



**BOARD OF COMMISSIONERS  
REGULAR MEETING  
WEDNESDAY, JUNE 15, 2016; 3:00 p.m.**

**DANIEL L. GOODWIN FLIGHT CENTER BUILDING  
FIRST FLOOR CONFERENCE ROOM  
2700 INTERNATIONAL DRIVE  
WEST CHICAGO, ILLINOIS 60185**

**TENTATIVE AGENDA**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PUBLIC COMMENT**
- 4. APPROVAL OF MINUTES** **TAB #1** **PAGE #4**  
  
May 18, 2016 Regular Board Meeting  
May 18, 2016 Capital Development, Leasing and  
Customer Fees Committee  
May 18, 2016 Finance Committee Meeting
- 5. DIRECTOR'S REPORT** **TAB #2** **PAGE #18**
- 6. REVIEW OF FINANCIAL STATEMENTS** **TAB #3** **PAGE #22**
- 7. REPORT OF OFFICERS/COMMITTEES**
  - a. Finance, Budget & Audit Committee**
  - b. Capital Development, Leasing & Customer Fees Committee**
  - c. Internal Policy and Compliance Committee**
  - d. Golf Committee**
  - e. DuPage Business Center**
- 8. NEW BUSINESS**
  - a. Proposed Resolution 2016-2026; Direction to Return Excess Goodwin Flight Center Donations.**  
**Finance Committee** **TAB #4** **PAGE #32**



- h. Proposed Resolution 2016-2034; Authorizing the Execution of IGA No. 5878 with the State of Illinois, Department of Central Management Services for the Illinois State Police.**

*Approves an Intergovernmental Agreement between the State of Illinois and the DuPage Airport Authority whereby the State will continue to lease hangar and office space for the Illinois State Police for the period of August 1, 2016 through July 31, 2021. The total lease payments over the term will be \$125,017.68.*

**Capital Development Committee                      TAB #11                      PAGE #75**

- i. Proposed Resolution 2016-2035; Authorizing the Execution of a Non-Federal Reimbursable Agreement Between the Department of Transportation Federal Aviation Administration and the DuPage Airport Authority to Provide Airport Traffic Control (ATC) Services at the DuPage Air Traffic Control Tower.**

*Approves an Agreement between the Federal Aviation Administration ("FAA") and the DuPage Airport Authority whereby the FAA will provide staffing of the DuPage Air Traffic Control Tower from 10:00 PM to 6:00 AM for the period of October 1, 2016 through September 30, 2017. Total authorized cost of \$522,101.29.*

**Capital Development Committee                      TAB #12                      PAGE #79**

- j. Proposed Resolution 2016-2036; Authorizing the Execution of a Work Space Agreement Between the DuPage Airport Authority and Natural Gas Pipeline Company of America.**

*Authorizes the Executive Director to execute a temporary work space agreement with the Natural Gas Pipeline Company of America ("NGPCA") which will allow the NGPCA to enter onto the DuPage Airport Authority land for one month to conduct maintenance work on their underground gas pipeline beginning no sooner than August 22, 2016.*

**Capital Development Committee                      TAB #13                      PAGE #82**

- k. Proposed Ordinance 2016-296; An Ordinance Providing for the Revision of a Fee to Users in Relation to the Use of U.S. Customs Service at DuPage Airport.**

*Approves an Ordinance increasing the fees charged to customers utilizing User-Fee Customs at DuPage Airport. The effective date of this Ordinance is August 1, 2016.*

**Capital Development Committee                      TAB #14                      PAGE #95**

- 9. RECESS TO EXECUTIVE SESSION FOR THE DISCUSSION OF PENDING, PROBABLE OR IMMEDIATE LITIGATION; EMPLOYEE MATTERS; THE PURCHASE OR LEASE OF REAL PROPERTY FOR THE USE OF THE DUPAGE AIRPORT AUTHORITY AND THE SETTING OF A PRICE FOR SALE OR LEASE OF PROPERTY OWNED BY THE DUPAGE AIRPORT AUTHORITY.**
- 10. RECONVENE REGULAR SESSION**
- 11. OTHER BUSINESS**
- 12. ADJOURNMENT**

**DuPAGE AIRPORT AUTHORITY  
REGULAR BOARD MEETING  
Wednesday, May 18, 2016**

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The Regular Meeting of the Board of Commissioners of the DuPage Airport Authority was convened at the Daniel L. Goodwin Flight Center Building, First Floor Conference Room, 2700 International Drive, West Chicago, Illinois on Wednesday, May 18, 2016. Chairman Davis called the meeting to order at 3:02 p.m. and a quorum was present for the meeting.

**Commissioners Present:** Davis, Donnelly, Huizenga, LaMantia, Ledonne, Posch, Sharp.

**Commissioners Absent:** Chavez, Wagner.

**DuPage Airport Authority Staff Present:** David Bird, Executive Director; Mark Doles, Director of Aviation Facilities and Properties; Patrick Hoard, Director of Finance and Prairie Landing Golf Club; Anna Normoyle, Marketing Manager; Dan Barna, Procurement Manager; Pamela Miller, Executive Assistant and Board Liaison.

**Others in Attendance:** Phil Luetkehans, Schirott, Luetkehans and Garner; Michael Toth, JWI J.A. Watts, Inc.; Nate Granger, RS & H.

**Members of the Press:**

None

**PUBLIC COMMENT**

None

**APPROVAL OF MINUTES**

Chairman Davis asked for additions or corrections to the minutes of the March 16, 2016 Regular Board Meeting; there were none. Commissioner Sharp made a **MOTION** to approve the minutes of the March 16, 2016 Regular Board Meeting and Commissioner Posch **seconded the motion**. The motion was passed unanimously by roll call vote (7-0).

Chairman Davis asked for additions or corrections to the minutes of the April 21, 2016 Special Board Meeting; there were none. Commissioner Sharp made a **MOTION** to approve the minutes of the April 21, 2016 Special Board Meeting and Commissioner Donnelly **seconded the motion**. The motion was passed unanimously by roll call vote (7-0).

Chairman Davis asked for additions or corrections to the minutes of the March 16, 2016 Capital Development, Leasing and Customer Fees Committee Meeting; there were none. Commissioner Sharp made a **MOTION** to approve the minutes of the March 16, 2016 Capital Development, Leasing and Customer Fees Committee Meeting and Commissioner Ledonne **seconded the motion**. The motion was passed unanimously by roll call vote (7-0).

Chairman Davis asked for additions or corrections to the minutes of the March 16, 2016 Finance, Budget and Audit Committee; there were none. Commissioner Posch made a **MOTION** to approve the minutes of the March 16, 2016 Finance, Budget and Audit Committee Meeting and Commissioner Sharp **seconded the motion**. The motion was passed unanimously by roll call vote (7-0).

Chairman Davis asked for additions or corrections to the minutes of the March 16, 2016 Golf Committee Meeting; there were none. Commissioner Donnelly made a **MOTION** to approve the minutes of the March 16, 2016 Golf Committee Meeting and Commissioner Ledonne **seconded the motion**. The motion was passed unanimously by roll call vote (7-0).

## **DIRECTOR'S REPORT**

Executive Director Bird discussed the monthly operating statistics:

Total Gallons of fuel sold for March 2016 are decreased 13% from 2015.  
100LL sales decreased 14% for the month and Jet A fuel sales decreased 13%.  
Total Operations increased 8% from March 2015.

Local operations are basically doubled which is typically associated with flight training or recreational flying activities; 100 LL sales decreased but operations are increased. This is not easily explained and staff is unsure how this is possible at this time. The FAA Air Traffic Control Tower is responsible for these counts and staff is working with the tower to explain the variance with these counts. Across the county, the industry as a whole is flat to start the year, however the month of May is starting very strong.

The Airport Authority is a part of an independent group of FBO's called Paragon. Last summer the DuPage Airport participated in an exercise to be evaluated by a group of peers within the Paragon Group. This year some of the Flight Center staff members participated in this evaluation process for FBOs in Fort Lauderdale and in Houston. Discussion followed.

On April 19, there was an event held at DuPage Airport to rename the Flight Center Building to the *Daniel L. Goodwin Flight Center Building*, in honor of former Board Chairman Dan Goodwin. A committee was formed to oversee the planning for this event and private contributions were made to fund this event covering costs for catering services, purchasing a portrait and plaque to be placed in the elevator lobby and a large plaque for the outside of the Flight Center Building. There were no Airport Authority Funds devoted to this event; the Airport Authority did accept checks from contributors into an account kept separately in order to pay for the expenses of the event. The Airport Authority accounting department provided documentation of all contributions as well as costs and expenses for this event. Commissioner Huizenga stated he received a letter from Lee Daniels, who chaired the independent committee for planning this event, stating the amount of contributions received and the amount of funds remaining after expenses were paid. He said the letter also stated the remaining funds would be donated to the Tuskegee NEXT organization. Commissioner Huizenga stated that typically, any action of this type would require the approval of the DuPage Airport Authority Board. Discussion followed. Commissioner LaMantia recommended that a resolution be prepared for the Board to formally approve the donation of these funds to Tuskegee NEXT with passage at the June 15 Board Meeting. All agreed.

Executive Director Bird explained that staff is working with the FAA on the agreement for coverage of night time hours for the Air Traffic Control Tower. He explained these hours of coverage are paid for by the Airport Authority so staff is working through the latest proposal with the FAA to finalize this agreement. He discussed the scope of the contract and the costs associated. This will be an agenda item for the June 15 Board Meeting. Discussion followed.

Executive Director Bird asked Mike Toth of J. A. Watts Inc. to provide the Capital Projects update. He reported 64 projects were active for 2016 from three major categories; 14 projects have now been closed out to date with 50 projects remaining. He continued that several projects are targeted for closure by the end of July. He proceeded to review several major projects and discussion followed. These major projects will continue to be reported on at forthcoming meetings.

## **REVIEW OF FINANCIAL STATEMENTS**

Executive Director Bird asked Patrick Hoard to provide a review of the Financial Statements and discussion followed.

Mr. Hoard also reported that Jim Savio from the auditing firm of Sikich will provide a review of the 2015 Financial Audit Report later in the Board Meeting.

Executive Director Bird advised the Board of an issue relating to the Property Tax Abatement Ordinance passed by the Board at the March Meeting. He advised that this Ordinance was to have been filed with the DuPage County Clerk's Office and that staff missed this filing date. Executive Director Bird explained that the Tax Abatement Ordinance will stand as passed by the Board on March 16, 2016 and will move forward as a prior year adjustment; the abatement be will a part of the 2017 year's tax bills and then provided to taxpayers. Attorney Luetkehans and Executive Director Bird will meet with the DuPage County Clerk to confirm the proper handling and reporting of this prior year adjustment process.

## **REPORT OF COMMITTEES**

### **Finance, Budget and Audit Committee:**

Commissioner Huizenga reported the Finance Committee met this day and reviewed resolutions appearing on the Meeting agenda; all were favorably recommended by the Committee for Board approval.

### **Capital Development, Leasing and Customer Fees:**

Commissioner Ledonne chaired the meeting in Committee Chairman Wagner's absence and advised agenda items g. and h. under *New Business* were tabled by the Finance Committee due to an active bid protest; these resolutions will also be tabled at the appropriate time for this meeting. He reported that all other items appearing on the Board Agenda were reviewed and discussed by the Committee and favorably recommended for Board approval.

### **Internal Policy and Compliance Committee:**

Commissioner LaMantia advised the Policy Committee had not met and there was no report.

### **Golf Committee:**

Commissioner Donnelly stated that the Golf Committee did not meet today. He stated he previously met with Mr. Hoard visited the golf course. He continued that the golf course is doing well and word has been circulated that the course is now open and plans to remain open. He continued that weddings are down because of the continued closure rumors and staff is having a difficult time overcoming this when scheduling weddings and banquet events.

### **DuPage Business Center:**

Ed Harrington of CenterPoint Properties Trust was not present for this meeting. No report was provided.

## **OLD BUSINESS**

None

## **NEW BUSINESS**

### **Presentation and Review of the Annual Financial Audit.**

Jim Savio of the auditing firm of Sikich thanked the Board for inviting him to present the 2015 Financial Audit Report and also thanked Executive Director Bird, Patrick Hoard and staff for the assistance received and information provided during this audit process. He continued to review the highlights of the financial audit report and stated that an unmodified opinion was issued which is the highest opinion to be given in the audit process. Discussion followed.

**Proposed Resolution 2016-2015; Authorizing the Procurement of One (1) 4 X 4 Pickup Truck with Plow from the State of Illinois Joint Purchasing Contract.**

*Approves the procurement of one (1) 2016 Ford F-250 pickup with plow from Morrow Brothers Ford utilizing the State of Illinois Joint Purchasing Contract for a total cost of \$33,894.*

Executive Director Bird read into the record Proposed Resolution 2016-2015 and advised this was considered by the Finance Committee and unanimously recommended for Board approval. There was no further discussion.

A **MOTION** was made by Commissioner Ledonne to approve Proposed Resolution 2016-2015; Authorizing the Procurement of One (1) 4 X 4 Pickup Truck with Plow from the State of Illinois Joint Purchasing Contract. The **motion was seconded** by Commissioner Sharp and was unanimously passed by roll call vote (7-0).

**Proposed Resolution 2016-2016; Authorizing the Procurement of One (1) Full-Size Eight (8) Seat Passenger Van from the State of Illinois Joint Purchasing Contract.**

*Approves the procurement of one (1) 2016 Ford Transit, 8 seat passenger van from Landmark Ford utilizing the State of Illinois Joint Purchasing Contract for a total cost of \$24,995.*

Executive Director Bird read into the record Proposed Resolution 2016-2016 and advised this was considered by the Finance Committee and unanimously recommended for Board approval. There was no further discussion.

A **MOTION** was made by Commissioner Ledonne to approve Proposed Resolution 2016-2016; Authorizing the Procurement of One (1) Full-Size Eight (8) Seat Passenger Van from the State of Illinois Joint Purchasing Contract. The **motion was seconded** by Commissioner Sharp and was unanimously passed by roll call vote (7-0).

**Proposed Resolution 2016-2017; Award of Bid to Roesch Ford for the Procurement of One (1) Mid-Roof One (1) Ton Cargo Van.**

*Approves the procurement of one (1) 2016 Ford Transit 350 Mid-roof cargo van for a total cost of \$26,998.*

Executive Director Bird read into the record Proposed Resolution 2016-2017 and advised this was considered by the Finance Committee and unanimously recommended for Board approval. There was no further discussion.

A **MOTION** was made by Commissioner Sharp to approve Proposed Resolution 2016-2017; Award of Bid to Roesch Ford for the Procurement of One (1) Mid-Roof One (1) Ton Cargo Van. The **motion was seconded** by Commissioner Posch and was unanimously passed by roll call vote (7-0).

**Proposed Resolution 2016-2018; Award of Bid to Bonnell Industries, Inc. for the Procurement of One (1) 20' Multi-Purpose End Loader Snow Plow.**

*Approves the procurement of one (1) Henke FV-20 multi-purpose end loader snow plow for a total cost of \$29,669.*

Executive Director Bird read into the record Proposed Resolution 2016-2018 and advised this was considered by the Finance Committee and unanimously recommended for Board approval. There was no further discussion.

A **MOTION** was made by Commissioner Sharp to approve Proposed Resolution 2016-2018; Award of Bid to Bonnell Industries, Inc. for the Procurement of One (1) 20' Multi-Purpose End Loader Snow Plow. The **motion was seconded** by Commissioner Posch and was unanimously passed by roll call vote (7-0).

**Proposed Resolution 2016-2019; Ratification of the Executive Director's Procurement of Golf Cart Batteries from Batteries Unlimited, Inc.**

*Ratifies the emergency procurement of 336 golf cart batteries, manifolds, wiring assemblies and installation for a total cost of \$37,408.*

Executive Director Bird read into the record Proposed Resolution 2016-2019 and advised this was considered by the Finance Committee and unanimously recommended for Board approval. There was no further discussion.

A **MOTION** was made by Commissioner Donnelly to approve Proposed Resolution 2016-2019; Ratification of the Executive Director's Procurement of Golf Cart Batteries from Batteries Unlimited, Inc. The **motion was seconded** by Commissioner Sharp and was unanimously passed by roll call vote (7-0).

**Proposed Resolution 2016-2020; Award of contract to Built Best Fence Company d/b/a BBF Erectors, Inc. for the Perimeter Fencing and Wildlife Skirt Phase I Project.**

*Approves a project to install 8' perimeter fencing, wildlife skirt and vehicle gates. Total authorized construction cost of \$926,357, which includes a 12% owner's contingency.*

A **MOTION TO TABLE** Proposed Resolution 2016-2020; Award of Contract to Built Best Fence Company d/b/a BBF Erectors, Inc. for the Perimeter Fencing and Wildlife Skirt Phase I Project was made by Commissioner Ledonne. The **motion to table was seconded** by Commissioner LaMantia and was unanimously passed by voice vote.

**Proposed Resolution 2016-2021; Authorizing the Execution Construction Phase Task Order No. 51 with CH2M for the Project: Perimeter Fencing and Wildlife Skirt Phase I.**

*Authorizes a task order for construction phase management of the Perimeter Fencing and Wildlife Skirt Phase I Project. Task order fee not-to-exceed \$55,600.*

A **MOTION TO TABLE** Proposed Resolution 2016-2021; Authorizing the Execution Construction Phase Task Order No. 51 with CH2M for the Project: Perimeter Fencing and Wildlife Skirt Phase I was made by Commissioner Ledonne. The **motion to table was seconded** by Commissioner Sharp and was unanimously passed by voice vote.

**Proposed Resolution 2016-2022; Award of Contract to April Building Services, Inc. for the Precast Concrete Panel Joint Caulking Removal and Replacement Project.**

*Approves a project to remove and replace precast concrete panel joint caulking at the flight Center, Air Traffic Control Tower and North High Tail Hangar. Total authorized construction cost of \$125,950, which includes a 10% owner's contingency.*

Executive Director Bird read into the record Proposed Resolution 2016-2022 and advised this was considered by the Capital Development Committee and unanimously recommended for Board approval. There was no further discussion.

A **MOTION** was made by Commissioner Ledonne to approve Proposed Resolution 2016-2022; Award of Contract to April Building Services, Inc. for the Precast Concrete Panel Joint Caulking Removal and Replacement Project. The **motion was seconded** by Commissioner Sharp and was unanimously passed by roll call vote (7-0).



**Proposed Resolution 2016-2023; Award of Contract to Anthony Roofing Tecta America LLC. for E1, E17 and Powis Hangar Exterior Renovations.**

*Approves an exterior renovation project including siding, roof and door replacements at the E1, E17 and Powis Road hangars. Total authorize construction cost of \$349,140, which includes a 10% owner's contingency.*

Executive Director Bird read into the record Proposed Resolution 2016-2023 and advised this was considered by the Capital Development Committee and unanimously recommended for Board approval. There was no further discussion.

A **MOTION** was made by Commissioner Sharp to approve Proposed Resolution 2016-2023; Award of Contract to Anthony Roofing Tecta America LLC. for E1, E17 and Powis Hangar Exterior Renovations. The **motion was seconded** by Commissioner Donnelly and was passed unanimously by roll call vote (7-0).

**Proposed Resolution 2016-2024; Authorizing the Execution of a Retainer Agreement with CH2M Hill Inc. for General Engineering Consultant Services.**

*Authorizes the qualification based selection of CH2M Hill, Inc. for a three (3) year retainer agreement, subject to two (2) one (1) year extensions at the sole discretion of the Authority for engineering consultant services.*

Executive Director Bird read into the record Proposed Resolution 2016-2024 and advised this was considered by the Capital Development Committee and unanimously recommended for Board approval. There was no further discussion.

A **MOTION** was made by Commissioner Sharp to approve Proposed Resolution 2016-2024; Authorizing the Execution of a Retainer Agreement with CH2M Hill Inc. for General Engineering Consultant Services. The **motion was seconded** by Commissioner Posch and was passed unanimously by roll call vote (7-0).

**Proposed Resolution 2016-2025; Authorizing the Execution of a Temporary Easement Agreement Between the DuPage Airport Authority and CenterPoint Properties Trust.**

*Authorizes a temporary easement agreement with CenterPoint Properties for a construction trailer site in conjunction with the DS Container Building Phase II.*

Executive Director Bird read into the record Proposed Resolution 2016-2025 and advised this was considered by the Capital Development Committee and unanimously recommended for Board approval. There was no further discussion.

A **MOTION** was made by Commissioner Ledonne to approve Proposed Resolution 2016-2025; Authorizing the Execution of a Temporary Easement Agreement Between the DuPage Airport Authority and CenterPoint Properties Trust. The **motion was seconded** by Commissioner Sharp and was passed unanimously by roll call vote (7-0).

**RECESS TO EXECUTIVE SESSION**

A **MOTION** was made by Commissioner LaMantia to recess to Executive Session for the discussion of pending, probable or imminent litigation and the purchase or lease of real property for the use of the DuPage Airport Authority. The **motion was seconded** by Commissioner Ledonne and was passed unanimously by roll call vote (7-0). The meeting was recessed to Executive Session at 4:05 p. m. and was reconvened at 4:35 p.m. Upon roll call, a quorum was present for the remainder of the Regular Board Meeting.

**OTHER BUSINESS**

None

A **MOTION** was made by Commissioner Ledonne to adjourn the Regular Meeting of the DuPage Airport Authority Board of Commissioners. The **motion was seconded** by Commissioner Posch and was passed unanimously by voice vote; the meeting was adjourned at 4:36 p.m.

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**Stephen L. Davis, Chairman**

**(ATTEST)**

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**Gina R. LaMantia, Secretary**

**DuPAGE AIRPORT AUTHORITY  
CAPITAL DEVELOPMENT, LEASING AND CUSTOMER FEES COMMITTEE  
WEDNESDAY, MAY 18, 2016**

The meeting of the Capital Development, Leasing and Customer Fees Committee of the DuPage Airport Authority Board of Commissioners was convened at the Daniel L. Goodwin Flight Center Building, First Floor Conference Room, 2700 International Drive, West Chicago, Illinois on Wednesday, May 18, 2016. Committee Chairman Wagner was absent from this meeting. Commissioner Ledonne served as Acting Chairman and called the meeting to order at 2:30 p.m. A quorum was present for this meeting.

**Commissioners Present:** Ledonne, Posch, Sharp

**Absent:** Chavez, Wagner

**DAA Staff Present:** Executive Director David Bird; Mark Doles, Director of Aviation Facilities and Properties; Patrick Hoard, Director of Finance and Prairie Landing Golf Club; Dan Barna, Procurement Manager; Pamela Miller, Executive Assistant and Board Liaison.

