| TRUCKEE TAHOE AIRPORT DISTRICT                     |            |           |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
|--|------------|-----------|-------------|---------------|--------|----------------|-------|--------------|-------|-----------------|----------|-----------------|-------|-----------------|--------|------------|--------|--------------|--------|-------------|-------|----------------|---------|---------|
| PAVEMENT MAINTENANCE/MANAGEMENT PLA                | N SUMI     | MARY - Y  | YEARS 20    | 13-2024       |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
| 9/4/2013   |            |           |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
|  |            |           |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
| The line shown in blue below is taken from Table   | 4-2 in tl  | he Chap   | ter 4 of t  | he Pavement   | Mai    | ntenance Plan  | (No   | ov. 2011). A | s sta | ated in note    | A (I     | oelow) 15% ł    | nas l | been added      | to the | amounts    | shov   | vn in the Pl | an to  | include c   | lesig | gn, enginee    | ring ar | nd      |
| project management.                                |            |           |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
|  |            |           |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
|  |            |           |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
|  |            |           | 2013        | 20            | 14     | 2015           |       | 2016         |       | 2017            |          | 2018            |       | 2019            |        | 2020       |        | 2021         |        | 2022        |       | 2023           |         | 2024    |
| PAVEMENT MAINTENANCE PLAN (ORIGINAL)               | А          | \$ 8      | 823,400     | \$ 672,75     | 0 5    | \$ 1,316,750   | \$    | 665,850      | \$    | 2,482,850       | \$       | 2,282,750       | \$    | 379,500         | \$ 3   | 484,500    | \$     | 1,028,100    | \$     | 23,000      | \$    | 414,000        | \$ 1,3  | 57,000  |
| PAVEMENT MAINTENANCE PLAN (REVISED)                | A, B, C    | \$ 1,8    | 863,351     | \$ 63,25      | 0 5    | \$ 500,250     | \$    | 665,850      | \$    | 1,419,100       | \$       | 1,362,750       | \$    | 1,299,500       | \$ 1   | ,702,000   | \$     | 1,028,100    | \$     | 23,000      | \$    | 414,000        | \$ 1,3  | 57,000  |
| POTENTIAL FAA GRANT REVENUES                       | D          | \$ (8     | 894,000)    | \$ (56,92     | 25) \$ | \$ (200,100)   | \$    | (266,340)    | \$    | (567,640)       | \$       | (545,100)       | \$    | (519,800)       | \$     | (680,800)  | \$     | (411,240)    | \$     | (20,700)    | \$    | (165,600)      | \$ (5   | 42,800) |
| NET ANTICIPATED TTAD EXPENSE OF PVMT               |            |           |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
| MAINTENANCE  |            | \$ 9      | 969,351     | \$ 6,32       | 25 \$  | \$ 300,150     | \$    | 399,510      | \$    | 851,460         | \$       | 817,650         | \$    | 779,700         | \$ 1   | ,021,200   | \$     | 616,860      | \$     | 2,300       | \$    | 248,400        | \$ 8:   | 14,200  |
|  |            |           |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
|  |            |           |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
| NOTE A - The Pavement Maintenance Plan amou        | ints inclu | ide 15%   | per year    | for design, e | ngin   | eering and pro | ject  | manageme     | nt.   |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
|  |            |           |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
| NOTE B - This is a preliminary revision of the pay | ement n    | naintena  | ance plar   | which reflec  | ts w   | ork that has b | een   | accelerated  | . Th  | he plan will b  | oe o     | fficially revis | ed t  | this fall after | the c  | urrent pav | /eme   | nt projects  | are o  | complete.   |       |                |         |         |
|  |            |           |             |               |        |                |       |              |       |                 | <u> </u> |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
| NOTE C - The original plan anticipated the apron   | s being r  | ebuilt be | etween 2    | .017 and 2020 | 0 - St | aff is assumin | g tha | at the curre | nt n  | nill & fill wor | k w      | ill make that   | unr   | necessary. T    | he rev | ision also | assu   | imes the Ta  | ixiwa  | y A projec  | ct w  | ill be split b | etwee   | n two   |
| years (2018-2019).                                 |            | 1         |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
|  |            | 1         |             |               |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |
| NOTE D - The pavement work at the Airport has      | tradition  | ally ben  | nefitted fr | om significan | it FA  | A funding. Thi | s sc  | hedule assu  | mes   | s a 40% fund    | ling     | level from th   | ne F  | AA - except     | in yea | rs where a | antici | pated expe   | enditi | ure is less | tha   | n the \$150,   | 000     |         |
| entitlement funds. In those years, the grant con   | tribution  | is calcu  | ulated at 9 | 90%.          |        |                |       |              |       |                 |          |                 |       |                 |        |            |        |              |        |             |       |                |         |         |