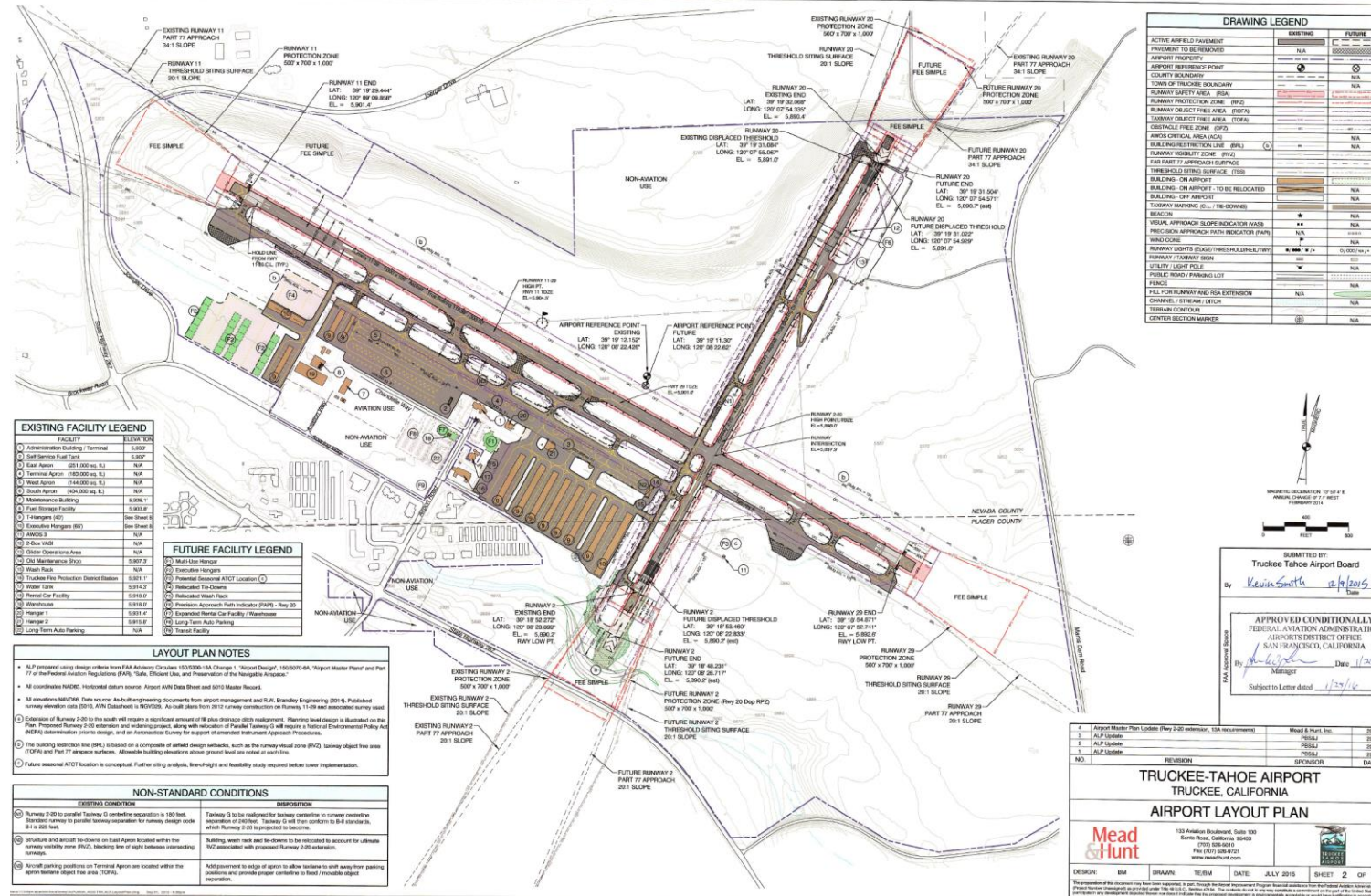
Federal Share Grant Total	State Participation	Sponsor Participation	Available FAA Funds	
			AIP Entitlement	AIG Allocated
\$ 298,800	\$ -	\$ 33,200		
\$ 273,600	13,680	16,720		
\$ 572,400	\$ 13,680	\$ 49,920	\$ 150,000	\$ 580,200
\$ 946,260	\$ 18,643	\$ 86,497		
		1,277,600		
\$ 4,147,200	150,000	310,800		
\$ 5,093,460	\$ 168,643	\$ 1,674,897	\$ 150,000	\$ 573,400
\$ 1,569,600	\$ 63,880	\$ 110,520		
14,250,000	-	750,000		
\$ 15,819,600	\$ 63,880	\$ 860,520	\$ 150,000	\$ 292,000
\$ 351,450	\$ 17,573	\$ 21,478		
\$ 351,450	\$ 17,573	\$ 21,478	\$ 150,000	\$ -
\$ -	\$ -	\$ -		
\$ -	\$ -	\$ -	\$ 150,000	\$ -
\$ 4,895,100	\$ 150,000	\$ 393,900		
\$ 4,895,100	\$ 150,000	\$ 393,900	\$ 300,000	\$ -
\$ 4,266,000	\$ 150,000	\$ 324,000		
\$ 4,266,000	\$ 150,000	\$ 324,000	\$ 150,000	\$ -
\$ 2,880,000	\$ 144,000	\$ 176,000		
\$ 2,880,000	\$ 144,000	\$ 176,000	\$ 150,000	\$ -
\$ 6,929,100	\$ 150,000	\$ 619,900		
\$ 6,929,100	\$ 150,000	\$ 619,900	\$ 150,000	\$ -
\$ 40,807,110	\$ 857,776	\$ 4,120,615		