**Others:** Phil Luetkehans, Schirott, Luetkehans and Garner; Michael Toth, JWI J.A. Watts, Inc.; Michael Vonic, CH2M.

**Press:** None

**CAPITAL DEVELOPMENT**

**NEW BUSINESS**

**Proposed Resolution 2016-2020; Award of Contract to Built Best Fence Company d/b/a BBF Erectors, Inc. for the Perimeter Fencing and Wildlife Skirt Phase I Project.**

*Approves a project to install 8' perimeter fencing, wildlife skirt and vehicle gates. Total authorized construction cost of \$926,357, which includes a 12% owner's contingency.*

Attorney Luetkehans requested this agenda item be tabled without discussion as staff is working through an active bid protest.

A **MOTION TO TABLE** was made by Commissioner Sharp for Proposed Resolution 2016-2020; Award of Contract to Built Best Fence Company d/b/a BBF Erectors, Inc. for the Perimeter Fencing and Wildlife Skirt Phase I Project. The **motion to table was seconded** by Commissioner Posch and was unanimously passed by roll call vote (3-0).

**Proposed Resolution 2016-2021; Authorizing the Execution Construction Phase Task Order No. 51 with CH2M for the Project: Perimeter Fencing and Wildlife Skirt Phase I.**

*Authorizes a task order for construction phase management of the Perimeter Fencing and Wildlife Skirt Phase I Project. Task order fee not-to-exceed \$55,600.*

Attorney Luetkehans requested this agenda item also be tabled as it relates to the same project and bid protest.

A **MOTION TO TABLE** was made by Commissioner Sharp for Proposed Resolution 2016-2021; Authorizing the Execution of Construction Phase Task Order No. 51 with CH2M for the Project: Perimeter Fencing and Wildlife Skirt Phase I. The **motion to table was seconded** by Commissioner Posch and was unanimously passed by roll call vote (3-0).

**Proposed Resolution 2016-2022; Award of Contract to April Building Services, Inc. for the Precast Concrete Panel Joint Caulking Removal and Replacement Project.**

*Approves a project to remove and replace precast concrete panel joint caulking at the flight Center, Air Traffic Control Tower and North High Tail Hangar. Total authorized construction cost of \$125,950, which includes a 10% owner's contingency.*

Dan Barna explained that various buildings at the Airport are more than 24 years old and are experiencing water leaks as a result of failure of the original caulking. Mr. Barna continued to review the scope of work for this project to remove and replace the joint caulking for these buildings and advised six bids were received. He continued that upon evaluation April Building Services, Inc. was determined to be a qualified local bidder and also within 5% of the initial low, responsive, responsible bidder. Discussion followed.

A **MOTION** was made by Commissioner Sharp to approve Proposed Resolution 2016-2022; Award of Contract to April Building Services, Inc. for the Precast Concrete Panel Joint Caulking Removal and Replacement Project. The **motion was seconded** by Commissioner Posch and was unanimously passed by roll call vote (3-0).

**Proposed Resolution 2016-2023; Award of Contract to Anthony Roofing Tecta America LLC. for E1, E17 and Powis Hangar Exterior Renovations.**

*Approves an exterior renovation project including siding, roof and door replacements at the E1, E17 and Powis Road hangars. Total authorize construction cost of \$349,140, which includes a 10% owner's contingency.*

Mr. Barna explained the scope of work for exterior renovations of various hangars at the airfield; E1, E17 and Power Hangar. He explained the scope of this project and advised two bids were received; Anthony Roofing Tecta America LLC was the low, responsive and responsible bidder. Discussion continued.

A **MOTION** was made by Commissioner Posch to approve Proposed Resolution 2016-2023; Award of Contract to Anthony Roofing Tecta America LLC. for E1, E17 and Powis Hangar Exterior Renovations. The **motion was seconded** by Commissioner Sharp and was passed unanimously by roll call vote (3-0).

**Proposed Resolution 2016-2024; Authorizing the Execution of a Retainer Agreement with CH2M Hill Inc. for General Engineering Consultant Services.**

*Authorizes the qualification based selection of CH2M Hill, Inc. for a three (3) year retainer agreement, subject to two (2) one (1) year extensions at the sole discretion of the Authority for engineering consultant services.*

Mr. Barna stated that the current agreement for on-call general engineering services will expire in May 2016; this agreement supports the Airport Authority's capital improvement program. He explained this will be a three-year retainer agreement with the option for two one-year extensions. Mr. Barna reviewed the selection process which established an evaluation panel of five individuals. He continued that five firms submitted proposals and of these five submittals, three firms were shortlisted and interviewed by the panel. Mr. Barna advised that CH2M Hill was ranked highest by the evaluation panel for award of this retainer agreement. Commissioner Ledonne stated that CH2M has been very good to work with and has been informative and thorough in their explanations.

A **MOTION** was made by Commissioner Sharp to approve Proposed Resolution 2016-2024; Authorizing the Execution of a Retainer Agreement with CH2M Hill Inc. for General Engineering Consultant Services. The **motion was seconded** by Commissioner Posch and was passed unanimously by roll call vote (3-0).

**Proposed Resolution 2016-2025; Authorizing the Execution of a Temporary Easement Agreement Between the DuPage Airport Authority and CenterPoint Properties Trust.**

*Authorizes a temporary easement agreement with CenterPoint Properties for a construction trailer site in conjunction with the DS Container Building Phase II.*

Attorney Luetkehans advised this temporary easement agreement with CenterPoint Properties Trust is for the DS Container project to locate a construction trailer on the west side of Enterprise Circle while construction is ongoing. He continued to explain that this agreement utilizes the same language as prior temporary easement agreements entered into with CenterPoint; the only changes are the project name and location. Discussion followed.

A **MOTION** was made by Commissioner Sharp to approve Proposed Resolution 2016-2025; Authorizing the Execution of a Temporary Easement Agreement Between the DuPage Airport Authority and CenterPoint Properties Trust. The **motion was seconded** by Commissioner Posch and was passed unanimously by roll call vote (3-0).

**RECESS TO EXECUTIVE SESSION**

There was no Executive Session.

**OTHER BUSINESS**

Commissioner Posch made a **MOTION** to adjourn the Capital Development, Leasing and Customer Fees Committee Meeting; the **motion was seconded** by Commissioner Sharp and was passed by unanimous voice vote. The committee meeting was adjourned at 2:40 p.m.

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**Daniel J. Wagner, Chairman**  
**Capital Development, Leasing and Customer Fees Committee**

**DuPAGE AIRPORT AUTHORITY  
FINANCE, BUDGET AND AUDIT COMMITTEE  
WEDNESDAY, MAY 18, 2016**

A meeting of the Finance, Budget and Audit Committee of the DuPage Airport Authority Board of Commissioners was convened at the Daniel L. Goodwin Flight Center Building, First Floor Conference Room, 2700 International Drive, West Chicago, Illinois on Wednesday, May 18, 2016. Committee Chairman Huizenga called the meeting to order at 1:30 p.m. and a quorum was present.

**Commissioners Present:** Donnelly, Huizenga, Ledonne, Posch, Sharp.

**Commissioners Absent:** Wagner

**DuPage Airport Authority Staff Present:**

Executive Director David Bird; Mark Doles, Director of Aviation Facilities and Properties; Patrick Hoard, Director of Finance and Prairie Landing Golf Club; Dan Barna, Procurement Manager; Pamela Miller, Executive Assistant and Board Liaison.

**Others:** None

**OLD BUSINESS**

None

**NEW BUSINESS**

**REVIEW OF FINANCIAL STATEMENTS**

Patrick Hoard proceeded to review the April 2016 Financial Statements.

Operating Revenues:

*Airport Operations* revenues are on budget for the year; *Flight Center Fuel Operations* decreased 22% from the budgeted amount; *Prairie Landing Golf Club* is up 800 rounds through April and revenues increased 5%.

*Total Operating Revenues* are down 14%; actual versus budget.

Operating Expenses:

*Total Operating Expenses* decreased 23%; actual versus budget.

Net Profit from Operations: Year-to-Date actual net profit from operations is significantly higher for this time period than the amount budgeted for April 2016.

Total Non-Operating Revenues: Showing a significant increase as a result of the land sale for Phase II of the DS Container build out.

Total Non-Operating Expenses: Remain flat actual versus budget.

Capital Development Program: Projects are beginning to get underway and budget is currently trending light for expenditures.

Cash Ending Balance Ending: Actual Year-to-Date Cash Balance through April 2016 is \$21,886,793.

## **NEW BUSINESS**

### **Presentation and Review of the Annual Financial Audit.**

Mr. Hoard introduced Jim Savio with the auditing firm of Sikich. Mr. Savio reviewed the 2015 financial audit report for the Airport Authority. He thanked the Board for the invitation to speak at the Board meeting and staff for their assistance during the audit process. He advised that the audit process went very smoothly again for the third year and discussed the highlights of the report. Discussion occurred. Mr. Savio advised that the Airport Authority has received an unmodified opinion which is the highest level of assurance for this process. Discussion continued briefly.

### **Proposed Resolution 2016-2015; Authorizing the Procurement of One (1) 4 X 4 Pickup Truck with Plow from the State of Illinois Joint Purchasing Contract.**

*Approves the procurement of one (1) 2016 Ford F-250 pickup with plow from Morrow Brothers Ford utilizing the State of Illinois Joint Purchasing Contract for a total cost of \$33,894.*

Mr. Barna explained this purchase is for the second of two new trucks for the Airport Authority and replaces two units from 2003 utilized by the Field Maintenance Department. He continued that the State of Illinois Joint Purchasing Contract will be utilized and discussion followed.

A **MOTION** was made by Commissioner Ledonne to approve Proposed Resolution 2016-2015; Authorizing the Procurement of One (1) 4 X 4 Pickup Truck with Plow from the State of Illinois Joint Purchasing Contract. The **motion was seconded** by Commissioner Donnelly and was unanimously passed by roll call vote (7-0).

### **Proposed Resolution 2016-2016; Authorizing the Procurement of One (1) Full-Size Eight (8) Seat Passenger Van from the State of Illinois Joint Purchasing Contract.**

*Approves the procurement of one (1) 2016 Ford Transit, 8 seat passenger van from Landmark Ford utilizing the State of Illinois Joint Purchasing Contract for a total cost of \$24,995.*

Mr. Barna continued that this new passenger van replaces a model year 2000 Astro Van. The Illinois Joint Purchasing Contract will also be utilized for the procurement of this vehicle at \$5,000 under the amount budgeted for this purchase. Discussion followed.

A **MOTION** was made by Commissioner Posch to approve Proposed Resolution 2016-2016; Authorizing the Procurement of One (1) Full-Size Eight (8) Seat Passenger Van from the State of Illinois Joint Purchasing Contract. The **motion was seconded** by Commissioner Sharp and was unanimously passed by roll call vote (7-0).

**Proposed Resolution 2016-2017; Award of Bid to Roesch Ford for the Procurement of One (1) Mid-Roof One (1) Ton Cargo Van.**

*Approves the procurement of one (1) 2016 Ford Transit 350 Mid-roof cargo van for a total cost of \$26,998.*

Mr. Barna advised that the new cargo van will replace a 2004 vehicle utilized by the Building Maintenance Department. He explained that the modern, mid-roof style of the new van is essential for maintenance department employees to efficiently access their tools and equipment. Roesch Ford was the low, responsive and responsible bidder at a cost of \$3,000 under the amount budgeted for this purchase.

A **MOTION** was made by Commissioner Ledonne to approve Proposed Resolution 2016-2017; Award of Bid to Roesch Ford for the Procurement of One (1) Mid-Roof One (1) Ton Cargo Van. The **motion was seconded** by Commissioner Sharp and was unanimously passed by roll call vote (7-0).

**Proposed Resolution 2016-2018; Award of Bid to Bonnell Industries, Inc. for the Procurement of One (1) 20' Multi-Purpose End Loader Snow Plow.**

*Approves the procurement of one (1) Henke FV-20 multi-purpose end loader snow plow for a total cost of \$29,669.*

Mr. Barna advised the new snow plow replaces a 1985 model utilized for plowing the large areas on the Flight Center Ramp and is much more efficient and very versatile. He continued that four bids were received and after evaluation it was determined that the lowest bid did not meet specifications. Bonnell Industries was the next lowest bidder and is \$331 under the amount budgeted for this purchase. Discussion followed.

A **MOTION** was made by Commissioner Ledonne to approve Proposed Resolution 2016-2018; Award of Bid to Bonnell Industries, Inc. for the Procurement of One (1) 20' Multi-Purpose End Loader Snow Plow. The **motion was seconded** by Commissioner Sharp and was unanimously passed by roll call vote (7-0).

**Proposed Resolution 2016-2019; Ratification of the Executive Director's Procurement of Golf Cart Batteries from Batteries Unlimited, Inc.**

*Ratifies the emergency procurement of 336 golf cart batteries, manifolds, wiring assemblies and installation for a total cost of \$37,408.*

Mr. Barna explained that it became necessary for the Airport Authority to make an emergency purchase of 336 new golf cart batteries. He continued that the existing carts are model year 2011 and 56 of these carts are beginning to fail rapidly. Discussion followed. The carts require three batteries per cart and the new batteries have a three to four-year life span. Mr. Barna continued that five bids were received; Batteries Unlimited was the low, responsive and responsible bidder. Batteries Unlimited completed the entire job for replacement of batteries, related wiring assemblies and watering manifolds. Discussion continued briefly.

A **MOTION** was made by Commissioner Ledonne to approve Proposed Resolution 2016-2019; Ratification of the Executive Director's Procurement of Golf Cart Batteries from Batteries Unlimited, Inc. The **motion was seconded** by Commissioner Sharp and was unanimously passed by roll call vote (7-0).



**OTHER BUSINESS**

Executive Director Bird made the Committee aware of an issue relating to the property tax abatement ordinance passed by the Board at the March Meeting. He advised that this Ordinance is to be filed with the DuPage County Clerk's Office and that staff missed this filing date. Executive Director Bird explained that the Tax Abatement Ordinance will stand as passed by the Board on March 16, 2016 and will move forward as a prior year adjustment; the abatement be will a part of the 2017 year's tax bills and then provided to the tax payers.

Commissioner Huizenga brought up for discussion the recent event to rename the Flight Center Building as the *Daniel L. Goodwin Flight Center Building*. He stated that he received a letter from Lee Daniels, who chaired the independent committee for planning this event, indicating the amount of contributions received and the amount of funds remaining after expenses were paid. He said the letter also stated the remaining funds would be donated to the Tuskegee NEXT organization. Commissioner Huizenga stated that typically, any action of this type would require the approval of the DuPage Airport Authority Board. Discussion followed and it was determined this would be an issue for discussion at the Board Meeting.

A **MOTION** was made by Commissioner Donnelly to adjourn the Finance, Budget and Audit Committee; the **motion was seconded** by Commissioner Wagner and was passed unanimously by voice vote. The meeting adjourned at 2:05 p.m.

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**Peter H. Huizenga, Chairman**  
**Finance, Budget and Audit Committee**



## MONTHLY STATISTICS

**April 2016**

|                             | <u>Apr. '16</u> | <u>Apr. '15</u> | <u>'16 vs. '15</u> | <u>Apr. Percent Change</u> | <u>YTD 2016</u> | <u>YTD 2015</u> | <u>'16 vs. '15</u> | <u>Percent Change</u> |
|-----------------------------|-----------------|-----------------|--------------------|----------------------------|-----------------|-----------------|--------------------|-----------------------|
| <b>FUEL</b>                 |                 |                 |                    |                            |                 |                 |                    |                       |
| 100LL                       | 18,360          | 17,480          | 880                | 5.0%                       | 60,916          | 60,112          | 804                | 1.3%                  |
| Jet A                       | 179,245         | 186,167         | (6,922)            | -3.7%                      | 715,177         | 787,840         | (72,663)           | -9.2%                 |
| <b>Total Gallons</b>        | <b>197,605</b>  | <b>203,647</b>  | <b>(6,042)</b>     | <b>-3.0%</b>               | <b>776,093</b>  | <b>847,952</b>  | <b>(71,859)</b>    | <b>-8.5%</b>          |
| <b>OPERATIONS</b>           |                 |                 |                    |                            |                 |                 |                    |                       |
| Local                       | 3,838           | 1,697           | 2,141              | 126.2%                     | 13,963          | 6,775           | 7,188              | 106.1%                |
| Itinerant                   | 3,950           | 3,938           | 12                 | 0.3%                       | 13,941          | 13,406          | 535                | 4.0%                  |
| <b>Total Ops</b>            | <b>7,788</b>    | <b>5,635</b>    | <b>2,153</b>       | <b>38.2%</b>               | <b>27,904</b>   | <b>20,181</b>   | <b>7,723</b>       | <b>38.3%</b>          |
| <b>REGIONAL OPS</b>         |                 |                 |                    |                            |                 |                 |                    |                       |
|                             | <u>Apr. '16</u> | <u>Apr. '15</u> | <u>'16 vs. '15</u> | <u>Apr. Percent Change</u> | <u>YTD 2016</u> | <u>YTD 2015</u> | <u>'16 vs. '15</u> | <u>Percent Change</u> |
| <b><u>Total OPS</u></b>     |                 |                 |                    |                            |                 |                 |                    |                       |
| DuPAGE                      | 7,788           | 5,635           | 2,153              | 38.2%                      | 27,904          | 20,181          | 7,723              | 38.3%                 |
| Palwaukee                   | 6,884           | 6,044           | 840                | 13.9%                      | 23,391          | 20,750          | 2,641              | 12.7%                 |
| Aurora                      | 4,815           | 6,063           | (1,248)            | -20.6%                     | 16,925          | 17,600          | (675)              | -3.8%                 |
| Waukegan                    | 3,584           | 3,289           | 295                | 9.0%                       | 12,506          | 10,643          | 1,863              | 17.5%                 |
| State of Illinois           | 164,657         | 160,638         | 4,019              | 2.5%                       | 590,899         | 570,950         | 19,949             | 3.5%                  |
| Teterboro                   | 14,057          | 14,407          | (350)              | -2.4%                      | 52,291          | 51,229          | 1,062              | 2.1%                  |
| Van Nuys                    | 16,858          | 17,945          | (1,087)            | -6.1%                      | 65,765          | 72,677          | (6,912)            | -9.5%                 |
| Centennial                  | 27,330          | 23,216          | 4,114              | 17.7%                      | 100,258         | 94,046          | 6,212              | 6.6%                  |
| <b><u>Local OPS</u></b>     |                 |                 |                    |                            |                 |                 |                    |                       |
| DuPAGE                      | 3,838           | 1,697           | 2,141              | 126.2%                     | 13,963          | 6,775           | 7,188              | 106.1%                |
| Palwaukee                   | 1,956           | 1,524           | 432                | 28.3%                      | 6,674           | 4,813           | 1,861              | 38.7%                 |
| Aurora                      | 2,295           | 3,341           | (1,046)            | -31.3%                     | 8,491           | 8,906           | (415)              | -4.7%                 |
| Waukegan                    | 1,284           | 1,435           | (151)              | -10.5%                     | 5,108           | 4,333           | 775                | 17.9%                 |
| State of Illinois           | 32,935          | 29,543          | 3,392              | 11.5%                      | 109,572         | 95,986          | 13,586             | 14.2%                 |
| Teterboro                   | 0               | 0               | 0                  |                            | 0               | 0               | 0                  |                       |
| Van Nuys                    | 4,651           | 5,740           | (1,089)            | -19.0%                     | 18,506          | 22,766          | (4,260)            | -18.7%                |
| Centennial                  | 13,811          | 10,931          | 2,880              | 26.3%                      | 46,871          | 44,913          | 1,958              | 4.4%                  |
| <b><u>Itinerant OPS</u></b> |                 |                 |                    |                            |                 |                 |                    |                       |
| DuPAGE                      | 3,950           | 3,938           | 12                 | 0.3%                       | 13,941          | 13,406          | 535                | 4.0%                  |
| Palwaukee                   | 4,928           | 4,520           | 408                | 9.0%                       | 16,717          | 15,937          | 780                | 4.9%                  |
| Aurora                      | 2,520           | 2,722           | (202)              | -7.4%                      | 8,434           | 8,694           | (260)              | -3.0%                 |
| Waukegan                    | 2,300           | 1,854           | 446                | 24.1%                      | 7,398           | 6,310           | 1,088              | 17.2%                 |
| State of Illinois           | 131,722         | 131,095         | 627                | 0.5%                       | 481,327         | 474,964         | 6,363              | 1.3%                  |
| Teterboro                   | 14,057          | 14,407          | (350)              | -2.4%                      | 52,291          | 51,229          | 1,062              | 2.1%                  |
| Van Nuys                    | 12,207          | 12,205          | 2                  | 0.0%                       | 47,259          | 49,911          | (2,652)            | -5.3%                 |
| Centennial                  | 13,519          | 12,285          | 1,234              | 10.0%                      | 53,387          | 49,133          | 4,254              | 8.7%                  |

