



## City Council Information Sheet

City of Auburn

**Council Workshop or Meeting Date:** 4-6-2015

**Author:** Mary LaFontaine/Bob Hayes

**Subject:** Downtown Rail

### Information:

The FY14 budget resolve Auburn City Council directed “staff to align all work planning and policies of the city and partnering agencies (including LATC, AVCOG, and ATRC) to ensure that any plans for passenger rail involve locating in Auburn’s downtown as a priority over any previous or alternative locations.”

While we agree that passenger rail is a long term priority there is an initiative to bring passenger rail to downtown Lewiston. **This initiative brings credibility to this region.** Lewiston has an existing rail station in the Iron Horse Court location off of Bates Street. Some of the strengths of this location are its proximity to both downtowns, our largest healthcare facility, easy access to public parking and close to Bates College.

**If there was ever was an ideal location for downtown rail in either City this site meets that definition.**

Past initiatives (Portland North Study- <http://www.maine.gov/mdot/portlandnorth/railstudydocs.htm>) that recommended passenger rail will be located at the Lewiston Auburn Airport were inaccurate in assuming it met either City’s transportation plans/needs.

The ADAPT Plan

[http://www.auburnmaine.gov/CMSContent/Planning/ADAPT\\_Plan\\_Items/Adapt\\_Plan\\_Scanned -  
\\_Whole\\_Document.pdf](http://www.auburnmaine.gov/CMSContent/Planning/ADAPT_Plan_Items/Adapt_Plan_Scanned_-_Whole_Document.pdf) (PAGES 100-101) that was adopted in 1998 encourages the City of Auburn and Lewiston to “*maintain close contact with State officials regarding this process. This plan identifies a preferred location for a rail platform/station within the Great Falls Plaza area in conjunction with a hotel development.*”

Our Comprehensive Plan states that we need to be working with “*our regional and state agencies to assess the potential for the expansion of passenger rail service from Portland to Auburn, and at some future time from Brunswick to Auburn via Lewiston. Also, encourage the state to work with SLA to upgrade rail lines and expand the current high-speed line designation from Auburn to Canada, as a step towards establishing passenger rail service from Auburn to western Maine and into New Hampshire and the Canadian provinces.*”

We have momentum to make change in our transportation needs. The time is **now** to work together with Lewiston and MDOT to make that happen.

### Advantages:

- Collaboration with Lewiston on bringing a valuable service to our region
- Give access to our citizens to alternative transportation services
- Improve economic development opportunities for our downtowns and developers

**Disadvantages:**

- Commitment of resources for a project that is not in Auburn
  - Noise- currently we get complaints on railroad noise at early morning hours
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**City Budgetary Impacts:**

- None as of now- future impacts might include investment from the City and our regional partners
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**Staff Recommended Action:** Pass the resolve

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**Previous Meetings and History:**

- None for this initiative in Lewiston
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**Attachments:**

(1) Resolve

WHEREAS, the 1998 Auburn Downtown Action Plan for Tomorrow (ADAPT) identified a preferred location for a rail platform/station within Great Falls Plaza area in conjunction with a hotel development. The platform/station was to be developed to provide integration of transportation at the site including automobile access and parking, bus/trolley service, taxis, bicycle access and storage and pedestrian access; and

WHEREAS, other agencies funded by the City of Auburn pursued as passenger intermodal facility at the Auburn Lewiston Airport, conducting an Environmental Assessment in 2006, with a focus on serving intercity bus service, a need soon to be met by the construction of a passenger terminal by MaineDOT for buses at Exit 75; and

WHEREAS, the 2007 economic analysis of bringing the passenger services to the Auburn Lewiston Airport over downtown stated that there would be no substantial impacts on minorities or low-income populations, despite up to 50% of downtown households being without vehicles and unemployment rates among the immigrant population being higher than the population at large. In addition, that analysis concluded that “downtown business districts are not likely to be directly affected,” demonstrating that services needed to be directed where they could impact downtown business and residential districts; and