2024	2025	2026	2027	2028	2029	2030
\$0	\$1,674,897	\$860,520	\$21,478	\$0	\$393,900	\$1,500,000 Control Tower*

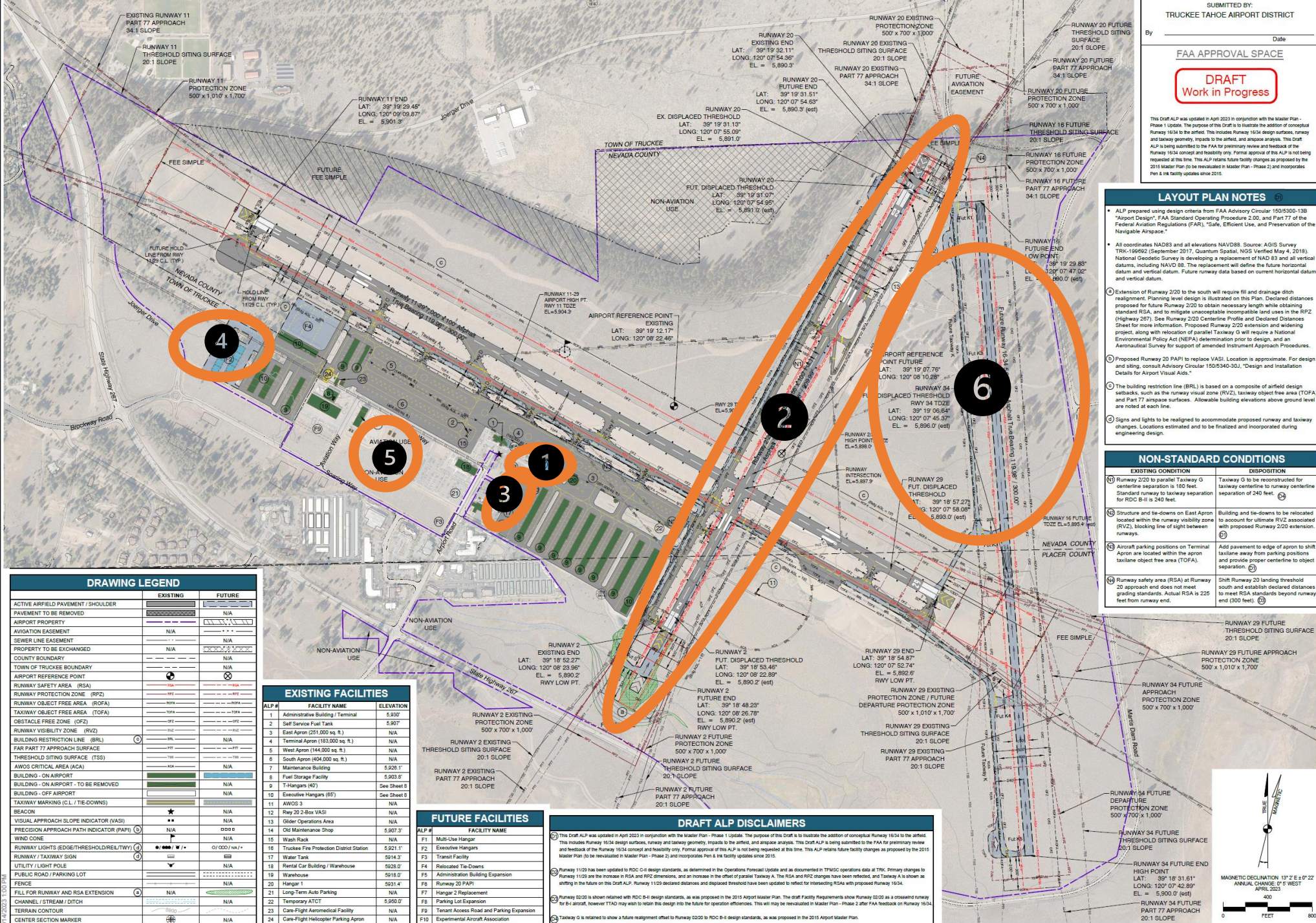




## Airport Master Plan Update – Airport Layout Plan 2015







**DRAFT ALP**

- 1 GSE Facility
- 2 2/20 W&E
- 3 Hangar
- 4 Hangar
- 5 Community Hangar
- 6 Northeast Quadrant