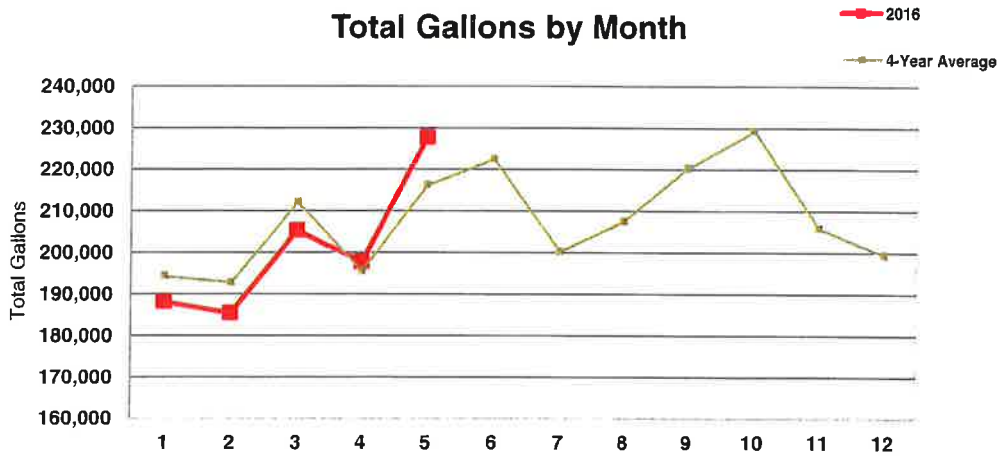
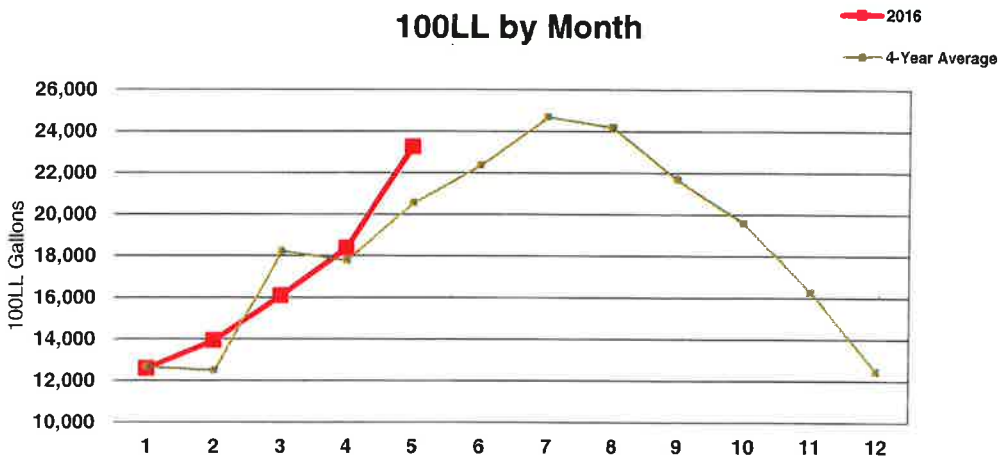
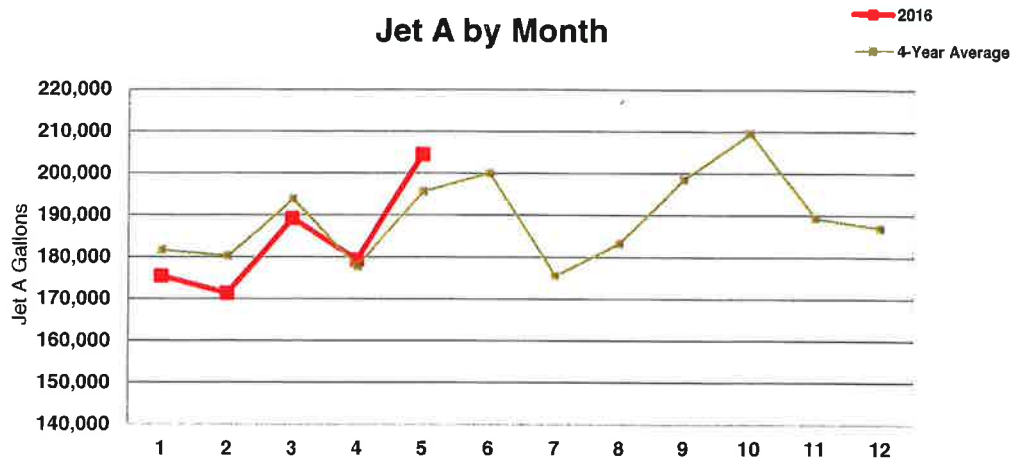


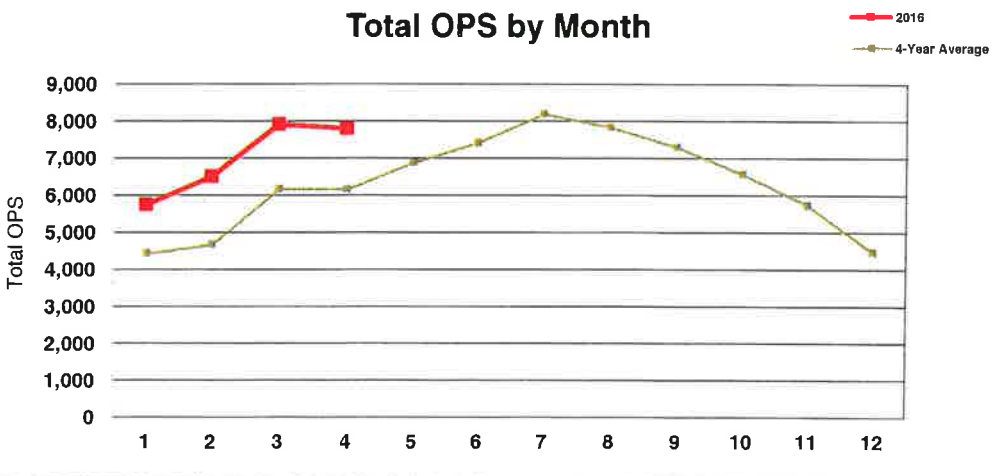
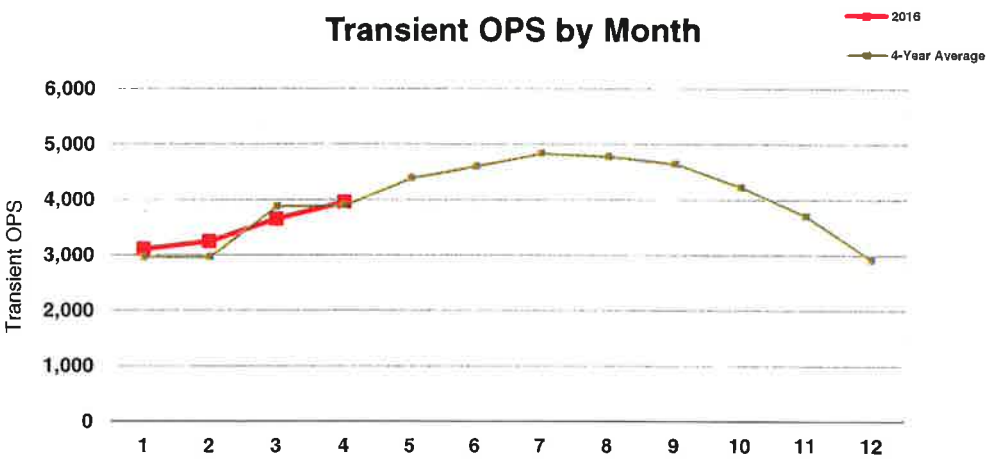
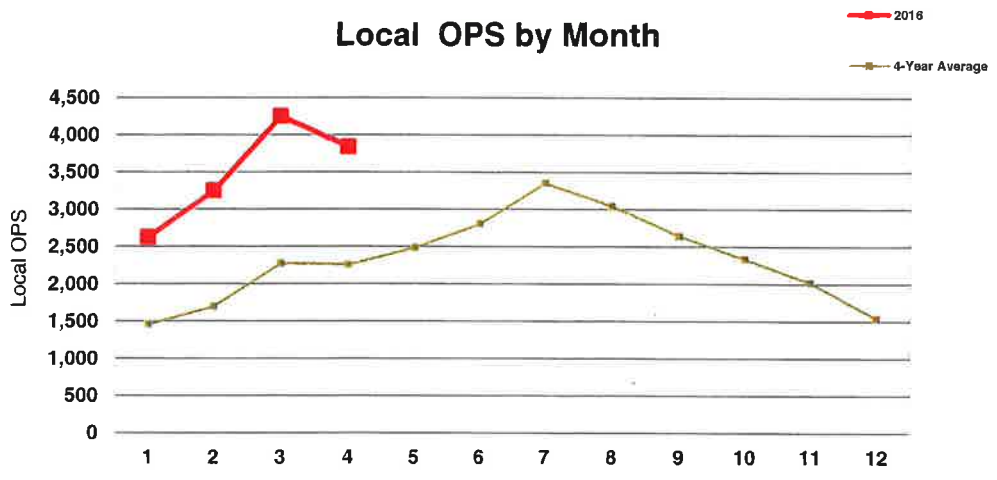
## MONTHLY STATISTICS

May

2016

|                      | <u>May. '16</u> | <u>May. '15</u> | <u>'16 vs. '15</u> | <u>May<br/>Percent<br/>Change</u> | <u>YTD<br/>2016</u> | <u>YTD<br/>2015</u> | <u>'16 vs. '15</u> | <u>Percent<br/>Change</u> |
|----------------------|-----------------|-----------------|--------------------|-----------------------------------|---------------------|---------------------|--------------------|---------------------------|
| <b>FUEL</b>          |                 |                 |                    |                                   |                     |                     |                    |                           |
| 100LL                | 23,233          | 18,598          | 4,635              | 24.9%                             | 84,149              | 78,710              | 5,439              | 6.9%                      |
| Jet A                | 204,398         | 204,210         | 188                | 0.1%                              | 919,575             | 992,050             | (72,475)           | -7.3%                     |
| <b>Total Gallons</b> | <b>227,631</b>  | <b>222,808</b>  | <b>4,823</b>       | <b>2.2%</b>                       | <b>1,003,724</b>    | <b>1,070,760</b>    | <b>(67,036)</b>    | <b>-6.3%</b>              |







# DUPAGE AIRPORT AUTHORITY

**5/31/2016**

**FINANCIALS  
PRE-AUDIT  
COMMISSIONERS**

**Board Summary**  
**DuPage Airport Authority**  
**YTD May 2016**

|                                          | YTD<br>Budget     | YTD<br>Actual     | Percent Change<br>Actual vs Budget |
|------------------------------------------|-------------------|-------------------|------------------------------------|
| Beginning Cash Balance- Unrestricted     | 10,534,049        | 10,534,049        |                                    |
| Beginning Cash Balance - Restricted      | 11,566,456        | 11,566,456        |                                    |
|                                          | 22,100,505        | 22,100,505        |                                    |
| <b><u>OPERATING REVENUES</u></b>         |                   |                   |                                    |
| Airport Operations                       | 1,893,641         | 1,904,931         | 1%                                 |
| Flight Center Fuel Operations            | 4,517,052         | 3,610,581         | -20%                               |
| Prairie Landing Golf Club                | 721,250           | 711,662           | -1%                                |
| <b>TOTAL OPERATING REVENUES</b>          | <b>7,131,943</b>  | <b>6,227,175</b>  | <b>-13%</b>                        |
| <b><u>OPERATING EXPENSES</u></b>         |                   |                   |                                    |
| Airport Operations                       | 2,791,217         | 2,469,770         | -12%                               |
| Flight Center Fuel Operations            | 3,464,552         | 2,290,723         | -34%                               |
| Prairie Landing Golf Club                | 783,392           | 691,394           | -12%                               |
| <b>TOTAL OPERATING EXPENSES</b>          | <b>7,039,161</b>  | <b>5,451,887</b>  | <b>-23%</b>                        |
| <b>Net Profit from Operations</b>        | <b>92,781</b>     | <b>775,288</b>    | <b>736%</b>                        |
| <b><u>NON-OPERATING REVENUES</u></b>     |                   |                   |                                    |
| Miscellaneous Taxes                      | 25,000            | 32,590            | 30%                                |
| Property Taxes/Abatements                | 2,083             | 344               | -83%                               |
| Federal & State Grants                   | 0                 | 0                 | 0%                                 |
| Investment Income                        | 10,417            | 67,347            | 547%                               |
| Unrealized Gain/Loss from Investments    | 0                 | 84,109            | 0%                                 |
| Gain/(Loss) on Sale of Fixed Assets      | 12,500            | 1,039,630         | 8217%                              |
| <b>TOTAL NON-OPERATING REVENUES</b>      | <b>50,000</b>     | <b>1,224,019</b>  | <b>2348%</b>                       |
| <b><u>NON-OPERATING EXPENSES</u></b>     |                   |                   |                                    |
| Property Tax (DAA)                       | 91,667            | 82,278            | -10%                               |
| Property Tax (PLGC)                      | 122,500           | 50,951            | -58%                               |
| <b>TOTAL NON-OPERATING EXPENSES</b>      | <b>214,167</b>    | <b>133,229</b>    | <b>-38%</b>                        |
| <b>Net Profit from Non-Operations</b>    | <b>(164,167)</b>  | <b>1,090,790</b>  | <b>764%</b>                        |
| <b>Net Profit Excluding Depreciation</b> | <b>(71,385)</b>   | <b>1,866,078</b>  | <b>2714%</b>                       |
| <b>Total YTD Revenues</b>                | <b>7,181,943</b>  | <b>7,451,194</b>  | <b>4%</b>                          |
| <b>Total YTD Expenditures</b>            | <b>7,253,328</b>  | <b>5,585,116</b>  | <b>-23%</b>                        |
| <b>CAPITAL DEVELOPMENT PROGRAMS</b>      | <b>7,522,812</b>  | <b>1,705,956</b>  | <b>-77%</b>                        |
| <b>MAJOR MAINTENANCE</b>                 | <b>10,000</b>     | <b>47,759</b>     | <b>378%</b>                        |
| <b>FUTURE PROJECT EXPENSE</b>            | <b>0</b>          | <b>0</b>          | <b>0%</b>                          |
| Adjustment for Non-Cash Activities       | 0                 | (578,076)         |                                    |
| <b>Cash Balance - Ending</b>             | <b>14,496,307</b> | <b>21,634,791</b> | <b>49%</b>                         |

**DUPAGE AIRPORT AUTHORITY**  
**COMBINING BALANCE SHEET**  
**Month of May 2016**

| ASSETS                                    | AIRPORT<br>OPERATIONS     | DuPAGE FLIGHT<br>CENTER  | PRAIRIE LANDING<br>GOLF CLUB | TOTALS                    |
|-------------------------------------------|---------------------------|--------------------------|------------------------------|---------------------------|
| <b>Current Assets</b>                     |                           |                          |                              |                           |
| Cash & Cash Equivalents                   | 12,001,799                | 9,507,948                | 125,044                      | 21,634,791                |
| Receivables                               |                           |                          |                              |                           |
| Property Taxes                            | 5,511,115                 | -                        | -                            | 5,511,115                 |
| Interest                                  | 35,819                    | -                        | -                            | 35,819                    |
| Accounts Receivable                       | 188,447                   | 327,272                  | 31,913                       | 547,631                   |
| Notes Receivable TEA Current Portion      | 47,400                    | -                        | -                            | 47,400                    |
| Notes Receivable TEA Long term Portion    | 75,612                    | -                        | -                            | 75,612                    |
| Due To/From Prairie Landing Golf Club     | 1,263,217                 | -                        | -                            | 1,263,217                 |
| Due To/From DuPage Bus. Park Owner Assoc. | 30,000                    | -                        | -                            | 30,000                    |
| Prepaid Expenses                          | 419,763                   | 36,209                   | 6,450                        | 462,423                   |
| Vehicle Fuel Inventory                    | 23,168                    | -                        | -                            | 23,168                    |
| Inventories                               | -                         | 117,379                  | 97,530                       | 214,909                   |
| <b>Total Current Assets</b>               | <b>19,596,340</b>         | <b>9,988,808</b>         | <b>260,937</b>               | <b>29,846,084</b>         |
| <b>Other Assets</b>                       |                           |                          |                              |                           |
| Pension Items - IMRF                      | 706,124                   | 294,658                  | 301,852                      | 1,302,633                 |
| <b>Total Other Assets</b>                 | <b>706,124</b>            | <b>294,658</b>           | <b>301,852</b>               | <b>1,302,633</b>          |
| <b>Capital Assets</b>                     |                           |                          |                              |                           |
| Cost                                      | 324,366,902               | 894,015                  | 2,416,616                    | 327,677,533               |
| Construction in Progress                  | <u>2,690,221</u>          | <u>-</u>                 | <u>-</u>                     | <u>2,690,221</u>          |
|                                           | 327,057,123               | 894,015                  | 2,416,616                    | 330,367,754               |
| Accumulated Depreciation/Amortization     | <u>(177,907,647)</u>      | <u>(760,874)</u>         | <u>(2,319,956)</u>           | <u>(180,988,477)</u>      |
| <b>Total Capital Assets</b>               | <b>149,149,475</b>        | <b>133,141</b>           | <b>96,660</b>                | <b>149,379,276</b>        |
| <b>TOTAL ASSETS</b>                       | <b><u>169,451,939</u></b> | <b><u>10,416,606</u></b> | <b><u>659,448</u></b>        | <b><u>180,527,993</u></b> |



**DUPAGE AIRPORT AUTHORITY**  
**COMBINING BALANCE SHEET**  
 Month of May 2016

| LIABILITIES                                     | AIRPORT<br>OPERATIONS | DuPAGE FLIGHT<br>CENTER | PRAIRIE LANDING<br>GOLF CLUB | TOTALS      |
|-------------------------------------------------|-----------------------|-------------------------|------------------------------|-------------|
| <b>Current Liabilities</b>                      |                       |                         |                              |             |
| Accounts Payable                                | 42,399                | 94,173                  | 36,774                       | 173,346     |
| Accrued Liabilities                             | 623,495               | 65,011                  | 415,792                      | 1,104,297   |
| Due to/from DuPage Airport Authority            | -                     | -                       | 1,263,217                    | 1,263,217   |
| Deferred Income - Operations                    | 1,843,487             | 85,438                  | -                            | 1,928,924   |
| Deferred Income Property Taxes                  | 5,511,114             | -                       | -                            | 5,511,114   |
| Total Current Liabilities                       | 8,020,494             | 244,622                 | 1,715,782                    | 9,980,898   |
| <b>Long-Term Liabilities</b>                    |                       |                         |                              |             |
| Security Deposits                               | 103,281               | -                       | 120,203                      | 223,484     |
| Net Pension Liability                           | 786,574               | 328,229                 | 336,242                      | 1,451,045   |
| Total Long-Term Liabilities                     | 889,855               | 328,229                 | 456,445                      | 1,674,529   |
| <b>TOTAL LIABILITIES</b>                        | 8,910,349             | 572,850                 | 2,172,228                    | 11,655,427  |
| <br>                                            |                       |                         |                              |             |
| <b>NET ASSETS</b>                               |                       |                         |                              |             |
| <b>Net Assets</b>                               |                       |                         |                              |             |
| Investment in Capital Assets, January 1         | 150,574,439           | 140,909                 | 120,847                      | 150,836,195 |
| Changes in Net Capital Assets                   | (1,424,964)           | (7,768)                 | (24,187)                     | (1,456,918) |
| Net Investment in Capital Assets                | 149,149,475           | 133,141                 | 96,660                       | 149,379,276 |
| Restricted for Future Capital Assets, January 1 | 4,329,631             | -                       | -                            | 4,329,631   |
| Changes in Restricted for Future Capital Assets | 89,981                | -                       | -                            | 89,981      |
| Net Restricted for Future Capital Assets        | 4,419,612             | -                       | -                            | 4,419,612   |
| Designated for Future Capital Assets, January 1 | 7,236,824             | -                       | -                            | 7,236,824   |
| Changes in Designated for Future Capital Assets | (2,041,797)           | -                       | -                            | (2,041,797) |
| Net Designated for Future Capital Assets        | 5,195,028             | -                       | -                            | 5,195,028   |
| Unrestricted Assets, January 1                  | 665,258               | 8,390,757               | (1,541,349)                  | 7,514,666   |
| Changes in Unrestricted Assets                  | 3,376,780             | 7,768                   | 24,187                       | 3,408,734   |
| Net Income (Loss)                               | (2,264,564)           | 1,312,090               | (92,277)                     | (1,044,750) |
| Intrafund Transfers - Transfer from Tech Park   | -                     | -                       | -                            | -           |
| Net Unrestricted Assets                         | 1,777,474             | 9,710,615               | (1,609,440)                  | 9,878,650   |
| <b>TOTAL NET ASSETS</b>                         | 160,541,589           | 9,843,756               | (1,512,779)                  | 168,872,566 |
| <b>TOTAL LIABILITIES AND NET ASSETS</b>         | 169,451,939           | 10,416,606              | 659,448                      | 180,527,993 |

**DUPAGE AIRPORT AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENSES**  
**YTD May 2016**

|                                                                               | AIRPORT<br>OPERATIONS | DuPAGE FLIGHT<br>CENTER | PRAIRIE LANDING<br>GOLF CLUB | TOTALS             |
|-------------------------------------------------------------------------------|-----------------------|-------------------------|------------------------------|--------------------|
| <b>Revenues</b>                                                               |                       |                         |                              |                    |
| Field Operations                                                              | 550,332               | 0                       | 0                            | 550,332            |
| Building Operations                                                           | 1,206,754             | 0                       | 0                            | 1,206,754          |
| Flight Center Building                                                        | 89,075                | 0                       | 0                            | 89,075             |
| Administrative                                                                | 58,771                | 0                       | 0                            | 58,771             |
| Fuel and Oil Sales                                                            | 0                     | 3,437,090               | 0                            | 3,437,090          |
| De-ice, Lav Service, Preheats, APU, Tows                                      | 0                     | 28,779                  | 0                            | 28,779             |
| Overnight Fees - Transient                                                    | 0                     | 8,517                   | 0                            | 8,517              |
| Hangar Rental                                                                 | 0                     | 123,613                 | 0                            | 123,613            |
| Golf Operations                                                               | 0                     | 0                       | 464,147                      | 464,147            |
| Food and Beverage                                                             | 0                     | 9,041                   | 68,724                       | 77,765             |
| Kitty Hawk Deli                                                               | 0                     | 0                       | 12,810                       | 12,810             |
| Banquet                                                                       | 0                     | 0                       | 162,780                      | 162,780            |
| Miscellaneous                                                                 | 0                     | 3,541                   | 3,201                        | 6,742              |
| <b>Total Revenues</b>                                                         | <b>1,904,931</b>      | <b>3,610,581</b>        | <b>711,662</b>               | <b>6,227,175</b>   |
| <b>Operating Expenses</b>                                                     |                       |                         |                              |                    |
| Field Operations                                                              | 749,881               | 0                       | 0                            | 749,881            |
| Building Operations                                                           | 352,262               | 0                       | 0                            | 352,262            |
| Flight Center Building                                                        | 94,053                | 0                       | 0                            | 94,053             |
| Shop Equipment                                                                | 183,346               | 0                       | 0                            | 183,346            |
| Projects & Procurement                                                        | 48,127                | 0                       | 0                            | 48,127             |
| Fuel and Oil                                                                  | 0                     | 1,540,461               | 0                            | 1,540,461          |
| Maintenance                                                                   | 0                     | 98,990                  | 0                            | 98,990             |
| Credit Card Expense                                                           | 0                     | 43,272                  | 11,693                       | 54,965             |
| Golf Course Maintenance                                                       | 0                     | 0                       | 192,329                      | 192,329            |
| Golf Operations                                                               | 0                     | 0                       | 125,919                      | 125,919            |
| Food and Beverage                                                             | 0                     | 37,745                  | 83,527                       | 121,272            |
| Kitty Hawk - Deli                                                             | 0                     | 0                       | 12,810                       | 12,810             |
| Banquet                                                                       | 0                     | 0                       | 96,611                       | 96,611             |
| <b>Total Operating Expenses</b>                                               | <b>1,427,668</b>      | <b>1,720,468</b>        | <b>522,889</b>               | <b>3,671,025</b>   |
| <b>Gross Profit/(Loss)</b>                                                    | <b>477,264</b>        | <b>1,890,113</b>        | <b>188,773</b>               | <b>2,556,150</b>   |
| <b>General and Administrative</b>                                             |                       |                         |                              |                    |
| Administration                                                                | 803,808               | 555,744                 | 168,505                      | 1,528,057          |
| Commissioners                                                                 | 43,447                | 0                       | 0                            | 43,447             |
| Business Development & Marketing                                              | 58,613                | 14,511                  | 0                            | 73,124             |
| Accounting                                                                    | 136,234               | 0                       | 0                            | 136,234            |
| <b>Total General &amp; Administrative</b>                                     | <b>1,042,102</b>      | <b>570,255</b>          | <b>168,505</b>               | <b>1,780,862</b>   |
| <b>Operating Income (Loss) Before Depreciation &amp; Principal Reductions</b> | <b>(564,838)</b>      | <b>1,319,858</b>        | <b>20,268</b>                | <b>775,288</b>     |
| <b>Non Operating Revenues (Expenses)</b>                                      |                       |                         |                              |                    |
| Taxes - Property                                                              | 344                   | 0                       | 0                            | 344                |
| Taxes - Other                                                                 | 32,590                | 0                       | 0                            | 32,590             |
| Taxes - Paid                                                                  | (82,278)              | 0                       | (50,951)                     | (133,229)          |
| Federal & State Grants                                                        | 0                     | 0                       | 0                            | 0                  |
| Investment Income                                                             | 67,346                | 0                       | 1                            | 67,347             |
| Unrealized Gain/Loss from Investments                                         | 84,109                | 0                       | 0                            | 84,109             |
| Amortization (Expense)                                                        | 0                     | 0                       | 0                            | 0                  |
| Gain on Sale of Fixed Assets                                                  | 1,039,630             | 0                       | 0                            | 1,039,630          |
| Other Revenue (Expenses)                                                      | 0                     | 0                       | 0                            | 0                  |
| <b>Total Non Operating Revenues (Expenses)</b>                                | <b>1,141,740</b>      | <b>0</b>                | <b>(50,950)</b>              | <b>1,090,790</b>   |
| <b>Net Income (Loss) before adjustments</b>                                   | <b>576,902</b>        | <b>1,319,858</b>        | <b>(30,682)</b>              | <b>1,866,078</b>   |
| Depreciation                                                                  | 2,831,115             | 7,768                   | 24,187                       | 2,863,069          |
| Major Maintenance Expense                                                     | 10,351                | 0                       | 37,408                       | 47,759             |
| Future Project Expense                                                        | 0                     | 0                       | 0                            | 0                  |
| <b>Net Income</b>                                                             | <b>(2,264,564)</b>    | <b>1,312,090</b>        | <b>(92,277)</b>              | <b>(1,044,750)</b> |