WHEREAS, In 2012, MaineDOT conducted the Portland North Study as part of a New Starts Transportation Grant from the Federal Transportation Administration, a study that focused on congestion mitigation; this new study will address a broader set of considerations to include land use, economic development, the environment, congestion mitigation, and economic opportunity for lower income individuals; and

WHEREAS, passenger rail can be an added stimulus for mixed use economic development, as well as a convenient mode for leisure and business travel; and

WHEREAS, In January of 2013, the Auburn Council, along with counterparts in Portland and Lewiston passed a shared resolve on making transit service connections including focusing on helping “employment, medical and entertainment opportunities” in addition to addressing “sustainable practices that enhances livability in all three communities.”

WHEREAS the Fiscal Year 2014 Annual budget resolve noting passenger rail service to the downtown as a priority for the City; and

WHEREAS, the 127<sup>th</sup> Maine Legislature is considering action that would advance passenger rail service planning to Lewiston-Auburn from Portland;

NOW THEREFORE, the City of Auburn hereby expresses the intent to work with the City of Lewiston and the necessary regional, state and federal partners, with a particular focus on private investors and nearby property owners, to explore the transportation advantages, related economic possibilities and financial implications of restoring scheduled passenger rail service to the Cities in accordance with the following:

The City Council directs all of its transportation agencies (Auburn Lewiston Airport, Lewiston Auburn Railroad Company, Androscoggin Transportation Resource Center) to affirm through board resolve, or through the re-alignment of necessary policy documents, within 90 days their support for

downtown passenger rail service in Lewiston-Auburn. This will ensure one, consistent voice for Auburn and Lewiston

The City Council commits to identifying local funding, along with Lewiston, as a match towards drawing down state investment in such a planning study. Local funds may include, but aren't limited to, use of planning funds allocated to Lewiston-Auburn through the Androscoggin Transportation Resource Center, funding from the Cities shared Lewiston-Auburn Railroad Company fund balance, or Auburn's Downtown Tax Increment Finance Development Program account.

# AUBURN-LEWISTON AIRPORT

Airport Board of Directors Meeting  
80 Airport Drive, Auburn, Maine 04210

March 5, 2015

The Auburn-Lewiston Airport Board of Directors Workshop at 5:00 p.m. and Meeting scheduled at 5:30 p.m.

Present: Chairman Plourde.

Board Members Present: Dycio, Hunter, Cayer, Robinson, Thompson, Hayes and Kroll.

Also Present: Rick Lanman, Airport Manager; Evan McDougal, Hoyle Tanner & Associates; Ed Lane, Aircraft Line Service Supervisor.

Absent: Ms. Sheats.

Chairman Plourde called the meeting to order at 5:55 p.m.

## APPROVAL OF MINUTES

Revision of the minutes of the 5 February 2015 meeting to include a list the slate of officers elected.

**ON MOTION BY MS. HUNTER SECOND BY MR. CAYER VOTE (1) TO APPROVE THE MINUTES OF FEBRUARY 5, 2015 AS CORRECTED AND PLACED ON FILE.**

**VOTE: 8:0**

## FINANCE REPORT

### *PROGRESS REPORT*

Treasurer Hunter reviewed the treasurer's report with the board. Revenues are down compared to last year and expenditures are up. Manager Lanman reported that janitorial service has been cut, with airport staff taking over the service. Additionally he reported that there are vacant positions that have not been filled. Traffic is up due to the restaurant however, fuel sales have not picked up yet because of the weather. Based aircraft have dropped 60% due to pilots selling their aircraft and/or moving out of state. Expenditures are \$200,000 off compared to last year. Ms. Hunter asked if the year-end accruals are in place. Manager Lanman said the airport is at minimum staffing from a safety standpoint; cutting staffing at this point will be cutting services. Installation of the natural gas came in over budget and the price of natural gas is more than was projected last year. The board directed Manager Lanman to complete a forecast for the rest of this fiscal budget year and freeze any accounts necessary to help with the overdrafts in the budget. The board also reviewed the Capital Improvement recap.