REVISONS		DATE
NO.	DESCRIPTION	DATE
1	REVISED FOR	11/11/2013
2	REVISED FOR	11/11/2013
3	REVISED FOR	11/11/2013
4	REVISED FOR	11/11/2013
5	REVISED FOR	11/11/2013
6	REVISED FOR	11/11/2013
7	REVISED FOR	11/11/2013
8	REVISED FOR	11/11/2013
9	REVISED FOR	11/11/2013
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16	REVISED FOR	11/11/2013
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# Super T-Hangar Financial Study 2020



Table 1: Pro Forma Scenarios

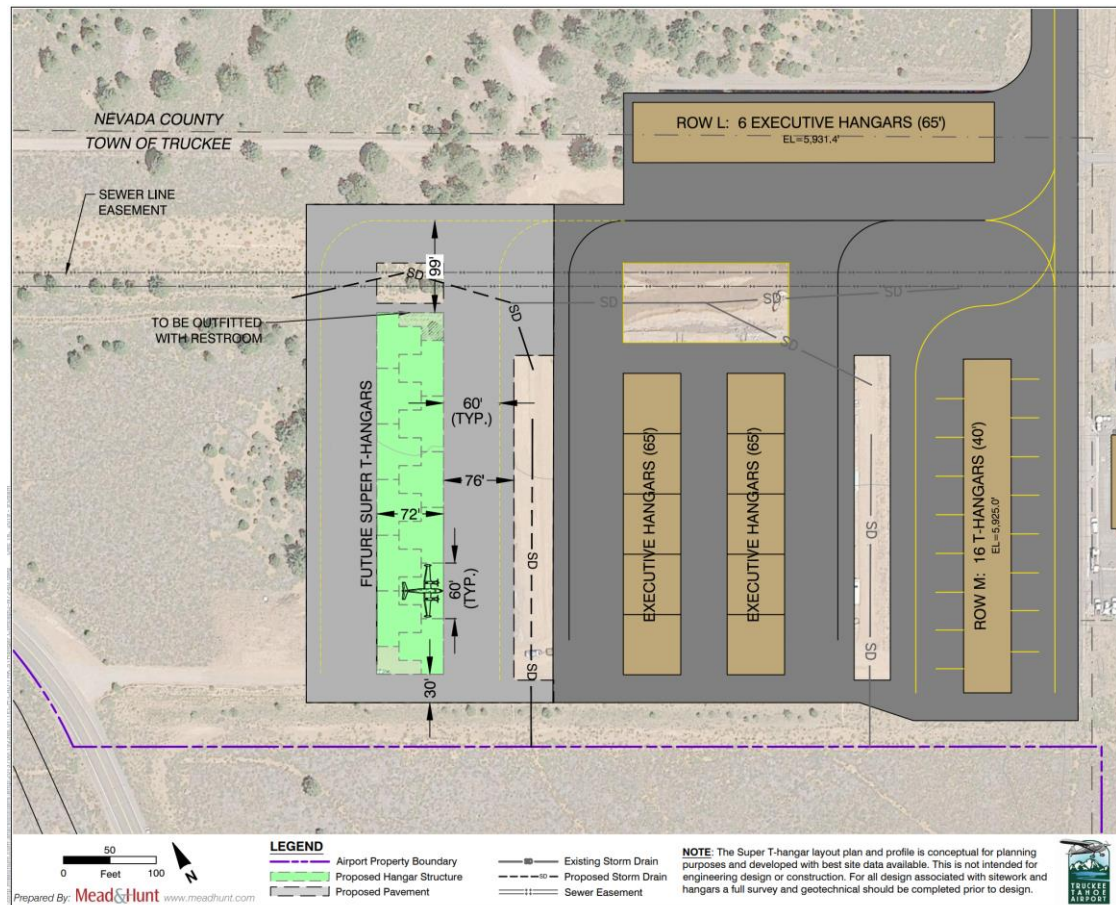
Pro Forma Scenario	Lease Rate Principle	Initial Investment
1	Current Lease Rate	TTAD funds 100%
2	Cost Recovery Rate	TTAD funds 100%
3	Market Lease Rate	Bond Financing 50%
4	Market Lease Rate	Bond Financing 100%
5	Market Lease Rate	TTAD funds 100%
6	Debt Recovery Rate	Bond Financing 50%

Table 11: Pro Forma Summary, Base Scenarios

Scenario	Lease Rate Principle	Initial Investment		Initial Lease Rate (Year 1) <sup>1</sup> per square foot per month / year	Investment NPV	Internal Rate of Return	Full Table (Appendix C)
1	Current	TTAD funds 100%	\$5,357,800	\$0.3979	-\$1,919,647	-0.88	Table C1
				\$4.78			
2	Cost Recovery	TTAD funds 100%	\$5,357,800	\$0.5443	\$0	1.00	Table C2
				\$6.53			
3	Market	Bond 50%	\$2,678,900	\$0.5378	-\$807,737	0.14	Table C3
				\$6.45			
4	Market	Bond 100%	\$0	\$0.5378	-\$1,530,248	-0.98	Table C4
				\$6.45			
5	Market	TTAD funds 100%	\$5,357,800	\$0.5378	-\$85,225	0.93	Table C5
				\$6.45			
6	Debt Recovery	Bond 50%	\$2,678,900	\$0.6481	\$638,721	1.64	Table C6
				\$7.78			

Source: Mead & Hunt

<sup>1</sup> Year 1 is considered the year of occupancy at which point revenues are generated. This assumes that occupation will occur one year from project acceptance and accounts for construction time. Year 0 is the base rate and considers 2019-2020 rental rates. This rate was increased for Year 1 and for each year thereafter by 1.9 percent, consistent with the average CPI rate increase taken by TTAD Board.