**Total DuPage Airport Authority**  
STATEMENT OF REVENUES AND EXPENSES  
For the Month Ending 5/31/2016

|                                                | Month               |                     |                     | YTD                   |                       |                       | 2016 Annual           |                       |                     | Month               |                     |                       | YTD                 |                       |          |
|------------------------------------------------|---------------------|---------------------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|---------------------|---------------------|---------------------|-----------------------|---------------------|-----------------------|----------|
|                                                | Budget              |                     | Variance            | Actual                |                       | Variance              | Budget                |                       | Variance            | 2016                |                     | Variance              | 2015                |                       | Variance |
|                                                | Actual              | Budget              |                     | Budget                |                       |                       | Budget                |                       | 2016                | 2015                |                     | 2016                  | 2015                |                       |          |
| <b>REVENUES</b>                                |                     |                     |                     |                       |                       |                       |                       |                       |                     |                     |                     |                       |                     |                       |          |
| Airport Operations                             | \$ 341,929          | \$ 334,884          | \$ 7,045            | \$ 1,904,931          | \$ 1,893,641          | \$ 11,290             | \$ 4,114,948          | \$ (4,613)            | \$ 341,929          | \$ 346,542          | \$ (4,613)          | \$ 1,904,931          | \$ 2,015,650        | \$ (110,718)          |          |
| Prairie Landing Golf Club                      | \$ 293,283          | \$ 327,956          | \$ (34,673)         | \$ 711,662            | \$ 721,250            | \$ (9,588)            | \$ 2,565,491          | \$ (38,800)           | \$ 293,283          | \$ 332,083          | \$ (38,800)         | \$ 711,662            | \$ 752,041          | \$ (40,379)           |          |
| DuPage Flight Center                           | \$ 833,016          | \$ 950,258          | \$ (117,242)        | \$ 3,610,581          | \$ 4,517,052          | \$ (906,470)          | \$ 11,074,180         | \$ (117,573)          | \$ 833,016          | \$ 950,589          | \$ (117,573)        | \$ 3,610,581          | \$ 4,499,783        | \$ (889,202)          |          |
| <b>Total Revenues</b>                          | <b>\$ 1,468,228</b> | <b>\$ 1,613,099</b> | <b>\$ (144,870)</b> | <b>\$ 6,227,175</b>   | <b>\$ 7,131,943</b>   | <b>\$ (904,768)</b>   | <b>\$ 17,754,619</b>  | <b>\$ (160,985)</b>   | <b>\$ 1,468,228</b> | <b>\$ 1,629,214</b> | <b>\$ (160,985)</b> | <b>\$ 6,227,175</b>   | <b>\$ 7,267,474</b> | <b>\$ (1,040,300)</b> |          |
| <b>OPERATING EXPENSES</b>                      |                     |                     |                     |                       |                       |                       |                       |                       |                     |                     |                     |                       |                     |                       |          |
| Airport Operations                             | \$ 270,231          | \$ 349,685          | \$ (79,454)         | \$ 1,427,668          | \$ 1,618,082          | \$ (190,414)          | \$ 3,768,353          | \$ (23,120)           | \$ 270,231          | \$ 247,110          | \$ 23,120           | \$ 1,427,668          | \$ 1,403,291        | \$ 24,377             |          |
| Prairie Landing Golf Club                      | \$ 152,498          | \$ 202,732          | \$ (50,233)         | \$ 509,326            | \$ 589,669            | \$ (80,344)           | \$ 1,914,044          | \$ (48,404)           | \$ 152,498          | \$ 200,903          | \$ (48,404)         | \$ 509,326            | \$ 549,695          | \$ (40,370)           |          |
| DuPage Flight Center                           | \$ 428,022          | \$ 586,924          | \$ (158,901)        | \$ 1,720,468          | \$ 2,809,608          | \$ (1,089,140)        | \$ 6,861,042          | \$ (1,338,371)        | \$ 428,022          | \$ 566,394          | \$ (138,371)        | \$ 1,720,468          | \$ 2,457,994        | \$ (737,526)          |          |
| <b>Total Cost of Sales</b>                     | <b>\$ 850,751</b>   | <b>\$ 1,139,340</b> | <b>\$ (288,589)</b> | <b>\$ 3,657,461</b>   | <b>\$ 5,017,359</b>   | <b>\$ (1,359,898)</b> | <b>\$ 12,543,440</b>  | <b>\$ (163,655)</b>   | <b>\$ 850,751</b>   | <b>\$ 1,014,406</b> | <b>\$ (163,655)</b> | <b>\$ 3,657,461</b>   | <b>\$ 4,410,980</b> | <b>\$ (753,518)</b>   |          |
| <b>Gross Profit/(Loss)</b>                     | <b>\$ 617,477</b>   | <b>\$ 473,759</b>   | <b>\$ 143,718</b>   | <b>\$ 2,569,713</b>   | <b>\$ 2,114,584</b>   | <b>\$ 455,129</b>     | <b>\$ 5,211,180</b>   | <b>\$ 2,670</b>       | <b>\$ 617,477</b>   | <b>\$ 614,808</b>   | <b>\$ 2,670</b>     | <b>\$ 2,569,713</b>   | <b>\$ 2,856,495</b> | <b>\$ (286,782)</b>   |          |
| <b>GENERAL AND ADMINISTRATIVE</b>              |                     |                     |                     |                       |                       |                       |                       |                       |                     |                     |                     |                       |                     |                       |          |
| Airport Operations                             | \$ 189,604          | \$ 225,869          | \$ (36,264)         | \$ 1,042,102          | \$ 1,173,136          | \$ (131,034)          | \$ 2,823,880          | \$ (49,018)           | \$ 189,604          | \$ 238,623          | \$ (49,018)         | \$ 1,042,102          | \$ 1,092,008        | \$ (49,906)           |          |
| Prairie Landing Golf Club                      | \$ 44,553           | \$ 38,822           | \$ 5,731            | \$ 179,908            | \$ 193,722            | \$ (13,814)           | \$ 471,394            | \$ (501)              | \$ 44,553           | \$ 45,054           | \$ (501)            | \$ 179,908            | \$ 242,256          | \$ (62,348)           |          |
| DuPage Flight Center                           | \$ 118,508          | \$ 129,372          | \$ (10,864)         | \$ 570,255            | \$ 654,945            | \$ (84,689)           | \$ 1,665,721          | \$ (12,290)           | \$ 118,508          | \$ 106,218          | \$ 12,290           | \$ 570,255            | \$ 608,927          | \$ (38,671)           |          |
| <b>Total G&amp;A Costs</b>                     | <b>\$ 352,666</b>   | <b>\$ 394,063</b>   | <b>\$ (41,397)</b>  | <b>\$ 1,792,266</b>   | <b>\$ 2,021,803</b>   | <b>\$ (229,537)</b>   | <b>\$ 4,960,996</b>   | <b>\$ (37,229)</b>    | <b>\$ 352,666</b>   | <b>\$ 389,894</b>   | <b>\$ (37,229)</b>  | <b>\$ 1,792,266</b>   | <b>\$ 1,943,191</b> | <b>\$ (150,925)</b>   |          |
| <b>Operating Income/(Loss)</b>                 | <b>\$ 264,812</b>   | <b>\$ 79,696</b>    | <b>\$ 185,116</b>   | <b>\$ 777,448</b>     | <b>\$ 92,781</b>      | <b>\$ 684,666</b>     | <b>\$ 250,184</b>     | <b>\$ 39,899</b>      | <b>\$ 264,812</b>   | <b>\$ 224,913</b>   | <b>\$ 39,899</b>    | <b>\$ 777,448</b>     | <b>\$ 913,304</b>   | <b>\$ (135,857)</b>   |          |
| <b>NON-OPERATING REVENUES/(EXPENSES)</b>       |                     |                     |                     |                       |                       |                       |                       |                       |                     |                     |                     |                       |                     |                       |          |
| Property and Other Tax Revenue                 | \$ 9,522            | \$ 5,417            | \$ 4,105            | \$ 32,934             | \$ 27,083             | \$ 5,850              | \$ 5,541,000          | \$ (5,298)            | \$ 9,522            | \$ 14,819           | \$ (5,298)          | \$ 32,934             | \$ 43,985           | \$ (11,051)           |          |
| Property Tax Expenses                          | \$ 37,411           | \$ (42,833)         | \$ 80,244           | \$ (133,229)          | \$ (214,167)          | \$ 80,938             | \$ (514,000)          | \$ 135,457            | \$ 37,411           | \$ (98,046)         | \$ 135,457          | \$ (133,229)          | \$ (98,046)         | \$ (35,183)           |          |
| Federal & State Grants                         | \$ -                | \$ -                | \$ -                | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ (493,063)          | \$ -                | \$ 493,063          | \$ (493,063)        | \$ -                  | \$ 493,063          | \$ (493,063)          |          |
| Investment Income                              | \$ 19,186           | \$ 2,083            | \$ 17,103           | \$ 67,346             | \$ 10,417             | \$ 56,929             | \$ 25,000             | \$ 11,999             | \$ 19,186           | \$ 7,187            | \$ 11,999           | \$ 67,346             | \$ 27,452           | \$ 39,893             |          |
| Unrealized Gain/Loss from Investments          | \$ (22,415)         | \$ -                | \$ (22,415)         | \$ 84,109             | \$ -                  | \$ 84,109             | \$ -                  | \$ (27,704)           | \$ (22,415)         | \$ 5,289            | \$ (27,704)         | \$ 84,109             | \$ 20,893           | \$ 63,216             |          |
| Amortization (Expense)                         | \$ -                | \$ -                | \$ -                | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ (294)              | \$ -                | \$ -                | \$ (294)            | \$ -                  | \$ -                | \$ -                  |          |
| Gain on Sale of Fixed Assets                   | \$ -                | \$ 2,500            | \$ (2,500)          | \$ 1,039,630          | \$ 12,500             | \$ 1,027,130          | \$ 30,000             | \$ -                  | \$ -                | \$ 294              | \$ (294)            | \$ 1,039,630          | \$ 1,407,966        | \$ (368,336)          |          |
| <b>Total Non-Operating Revenues/(Expenses)</b> | <b>\$ 43,704</b>    | <b>\$ (32,833)</b>  | <b>\$ 76,537</b>    | <b>\$ 1,090,789</b>   | <b>\$ (164,167)</b>   | <b>\$ 1,254,956</b>   | <b>\$ 5,082,000</b>   | <b>\$ (378,902)</b>   | <b>\$ 43,704</b>    | <b>\$ 422,606</b>   | <b>\$ (378,902)</b> | <b>\$ 1,090,789</b>   | <b>\$ 1,895,313</b> | <b>\$ (804,524)</b>   |          |
| <b>Net Income/(Loss) before Depreciation</b>   | <b>\$ 308,516</b>   | <b>\$ 46,863</b>    | <b>\$ 261,653</b>   | <b>\$ 1,868,237</b>   | <b>\$ (71,385)</b>    | <b>\$ 1,939,622</b>   | <b>\$ 5,332,184</b>   | <b>\$ (1,158,929)</b> | <b>\$ 308,516</b>   | <b>\$ 647,519</b>   | <b>\$ (339,004)</b> | <b>\$ 1,868,237</b>   | <b>\$ 2,808,617</b> | <b>\$ (940,381)</b>   |          |
| Depreciation                                   | \$ 573,580          | \$ 540,926          | \$ 32,653           | \$ 2,863,069          | \$ 2,704,630          | \$ 158,439            | \$ 6,491,113          | \$ 37,670             | \$ 573,580          | \$ 535,909          | \$ 37,670           | \$ 2,863,069          | \$ 2,674,693        | \$ 188,376            |          |
| <b>Net Income/(Loss) after Depreciation</b>    | <b>\$ (265,064)</b> | <b>\$ (494,063)</b> | <b>\$ 229,000</b>   | <b>\$ (994,832)</b>   | <b>\$ (2,776,016)</b> | <b>\$ 1,781,183</b>   | <b>\$ (1,158,929)</b> | <b>\$ (376,674)</b>   | <b>\$ (265,064)</b> | <b>\$ 111,610</b>   | <b>\$ (376,674)</b> | <b>\$ (994,832)</b>   | <b>\$ 133,924</b>   | <b>\$ (1,128,756)</b> |          |
| Major Maintenance                              | \$ 5,494            | \$ -                | \$ 5,494            | \$ 47,759             | \$ 10,000             | \$ 37,759             | \$ 1,765,455          | \$ 5,494              | \$ 5,494            | \$ -                | \$ 5,494            | \$ 47,759             | \$ 72,473           | \$ (24,714)           |          |
| Engineering Costs                              | \$ -                | \$ -                | \$ -                | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                | \$ -                | \$ -                | \$ -                  | \$ 3,390            | \$ (3,390)            |          |
| <b>Net Income/(Loss)</b>                       | <b>\$ (270,558)</b> | <b>\$ (494,063)</b> | <b>\$ 223,506</b>   | <b>\$ (1,042,591)</b> | <b>\$ (2,786,016)</b> | <b>\$ 1,743,424</b>   | <b>\$ (2,924,384)</b> | <b>\$ (382,168)</b>   | <b>\$ (270,558)</b> | <b>\$ 111,610</b>   | <b>\$ (382,168)</b> | <b>\$ (1,042,591)</b> | <b>\$ 58,061</b>    | <b>\$ (1,100,652)</b> |          |