**ON MOTION BY MR. CAYER SECOND BY MR. KROLL VOTE (2) TO ACCEPT THE FINANCIAL REPORTS AS PRESENTED.**

**VOTE: 8:0**

AIRPORT MANAGER REPORT

**AUTOMATED WEATHER OBSERVING STATION UPDATE**

The airport will be receiving a new weather observing station at no cost to the airport provided by the FAA during June 2015.

**INSTRUMENT LANDING SYSTEM VS SNOW**

The airport's current system is shut off during the winter due to the snow because the antenna is too low. This FAA project is scheduled for 2018 and is a reimbursable project.

**NATIONAL WEATHER SERVICE WEATHER SPOTTER TRAINING AT THE AIRPORT**

Gray Weather Spotters, will be at the airport on the 25<sup>th</sup> of March to train staff on weather reporting, and a public session will be held at night, this is a free service provided by the National Weather Service, Gray, Maine.

OLD BUSINESS

**HOYLE TANNER & ASSOCIATES ENGINEERING CONTRACT**

The Independent Fee estimate for this project was completed by the State of Maine. This is the first step of the grant. The local share of this project is in the 2016 budget, and has not been approved by the cities as of this date and needs to be part of this motion.

**ON MOTION BY MR. THOMPSON SECOND BY MR. ROBINSON (3) TO ACCEPT THE PROJECT CONTRACT WITH HOYLE TANNER & ASSOCIATES FOR THE TERMINAL APRON EXPANSION AND REHABILITATION WITH THE UNDERSTANDING THAT BOTH CITIES HAVE NOT APPROVED THE FISCAL BUDGET FOR FY 2016 AND IF THIS PROJECT IS NOT FUNDED BY THE CITIES, THE \$31,000 AIRPORT SHARE FOR THIS PROJECT WILL HAVE TO BE FUNDED THROUGH THE LAND FUND.**

**VOTE: 8:0**

**POWER AND CONSTRUCTION GROUP LEASE**

The lease is ready for ratifying from the board to approve the land lease for 3 years.

**ON MOTION BY MR. CAYER SECOND BY MR. HAYES VOTE (4) TO RATIFY THE LEASE AGREEMENT WITH POWER AND CONSTRUCTION GROUP, INC.**

**VOTE: 8:0**

**FY 2016 AIRPORT OPERATIONS BUDGET**

All departments have been put on notice to come in flat funded and if they do not present a flat funded budget, be prepared to do so. The current request for the operating budget for each city is \$116,500 and \$15,500 for capital projects for a total request of \$132,000.

**ON MOTION BY MS. HUNTER SECOND BY MR. CAYER VOTE (5) TO ADOPT THE FY16 AIRPORT OPERATIONS BUDGET AS PRESENTED.**

**VOTE: 8:0**

Mr. Dycio was excused from the meeting.

**PUBLIC COMMENT AND OTHER BUSINESS**

Mr. Hayes stated his concern for having the concert hosted by the airport. Mr. Hays explained that he felt a three-day event at the airport would promote overnight camping. Mr. Hayes stated that he felt it would be beneficial for both cities if it were located at the parks downtown. This would benefit the businesses in both communities. The airport manager is waiting on a map from the promoters to send to the FAA to request a temporary non-aeronautical release for the area of the airport proposed to be used by the concert.

**EXECUTIVE SESSION**

**ON MOTION BY MS. HUNTER SECOND BY MR. ROBINSON VOTE (6) TO GO INTO EXECUTIVE SESSION TO DISCUSS REAL ESTATE PROPOSAL.**

**VOTE: 7:0**

**ON MOTION BY MS. HUNTER SECOND BY MR. CAYER VOTE (7) TO COME OUT OF EXECUTIVE SESSION.**

**VOTE: 7:0**

By general consent, there was a decision not to pursue a real estate purchase from ABDC.