Capital Infrastructure = Replacement Reserve + Airport Improvement Program (AIP) + **Development**



Projects	2024	2025	2026	2027	2028	2029
Air Traffic Control Tower Sighting	\$100,000					
2/20 Widening & Extending	\$200,000 Design		\$4,000,000 Construction			
Ground Support Equipment (GSE) Facility	\$50,000 Design	\$1,500,000 Construction				
Warehouse Trash Enclosure(s)	\$100,000					
1 New Super T-Hangar (12 Aircraft)			\$5,500,000			
Hangar Revitalization (Upgrade Existing Hangars / Replace Older Hangar Rows)	\$200,000	\$TBD	\$TBD	\$TBD	\$TBD	\$TBD
1 New T-Hangar (~20 Aircraft)				\$5,500,000		
Community Hangar						
Northeast Quadrant						
Total	\$650,000	\$1,500,000	\$9,500,000	\$5,500,000		20



**Capital Infrastructure = Replacement Reserve + Airport Improvement Program (AIP) + Development**

	2024	2025	2026	2027	2028	2029
Reserve Replacement	\$661,700	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
AIP Match	\$0	\$1,674,897	\$860,520	\$21,478	\$0	\$393,900
Development	\$450,000	\$1,500,000	\$9,500,000			
<b><u>Total</u></b>	<b><u>\$1,111,700</u></b>	<b><u>\$5,674,897</u></b>	<b><u>\$12,860,520</u></b>	<b><u>\$2,521,478</u></b>	<b><u>\$2,500,000</u></b>	<b><u>\$2,893,000</u></b>
12/31/XX Ending Cash	\$6,467,820					

**Capital Infrastructure**

12/31/23 Ending Cash	11,459,057.68
Operating cash (Rev - Exp, no Prop Tax \$)	(6,932,839.38)
Capital & Replacement Reserve Expenses	(1,833,700.00)
AIP Grant Revenue	-
2024 Property Tax Revenue	8,702,638.08
2024 Comm Benefit Expenses	(4,927,336.00)
12/31/24 Ending Cash	6,467,820.38

# Part I Review



- Desired takeaways
  - Understand the three components and funding for Airport Capital Infrastructure
    - Replacement Reserve (Existing Infrastructure)
    - Airport Improvement Program (FAA Funding – Airfield Pavement)
    - Development Projects (Airport funded projects which do not exist today)
  - Guidance on Development Projects to address existing infrastructure shortfalls and future opportunities
    - Develop a 5-year project priority
    - Inform the Master Plan Phase II process, including the updated Airport Layout Plan (ALP)





## Part II – Airport Community Benefit Discussion (Part II)

- Part II – Airport Community Benefit Discussion (Part II)
  - Staff presentation 15 minutes (Hold all questions)
  - Clarifying Questions – 15 minutes
  - Discussion 45 minutes
- Desired takeaways
  - Understanding of past, current, and future community benefit projects, programs, and funding
  - Develop an ongoing funding methodology for airport community benefit funding
  - Develop a strategy to focus airport community giving to District-wide programs
  - Provide guidance on Airport Board Policy Instructions related to community benefit





## Community Benefit Policy

- Workshop on Policy Instruction 311 – Part II – Prioritizing Community Benefit Programs
  - Strategic Plan Goal:
    - 1.C. QUANTIFY: Quantify, track, and share economic, community and environmental investments and results.
    - 1.D. GIVE BACK: Develop a community investment strategy that aligns directly to airport vision, mission, values, and public purpose.
      - 1.D.1. Define budget allocation for community investments.
      - 1.D.2. Review existing community investments to prioritize major projects that benefit the region and align with airport purpose and mission (see Focus Area 3, Goal A for more details).
    - 3.D. COORDINATE: Align community investments with District goals.
      - 3.D.1. Quantify current community giving (in-kind, funding, etc.).
      - 3.D.2. Focus future community investment on three key pillars:
        - 1) Science, technology, engineering, arts, and mathematics (STEAM).
        - 2) Provides significant regional benefits through a partnership approach.
        - 3) Support interest in the aviation community.