## Airport and Administration

STATEMENT OF REVENUES AND EXPENSES  
For the Month Ending 5/31/2016

|                                                | Month               |                     |                    | YTD                   |                       |                     | 2016 Annual Budget    |  |  | Month               |                     |                     | YTD                   |                       |                       |  |
|------------------------------------------------|---------------------|---------------------|--------------------|-----------------------|-----------------------|---------------------|-----------------------|--|--|---------------------|---------------------|---------------------|-----------------------|-----------------------|-----------------------|--|
|                                                | Actual              | Budget              | Variance           | Actual                | Budget                | Variance            | Budget                |  |  | 2016                | 2015                | Variance            | 2016                  | 2015                  | Variance              |  |
|                                                |                     |                     |                    |                       |                       |                     |                       |  |  |                     |                     |                     |                       |                       |                       |  |
| <b>REVENUES</b>                                |                     |                     |                    |                       |                       |                     |                       |  |  |                     |                     |                     |                       |                       |                       |  |
| Administrative                                 | \$ 12,414           | \$ 13,477           | \$ (1,062)         | \$ 58,771             | \$ 67,383             | \$ (8,613)          | \$ 162,170            |  |  | \$ 12,414           | \$ 9,918            | \$ 2,496            | \$ 58,771             | \$ 80,583             | \$ (21,812)           |  |
| Field Operations                               | \$ 71,646           | \$ 83,229           | \$ (11,584)        | \$ 550,332            | \$ 596,690            | \$ (46,358)         | \$ 1,141,134          |  |  | \$ 71,646           | \$ 89,168           | \$ (17,522)         | \$ 550,332            | \$ 669,172            | \$ (118,840)          |  |
| Building Operations                            | \$ 240,054          | \$ 223,818          | \$ 16,236          | \$ 1,206,754          | \$ 1,157,769          | \$ 48,985           | \$ 2,639,326          |  |  | \$ 240,054          | \$ 239,319          | \$ 735              | \$ 1,206,754          | \$ 1,194,172          | \$ 12,581             |  |
| Flight Center                                  | \$ 17,815           | \$ 14,360           | \$ 3,455           | \$ 89,075             | \$ 71,799             | \$ 17,276           | \$ 172,318            |  |  | \$ 17,815           | \$ 8,136            | \$ 9,679            | \$ 89,075             | \$ 71,722             | \$ 17,353             |  |
| <b>Total Revenues</b>                          | <b>\$ 341,929</b>   | <b>\$ 334,884</b>   | <b>\$ 7,045</b>    | <b>\$ 1,904,931</b>   | <b>\$ 1,893,641</b>   | <b>\$ 11,290</b>    | <b>\$ 4,110,948</b>   |  |  | <b>\$ 341,929</b>   | <b>\$ 346,542</b>   | <b>\$ (4,613)</b>   | <b>\$ 1,904,931</b>   | <b>\$ 2,015,650</b>   | <b>\$ (110,718)</b>   |  |
| <b>OPERATING EXPENSES</b>                      |                     |                     |                    |                       |                       |                     |                       |  |  |                     |                     |                     |                       |                       |                       |  |
| Field Operations                               | \$ 130,019          | \$ 179,867          | \$ (49,848)        | \$ 749,881            | \$ 781,863            | \$ (31,982)         | \$ 1,710,992          |  |  | \$ 130,019          | \$ 122,956          | \$ 7,064            | \$ 749,881            | \$ 715,124            | \$ 34,757             |  |
| Building Operations                            | \$ 65,856           | \$ 80,910           | \$ (15,054)        | \$ 352,262            | \$ 460,794            | \$ (108,532)        | \$ 1,014,145          |  |  | \$ 65,856           | \$ 74,649           | \$ (8,793)          | \$ 352,262            | \$ 419,977            | \$ (67,715)           |  |
| Flight Center                                  | \$ 19,382           | \$ 24,158           | \$ (4,776)         | \$ 94,053             | \$ 118,692            | \$ (24,639)         | \$ 291,300            |  |  | \$ 19,382           | \$ 21,469           | \$ (2,087)          | \$ 94,053             | \$ 95,453             | \$ (1,400)            |  |
| Shop Equip. Operations                         | \$ 30,703           | \$ 41,733           | \$ (11,030)        | \$ 183,346            | \$ 210,652            | \$ (27,307)         | \$ 522,769            |  |  | \$ 30,703           | \$ 28,036           | \$ 2,667            | \$ 183,346            | \$ 172,737            | \$ 10,608             |  |
| Projects & Procurement                         | \$ 24,270           | \$ 23,015           | \$ 1,254           | \$ 48,127             | \$ 46,081             | \$ 2,046            | \$ 29,147             |  |  | \$ 24,270           | \$ -                | \$ 24,270           | \$ 48,127             | \$ -                  | \$ 48,127             |  |
| <b>Total Cost of Sales</b>                     | <b>\$ 270,231</b>   | <b>\$ 349,685</b>   | <b>\$ (79,454)</b> | <b>\$ 1,427,668</b>   | <b>\$ 1,618,082</b>   | <b>\$ (190,414)</b> | <b>\$ 3,768,353</b>   |  |  | <b>\$ 270,231</b>   | <b>\$ 247,110</b>   | <b>\$ 23,120</b>    | <b>\$ 1,427,668</b>   | <b>\$ 1,403,291</b>   | <b>\$ 24,377</b>      |  |
| <b>Gross Profit/(Loss)</b>                     | <b>\$ 71,699</b>    | <b>\$ (14,800)</b>  | <b>\$ 86,499</b>   | <b>\$ 477,264</b>     | <b>\$ 275,559</b>     | <b>\$ 201,705</b>   | <b>\$ 346,595</b>     |  |  | <b>\$ 71,699</b>    | <b>\$ 99,432</b>    | <b>\$ (27,733)</b>  | <b>\$ 477,264</b>     | <b>\$ 612,359</b>     | <b>\$ (135,095)</b>   |  |
| <b>GENERAL AND ADMINISTRATIVE</b>              |                     |                     |                    |                       |                       |                     |                       |  |  |                     |                     |                     |                       |                       |                       |  |
| Administrative                                 | \$ 146,686          | \$ 172,003          | \$ (25,317)        | \$ 803,808            | \$ 900,796            | \$ (96,987)         | \$ 2,154,355          |  |  | \$ 146,686          | \$ 193,598          | \$ (46,913)         | \$ 803,808            | \$ 834,324            | \$ (30,516)           |  |
| Commissioners                                  | \$ 8,570            | \$ 8,665            | \$ (95)            | \$ 43,447             | \$ 43,327             | \$ 119              | \$ 103,985            |  |  | \$ 8,570            | \$ 8,146            | \$ 425              | \$ 43,447             | \$ 40,030             | \$ 3,416              |  |
| Business Dev./Marketing                        | \$ 11,578           | \$ 17,068           | \$ (5,490)         | \$ 58,613             | \$ 85,458             | \$ (26,845)         | \$ 210,894            |  |  | \$ 11,578           | \$ 14,968           | \$ (3,390)          | \$ 58,613             | \$ 84,913             | \$ (26,300)           |  |
| Accounting                                     | \$ 22,770           | \$ 28,132           | \$ (5,362)         | \$ 136,234            | \$ 143,555            | \$ (7,321)          | \$ 344,646            |  |  | \$ 22,770           | \$ 21,911           | \$ 859              | \$ 136,234            | \$ 132,741            | \$ 3,493              |  |
| <b>Total G&amp;A Costs</b>                     | <b>\$ 189,604</b>   | <b>\$ 225,869</b>   | <b>\$ (36,264)</b> | <b>\$ 1,042,102</b>   | <b>\$ 1,173,136</b>   | <b>\$ (131,034)</b> | <b>\$ 2,823,880</b>   |  |  | <b>\$ 189,604</b>   | <b>\$ 238,623</b>   | <b>\$ (49,018)</b>  | <b>\$ 1,042,102</b>   | <b>\$ 1,092,008</b>   | <b>\$ (49,906)</b>    |  |
| <b>Operating Income/(Loss)</b>                 | <b>\$ (117,905)</b> | <b>\$ (240,669)</b> | <b>\$ 122,763</b>  | <b>\$ (564,838)</b>   | <b>\$ (897,576)</b>   | <b>\$ 332,738</b>   | <b>\$ (2,477,285)</b> |  |  | <b>\$ (117,905)</b> | <b>\$ (139,191)</b> | <b>\$ 21,285</b>    | <b>\$ (564,838)</b>   | <b>\$ (479,649)</b>   | <b>\$ (85,189)</b>    |  |
| <b>NON-OPERATING REVENUES/(EXPENSES)</b>       |                     |                     |                    |                       |                       |                     |                       |  |  |                     |                     |                     |                       |                       |                       |  |
| Property and Other Tax Revenue                 | \$ 9,522            | \$ 5,417            | \$ 4,105           | \$ 32,934             | \$ 27,083             | \$ 5,850            | \$ 5,541,000          |  |  | \$ 9,522            | \$ 14,819           | \$ (5,298)          | \$ 32,934             | \$ 43,965             | \$ (11,031)           |  |
| Property Tax Expenses                          | \$ (9,638)          | \$ (18,333)         | \$ 8,696           | \$ (82,278)           | \$ (91,667)           | \$ 9,389            | \$ (220,000)          |  |  | \$ (9,638)          | \$ 3,268            | \$ (12,906)         | \$ (82,278)           | \$ 3,268              | \$ (85,546)           |  |
| Federal & State Grants                         | \$ -                | \$ -                | \$ -               | \$ -                  | \$ -                  | \$ -                | \$ -                  |  |  | \$ -                | \$ 493,063          | \$ (493,063)        | \$ -                  | \$ 493,063            | \$ (493,063)          |  |
| Investment Income                              | \$ 19,186           | \$ 2,083            | \$ 17,103          | \$ 67,346             | \$ 10,417             | \$ 56,929           | \$ 25,000             |  |  | \$ 19,186           | \$ 7,187            | \$ 11,999           | \$ 67,346             | \$ 27,452             | \$ 39,893             |  |
| Unrealized Gain/Loss from Investments          | \$ (22,415)         | \$ -                | \$ (22,415)        | \$ 84,109             | \$ -                  | \$ 84,109           | \$ -                  |  |  | \$ (22,415)         | \$ 5,289            | \$ (27,704)         | \$ 84,109             | \$ 20,893             | \$ 63,216             |  |
| Amortization (Expense)                         | \$ -                | \$ -                | \$ -               | \$ -                  | \$ -                  | \$ -                | \$ -                  |  |  | \$ -                | \$ -                | \$ -                | \$ -                  | \$ -                  | \$ -                  |  |
| Gain on Sale of Fixed Assets                   | \$ -                | \$ 2,500            | \$ (2,500)         | \$ 1,039,630          | \$ 12,500             | \$ 1,027,130        | \$ 30,000             |  |  | \$ -                | \$ -                | \$ -                | \$ 1,039,630          | \$ 1,410,841          | \$ (371,211)          |  |
| <b>Total Non-Operating Revenues/(Expenses)</b> | <b>\$ (3,345)</b>   | <b>\$ (8,333)</b>   | <b>\$ 4,988</b>    | <b>\$ 1,141,740</b>   | <b>\$ (41,667)</b>    | <b>\$ 1,183,407</b> | <b>\$ 5,376,000</b>   |  |  | <b>\$ (3,345)</b>   | <b>\$ 523,626</b>   | <b>\$ (526,971)</b> | <b>\$ 1,141,740</b>   | <b>\$ 1,999,502</b>   | <b>\$ (857,762)</b>   |  |
| <b>Net Income/(Loss) before Depreciation</b>   | <b>\$ (121,250)</b> | <b>\$ (249,002)</b> | <b>\$ 127,752</b>  | <b>\$ 576,902</b>     | <b>\$ (939,243)</b>   | <b>\$ 1,516,145</b> | <b>\$ 2,898,715</b>   |  |  | <b>\$ (121,250)</b> | <b>\$ 384,435</b>   | <b>\$ (505,686)</b> | <b>\$ 576,902</b>     | <b>\$ 1,519,853</b>   | <b>\$ (942,951)</b>   |  |
| Depreciation                                   | \$ 567,189          | \$ 534,485          | \$ 32,704          | \$ 2,831,115          | \$ 2,672,424          | \$ 158,691          | \$ 6,413,817          |  |  | \$ 567,189          | \$ 527,785          | \$ 39,404           | \$ 2,831,115          | \$ 2,632,510          | \$ 198,604            |  |
| <b>Net Income/(Loss) after Depreciation</b>    | <b>\$ (688,439)</b> | <b>\$ (783,487)</b> | <b>\$ 95,048</b>   | <b>\$ (2,254,213)</b> | <b>\$ (3,611,667)</b> | <b>\$ 1,357,454</b> | <b>\$ (3,515,102)</b> |  |  | <b>\$ (688,439)</b> | <b>\$ (143,350)</b> | <b>\$ (545,089)</b> | <b>\$ (2,254,213)</b> | <b>\$ (1,112,658)</b> | <b>\$ (1,141,555)</b> |  |
| Major Maintenance                              | \$ 1,014            | \$ -                | \$ 1,014           | \$ 10,351             | \$ 10,000             | \$ 351              | \$ 890,850            |  |  | \$ 1,014            | \$ -                | \$ 1,014            | \$ 10,351             | \$ 66,024             | \$ (55,674)           |  |
| Engineering Costs                              | \$ -                | \$ -                | \$ -               | \$ -                  | \$ -                  | \$ -                | \$ 50                 |  |  | \$ -                | \$ -                | \$ -                | \$ -                  | \$ 3,390              | \$ (3,390)            |  |
| <b>Net Income/(Loss)</b>                       | <b>\$ (689,453)</b> | <b>\$ (783,487)</b> | <b>\$ 94,034</b>   | <b>\$ (2,264,564)</b> | <b>\$ (3,621,667)</b> | <b>\$ 1,357,103</b> | <b>\$ (4,405,952)</b> |  |  | <b>\$ (689,453)</b> | <b>\$ (143,350)</b> | <b>\$ (546,103)</b> | <b>\$ (2,264,564)</b> | <b>\$ (1,182,072)</b> | <b>\$ (1,082,492)</b> |  |

**DuPage Flight Center**  
STATEMENT OF REVENUES AND EXPENSES  
For the Month Ending 5/31/2016

|                                             | Month             |                   |                     | YTD                 |                       |                      | 2016 Annual Budget |                   |                     | Month               |                     |                     | YTD  |          |  |
|---------------------------------------------|-------------------|-------------------|---------------------|---------------------|-----------------------|----------------------|--------------------|-------------------|---------------------|---------------------|---------------------|---------------------|------|----------|--|
|                                             | Actual            |                   | Variance            | Budget              |                       | Variance             | 2016               |                   | 2015                | Variance            | 2016                |                     | 2015 | Variance |  |
|                                             |                   |                   |                     |                     |                       |                      |                    |                   |                     |                     |                     |                     |      |          |  |
| <b>REVENUES</b>                             |                   |                   |                     |                     |                       |                      |                    |                   |                     |                     |                     |                     |      |          |  |
| Hangar Rentals                              | \$ 25,565         | \$ 15,833         | \$ 9,732            | \$ 79,167           | \$ 44,446             | \$ 190,000           | \$ 25,565          | \$ 13,426         | \$ 12,139           | \$ 123,613          | \$ 83,746           | \$ 39,867           |      |          |  |
| Ramp Tie Downs & Overnight fees             | \$ 3,413          | \$ 1,667          | \$ 1,746            | \$ 8,333            | \$ 184                | \$ 20,000            | \$ 3,413           | \$ 3,397          | \$ 16               | \$ 8,517            | \$ 8,265            | \$ 252              |      |          |  |
| Fuel and Oil Sales                          | \$ 799,023        | \$ 924,200        | \$ (125,177)        | \$ 4,424,260        | \$ (987,170)          | \$ 10,798,980        | \$ 799,023         | \$ 926,101        | \$ (127,078)        | \$ 3,437,090        | \$ 4,336,519        | \$ (899,428)        |      |          |  |
| Volume Rebate                               | \$ -              | \$ -              | \$ -                | \$ (37,500)         | \$ 37,500             | \$ (37,500)          | \$ -               | \$ -              | \$ -                | \$ -                | \$ -                | \$ -                |      |          |  |
| Line Service Other                          | \$ 1,373          | \$ 4,042          | \$ (2,669)          | \$ 20,208           | \$ 8,571              | \$ 48,500            | \$ 1,373           | \$ 2,108          | \$ (735)            | \$ 28,779           | \$ 48,588           | \$ (19,809)         |      |          |  |
| Aircraft Catering                           | \$ 2,683          | \$ 3,750          | \$ (1,067)          | \$ 18,750           | \$ (9,709)            | \$ 45,000            | \$ 2,683           | \$ 4,599          | \$ (1,916)          | \$ 9,041            | \$ 18,780           | \$ (9,739)          |      |          |  |
| Non Airfield Remy/Lease/Maintenance Revenue | \$ 959            | \$ 767            | \$ 192              | \$ 3,833            | \$ (292)              | \$ 9,200             | \$ 959             | \$ 958            | \$ 1                | \$ 3,541            | \$ 3,886            | \$ (345)            |      |          |  |
| <b>Total Revenue</b>                        | <b>\$ 833,016</b> | <b>\$ 950,258</b> | <b>\$ (117,242)</b> | <b>\$ 4,517,052</b> | <b>\$ (906,470)</b>   | <b>\$ 11,074,180</b> | <b>\$ 833,016</b>  | <b>\$ 950,589</b> | <b>\$ (117,573)</b> | <b>\$ 3,610,581</b> | <b>\$ 4,499,783</b> | <b>\$ (889,202)</b> |      |          |  |
| <b>OPERATING EXPENSES</b>                   |                   |                   |                     |                     |                       |                      |                    |                   |                     |                     |                     |                     |      |          |  |
| Fuel and Oil Cost of Sales                  | \$ 391,123        | \$ 543,900        | \$ (152,777)        | \$ 2,594,490        | \$ (1,070,241)        | \$ 6,344,760         | \$ 391,123         | \$ 527,365        | \$ (136,242)        | \$ 1,524,249        | \$ 2,269,444        | \$ (745,195)        |      |          |  |
| De Ice Cost of Goods                        | \$ -              | \$ 2,083          | \$ (2,083)          | \$ 10,417           | \$ 5,795              | \$ 25,000            | \$ -               | \$ -              | \$ -                | \$ 16,212           | \$ 305              | \$ 15,907           |      |          |  |
| Credit Card Expense                         | \$ 9,628          | \$ 12,500         | \$ (2,872)          | \$ 62,500           | \$ (19,228)           | \$ 150,000           | \$ 9,628           | \$ 11,387         | \$ (1,759)          | \$ 43,272           | \$ 56,673           | \$ (13,400)         |      |          |  |
| Food - COGS                                 | \$ 8,182          | \$ 11,000         | \$ (2,818)          | \$ 55,000           | \$ (17,255)           | \$ 132,000           | \$ 8,182           | \$ 11,660         | \$ (3,478)          | \$ 37,745           | \$ 51,520           | \$ (13,775)         |      |          |  |
| Maintenance                                 | \$ 19,089         | \$ 17,440         | \$ 1,649            | \$ 87,201           | \$ 11,789             | \$ 209,282           | \$ 19,089          | \$ 15,982         | \$ 3,107            | \$ 98,990           | \$ 80,052           | \$ 18,938           |      |          |  |
| <b>Total Cost of Sales</b>                  | <b>\$ 428,022</b> | <b>\$ 586,924</b> | <b>\$ (158,901)</b> | <b>\$ 2,809,608</b> | <b>\$ (1,089,140)</b> | <b>\$ 6,861,042</b>  | <b>\$ 428,022</b>  | <b>\$ 566,394</b> | <b>\$ (138,371)</b> | <b>\$ 1,720,468</b> | <b>\$ 2,457,994</b> | <b>\$ (737,526)</b> |      |          |  |
| <b>Gross Profit/(Loss)</b>                  | <b>\$ 404,994</b> | <b>\$ 363,335</b> | <b>\$ 41,659</b>    | <b>\$ 1,707,444</b> | <b>\$ 182,669</b>     | <b>\$ 4,213,138</b>  | <b>\$ 404,994</b>  | <b>\$ 384,195</b> | <b>\$ 20,799</b>    | <b>\$ 1,890,113</b> | <b>\$ 2,041,790</b> | <b>\$ (151,676)</b> |      |          |  |
| <b>GENERAL AND ADMINISTRATIVE</b>           |                   |                   |                     |                     |                       |                      |                    |                   |                     |                     |                     |                     |      |          |  |
| Operating Income/(Loss)                     | \$ 118,508        | \$ 129,372        | \$ (10,864)         | \$ 654,945          | \$ (84,689)           | \$ 1,665,721         | \$ 118,508         | \$ 106,218        | \$ 12,290           | \$ 570,255          | \$ 608,927          | \$ (38,671)         |      |          |  |
| Net Income/(Loss) before Depreciation       | \$ 286,486        | \$ 233,962        | \$ 52,523           | \$ 1,052,499        | \$ 267,359            | \$ 2,547,417         | \$ 286,486         | \$ 277,977        | \$ 8,509            | \$ 1,319,858        | \$ 1,432,863        | \$ (113,005)        |      |          |  |
| Depreciation                                | \$ 1,554          | \$ 1,506          | \$ 48               | \$ 7,528            | \$ 240                | \$ 18,067            | \$ 1,554           | \$ 1,554          | \$ -                | \$ 7,768            | \$ 7,768            | \$ -                |      |          |  |
| <b>Net Income/(Loss)</b>                    | <b>\$ 284,932</b> | <b>\$ 232,457</b> | <b>\$ 52,475</b>    | <b>\$ 1,044,971</b> | <b>\$ 267,119</b>     | <b>\$ 2,529,350</b>  | <b>\$ 284,932</b>  | <b>\$ 276,424</b> | <b>\$ 8,509</b>     | <b>\$ 1,312,090</b> | <b>\$ 1,425,096</b> | <b>\$ (113,005)</b> |      |          |  |

**Prairie Landing Golf Club**  
STATEMENT OF REVENUES AND EXPENSES  
For the Month Ending 5/31/2016

|                                              | Month             |                   |                    | YTD                |                     |                    | 2016 Annual           |                   |                    | Month              |                    |                     | YTD                |                     |                    |
|----------------------------------------------|-------------------|-------------------|--------------------|--------------------|---------------------|--------------------|-----------------------|-------------------|--------------------|--------------------|--------------------|---------------------|--------------------|---------------------|--------------------|
|                                              | Actual            |                   | Variance           | Budget             |                     | Variance           | Budget                |                   | Variance           | 2016               |                    | Variance            | 2015               |                     | Variance           |
|                                              |                   |                   |                    |                    |                     |                    |                       |                   |                    |                    |                    |                     |                    |                     |                    |
| <b>REVENUES</b>                              |                   |                   |                    |                    |                     |                    |                       |                   |                    |                    |                    |                     |                    |                     |                    |
| P100 - Golf Administration                   | \$ 1,005          | \$ 450            | \$ 555             | \$ 3,201           | \$ 1,250            | \$ 1,951           | \$ 3,500              | \$ 1,005          | \$ 1,442           | \$ (437)           | \$ 3,201           | \$ 21,460           | \$ 3,201           | \$ 21,460           | \$ (18,259)        |
| P300 - Golf Operations                       | \$ 181,926        | \$ 192,850        | \$ (10,924)        | \$ 464,147         | \$ 463,925          | \$ 222             | \$ 1,598,525          | \$ 181,926        | \$ 176,166         | \$ 5,760           | \$ 464,147         | \$ 433,420          | \$ 464,147         | \$ 433,420          | \$ 30,727          |
| P400 - Food and Beverage                     | \$ 43,185         | \$ 36,500         | \$ 6,685           | \$ 68,724          | \$ 51,000           | \$ 17,724          | \$ 261,000            | \$ 43,185         | \$ 37,740          | \$ 5,445           | \$ 68,724          | \$ 59,119           | \$ 68,724          | \$ 59,119           | \$ 15,605          |
| P500 - Weddings                              | \$ 44,318         | \$ 70,000         | \$ (25,682)        | \$ 94,042          | \$ 126,000          | \$ (31,958)        | \$ 420,000            | \$ 44,318         | \$ 88,653          | \$ (44,335)        | \$ 94,042          | \$ 164,809          | \$ 94,042          | \$ 164,809          | \$ (70,767)        |
| P600 - Private Events                        | \$ 14,933         | \$ 14,011         | \$ 922             | \$ 57,304          | \$ 41,199           | \$ 16,105          | \$ 127,659            | \$ 14,933         | \$ 15,758          | \$ (825)           | \$ 57,304          | \$ 54,181           | \$ 57,304          | \$ 54,181           | \$ 3,123           |
| P700 - Golf Outings                          | \$ 5,506          | \$ 11,945         | \$ (6,439)         | \$ 11,434          | \$ 26,876           | \$ (15,442)        | \$ 128,407            | \$ 5,506          | \$ 9,917           | \$ (4,411)         | \$ 11,434          | \$ 13,087           | \$ 11,434          | \$ 13,087           | \$ (1,653)         |
| P900 - Kitty Hawk Café                       | \$ 2,410          | \$ 2,200          | \$ 210             | \$ 12,810          | \$ 11,000           | \$ 1,810           | \$ 26,400             | \$ 2,410          | \$ 2,407           | \$ 3               | \$ 12,810          | \$ 11,965           | \$ 12,810          | \$ 11,965           | \$ 845             |
| <b>Total Revenue</b>                         | <b>\$ 293,283</b> | <b>\$ 327,956</b> | <b>\$ (34,673)</b> | <b>\$ 711,662</b>  | <b>\$ 721,250</b>   | <b>\$ (9,588)</b>  | <b>\$ 2,565,491</b>   | <b>\$ 293,283</b> | <b>\$ 332,083</b>  | <b>\$ (38,800)</b> | <b>\$ 711,662</b>  | <b>\$ 752,041</b>   | <b>\$ 711,662</b>  | <b>\$ 752,041</b>   | <b>\$ (40,380)</b> |
| <b>OPERATING EXPENSES</b>                    |                   |                   |                    |                    |                     |                    |                       |                   |                    |                    |                    |                     |                    |                     |                    |
| P200 - Golf Maintenance                      | \$ 52,554         | \$ 76,045         | \$ (23,492)        | \$ 192,329         | \$ 222,422          | \$ (30,092)        | \$ 739,745            | \$ 52,554         | \$ 80,296          | \$ (27,742)        | \$ 192,329         | \$ 217,692          | \$ 192,329         | \$ 217,692          | \$ (25,362)        |
| P300 - Golf Operations                       | \$ 38,349         | \$ 45,874         | \$ (7,525)         | \$ 125,919         | \$ 133,383          | \$ (7,464)         | \$ 435,398            | \$ 38,349         | \$ 36,203          | \$ 2,147           | \$ 125,919         | \$ 79,525           | \$ 125,919         | \$ 79,525           | \$ 46,394          |
| P400 - Food and Beverage                     | \$ 32,747         | \$ 36,067         | \$ (3,321)         | \$ 83,527          | \$ 95,936           | \$ (12,408)        | \$ 332,072            | \$ 32,747         | \$ 37,270          | \$ (4,523)         | \$ 83,527          | \$ 99,563           | \$ 83,527          | \$ 99,563           | \$ (16,035)        |
| P500 - Weddings                              | \$ 24,430         | \$ 34,758         | \$ (10,328)        | \$ 77,703          | \$ 103,307          | \$ (25,604)        | \$ 300,408            | \$ 24,430         | \$ 39,591          | \$ (15,161)        | \$ 77,703          | \$ 113,380          | \$ 77,703          | \$ 113,380          | \$ (35,676)        |
| P600 - Private Events                        | \$ 2,692          | \$ 4,203          | \$ (1,511)         | \$ 15,967          | \$ 15,559           | \$ 408             | \$ 41,498             | \$ 2,692          | \$ 3,227           | \$ (535)           | \$ 15,967          | \$ 24,471           | \$ 15,967          | \$ 24,471           | \$ (8,504)         |
| P700 - Golf Outings                          | \$ 1,188          | \$ 3,584          | \$ (2,396)         | \$ 2,940           | \$ 8,063            | \$ (5,123)         | \$ 38,523             | \$ 1,188          | \$ 1,910           | \$ (722)           | \$ 2,940           | \$ 3,101            | \$ 2,940           | \$ 3,101            | \$ (161)           |
| P900 - Kitty Hawk Café                       | \$ 2,410          | \$ 2,200          | \$ 210             | \$ 12,810          | \$ 11,000           | \$ 1,810           | \$ 26,400             | \$ 2,410          | \$ 2,407           | \$ 3               | \$ 12,810          | \$ 11,965           | \$ 12,810          | \$ 11,965           | \$ 845             |
| <b>Total Cost of Sales</b>                   | <b>\$ 154,369</b> | <b>\$ 202,732</b> | <b>\$ (48,363)</b> | <b>\$ 511,196</b>  | <b>\$ 589,669</b>   | <b>\$ (78,473)</b> | <b>\$ 1,914,044</b>   | <b>\$ 154,369</b> | <b>\$ 200,903</b>  | <b>\$ (46,534)</b> | <b>\$ 511,196</b>  | <b>\$ 549,695</b>   | <b>\$ 511,196</b>  | <b>\$ 549,695</b>   | <b>\$ (38,499)</b> |
| <b>Gross Profit/(Loss)</b>                   | <b>\$ 138,914</b> | <b>\$ 125,224</b> | <b>\$ 13,690</b>   | <b>\$ 200,466</b>  | <b>\$ 131,581</b>   | <b>\$ 68,885</b>   | <b>\$ 651,447</b>     | <b>\$ 138,914</b> | <b>\$ 131,180</b>  | <b>\$ 7,734</b>    | <b>\$ 200,466</b>  | <b>\$ 202,346</b>   | <b>\$ 200,466</b>  | <b>\$ 202,346</b>   | <b>\$ (1,880)</b>  |
| <b>GENERAL AND ADMINISTRATIVE</b>            |                   |                   |                    |                    |                     |                    |                       |                   |                    |                    |                    |                     |                    |                     |                    |
| Operating Income/(Loss)                      | \$ 44,843         | \$ 38,822         | \$ 6,021           | \$ 180,198         | \$ 193,722          | \$ (13,524)        | \$ 471,394            | \$ 44,843         | \$ 45,054          | \$ (211)           | \$ 180,198         | \$ 242,256          | \$ 180,198         | \$ 242,256          | \$ (62,058)        |
| <b>NON-OPERATING REVENUES/(EXPENSES)</b>     |                   |                   |                    |                    |                     |                    |                       |                   |                    |                    |                    |                     |                    |                     |                    |
| Property Tax Expenses                        | \$ 47,049         | \$ (24,500)       | \$ 71,549          | \$ (50,951)        | \$ (122,500)        | \$ 71,549          | \$ (294,000)          | \$ 47,049         | \$ (101,314)       | \$ 148,363         | \$ (50,951)        | \$ (101,314)        | \$ (50,951)        | \$ (101,314)        | \$ 50,363          |
| Investment Income                            | \$ 0              | \$ -              | \$ 0               | \$ 1               | \$ -                | \$ 1               | \$ -                  | \$ 0              | \$ 0               | \$ -               | \$ 1               | \$ 1                | \$ 1               | \$ 1                | \$ 0               |
| Gain on Sale of Fixed Assets                 | \$ -              | \$ -              | \$ -               | \$ -               | \$ -                | \$ -               | \$ -                  | \$ -              | \$ 294             | \$ (294)           | \$ -               | \$ (2,875)          | \$ -               | \$ (2,875)          | \$ 2,875           |
| <b>Net Income/(Loss) before Depreciation</b> | <b>\$ 141,120</b> | <b>\$ 61,902</b>  | <b>\$ 79,218</b>   | <b>\$ (30,682)</b> | <b>\$ (184,642)</b> | <b>\$ 153,959</b>  | <b>\$ (513,947)</b>   | <b>\$ 141,120</b> | <b>\$ (14,893)</b> | <b>\$ 156,013</b>  | <b>\$ (30,682)</b> | <b>\$ (144,098)</b> | <b>\$ (30,682)</b> | <b>\$ (144,098)</b> | <b>\$ 113,415</b>  |
| Depreciation                                 | \$ 4,837          | \$ 4,936          | \$ (98)            | \$ 24,187          | \$ 24,679           | \$ (492)           | \$ 59,229             | \$ 4,837          | \$ 6,571           | \$ (1,733)         | \$ 24,187          | \$ 34,415           | \$ 24,187          | \$ 34,415           | \$ (10,229)        |
| Major Maintenance                            | \$ 4,480          | \$ -              | \$ 4,480           | \$ 37,408          | \$ -                | \$ 37,408          | \$ 874,605            | \$ 4,480          | \$ -               | \$ 4,480           | \$ 37,408          | \$ 6,448            | \$ 37,408          | \$ 6,448            | \$ 30,960          |
| <b>Net Income/(Loss)</b>                     | <b>\$ 131,803</b> | <b>\$ 56,967</b>  | <b>\$ 74,837</b>   | <b>\$ (92,277)</b> | <b>\$ (209,320)</b> | <b>\$ 117,043</b>  | <b>\$ (1,047,781)</b> | <b>\$ 131,803</b> | <b>\$ (21,464)</b> | <b>\$ 153,267</b>  | <b>\$ (92,277)</b> | <b>\$ (184,962)</b> | <b>\$ (92,277)</b> | <b>\$ (184,962)</b> | <b>\$ 92,685</b>   |