**ON MOTION BY MR. ROBINSON SECOND BY MR. CAYER VOTE (7) TO ADJOURN THE MEETING AT 7:15 P.M.**

**VOTE: 7:0**

Respectfully Submitted,

Rick Lanman, AAE ACE  
Airport Manager

**Auburn-Lewiston Municipal Airport  
Monthly Financial Statement**

**Summary**

		Monthly	FY 15				FY 14			
		24 March 2015	Approved Budget	YTD Actual	Percent +/-	Year End Expected	Amount Remaining	Approved Budget	Previous YTD Actual	Percent +/-
<b>Revenues</b>										
	Airport Operations	66,558.32	478,270.00	377,978.18	79.03%	478,870.00	100,891.82	435,714.80	349,821.66	80.29%
	Services (FBO Operations)	20,740.27	745,623.53	474,434.39	63.63%	648,289.37	173,854.98	678,000.00	464,279.86	68.48%
	Other Income	-6.67	230,350.00	158,132.42	68.65%	229,150.00	71,017.58	228,500.00	247,433.40	108.29%
	<b>Total</b>	<b>87,291.92</b>	<b>1,454,243.53</b>	<b>1,010,544.99</b>	<b>69.49%</b>	<b>1,356,309.37</b>	<b>345,764.38</b>	<b>1,342,214.80</b>	<b>1,061,534.92</b>	<b>79.09%</b>
<b>Expenses</b>										
	Airport Personnel	-22,002.65	-286,637.83	-226,713.16	79.1%	(292,875.80)	(66,162.64)	-288,217.50	-220,508.83	76.51%
	Airport Operations	-9,192.08	-69,485.00	-71,685.61	103.2%	(76,122.47)	(4,436.86)	-92,025.57	-65,172.85	70.82%
	Airport Maintenance	-4,784.65	-80,763.55	-35,116.33	43.5%	(42,500.00)	(7,383.67)	-38,275.93	-44,171.77	115.40%
	Airport Administration	-526.01	-287,747.00	-266,856.94	92.7%	(276,606.40)	(9,749.46)	-282,750.00	-332,304.09	117.53%
	Services (FBO Operations)	-59,081.53	-728,644.69	-583,454.56	80.1%	(748,476.00)	(165,021.44)	-631,162.61	-541,706.10	85.83%
	<b>Total</b>	<b>-95,586.92</b>	<b>-1,453,278.07</b>	<b>-1,183,826.60</b>	<b>81.46%</b>	<b>-1,436,580.67</b>	<b>-252,754.07</b>	<b>-1,332,431.61</b>	<b>-1,203,863.64</b>	<b>90.35%</b>
	<b>Net Total</b>	-8,295.00	965.46	-173,281.61		-80,271.30		9,783.19	-142,328.72	
0.75	inventory (current asset value)	48,362.47				-31,908.83				