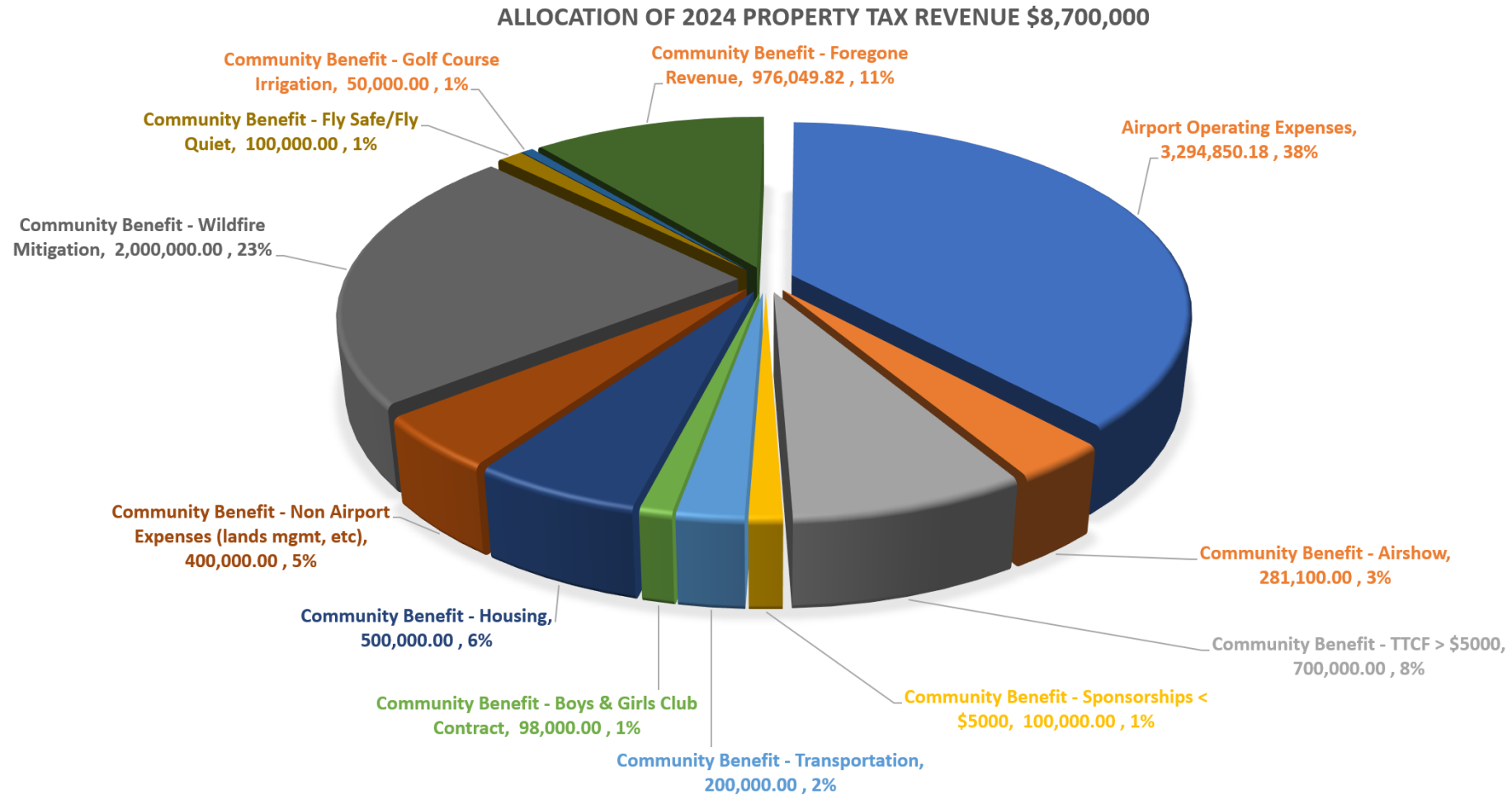
# Community Benefit Workshop I - Guidance



“There was agreement to host another Board Workshop centered around Airport Capital Projects to take place in the Spring of 2024. And, to continue with Policy Instruction 311 in its current form for 2024, but to further discuss potential policy adjustments to take effect for calendar year 2025, adjustment concepts included:

- transition Agency Partnership minimum project funding to \$50k and
- explore a new methodology/formula to budget for the Agency Partnership Program
- transition community sponsorships to more broad-based community benefit programs and
- review in-kind community dollars and the associated policy instructions.”