## Accounts Receivable Aging Report Over 60 Days Past Due

| Customer No.             | Customer Name               | Current @<br>05/31/16 | 1 to 30<br>Days Overdue | 31 to 60<br>Days Overdue | 61 to 90<br>Days Overdue | 91+<br>Days Overdue | Total             | % of<br>Total |
|--------------------------|-----------------------------|-----------------------|-------------------------|--------------------------|--------------------------|---------------------|-------------------|---------------|
| A-HAH01                  | HENRY HARVELL               | -                     | -                       | -                        | -                        | 130,330.20          | 130,330.20        | 45.25%        |
| A-TEA01                  | TRAVEL EXPRESS AVIATION     | -                     | -                       | -                        | -                        | 99,761.70           | 99,761.70         | 34.63%        |
| A-CIP01                  | CIVIL AIR PATROL            | -                     | 4,161.16                | 4,161.16                 | -                        | 12,483.48           | 20,805.80         | 7.22%         |
| A-RSA01                  | RSH AVIATION, INC.          | -                     | 3,272.00                | -                        | -                        | 17,000.00           | 20,272.00         | 7.04%         |
| A-SPD01                  | STATE POLICE DEPARTMENT     | -                     | 2,069.78                | 2,069.78                 | -                        | 6,209.34            | 10,348.90         | 3.59%         |
| A-REH01                  | RESOURCE HOLDINGS LLC       | -                     | 471.75                  | 471.75                   | -                        | 2,830.50            | 3,774.00          | 1.31%         |
| A-GLL01                  | GLENWAY LEASING CORPORATION | -                     | 474.00                  | 474.00                   | -                        | 474.00              | 1,422.00          | 0.49%         |
| A-MAW02                  | WENDY MAURER-ROCK           | -                     | 444.00                  | 444.00                   | -                        | 444.00              | 1,332.00          | 0.46%         |
| <b>Report Total:</b>     |                             | -                     | <b>10,892.69</b>        | <b>7,620.69</b>          | -                        | <b>269,533.22</b>   | <b>288,046.60</b> |               |
| <b>Percent of Total:</b> |                             | <b>0.00%</b>          | <b>3.78%</b>            | <b>2.65%</b>             | <b>0.00%</b>             | <b>93.57%</b>       | <b>100.00%</b>    |               |

**RESOLUTION 2016-2026**

**Direction to Return Excess Goodwin Flight Center Donations**

**WHEREAS**, the DuPage Airport Authority (“Authority”), DuPage County, Illinois is a duly authorized and existing Airport Authority under the laws of the State of Illinois; and

**WHEREAS**, the Authority’s Board of Commissioners resolved to rename the flight center at the airport to the Daniel L. Goodwin Flight Center Building; and

**WHEREAS**, the Authority has collected donations from individuals and companies (the “Donors”) to cover the costs related to the renaming of the flight center building; and

**WHEREAS**, the Authority received donations in an amount which exceeds the costs of renaming the flight center by \$6,255.84 (the “Excess Donations”); and

**WHEREAS**, the Board of Commissioners of the Authority hereby deem it to be in the best interests of the Authority to return the Excess Donations to the Donors in proportion to their original donation; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Commissioners or the DuPage Airport Authority hereby direct the Executive Director, David Bird, to return the Excess Donations to the donors in proportion to their original donation and to take whatever steps necessary to effectuate the direction set forth in this Resolution.

This resolution shall be in full force and effective immediately upon its adoption and approval.

Juan E. Chavez \_\_\_\_\_  
Stephen L. Davis \_\_\_\_\_  
Charles E. Donnelly \_\_\_\_\_  
Peter H. Huizenga \_\_\_\_\_  
Gina R. LaMantia \_\_\_\_\_

Michael V. Ledonne \_\_\_\_\_  
Gregory J. Posch \_\_\_\_\_  
Donald C. Sharp \_\_\_\_\_  
Daniel J. Wagner \_\_\_\_\_

Passed and approved by the Board of Commissioners of the DuPage Airport Authority this 15th day of June, 2016.

\_\_\_\_\_  
CHAIRMAN

(ATTEST)

\_\_\_\_\_  
SECRETARY

**RESOLUTION 2016-2026**



Dear \_\_\_\_\_,


As you may know, thanks to your generosity the Dan Goodwin re-naming event at the DuPage Airport was a great success and the donations exceeded the costs of the event. Instead of donating the excess funds to the Tuskegee Next as previously indicated, the DuPage Airport Authority has decided to return the excess funds on a pro rata basis to the donors of the event and let you decide personally how you wish to use or donate the excess funds. Accordingly, we have included a check in the amount of \$\_\_\_\_\_ with this letter.

This letter will also serve as a record of your gift of \$\_\_\_\_\_ to the DuPage Airport Authority, an Illinois Special District for the re-naming of the DuPage Airport Flight Center. No goods or services were provided in exchange for your contribution.



**TO:** DuPage Airport Authority  
Board of Commissioners

**FROM:** Patrick Hoard  
Director of Finance

**THROUGH:** David Bird   
Executive Director

**RE:** Proposed Ordinance 2016-295; 2016-2017 Prevailing Rate of Wages

**DATE:** June 8, 2016

---

**SUMMARY:**

The State of Illinois has enacted "An Act regulating wages of laborers, mechanics and other workers employed in any public works by the State, county, city or any public body or any political subdivision or by any one under contract for public works," approved June 26, 1941, codified as amended, 820 ILCS 130/1. The Act requires the DuPage Airport Authority, an Illinois Special District, DuPage County, Illinois to investigate and ascertain the prevailing rate of wages as defined in said Act for laborers, mechanics and other workers in the locality of DuPage County employed in performing construction of public works, for DuPage Airport Authority.

**PREVIOUS COMMITTEE/BOARD ACTION:**

No previous Committee or Board action has been taken for this Ordinance. The Prevailing Rate of Wages Ordinance is adopted annually by the Board.

**REVENUE OR FUNDING IMPLICATIONS:**

No revenue or funding implications have been identified at this time.

**STAKEHOLDER PROCESS:**

N/A

**LEGAL REVIEW:**

N/A

**ATTACHMENTS:**

Proposed Ordinance 2016-295; 2016-2017 Prevailing Rate of Wages.

**ALTERNATIVES:**

The Board can deny, modify or amend this issue.

**RECOMMENDATION:**

It is recommendation that the Board adopt Ordinance 2016-295; 2016-2017 Prevailing Rate of Wages.

**ORDINANCE 2016-295**

**2016-2017 Prevailing Rate of Wages**

**WHEREAS**, the State of Illinois has enacted "An Act regulating wages of laborers, mechanics and other workers employed in any public works by the State, county, city or any public body or any political subdivision or by anyone under contract for public works," approved June 26, 1941, codified as amended, 820 ILCS 130/1 et seq. (1993), formerly Ill, Rev. Stat., Ch. 48, par. 39s-1 et seq.; and

**WHEREAS**, the aforesaid Act requires that the DuPage Airport Authority, an Illinois Special District, DuPage County, investigate and ascertain the prevailing rate of wages as defined in said Act for laborers, mechanics and other workers in the locality of DuPage County employed in performing construction of public works, for DuPage Airport Authority.

**NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE DUPAGE AIRPORT AUTHORITY:**

**SECTION 1:** To the extent and as required by "An Act regulating wages of laborers, mechanics and other workers employed in any public works by State, county, city or any public body or any political subdivision or by anyone under contract for public works," approved June 26, 1941, as amended, the general prevailing rate of wages in this locality for laborers, mechanics and other workers engaged in construction of public works coming under the jurisdiction of DuPage Airport Authority is hereby ascertained to be the same as the prevailing rate of wages for construction work in DuPage County area as determined by the Department of Labor of the State of Illinois as of June of the current year a copy of that determination being attached hereto and incorporated herein by reference. As required by said Act, any and all revisions of the prevailing rate of wages by the Department of Labor of the State of Illinois shall supersede the Department's June determination and apply to any and all public works construction undertaken by the DuPage Airport Authority. The definition of any terms appearing in this Ordinance which are also used in the aforesaid Act shall be the same as in said Act.

**SECTION 2:** Nothing herein contained shall be construed to apply said general prevailing rate of wages as herein ascertained to any work or employment except public works construction of the DuPage Airport Authority to the extent required by the aforesaid Act.

**SECTION 3:** The DuPage Airport Authority Secretary shall publicly post or keep available for inspection by any interested party in the main office of the DuPage Airport Authority this determination or any revisions of such prevailing rate of wages. A copy of this determination or of the current revised determination of prevailing rate of wages then in effect shall be attached to all contract specifications.

**SECTION 4:** The DuPage airport Authority Secretary shall mail a copy of this determination to any employer, and to any association of employers and to any person or association of employees who have filed their names and addresses, requesting copies of any determination stating the particular rates and the particular class of workers whose wages will be affected by such rates.

**SECTION 5:** The DuPage Airport Authority Secretary shall promptly file a certified copy of this Ordinance with the Department of Labor of the State of Illinois.

**SECTION 6:** The DuPage Airport Authority Secretary shall cause to be published in a newspaper of general circulation within the area a notice of the determination made hereby, and such publication shall constitute notice that such determination is effective.

**SECTION 7:** Prior Ordinances: This ordinance repeals Ordinance 2015-285 and shall be placed in the DuPage Airport Authority Code.

**SECTION 8:** That this ordinance shall be in full force and effect from and after its passage and approval as provided by law.

This Resolution shall be in full force and effect immediately upon its adoption and approval.

Juan E. Chavez \_\_\_\_\_  
Stephen L. Davis \_\_\_\_\_  
Charles E. Donnelly \_\_\_\_\_  
Peter H. Huizenga \_\_\_\_\_  
Gina R. LaMantia \_\_\_\_\_

Michael V. Ledonne \_\_\_\_\_  
Gregory J. Posch \_\_\_\_\_  
Donald C. Sharp \_\_\_\_\_  
Daniel J. Wagner \_\_\_\_\_

Passed and approved by the Board of Commissioners of the DuPage Airport Authority this 15<sup>th</sup> day of June, 2016.

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Secretary

## Current Prevailing Wage Rates by County

Below are the current prevailing wage rates by county. Any updates will be posted on this page.

[Click here](#) for archived prevailing rates.

[All Counties with Explanations](#)

[All Counties Wages Only](#)

[Adams County \(1\)](#)

[Alexander County \(2\)](#)

[Bond County \(3\)](#)

[Boone County \(4\)](#)

[Brown County \(5\)](#)

[Bureau County \(6\)](#)

[Calhoun County \(7\)](#)

[Carroll County \(8\)](#)

[Cass County \(9\)](#)

[Champaign County \(10\)](#)

[Christian County \(11\)](#)

[Clark County \(12\)](#)

[Clay County \(13\)](#)

[Clinton County \(14\)](#)

[Coles County \(15\)](#)

[Cook County \(16\)](#)

[Crawford County \(17\)](#)

[Cumberland County \(18\)](#)

[De Kalb County \(19\)](#)

[Dewitt County \(20\)](#)

[Douglas County \(21\)](#)

[Du Page County \(22\)](#)

[Edgar County \(23\)](#)

[Edwards County \(24\)](#)

[Effingham County \(25\)](#)

[Fayette County \(26\)](#)

[Ford County \(27\)](#)

[Franklin County \(28\)](#)

[Fulton County \(29\)](#)

[Gallatin County \(30\)](#)

[Greene County \(31\)](#)

[Grundy County \(32\)](#)  
[Hamilton County \(33\)](#)  
[Hancock County \(34\)](#)  
[Hardin County \(35\)](#)  
[Henderson County \(36\)](#)  
[Henry County \(37\)](#)  
[Iroquois County \(38\)](#)  
[Jackson County \(39\)](#)  
[Jasper County \(40\)](#)  
[Jefferson County \(41\)](#)  
[Jersey County \(42\)](#)  
[Jo Daviess County \(43\)](#)  
[Johnson County \(44\)](#)  
[Kane County \(45\)](#)  
[Kankakee County \(46\)](#)  
[Kendall County \(47\)](#)  
[Knox County \(48\)](#)  
[Lake County \(49\)](#)  
[La Salle County \(50\)](#)  
[Lawrence County \(51\)](#)  
[Lee County \(52\)](#)  
[Livingston County \(53\)](#)  
[Logan County \(54\)](#)  
[Macon County \(55\)](#)  
[Macoupin County \(56\)](#)  
[Madison County \(57\)](#)  
[Marion County \(58\)](#)  
[Marshall County \(59\)](#)  
[Mason County \(60\)](#)  
[Massac County \(61\)](#)  
[Mcdonough County \(62\)](#)  
[Mchenry County \(63\)](#)  
[Mclean County \(64\)](#)  
[Menard County \(65\)](#)  
[Mercer County \(66\)](#)  
[Monroe County \(67\)](#)  
[Montgomery County \(68\)](#)  
[Morgan County \(69\)](#)

[Moultrie County \(70\)](#)  
[Ogle County \(71\)](#)  
[Peoria County \(72\)](#)  
[Perry County \(73\)](#)  
[Piatt County \(74\)](#)  
[Pike County \(75\)](#)  
[Pope County \(76\)](#)  
[Pulaski County \(77\)](#)  
[Putnam County \(78\)](#)  
[Randolph County \(79\)](#)  
[Richland County \(80\)](#)  
[Rock Island County \(81\)](#)  
[Saint Clair County \(82\)](#)  
[Saline County \(83\)](#)  
[Sangamon County \(84\)](#)  
[Schuyler County \(85\)](#)  
[Scott County \(86\)](#)  
[Shelby County \(87\)](#)  
[Stark County \(88\)](#)  
[Stephenson County \(89\)](#)  
[Tazewell County \(90\)](#)  
[Union County \(91\)](#)  
[Vermilion County \(92\)](#)  
[Wabash County \(93\)](#)  
[Warren County \(94\)](#)  
[Washington County \(95\)](#)  
[Wayne County \(96\)](#)  
[White County \(97\)](#)  
[Whiteside County \(98\)](#)  
[Will County \(99\)](#)  
[Williamson County \(100\)](#)  
[Winnebago County \(101\)](#)  
[Woodford County \(102\)](#)

Includes technical corrections.

# Du Page County Prevailing Wage for July 2015

(See explanation of column headings at bottom of wages)