Auburn-Lewiston Municipal Airport  
Monthly Financial Statement

**Summary of Revenues**

	24 March 2015			FY 15					FY 14		
	Monthly Budget	Monthly Actual	Percent +/-	Approved Budget	YTD Actual	Percent +/-	Year End Expected	Amount Remaining	Approved Budget	Previous YTD Actual	Percent +/-
<b>Airport Operations</b>											
Based Aircraft Tiedown Fees Collected	1,500.00	510.00	34.00%	18,000.00	6,529.29	36.27%	8,900.00	2,370.71	12,000.00	10,537.89	87.82%
Landing Fees Collected	1,833.33	234.64	12.80%	22,000.00	14,434.47	65.61%	25,000.00	10,565.53	15,000.00	14,398.41	95.99%
Fuel Flowage Fees Collected	750.00	2,325.35	310.05%	9,000.00	7,951.47	88.35%	9,500.00	1,548.53	7,000.00	5,749.60	82.14%
Rental Fees Collected	28,414.17	61,354.01	215.93%	340,970.00	290,534.78	85.21%	345,970.00	55,435.22	348,214.80	258,606.70	74.27%
Christian Hill Materials	7,083.33	2,134.32	30.13%	85,000.00	57,817.08	68.02%	87,000.00	29,182.92	50,000.00	58,279.56	116.56%
Service Fees Collected	275.00	-	0.00%	3,300.00	711.09	21.55%	2,500.00	1,788.91	3,500.00	2,249.50	64.27%
<b>SUBTOTAL OPERATIONS</b>	<b>39,855.83</b>	<b>66,558.32</b>	<b>167.00%</b>	<b>478,270.00</b>	<b>377,978.18</b>	<b>79.03%</b>	<b>478,870.00</b>	<b>100,891.82</b>	<b>435,714.80</b>	<b>349,821.66</b>	<b>80.29%</b>
<b>Services (FBO Operations)</b>											
Fuel and Oil Sales	55,760.29	16,825.39	30.17%	669,123.53	416,673.34	62.27%	568,239.37	151,566.03	610,500.00	423,370.44	69.35%
Transient Tie-Down/Hangaring	2,500.00	2,577.21	103.09%	30,000.00	23,620.20	78.73%	29,500.00	5,879.80	20,000.00	18,425.60	92.13%
Professional/Catering	541.67	137.21	25.33%	6,500.00	3,765.23	57.93%	4,000.00	234.77	5,000.00	5,338.68	106.77%
Rental Car	291.67	85.46		3,500.00	2,410.90	68.88%	3,750.00	1,339.10		0.00	
After Hour Call-out	62.50	-	0.00%	750.00	1,152.75	153.70%	1,800.00	647.25	10,000.00	440.00	4.40%
Aircraft Maintenance	2,979.17	1,115.00	37.43%	35,750.00	26,811.97	75.00%	41,000.00	14,188.03	32,500.00	16,705.14	51.40%
<b>SUBTOTAL SERVICES</b>	<b>62,135.29</b>	<b>20,740.27</b>	<b>33.38%</b>	<b>745,623.53</b>	<b>474,434.39</b>	<b>63.63%</b>	<b>648,289.37</b>	<b>173,854.98</b>	<b>678,000.00</b>	<b>464,279.86</b>	<b>68.48%</b>
<b>Other Income</b>											
Excise Tax Revenues		-		20,000.00	0.00	0.00%	18,200.00	18,200.00	18,000.00	0.00	0.00%
Surplus (fund balance)		-		0.00	0.00			-	0.00	0.00	
Interest (land fund and general account)	41.67	(6.67)		350.00	632.42	180.69%	950.00	317.58	500.00	388.65	77.73%
Sale of Assets		-						-	0.00	37,044.75	
Transfers		-						-			
<b>TOTAL OTHER INCOME</b>	<b>41.67</b>	<b>(6.67)</b>		<b>20,350.00</b>	<b>632.42</b>	<b>3.11%</b>	<b>19,150.00</b>	<b>18,517.58</b>	<b>18,500.00</b>	<b>37,433.40</b>	<b>202.34%</b>
Sponsor Contribution	17,500.00	-		210,000.00	157,500.00	75.00%	210,000.00	52,500.00	210,000.00	210,000.00	100.00%
<b>TOTAL INCOME</b>	<b>119,532.79</b>	<b>87,291.92</b>		<b>1,454,243.53</b>	<b>1,010,544.99</b>	<b>69.49%</b>	<b>1,356,309.37</b>	<b>345,764.38</b>	<b>1,342,214.80</b>	<b>1,061,534.92</b>	<b>79.09%</b>

Auburn-Lewiston Municipal Airport  
Monthly Financial Statement  
Summary of Expenses