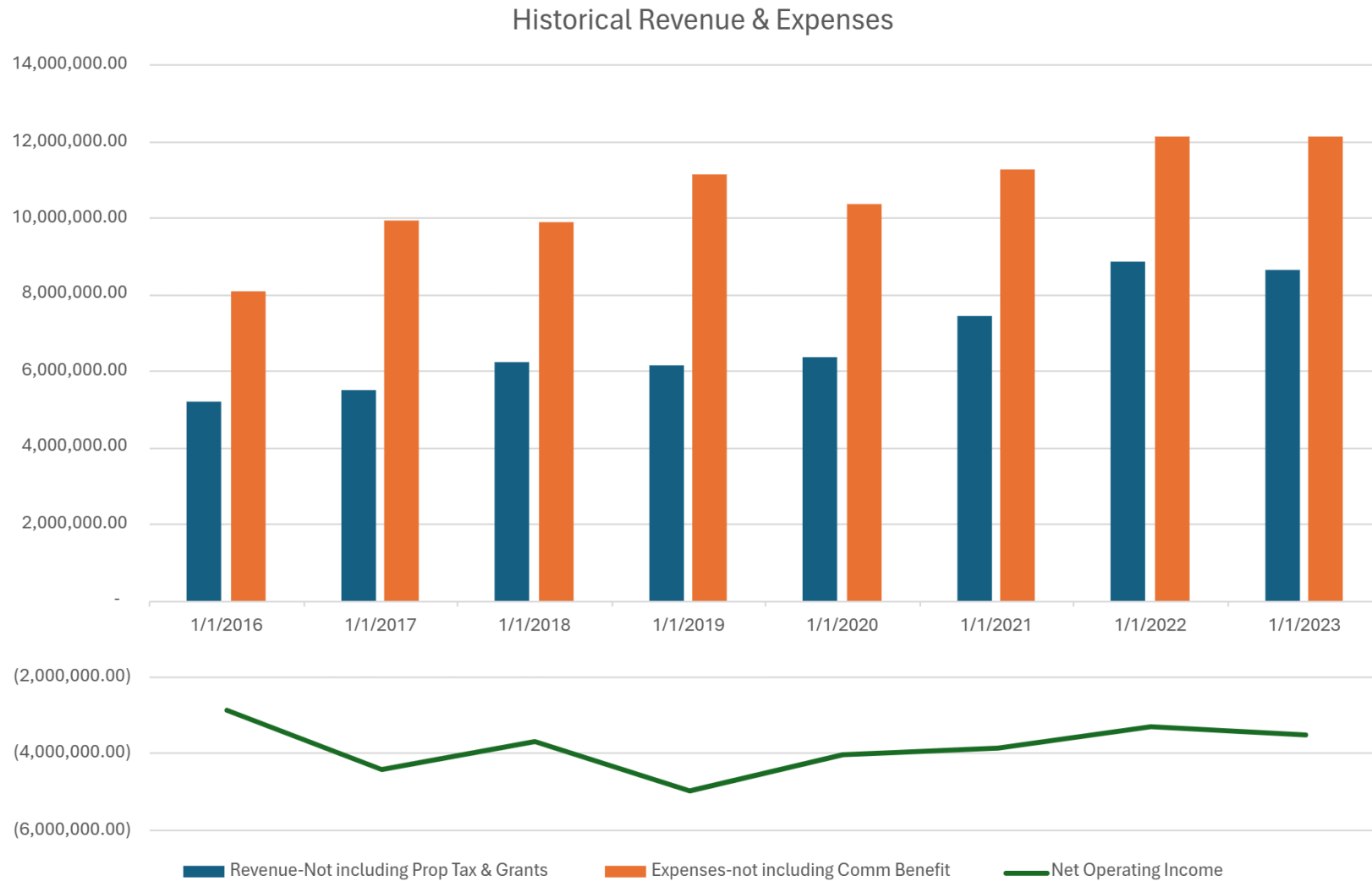
# Updated 2024 Property Tax Allocation

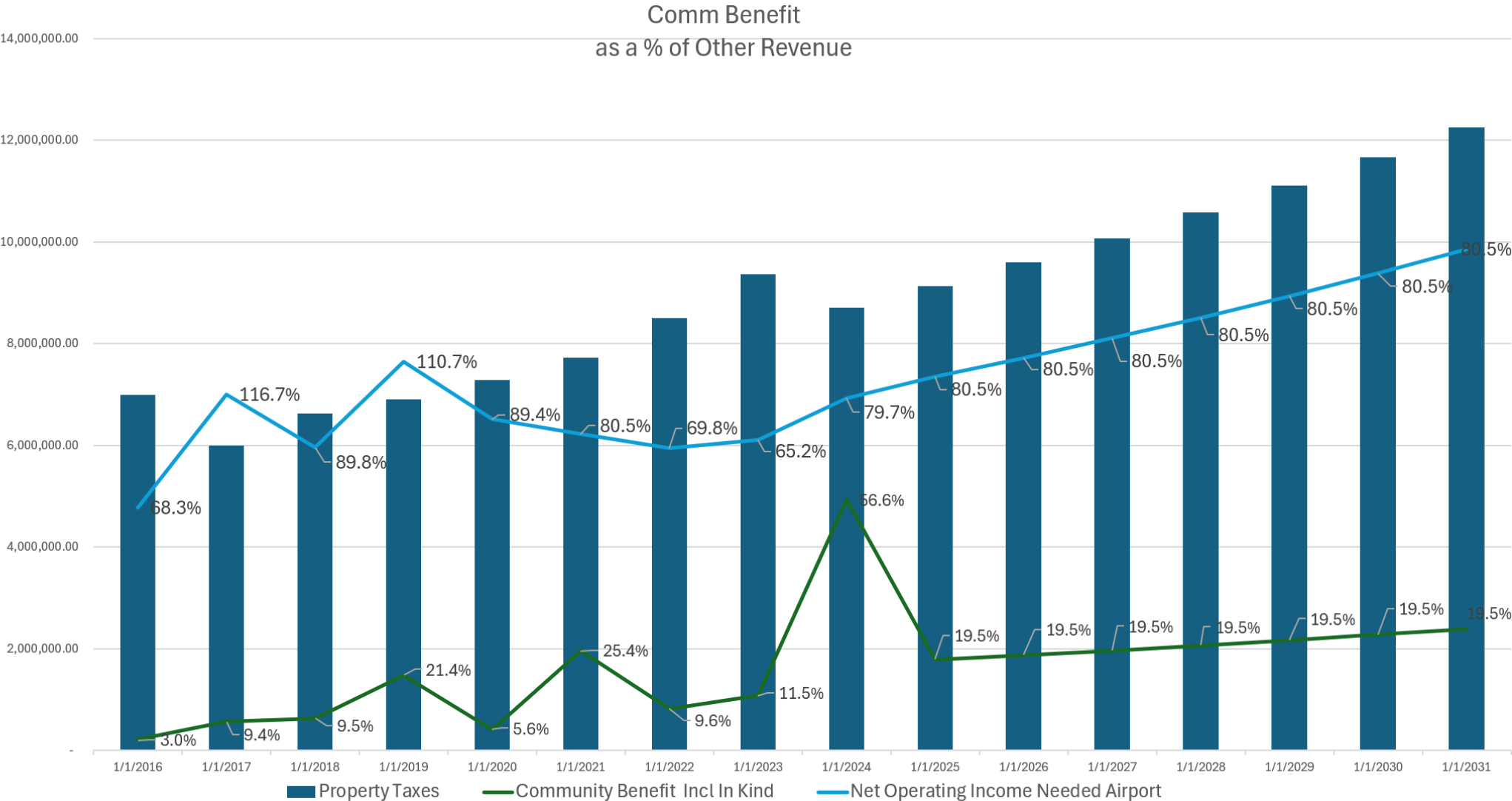






# Historic Revenue\* | Expenses (Non-Community Benefit) | Net Operating Income

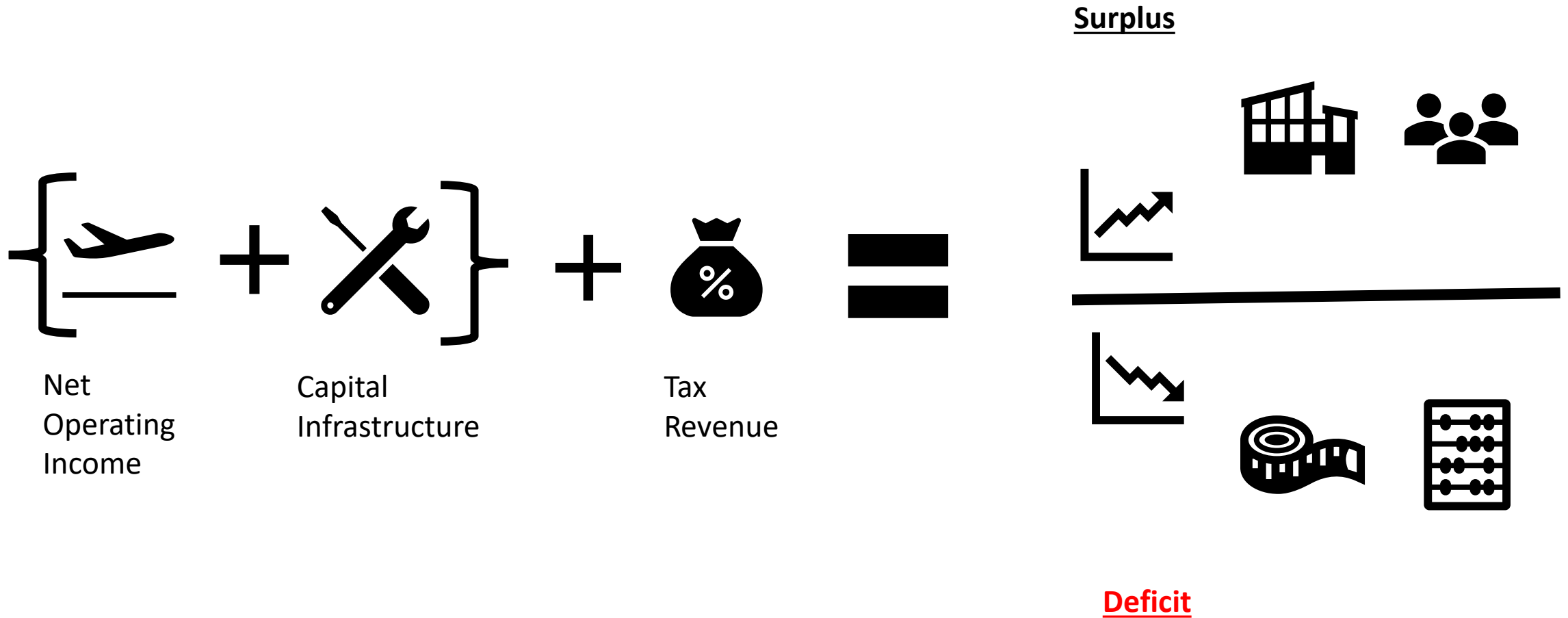


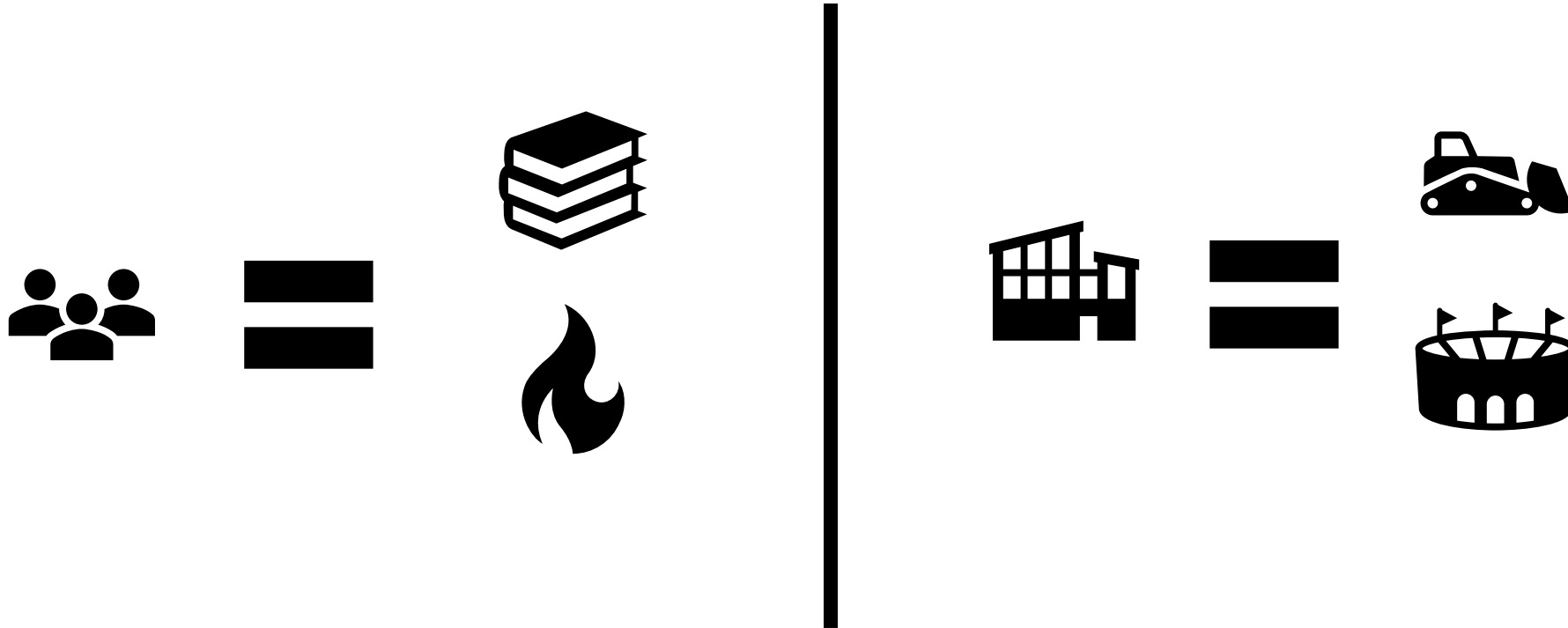


- 1.D.1. Define budget allocation for community investments
  - 2024 Budget vs. Revised analysis
    - \$4,927,336 / 56% of property tax revenue
    - \$5,405,150 / 61% of property tax revenue
  - 2025-2029
    - Annual allocation of property tax revenue
      - Community Benefit       %