| Trade Name             | RG | TYP   | C | Base   | FRMAN  | M-F>8 | OSA | OSH | H/W   | Pensn | Vac   | Trng  |
|------------------------|----|-------|---|--------|--------|-------|-----|-----|-------|-------|-------|-------|
| =====                  | == | ===   | = | =====  | =====  | ===== | === | === | ===== | ===== | ===== | ===== |
| ASBESTOS ABT-GEN       |    | ALL   |   | 39.400 | 39.950 | 1.5   | 1.5 | 2.0 | 13.98 | 10.72 | 0.000 | 0.500 |
| ASBESTOS ABT-MEC       |    | BLD   |   | 36.340 | 38.840 | 1.5   | 1.5 | 2.0 | 11.47 | 10.96 | 0.000 | 0.720 |
| BOILERMAKER            |    | BLD   |   | 47.070 | 51.300 | 2.0   | 2.0 | 2.0 | 6.970 | 18.13 | 0.000 | 0.400 |
| BRICK MASON            |    | BLD   |   | 43.780 | 48.160 | 1.5   | 1.5 | 2.0 | 10.05 | 14.43 | 0.000 | 1.030 |
| CARPENTER              |    | ALL   |   | 44.350 | 46.350 | 1.5   | 1.5 | 2.0 | 11.79 | 16.39 | 0.000 | 0.630 |
| CEMENT MASON           |    | ALL   |   | 43.750 | 45.750 | 2.0   | 1.5 | 2.0 | 13.05 | 14.45 | 0.000 | 0.480 |
| CERAMIC TILE FNSHER    |    | BLD   |   | 36.810 | 0.000  | 1.5   | 1.5 | 2.0 | 10.55 | 9.230 | 0.000 | 0.770 |
| COMMUNICATION TECH     |    | BLD   |   | 32.650 | 34.750 | 1.5   | 1.5 | 2.0 | 9.550 | 15.16 | 1.250 | 0.610 |
| ELECTRIC PWR EQMT OP   |    | ALL   |   | 37.890 | 51.480 | 1.5   | 1.5 | 2.0 | 5.000 | 11.75 | 0.000 | 0.380 |
| ELECTRIC PWR EQMT OP   |    | HWY   |   | 39.220 | 53.290 | 1.5   | 1.5 | 2.0 | 5.000 | 12.17 | 0.000 | 0.390 |
| ELECTRIC PWR GRNDMAN   |    | ALL   |   | 29.300 | 51.480 | 1.5   | 1.5 | 2.0 | 5.000 | 9.090 | 0.000 | 0.290 |
| ELECTRIC PWR GRNDMAN   |    | HWY   |   | 30.330 | 53.290 | 1.5   | 1.5 | 2.0 | 5.000 | 9.400 | 0.000 | 0.300 |
| ELECTRIC PWR LINEMAN   |    | ALL   |   | 45.360 | 51.480 | 1.5   | 1.5 | 2.0 | 5.000 | 14.06 | 0.000 | 0.450 |
| ELECTRIC PWR LINEMAN   |    | HWY   |   | 46.950 | 53.290 | 1.5   | 1.5 | 2.0 | 5.000 | 14.56 | 0.000 | 0.470 |
| ELECTRIC PWR TRK DRV   |    | ALL   |   | 30.340 | 51.480 | 1.5   | 1.5 | 2.0 | 5.000 | 9.400 | 0.000 | 0.300 |
| ELECTRIC PWR TRK DRV   |    | HWY   |   | 31.400 | 53.290 | 1.5   | 1.5 | 2.0 | 5.000 | 9.730 | 0.000 | 0.310 |
| ELECTRICIAN            |    | BLD   |   | 38.160 | 41.980 | 1.5   | 1.5 | 2.0 | 9.550 | 18.29 | 4.680 | 0.680 |
| ELEVATOR CONSTRUCTOR   |    | BLD   |   | 50.800 | 57.150 | 2.0   | 2.0 | 2.0 | 13.57 | 14.21 | 4.060 | 0.600 |
| FENCE ERECTOR          | NE | ALL   |   | 37.340 | 39.340 | 1.5   | 1.5 | 2.0 | 13.05 | 12.06 | 0.000 | 0.300 |
| FENCE ERECTOR          | W  | ALL   |   | 45.060 | 48.660 | 2.0   | 2.0 | 2.0 | 10.52 | 20.76 | 0.000 | 0.700 |
| GLAZIER                |    | BLD   |   | 40.500 | 42.000 | 1.5   | 2.0 | 2.0 | 13.14 | 16.99 | 0.000 | 0.940 |
| HT/FROST INSULATOR     |    | BLD   |   | 48.450 | 50.950 | 1.5   | 1.5 | 2.0 | 11.47 | 12.16 | 0.000 | 0.720 |
| IRON WORKER            | E  | ALL   |   | 44.200 | 46.200 | 2.0   | 2.0 | 2.0 | 13.65 | 21.14 | 0.000 | 0.350 |
| IRON WORKER            | W  | ALL   |   | 45.060 | 48.660 | 2.0   | 2.0 | 2.0 | 10.52 | 20.76 | 0.000 | 0.700 |
| LABORER                |    | ALL   |   | 39.200 | 39.950 | 1.5   | 1.5 | 2.0 | 13.98 | 10.72 | 0.000 | 0.500 |
| LATHER                 |    | ALL   |   | 44.350 | 46.350 | 1.5   | 1.5 | 2.0 | 11.79 | 16.39 | 0.000 | 0.630 |
| MACHINIST              |    | BLD   |   | 45.350 | 47.850 | 1.5   | 1.5 | 2.0 | 7.260 | 8.950 | 1.850 | 0.000 |
| MARBLE FINISHERS       |    | ALL   |   | 32.400 | 34.320 | 1.5   | 1.5 | 2.0 | 10.05 | 13.75 | 0.000 | 0.620 |
| MARBLE MASON           |    | BLD   |   | 43.030 | 47.330 | 1.5   | 1.5 | 2.0 | 10.05 | 14.10 | 0.000 | 0.780 |
| MATERIAL TESTER I      |    | ALL   |   | 29.200 | 0.000  | 1.5   | 1.5 | 2.0 | 13.98 | 10.72 | 0.000 | 0.500 |
| MATERIALS TESTER II    |    | ALL   |   | 34.200 | 0.000  | 1.5   | 1.5 | 2.0 | 13.98 | 10.72 | 0.000 | 0.500 |
| MILLWRIGHT             |    | ALL   |   | 44.350 | 46.350 | 1.5   | 1.5 | 2.0 | 11.79 | 16.39 | 0.000 | 0.630 |
| OPERATING ENGINEER     |    | BLD 1 |   | 48.100 | 52.100 | 2.0   | 2.0 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | BLD 2 |   | 46.800 | 52.100 | 2.0   | 2.0 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | BLD 3 |   | 44.250 | 52.100 | 2.0   | 2.0 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | BLD 4 |   | 42.500 | 52.100 | 2.0   | 2.0 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | BLD 5 |   | 51.850 | 52.100 | 2.0   | 2.0 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | BLD 6 |   | 49.100 | 52.100 | 2.0   | 2.0 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | BLD 7 |   | 51.100 | 52.100 | 2.0   | 2.0 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | FLT   |   | 36.000 | 36.000 | 1.5   | 1.5 | 2.0 | 17.10 | 11.80 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | HWY 1 |   | 46.300 | 50.300 | 1.5   | 1.5 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | HWY 2 |   | 45.750 | 50.300 | 1.5   | 1.5 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | HWY 3 |   | 43.700 | 50.300 | 1.5   | 1.5 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | HWY 4 |   | 42.300 | 50.300 | 1.5   | 1.5 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | HWY 5 |   | 41.100 | 50.300 | 1.5   | 1.5 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | HWY 6 |   | 49.300 | 50.300 | 1.5   | 1.5 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| OPERATING ENGINEER     |    | HWY 7 |   | 47.300 | 50.300 | 1.5   | 1.5 | 2.0 | 17.55 | 12.65 | 1.900 | 1.250 |
| ORNAMNTL IRON WORKER E |    | ALL   |   | 45.000 | 47.500 | 2.0   | 2.0 | 2.0 | 13.55 | 17.94 | 0.000 | 0.650 |
| ORNAMNTL IRON WORKER W |    | ALL   |   | 45.060 | 48.660 | 2.0   | 2.0 | 2.0 | 10.52 | 20.76 | 0.000 | 0.700 |
| PAINTER                |    | ALL   |   | 41.730 | 43.730 | 1.5   | 1.5 | 1.5 | 10.30 | 8.200 | 0.000 | 1.350 |
| PAINTER SIGNS          |    | BLD   |   | 33.920 | 38.090 | 1.5   | 1.5 | 1.5 | 2.600 | 2.710 | 0.000 | 0.000 |
| PILEDRIIVER            |    | ALL   |   | 44.350 | 46.350 | 1.5   | 1.5 | 2.0 | 11.79 | 16.39 | 0.000 | 0.630 |
| PIPEFITTER             |    | BLD   |   | 46.000 | 49.000 | 1.5   | 1.5 | 2.0 | 9.000 | 15.85 | 0.000 | 1.780 |
| PLASTERER              |    | BLD   |   | 43.430 | 46.040 | 1.5   | 1.5 | 2.0 | 10.05 | 14.43 | 0.000 | 1.020 |
| PLUMBER                |    | BLD   |   | 46.650 | 48.650 | 1.5   | 1.5 | 2.0 | 13.18 | 11.46 | 0.000 | 0.880 |
| ROOFER                 |    | BLD   |   | 41.000 | 44.000 | 1.5   | 1.5 | 2.0 | 8.280 | 10.54 | 0.000 | 0.530 |



|                     |                  |        |        |        |        |     |       |       |       |                   |
|---------------------|------------------|--------|--------|--------|--------|-----|-------|-------|-------|-------------------|
| SHEETMETAL WORKER   | BLD              | 44.720 | 46.720 | 1.5    | 1.5    | 2.0 | 10.65 | 13.31 | 0.000 | 0.820             |
| SPRINKLER FITTER    | BLD              | 49.200 | 51.200 | 1.5    | 1.5    | 2.0 | 11.75 | 9.650 | 0.000 | 0.550             |
| STEEL ERECTOR       | E ALL            | 42.070 | 44.070 | 2.0    | 2.0    | 2.0 | 13.45 | 19.59 | 0.000 | 0.350             |
| STEEL ERECTOR       | W ALL            | 45.060 | 48.660 | 2.0    | 2.0    | 2.0 | 10.52 | 20.76 | 0.000 | 0.700             |
| STONE MASON         | BLD              | 43.780 | 48.160 | 1.5    | 1.5    | 2.0 | 10.05 | 14.43 | 0.000 | 1.030             |
| SURVEY WORKER       | -->NOT IN EFFECT |        | ALL    | 37.000 | 37.750 | 1.5 | 1.5   | 2.0   | 12.97 | 9.930 0.000 0.500 |
| TERRAZZO FINISHER   | BLD              | 38.040 | 0.000  | 1.5    | 1.5    | 2.0 | 10.55 | 11.22 | 0.000 | 0.720             |
| TERRAZZO MASON      | BLD              | 41.880 | 44.880 | 1.5    | 1.5    | 2.0 | 10.55 | 12.51 | 0.000 | 0.940             |
| TILE MASON          | BLD              | 43.840 | 47.840 | 1.5    | 1.5    | 2.0 | 10.55 | 11.40 | 0.000 | 0.990             |
| TRAFFIC SAFETY WRKR | HWY              | 32.750 | 34.350 | 1.5    | 1.5    | 2.0 | 6.550 | 6.450 | 0.000 | 0.500             |
| TRUCK DRIVER        | ALL 1            | 35.920 | 36.120 | 1.5    | 1.5    | 2.0 | 8.280 | 8.760 | 0.000 | 0.150             |
| TRUCK DRIVER        | ALL 2            | 32.700 | 33.100 | 1.5    | 1.5    | 2.0 | 6.500 | 4.350 | 0.000 | 0.150             |
| TRUCK DRIVER        | ALL 3            | 32.900 | 33.100 | 1.5    | 1.5    | 2.0 | 6.500 | 4.350 | 0.000 | 0.150             |
| TRUCK DRIVER        | ALL 4            | 33.100 | 33.100 | 1.5    | 1.5    | 2.0 | 6.500 | 4.350 | 0.000 | 0.150             |
| TUCK POINTER        | BLD              | 42.620 | 43.620 | 1.5    | 1.5    | 2.0 | 10.05 | 13.34 | 0.000 | 0.670             |

Legend: RG (Region)  
TYP (Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers)  
C (Class)  
Base (Base Wage Rate)  
FRMAN (Foreman Rate)  
M-F>8 (OT required for any hour greater than 8 worked each day, Mon through Fri.  
OSA (Overtime (OT) is required for every hour worked on Saturday)  
OSH (Overtime is required for every hour worked on Sunday and Holidays)  
H/W (Health & Welfare Insurance)  
Pensn (Pension)  
Vac (Vacation)  
Trng (Training)

## Explanations

### DUPAGE COUNTY

#### IRON WORKERS AND FENCE ERECTOR (WEST) - West of Route 53.

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

#### EXPLANATION OF CLASSES

ASBESTOS - GENERAL - removal of asbestos material/mold and hazardous materials from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials/mold and hazardous materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date.

ASBESTOS - MECHANICAL - removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

TRAFFIC SAFETY - work associated with barricades, horses and drums used to reduce lane usage on highway work, the installation and removal of temporary lane markings, and the installation and removal of temporary road signs.

#### CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether

for interior or exterior purposes, all burned, glazed or unglazed products; all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and other materials that are for and intended for use as a finished floor surface, stair treads, promenade roofs, walks, walls, ceilings, swimming pools, and all other places where tile is to form a finished interior or exterior. The mixing of all setting mortars including but not limited to thin-set mortars, epoxies, wall mud, and any other sand and cement mixtures or adhesives when used in the preparation, installation, repair, or maintenance of tile and/or similar materials. The handling and unloading of all sand, cement, lime, tile, fixtures, equipment, adhesives, or any other materials to be used in the preparation, installation, repair, or maintenance of tile and/or similar materials. Ceramic Tile Finishers shall fill all joints and voids regardless of method on all tile work, particularly and especially after installation of said tile work. Application of any and all protective coverings to all types of tile installations including, but not be limited to, all soap compounds, paper products, tapes, and all polyethylene coverings, plywood, masonite, cardboard, and any new type of products that may be used to protect tile installations, Blastrac equipment, and all floor scarifying equipment used in preparing floors to receive tile. The clean up and removal of all waste and materials. All demolition of existing tile floors and walls to be re-tiled.

#### COMMUNICATIONS TECHNICIAN

Low voltage installation, maintenance and removal of telecommunication facilities (voice, sound, data and video) including telephone and data inside wire, interconnect, terminal equipment, central offices, PABX, fiber optic cable and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area networks), LAN (local area networks), and ISDN (integrated system digital network), pulling of wire in raceways, but not the installation of raceways.

#### MARBLE FINISHER

Loading and unloading trucks, distribution of all materials (all stone, sand, etc.), stocking of floors with material, performing all rigging for heavy work, the handling of all material that may be needed for the installation of such materials, building of scaffolding, polishing if needed, patching, waxing of material if damaged, pointing on, caulking, grouting and cleaning up of marble, holding water on diamond or Carborundum blade or saw for setters cutting, use of tub saw or any other saw needed for preparation of material, drilling of holes for wires that anchor material set by setters, mixing up of molding plaster for installation of material, mixing up thin set for the installation of material, mixing up of sand to cement for the installation of material and such other work as may be required in helping a Marble Setter in the handling of all material in the erection or installation of interior marble, slate, travertine, art marble, serpentine, alberene stone, blue stone, granite and other stones (meaning as to stone any foreign or domestic materials as are specified and used in building interiors and exteriors and customarily known as stone in the trade), carrara, sanionyx, vitrolite and similar opaque glass and the laying of all marble tile, terrazzo tile, slate tile and precast tile, steps, risers treads, base, or any other materials that may be used as substitutes for any of the aforementioned materials and which are used on interior and exterior which are installed in a similar manner.

MATERIAL TESTER I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

MATERIAL TESTER II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

#### OPERATING ENGINEER - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Conveyor (Truck Mounted); Concrete Paver Over 27E cu. ft; Concrete Paver 27E cu. ft. and Under; Concrete Placer; Concrete Placing Boom; Concrete Pump (Truck Mounted); Concrete Tower; Cranes, All; Cranes, Hammerhead; Cranes, (GCI and similar Type); Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Heavy Duty Self-Propelled Transporter or Prime Mover; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, One, Two and Three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment); Locomotives, All; Motor Patrol; Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes-Screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-Form Paver; Straddle Buggies; Operation of Tie Back Machine; Tournapull; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Inside Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Laser Screed; Rock Drill (Self-Propelled); Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Combination Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators (remodeling or renovation work); Hydraulic Power Units (Pile Driving, Extracting, and Drilling); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Low Boys; Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 4. Bobcats and/or other Skid Steer Loaders; Oilers; and Brick Forklift.

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

#### OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Spreader; Autograder/GOMACO or other similar type machines: ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck

Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower Cranes of all types: Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Dredges; Elevators, Outside type Rack & Pinion and Similar Machines; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Truck Mounted; Hoists, One, Two and Three Drum; Heavy Duty Self-Propelled Transporter or Prime Mover; Hydraulic Backhoes; Backhoes with shear attachments up to 40' of boom reach; Lubrication Technician; Manipulators; Mucking Machine; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Snow Melters; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; Hydraulic Telescoping Form (Tunnel); Operation of Tieback Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader (with attached pusher - two engineers); Tractor with Boom; Tractaire with Attachments; Traffic Barrier Transfer Machine; Trenching; Truck Mounted Concrete Pump with Boom; Raised or Blind Hole Drills (Tunnel Shaft); Underground Boring and/or Mining Machines 5 ft. in diameter and over tunnel, etc; Underground Boring and/or Mining Machines under 5 ft. in diameter; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (Less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Hydro Excavating (excluding hose work); Laser Screed; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper - Single/Twin Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two Bag and Over); Conveyor, Portable; Farm-Type Tractors Used for Mowing, Seeding, etc.; Forklift Trucks; Grouting Machine; Hoists, Automatic; Hoists, All Elevators; Hoists, Tugger Single Drum; Jeep Diggers; Low Boys; Pipe Jacking Machines; Post-Hole Digger; Power Saw, Concrete Power Driven; Pug Mills; Rollers, other than Asphalt; Seed and Straw Blower; Steam Generators; Stump Machine; Winch Trucks with "A" Frame; Work Boats; Tamper-Form-Motor Driven.

Class 4. Air Compressor; Combination - Small Equipment Operator; Directional Boring Machine; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Vacuum Trucks (excluding hose work); Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. SkidSteer Loader (all); Brick Forklifts; Oilers.

Class 6. Field Mechanics and Field Welders

Class 7. Dowell Machine with Air Compressor; Gradall and machines of

like nature.

#### OPERATING ENGINEER - FLOATING

Diver. Diver Wet Tender, Diver Tender, ROV Pilot, ROV Tender

SURVEY WORKER - Operated survey equipment including data collectors, G.P.S. and robotic instruments, as well as conventional levels and transits.

#### TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamsters; Unskilled Dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnatrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front.

#### TERRAZZO FINISHER

The handling of sand, cement, marble chips, and all other materials that may be used by the Mosaic Terrazzo Mechanic, and the mixing, grinding, grouting, cleaning and sealing of all Marble, Mosaic, and Terrazzo work, floors, base, stairs, and wainscoting by hand or machine, and in addition, assisting and aiding Marble, Masonic, and Terrazzo Mechanics.

#### Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task,

the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

#### LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.


#### MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II


Notwithstanding the difference in the classification title, the classification entitled "Material Tester I" involves the same job duties as the classification entitled "Material Tester/Inspector I". Likewise, the classification entitled "Material Tester II" involves the same job duties as the classification entitled "Material Tester/Inspector II".



DUPAGE AIRPORT  
AUTHORITY

TO: Board of Commissioners

FROM: Dan Barna   
Operations and Capital Program Manager

THROUGH: David Bird   
Executive Director

RE: Proposed Resolution 2016-2027; Disposal / Destruction of Surplus Personal Property

DATE: June 7, 2016

---

**SUMMARY:**

Periodically, departments of the Airport Authority accumulate personal property that is no longer functional and/or has been replaced by similar items. Disposition of such items requires staff to obtain approval from the Board, declaring such property surplus and authorizing the disposition and sale of the property through a public auction or destruction of the same.

Staff seeks the Board's approval for disposition of the following surplus personal property attached hereto as Exhibit A:

- (1) 1995 Upright TM12 Aerial Lift
- (1) Aircraft Deicing Unit
- (1) 16' Root End Loader Snow Plow
- (1) 250 Gallon Towable Smithco Herbicide Application Tank
- (1) Water Tank
- (1) 36" Walk Behind Scag Mower Model SW36A
- (1) 1989 Bucket Truck – DAA Unit #68
- (1) 1991 Fork Lift – DAA Unit #65
- (1) 2000 Pickup Truck w/Plow – DAA Unit #12
- (1) 2003 Pickup Truck w/Plow – DAA Unit #43
- (1) 2004 Cargo Van – DAA Unit #15
- (4) Irrigation System Control Units
- (1) 2000 Passenger Van – DAA Unit #33

**PREVIOUS COMMITTEE/BOARD ACTION:**

June 15, 2016 Finance, Budget and Audit Committee – this item is being reviewed by the Committee.

**REVENUE OR FUNDING IMPLICATIONS:**

No revenue for funding implications have been identified at this time.

**STAKEHOLDER PROCESS:**

No stakeholders have been identified at this time.

**LEGAL REVIEW:**

Legal counsel has drafted the resolution for disposal / destruction of surplus personal property.

**ATTACHMENTS:**

- ❑ Proposed Resolution 2016-2027; Disposal / Destruction of Surplus Personal Property.
- ❑ Exhibit A.

**ALTERNATIVES:**

The Board can deny, modify or amend this issue.

**RECOMMENDATION:**

It is the recommendation of the Executive Director and Staff that the Board approve Proposed Resolution 2016-2027; Disposal / Destruction of Surplus Personal Property.



**RESOLUTION 2016-2027**  
**RESOLUTION FOR DISPOSAL/DESTRUCTION OF SURPLUS PERSONAL**  
**PROPERTY**

WHEREAS, Airport Authorities are authorized to dispose of surplus personal property in such manner as the Board of Commissioners may specify, 70 ILCS 5/16.1; and

WHEREAS, the Board of Commissioners of the DuPage Airport Authority (the "Board") deems it in the best interest of the DuPage Airport Authority (the "Authority") to declare certain personal property of the Authority to be surplus and to dispose of same;

WHEREAS, the Board regularly declares certain personal property surplus and authorizes the Executive Director or his designated employee representative to sell, assign, transfer or convey such items for sale on eBay or any other Internet-based public auction vehicle;

WHEREAS, certain surplus personal property has insufficient value to make selling the items profitable; and

WHEREAS, the Board deems it in the best interests of the Authority to destroy the property of insufficient value.

NOW, THEREFORE, BE IT ORDAINED by the Board of Commissioners of the DuPage Airport Authority as follows:

1. The Board declares that the personal property described in Exhibit A attached hereto is surplus and, hence, no longer needed by, appropriate to, required for the use of, or profitable to the Authority and that the continued ownership of the property is not in the best interests of the Authority;

2. That the Executive Director, or his designated employee representative, is hereby authorized and directed to sell, assign, transfer, convey or otherwise dispose of all of the surplus personal property identified in Exhibit A and is authorized and directed to place such items for sale on eBay or any other Internet-based public auction vehicle;

3. The Executive Director, or his designated employee representative, is hereby authorized and directed to execute any and all bills of sale, title or other documents necessary to effectuate the sale, assignment, transfer or conveyance of the property;

4. The Executive Director is authorized to and has the right to reject any and all offers to purchase for any reason whatsoever as deemed appropriate; and

5. That the Executive Director, or his designated employee representative, is hereby authorized and directed to destroy all of the surplus personal property identified in Exhibit A that is not purchased pursuant to the methods set forth in Paragraph 2 above. Said destruction shall be completed in the most economical and legal means practicable.

This resolution shall be in full force and effective immediately upon its adoption and approval.

Juan E. Chavez \_\_\_\_\_  
Stephen L. Davis \_\_\_\_\_  
Charles E. Donnelly \_\_\_\_\_  
Peter H. Huizenga \_\_\_\_\_  
Gina R. LaMantia \_\_\_\_\_

Michael V. Ledonne \_\_\_\_\_  
Gregory J. Posch \_\_\_\_\_  
Donald C. Sharp \_\_\_\_\_  
Daniel J. Wagner \_\_\_\_\_

Passed and approved by the Board of Commissioners of the DuPage Airport Authority this 15th day of June, 2016.

\_\_\_\_\_  
CHAIRMAN


(ATTEST)


\_\_\_\_\_  
SECRETARY


**RESOLUTION 2016-2027**


Resolution 2016-2027 Disposal / Destruction of Surplus Personal Property  
Exhibit A


| Qty                                                                                                                                                                                                                                                                                                                      | Description                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| 1                                                                                                                                                                                                                                                                                                                        | 1995 Upright TM12 Aerial Lift – DAA Unit #38<br><i>Replaced by New Unit</i> |
|  A blue TM12 aerial lift is shown in a hallway. The lift has a platform and a ladder-like structure. The brand name 'TM12' is visible on the front. The lift is parked on a dark floor in a well-lit hallway with light-colored walls. |                                                                             |

| Qty                                                                                                                                                                                                                                                                                                                                                                                                                | Description                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| 1                                                                                                                                                                                                                                                                                                                                                                                                                  | Aircraft Deicing Unit<br><i>No Longer Utilized</i> |
|  A red aircraft deicing unit is shown in a workshop. The unit consists of a large red cylindrical tank mounted on a red metal frame. A white container is attached to the side of the tank. The unit is connected to various hoses and pipes. The background shows a workshop with corrugated metal walls and other equipment. |                                                    |


| Qty                                                                                | Description                                                        |
|------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| 1                                                                                  | 16' Root End Loader Snow Plow Blade<br><i>Replaced by New Unit</i> |
|  |                                                                    |


| Qty                                                                                  | Description                                                                          |
|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| 1                                                                                    | 250 Gallon Towable Smithco Herbicide Application Tank<br><i>Replaced by New Unit</i> |
|  |                                                                                      |


| Qty                                                                                | Description                             |
|------------------------------------------------------------------------------------|-----------------------------------------|
| 1                                                                                  | Water Tank<br><i>No Longer Utilized</i> |
|  |                                         |

| Qty                                                                                  | Description                                                           |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| 1                                                                                    | 36" Walk Behind Scag Mower Model SW36A<br><i>Replaced by New Unit</i> |
|  |                                                                       |


| Qty                                                                                | Description                                                     |
|------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| 1                                                                                  | 1989 Bucket Truck – DAA Unit #68<br><i>Replaced by New Unit</i> |
|  |                                                                 |

| Qty                                                                                  | Description                                                  |
|--------------------------------------------------------------------------------------|--------------------------------------------------------------|
| 1                                                                                    | 1991 Fork Lift – DAA Unit #65<br><i>Replaced by New Unit</i> |
|  |                                                              |


| Qty                                                                                | Description                                                            |
|------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| 1                                                                                  | 2000 Pickup Truck w/Plow – DAA Unit #12<br><i>Replaced by New Unit</i> |
|  |                                                                        |

| Qty                                                                                  | Description                                                            |
|--------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| 1                                                                                    | 2003 Pickup Truck w/Plow – DAA Unit #43<br><i>Replaced by New Unit</i> |
|  |                                                                        |


| Qty                                                                                | Description                                                  |
|------------------------------------------------------------------------------------|--------------------------------------------------------------|
| 1                                                                                  | 2004 Cargo Van – DAA Unit #15<br><i>Replaced by New Unit</i> |
|  |                                                              |

| Qty                                                                                  | Description                                                     |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| 4                                                                                    | Irrigation System Control Units<br><i>Replaced by New Units</i> |
|  |                                                                 |



| Qty | Description                                                                        |
|-----|------------------------------------------------------------------------------------|
| 1   | 2000 Passenger Van – DAA Unit #33<br><i>Replaced by New Unit</i>                   |
|     |  |

TO: Board of Commissioners

FROM: Dan Barna   
Operations and Capital Program Manager

THROUGH: David Bird   
Executive Director

RE: Proposed Resolution 2016-2028; Award of Contract to Clean Cut Tree Service Inc. for the Southeast Drainage Ditch Clearing Project.