	24 March 2015			FY 15					FY 14		
	Monthly Budget	Monthly Actual	Percent +/-	Approved Budget	YTD Actual	Percent +/-	Year End Expected	Amount Remaining	Approved Budget	Previous YTD Actual	Percent +/-
<b>Airport Personnel</b>											
Salaries	16,420.06	15,315.65	93.27%	197,040.74	140,827.59	71.47%	187,500.00	46,672.41	202,110.00	142,467.99	70.49%
Fringe Benefits	6,268.56	6,398.05	102.07%	75,222.69	78,775.80	104.72%	97,975.80	19,200.00	80,844.00	70,267.97	86.92%
Overtime	237.50	288.95	121.66%	2,850.00	3,886.77	136.38%	3,900.00	13.23	2,500.00	2,746.38	109.86%
Professional Development	960.37	0.00	0.00%	11,524.40	3,223.00	27.97%	3,500.00	277.00	2,763.50	5,026.49	181.89%
<b>TOTAL PERSONNEL</b>	<b>23,886.49</b>	<b>22,002.65</b>	<b>92.11%</b>	<b>286,637.83</b>	<b>226,713.16</b>	<b>79.09%</b>	<b>292,875.80</b>	<b>66,162.64</b>	<b>288,217.50</b>	<b>220,508.83</b>	<b>76.51%</b>
<b>Airport Operations</b>											
Professional Fees/Contract Services	416.67	0.00	0.00%	5,000.00	10,598.20	211.96%	13,000.00	2,401.80	30,000.00	10,674.70	35.58%
Lights and Power	1,500.00	2,680.30	178.69%	18,000.00	16,609.07	92.27%	17,500.00	890.93	18,000.00	15,143.61	84.13%
Heating Fuel Oil / Propane	405.00	3,244.93	801.22%	4,860.00	8,419.47	173.24%	8,419.47	-	15,000.00	11,334.51	75.56%
Gas and Oil for Vehicles	2,052.08	3,114.73	151.78%	24,625.00	15,876.64	64.47%	16,000.00	123.36	17,525.57	17,525.57	100.00%
Snow and Ice Control Supplies	1,250.00	(18.56)	-1.48%	15,000.00	19,184.89	127.90%	19,203.00	18.11	10,000.00	9,360.14	93.60%
Sewer /Water	166.67	170.68	102.41%	2,000.00	997.34	49.87%	2,000.00	1,002.66	1,500.00	1,134.32	75.62%
<b>SUBTOTAL OPERATIONS</b>	<b>5,790.42</b>	<b>9,192.08</b>	<b>158.75%</b>	<b>69,485.00</b>	<b>71,685.61</b>	<b>103.17%</b>	<b>76,122.47</b>	<b>4,436.86</b>	<b>92,025.57</b>	<b>65,172.85</b>	<b>70.82%</b>
<b>Airport Maintenance</b>											
Building Maintenance	2,164.58	3,873.80	178.96%	25,975.00	15,634.53	60.19%	16,500.00	865.47	10,000.00	17,299.51	173.00%
Electrical Maintenance	416.67	0.00	0.00%	5,000.00	0.00	0.00%	500.00	500.00	5,000.00	1,163.50	23.27%
Radio Maintenance	375.00	0.00	0.00%	4,500.00	0.00	0.00%	500.00	500.00	500.00	107.92	21.58%
Vehicle Maintenance	1,352.08	549.09	40.61%	16,225.00	7,153.26	44.09%	10,000.00	2,846.74	7,778.77	16,665.72	214.25%
Airfield Maintenance	2,421.96	361.76	14.94%	29,063.55	12,328.54	42.42%	15,000.00	2,671.46	10,000.00	8,935.12	89.35%
Pavement Maintenance	0.00	0.00	0.00%	0	0.00	0.00%	-	-	4,997.16	-	0.00%
<b>SUBTOTAL MAINTENANCE</b>	<b>6,730.30</b>	<b>4,784.65</b>	<b>71.09%</b>	<b>80,763.55</b>	<b>35,116.33</b>	<b>43.48%</b>	<b>42,500.00</b>	<b>7,383.67</b>	<b>38,275.93</b>	<b>44,171.77</b>	<b>115.40%</b>
<b>Airport Administration</b>											