- 1.D.2. Review existing community investments to prioritize major projects that benefit the region and align with airport purpose and mission.



# Fiscal Surplus / Deficit Model for Community & Infrastructure Investment





# Community Benefit Policy Instruction Updates



- Policy Instruction 317 AGREEMENTS FOR SERVICE WITH PUBLIC AGENCIES OR NON-PROFITS
  - Resend
- Policy Instruction 507 DISCOUNT FOR NON-PROFIT USE OF AIRPORT NON-AVIATION LEASE SPACE, COMMUNITY BENEFIT REQUIREMENTS AND LEASE PROCESS
  - Resend
  - Market Rates for all tenants set by Rent Study
  - Applicants can apply to Policy Instruction 311 Grant Opportunities
  - Modify PI 311 to include multi-year application for Non-Profits Operating on Airport leased areas
    - Establish a Non-profit rent discount as a standard % of rent, if approved in PI311 which will be paid out of annual property tax revenue.
  - Tenant improvement request will be addressed on a case-by-case basis





## Part II - Review

- Desired takeaways
  - Understanding of past, current, and future community benefit projects, programs, and funding
  - Develop an ongoing funding methodology for airport community benefit funding
  - Develop a strategy to focus airport community giving to District-wide programs
  - Provide guidance on Airport Board Policy Instructions related to community benefit