Computer/Office Machine Maintenance Support	166.67	87.55	52.53%	2,000.00	1,076.75	53.84%	2,000.00	923.25	2,500.00	1,667.29	66.69%
Advertising and Promotion	208.33	50.00	24.00%	2,500.00	1,372.50	54.90%	3,000.00	1,627.50	-	-	-
Hangar Loan	17,083.33	0.00	0.00%	205,000.00	201,348.00	98.22%	201,348.00	-	249,750.00	249,750.00	100.00%
Insurance	5,520.58	0.00	0.00%	66,247.00	49,397.40	74.57%	52,758.40	3,361.00	25,000.00	72,569.95	290.28%
Legal Fees	208.33	0.00	0.00%	2,500.00	6,946.69	277.87%	8,000.00	1,053.31	1,000.00	3,313.84	331.38%
Office Supplies	416.67	285.20	68.45%	5,000.00	3,941.64	78.83%	5,000.00	1,058.36	2,500.00	2,987.34	119.49%
Telephone	375.00	103.26	27.54%	4,500.00	2,773.96	61.64%	4,500.00	1,726.04	2,000.00	2,015.67	100.78%
<b>SUBTOTAL ADMINISTRATION</b>	<b>23,978.92</b>	<b>526.01</b>	<b>2.19%</b>	<b>287,747.00</b>	<b>266,856.94</b>	<b>92.74%</b>	<b>276,606.40</b>	<b>9,749.46</b>	<b>282,750.00</b>	<b>332,304.09</b>	<b>117.53%</b>
<b>TOTAL OPERATIONAL EXPENSES</b>	<b>60,386.11</b>	<b>36,505.39</b>	<b>60.45%</b>	<b>724,633.38</b>	<b>600,372.04</b>	<b>82.85%</b>	<b>688,104.67</b>	<b>87,732.63</b>	<b>701,269.00</b>	<b>662,157.54</b>	<b>94.42%</b>
<b>Services (FBO Operations)</b>											
Salaries	14,138.80	10,884.63	76.98%	169,665.60	123,211.85	72.62%	158,000.00	34,788.15	158,470.00	133,312.72	84.12%
Fringe Benefits	5,723.01	4,248.01	74.23%	68,676.15	34,493.98	50.23%	47,237.98	12,744.00	63,388.00	12,250.83	19.33%
Overtime	312.50	429.37	137.35%	3,750.00	2,315.10	61.74%	2,800.00	484.90	-	-	-
Professional	416.67	107.01	25.68%	5,000.00	2,181.08	43.62%	3,500.00	1,318.92	5,000.00	2,164.89	0.00%
Advertising	416.67	519.31	124.63%	5,000.00	3,329.63	66.59%	5,500.00	2,170.37	5,000.00	6,854.90	137.10%
Fuels and Oils Merchandise	35,883.58	36,440.46	101.55%	430,602.94	375,539.88	87.21%	476,888.02	101,348.14	386,304.61	339,423.02	87.86%
Utilities	1,000.00	4,647.30	464.73%	12,000.00	15,292.06	127.43%	20,000.00	4,707.94	5,000.00	16,245.67	324.91%
Plant Equipment	291.67	21.10	7.23%	3,500.00	700.24	20.01%	1,800.00	1,099.76	1,000.00	1,972.04	197.20%
Ground Support Equipment (GSE)	1,666.67	1,443.73	86.62%	20,000.00	11,694.26	58.47%	16,750.00	5,055.74	1,000.00	19,908.36	1990.84%
Information systems Equipment	0.00	0.00	0.00%	-	0.00	0.00%	-	-	-	-	-
Materials and Supplies (Aircraft Maintenance)	870.83	340.61	39.11%	10,450.00	14,696.48	140.64%	16,000.00	1,303.52	6,000.00	9,573.67	159.56%
<b>SUBTOTAL SERVICE (FBO OPERATIONS)</b>	<b>60,720.39</b>	<b>59,081.53</b>	<b>97.30%</b>	<b>728,644.69</b>	<b>583,454.56</b>	<b>80.07%</b>	<b>748,476.00</b>	<b>165,021.44</b>	<b>631,162.61</b>	<b>541,706.10</b>	<b>85.83%</b>
<b>TOTAL EXPENSES</b>	<b>121,106.51</b>	<b>95,586.92</b>	<b>78.93%</b>	<b>1,453,278.07</b>	<b>1,183,826.60</b>	<b>81.46%</b>	<b>1,436,580.67</b>	<b>252,754.07</b>	<b>1,332,431.61</b>	<b>1,203,863.64</b>	<b>90.35%</b>