DATE: June 7, 2016

---

**SUMMARY:**

The Airport Authority's 2016 Capital Budget includes a project to clear vegetation and dredge excess sediment from the southeast drainage ditch to open water flow.

The ditch is a 5,700' man-made drainage ditch located on the southeast corner of the airfield. The ditch serves as a primary stormwater conveyance to the golf course canal system. Currently, the ditch drains poorly and is in need of maintenance to provide its original constructed flow capacity.



CH2M in conjunction with Christopher Burke Engineering has completed a Wetland Assessment Report on the scope of work required for this project. The Report was submitted to the U.S. Army Corps of Engineers for concurrence that the man-made drainage ditch is exempt from federal regulation and that the proposed ditch maintenance does not require a Section 404 Clean Water Act permit. In addition, concurrence was sought from the City of West Chicago and DuPage County regarding applicable Stormwater and Flood Plain Ordinance impacts.

All parties concur that the proposed drainage ditch maintenance is exempt from regulation because the ditch was constructed in dry land as part of a permitted project for the purposes of stormwater management and that the ditch continues to function in that capacity.

A solicitation for sealed bids was advertised in the May 17, 2016 edition of the *Daily Herald Newspaper*. A mandatory pre-bid meeting was conducted on May 24, 2016. Two (2) sealed bids were received and opened at 2:00 p.m. on June 3, 2016. Bid results are as follows:

| Bidder                                       | Lump Sum Bid Price |
|----------------------------------------------|--------------------|
| Clean Cut Tree Service Inc.<br>Grayslake, IL | \$64,000           |
| Martam Construction Inc.<br>Elgin, IL        | \$162,000          |

Upon evaluation of the bids, it is apparent that Clean Cut Tree Service, Inc. is the low, responsive and responsible bidder. CH2M and staff conducted a scope of work interview with Clean Cut Tree Service Inc. and confirmed full compliance with project specifications.

Clean Cut Tree Service Inc. received several positive references and has performed quality work for the Airport Authority in the past.

**PREVIOUS COMMITTEE/BOARD ACTION:**

June 15, 2016 Capital Development, Leasing and Customer Fees Committee – this item is being reviewed by the Committee.

**REVENUE OR FUNDING IMPLICATIONS:**

|                                                                                    |            |
|------------------------------------------------------------------------------------|------------|
| 2016 Capital Budget                                                                | \$466,300  |
| Clean Cut Tree Service Construction Cost                                           | (\$64,000) |
| Owner's Contingency (10%)                                                          | (\$6,400)  |
| CH2M Design Fees Task Order 42 (Not-to-Exceed)                                     | (\$14,150) |
| CH2M Design Fees Task Order 47 (Not-to-Exceed)<br><i>SE Drainage Ditch Portion</i> | (\$78,565) |
|                                                                                    | \$303,185  |

**STAKEHOLDER PROCESS:**

No stakeholders have been identified at this time.

**LEGAL REVIEW:**

Legal counsel has previously drafted the standard contract utilized for this project.

**ATTACHMENTS:**

- Proposed Resolution 2016-2028; Award of Contract to Clean Cut Tree Service Inc. for the Southeast Drainage Ditch Clearing Project.
- Statement of Political Contributions.

**ALTERNATIVES:**

The Board can deny, modify or amend this issue.

**RECOMMENDATION:**

It is the recommendation of the Executive Director and Staff that the Board approve Proposed Resolution 2016-2028; Award of Contract to Clean Cut Tree Service Inc. for the Southeast Drainage Ditch Clearing Project.

RESOLUTION 2016-2028

Award of Contract to Clean Cut Tree Service Inc. for the Southeast Drainage Ditch Clearing Project

WHEREAS, the DuPage Airport Authority (“Authority”), DuPage County, Illinois is a duly authorized and existing Airport Authority under the laws of the State of Illinois; and

WHEREAS, the Authority has solicited sealed bids for the Southeast Drainage Ditch Clearing Project; and

WHEREAS, the Authority has received and reviewed two (2) sealed bids on June 3, 2016; and

WHEREAS, it is apparent that Clean Cut Tree Service Inc. is the low, responsive and responsible bidder at a lump sum cost of \$64,000; and

WHEREAS, the Board of Commissioners of the Authority hereby deem it to be in the best interests of the Authority to enter to a Contract with Clean Cut Tree Service Inc. for the Southeast Drainage Ditch Clearing Project; and

NOW, THEREFORE, BE IT RESOLVED, that the Authority be authorized to enter into a written Contract with Clean Cut Tree Service Inc. for a total cost not-to-exceed \$70,400, which includes a 10% owner’s contingency; and

FURTHER, BE IT RESOLVED, that the Board of Commissioners of the DuPage Airport Authority hereby authorizes the Executive Director, David Bird to execute said Contract with Clean Cut Tree Service Inc. and to take whatever steps necessary to effectuate the terms of said Contract.

This resolution shall be in full force and effective immediately upon its adoption and approval.

Juan E. Chavez \_\_\_\_\_  
Stephen L. Davis \_\_\_\_\_  
Charles E. Donnelly \_\_\_\_\_  
Peter H. Huizenga \_\_\_\_\_  
Gina R. LaMantia \_\_\_\_\_

Michael V. Ledonne \_\_\_\_\_  
Gregory J. Posch \_\_\_\_\_  
Donald C. Sharp \_\_\_\_\_  
Daniel J. Wagner \_\_\_\_\_

Passed and approved by the Board of Commissioners of the DuPage Airport Authority this 15th day of June, 2016.

\_\_\_\_\_  
CHAIRMAN

(ATTEST)

\_\_\_\_\_  
SECRETARY

**DUPAGE AIRPORT AUTHORITY  
SE DRAINAGE DITCH CLEARING  
SOLICITATION NO. 2016-0516**

**STATEMENT OF POLITICAL CONTRIBUTIONS**

Clean Cut Tree Service Inc

(name of entity or individual)

31064 N W Rte 83

Everglades IL 60030

(address of entity or individual)

1. List the name and office of every elected official, as that term is defined in the DuPage Airport Authority's Procurement Policy, whom a contribution, exceeding \$150.00 total, was made to in the 24 months preceding the execution of this form. For each elected official, provide, in the space provided, the date of the contribution(s), the amount of the contribution(s) and the form of the contribution(s). If additional space is needed, please attach a separate sheet of paper containing a full and complete list.

| Elected Official | Office | Date  | Amount | Form  |
|------------------|--------|-------|--------|-------|
| <u>NONE</u>      | _____  | _____ | _____  | _____ |
| _____            | _____  | _____ | _____  | _____ |
| _____            | _____  | _____ | _____  | _____ |
| _____            | _____  | _____ | _____  | _____ |

NOTE: If this statement of political contributions is being made on behalf of a business entity or other type of organization, a separate, additional, statement of political contributions may be required by the DuPage Airport Authority. When making this statement of political contributions in an individual capacity, you must include contribution(s) made by your spouse and dependant children. See pages 11-13 of the Procurement Policy of the DuPage Airport Authority for said requirements.

**VERIFICATION:**

"I declare that this statement of political contributions (including any accompanying lists of contributions) has been examined by me and to the best of my knowledge and belief is a true, correct and complete statement of my (or the entities) political contributions as required by the Procurement Policy of the DuPage Airport Authority. Further, by signing this document I authorize the DuPage Airport Authority to disclose this information as it sees fit."

6.2.16

(date)

[Signature]

(signature)

President

(title of signer, if a business)



TO: Board of Commissioners

FROM: Dan Barna *DB*  
Operations and Capital Program Manager

THROUGH: David Bird *DB*  
Executive Director

RE: Proposed Resolution 2016-2029; Award of Contract to Schambach Construction Inc.  
for the Hangar Pedestrian Door and Window Replacement Project

DATE: June 7, 2016

---

**SUMMARY:**

The Airport Authority's 2016 Major Maintenance Budget includes a project for exterior repairs of various buildings. The scope of work for this project involves the replacement of pedestrian doors and windows at the following hangars:

Hangar E20 – 32W731 Tower Road

Replace three (3) pedestrian doors and frames.

Hangar E19 – 32W711 Tower Road

Replace five (5) pedestrian doors and frames.

Hangar E17 – 32W651 Tower Road

Replace one (1) pedestrian door and frame.

Planemasters Office – 32W611 Tower Road

Replace seven (7) windows.

TEA – 3N060 Powis Road

Replace two (2) pedestrian doors and frames.

TEA South – 3N028 Powis Road

Replace one (1) pedestrian door and frame.

Avel Flight School – 3N040 Powis Road

Replace one (1) pedestrian door and frame. Re-gasket entry doors, replace continuous hinges.

Powis Hangar Bay 3 – 3N020 Powis Road

Add one (1) new pedestrian door and frame.

A solicitation for sealed bids was advertised in the May 16, 2016 edition of the *Daily Herald Newspaper*. A mandatory pre-bid meeting was conducted on May 26, 2016. Two (2) sealed bids were received and opened at 2:30 p.m. on June 3, 2016. Bid results are as follows:

| Bidder                                       | Total Lump Sum Bid Price<br>All Locations |
|----------------------------------------------|-------------------------------------------|
| Schambach Construction Inc.<br>Elgin, IL     | \$49,995                                  |
| Builders Chicago Corporation<br>Rosemont, IL | \$51,354                                  |

Upon evaluation of the bids, it is apparent that Schambach Construction Inc. is the low, responsive and responsible bidder. Staff conducted a scope of work interview with Schambach Construction and confirmed full compliance with project specifications.

Schambach Construction received several positive references for work performed on similar projects.

**PREVIOUS COMMITTEE/BOARD ACTION:**

June 15, 2016 Capital Development, Leasing and Customer Fees Committee – this item is being reviewed by the Committee.

**REVENUE OR FUNDING IMPLICATIONS:**

|                                                                        |            |
|------------------------------------------------------------------------|------------|
| 2016 Major Maintenance Budget                                          | \$30,000   |
| 2016 Major Maintenance Contingency<br><i>Current Balance \$255,000</i> | \$19,995   |
| Schambach Construction Cost                                            | (\$49,995) |
|                                                                        | 0          |

**STAKEHOLDER PROCESS:**

No stakeholders have been identified at this time.

**LEGAL REVIEW:**

Legal counsel has previously drafted the standard contract utilized for this project.

**ATTACHMENTS:**

- ❑ Proposed Resolution 2016-2029; Award of Contract to Schambach Construction Inc. for the Hangar Pedestrian Door and Window Replacement Project.
- ❑ Statement of Political Contributions.

**ALTERNATIVES:**

The Board can deny, modify or amend this issue.

**RECOMMENDATION:**

It is the recommendation of the Executive Director and Staff that the Board approve Proposed Resolution 2016-2029; Award of Contract to Schambach Construction Inc. for the Hangar Pedestrian Door and Window Replacement Project.



**RESOLUTION 2016-2029**

**Award of Contract to Schambach Construction Inc. for the Hangar Pedestrian Door and Window Replacement Project**

**WHEREAS**, the DuPage Airport Authority (“Authority”), DuPage County, Illinois is a duly authorized and existing Airport Authority under the laws of the State of Illinois; and

**WHEREAS**, the Authority has solicited sealed bids for the Hangar Pedestrian Door and Window Replacement Project; and

**WHEREAS**, the Authority has received and reviewed two (2) sealed bids on June 3, 2016; and

**WHEREAS**, it is apparent that Schambach Construction Inc. is the low, responsive and responsible bidder at a lump sum cost of \$49,995; and

**WHEREAS**, the Board of Commissioners of the Authority hereby deem it to be in the best interests of the Authority to enter to a Contract with Schambach Construction Inc. for the Hangar Pedestrian Door and Window Replacement Project; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Authority be authorized to enter into a written Contract with Schambach Construction Inc. for a total cost not-to-exceed \$49,995; and

**FURTHER, BE IT RESOLVED**, that the Board of Commissioners of the DuPage Airport Authority hereby authorizes the Executive Director, David Bird to execute said Contract with Schambach Construction Inc. and to take whatever steps necessary to effectuate the terms of said Contract.

This resolution shall be in full force and effective immediately upon its adoption and approval.

Juan E. Chavez \_\_\_\_\_  
Stephen L. Davis \_\_\_\_\_  
Charles E. Donnelly \_\_\_\_\_  
Peter H. Huizenga \_\_\_\_\_  
Gina R. LaMantia \_\_\_\_\_

Michael V. Ledonne \_\_\_\_\_  
Gregory J. Posch \_\_\_\_\_  
Donald C. Sharp \_\_\_\_\_  
Daniel J. Wagner \_\_\_\_\_

Passed and approved by the Board of Commissioners of the DuPage Airport Authority this 15th day of June, 2016.

\_\_\_\_\_  
CHAIRMAN

(ATTEST)

\_\_\_\_\_  
SECRETARY

**DUPAGE AIRPORT AUTHORITY  
HANGAR PEDESTRIAN DOOR AND WINDOW REPLACEMENT  
SOLICITATION NO. 2016-0515**

**STATEMENT OF POLITICAL CONTRIBUTIONS**

SCAMBAK'S CONSTRUCTION INC.  
(name of entity or individual)

251 BROOKSIDE DR  
ELGIN, IL 60123  
(address of entity or individual)

1. List the name and office of every elected official, as that term is defined in the DuPage Airport Authority's Procurement Policy, whom a contribution, exceeding \$150.00 total, was made to in the 24 months preceding the execution of this form. For each elected official, provide, in the space provided, the date of the contribution(s), the amount of the contribution(s) and the form of the contribution(s). If additional space is needed, please attach a separate sheet of paper containing a full and complete list.

| Elected Official | Office | Date  | Amount | Form  |
|------------------|--------|-------|--------|-------|
| _____            | _____  | _____ | _____  | _____ |
| _____            | _____  | _____ | _____  | _____ |
| _____            | _____  | _____ | _____  | _____ |
| _____            | _____  | _____ | _____  | _____ |

NOTE: If this statement of political contributions is being made on behalf of a business entity or other type of organization, a separate, additional, statement of political contributions may be required by the DuPage Airport Authority. When making this statement of political contributions in an individual capacity, you must include contribution(s) made by your spouse and dependant children. See pages 11-13 of the Procurement Policy of the DuPage Airport Authority for said requirements.

**VERIFICATION:**

"I declare that this statement of political contributions (including any accompanying lists of contributions) has been examined by me and to the best of my knowledge and belief is a true, correct and complete statement of my (or the entities) political contributions as required by the Procurement Policy of the DuPage Airport Authority. Further, by signing this document I authorize the DuPage Airport Authority to disclose this information as it sees fit."

6-3-16                      *Rth. Sill*                      Sec.  
(date)                                      (signature)                                      (title of signer, if a business)



TO: Board of Commissioners

FROM: Dan Barna *DB*  
Operations and Capital Program Manager

THROUGH: David Bird *DB*  
Executive Director

RE: Proposed Resolution 2016-2030; Award of Contract to Gate Options for the Replacement of Three (3) Electric Gate Operators

DATE: June 7, 2016

---

**SUMMARY:**

The Airport Authority's 2016 Capital Budget includes a project to replace three (3) electric vehicle gate operators due to age and number of use cycles resulting in wear and unreliability. The project will include replacement of the Hy-Security model gate operators, mounting stands, hydraulic oil heaters, controls, drive rails and vehicle loop detectors.

A solicitation for sealed bids was advertised in the May 17, 2016 edition of the *Daily Herald Newspaper*. Four (4) sealed bids were received and opened at 3:30 p.m. on June 3, 2016. Bid results are as follows:

| Bidder                                       | Model       | Total Lump Sum Bid Price<br>3 Electric Vehicle Gate Operators |
|----------------------------------------------|-------------|---------------------------------------------------------------|
| *Schambach Construction Inc.<br>Elgin, IL    | Hy-Security | \$39,870                                                      |
| Gate Options<br>West Chicago, IL             | Hy-Security | \$47,994                                                      |
| Electrical Contractors Inc.<br>Mundelein, IL | Hy-Security | \$50,286                                                      |
| Builders Chicago Corporation<br>Rosemont, IL | Hy-Security | \$50,742                                                      |

\*Does not meet specifications, missing required hardware.

Upon evaluation of the bids, it is apparent that Gate Options is the low, responsive and responsible bidder. Staff conducted a scope of work interview with Gate Options and confirmed full compliance with project specifications.

Gate Options received several positive references and has performed quality work for the Airport Authority in the past.

**PREVIOUS COMMITTEE/BOARD ACTION:**

June 15, 2016 Capital Development, Leasing and Customer Fees Committee – this item is being reviewed by the Committee.

**REVENUE OR FUNDING IMPLICATIONS:**

|                                |              |
|--------------------------------|--------------|
| 2016 Capital Budget            | \$50,000     |
| Gate Options Construction Cost | (\$47,994)   |
| Owner's Contingency (3%)       | (\$1,439.82) |
|                                | \$566.18     |

**STAKEHOLDER PROCESS:**

No stakeholders have been identified at this time.

**LEGAL REVIEW:**

Legal counsel has previously drafted the standard contract utilized for this project.

**ATTACHMENTS:**

- Proposed Resolution 2016-2030; Award of Contract to Gate Options for the Replacement of Three (3) Electric Gate Operators.
- Statement of Political Contributions.

**ALTERNATIVES:**

The Board can deny, modify or amend this issue.

**RECOMMENDATION:**

It is the recommendation of the Executive Director and Staff that the Board approve Proposed Resolution 2016-2030; Award of Contract to Gate Options for the Replacement of Three (3) Electric Gate Operators.

**RESOLUTION 2016-2030**

**Award of Contract to Gate Options for the Replacement of Three (3) Electric Gate Operators**

**WHEREAS**, the DuPage Airport Authority (“Authority”), DuPage County, Illinois is a duly authorized and existing Airport Authority under the laws of the State of Illinois; and

**WHEREAS**, the Authority has solicited sealed bids for the replacement of three (3) electric gate operators; and

**WHEREAS**, the Authority has received and reviewed four (4) sealed bids on June 3, 2016; and

**WHEREAS**, it is apparent that Gate Options is the low, responsive and responsible bidder at a lump sum cost of \$47,994; and

**WHEREAS**, the Board of Commissioners of the Authority hereby deem it to be in the best interests of the Authority to enter to a Contract with Gate Options for the replacement of three (3) electric gate operators; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Authority be authorized to enter into a written Contract with Gate Options for a total cost not-to-exceed \$49,433.82, which includes a 3% owner’s contingency; and

**FURTHER, BE IT RESOLVED**, that the Board of Commissioners of the DuPage Airport Authority hereby authorizes the Executive Director, David Bird to execute said Contract with Gate Options and to take whatever steps necessary to effectuate the terms of said Contract.

This resolution shall be in full force and effective immediately upon its adoption and approval.

Juan E. Chavez \_\_\_\_\_  
Stephen L. Davis \_\_\_\_\_  
Charles E. Donnelly \_\_\_\_\_  
Peter H. Huizenga \_\_\_\_\_  
Gina R. LaMantia \_\_\_\_\_

Michael V. Ledonne \_\_\_\_\_  
Gregory J. Posch \_\_\_\_\_  
Donald C. Sharp \_\_\_\_\_  
Daniel J. Wagner \_\_\_\_\_

Passed and approved by the Board of Commissioners of the DuPage Airport Authority this 15th day of June, 2016.

\_\_\_\_\_  
CHAIRMAN

(ATTEST)

\_\_\_\_\_  
SECRETARY

**DUPAGE AIRPORT AUTHORITY  
HY-SECURITY GATE OPERATOR REPLACEMENT  
SOLICITATION NO. 2016-0513**

**STATEMENT OF POLITICAL CONTRIBUTIONS**

GATE OPTIONS

(name of entity or individual)

3 N 381 POWIS ROAD  
WEST CHICAGO, IL 60185

(address of entity or individual)

1. List the name and office of every elected official, as that term is defined in the DuPage Airport Authority's Procurement Policy, whom a contribution, exceeding \$150.00 total, was made to in the 24 months preceding the execution of this form. For each elected official, provide, in the space provided, the date of the contribution(s), the amount of the contribution(s) and the form of the contribution(s). If additional space is needed, please attach a separate sheet of paper containing a full and complete list.

| Elected Official | Office | Date | Amount | Form |
|------------------|--------|------|--------|------|
| NONE             |        |      |        |      |
|                  |        |      |        |      |
|                  |        |      |        |      |
|                  |        |      |        |      |
|                  |        |      |        |      |

NOTE: If this statement of political contributions is being made on behalf of a business entity or other type of organization, a separate, additional, statement of political contributions may be required by the DuPage Airport Authority. When making this statement of political contributions in an individual capacity, you must include contribution(s) made by your spouse and dependant children. See pages 11-13 of the Procurement Policy of the DuPage Airport Authority for said requirements.

**VERIFICATION:**


"I declare that this statement of political contributions (including any accompanying lists of contributions) has been examined by me and to the best of my knowledge and belief is a true, correct and complete statement of my (or the entities) political contributions as required by the Procurement Policy of the DuPage Airport Authority. Further, by signing this document I authorize the DuPage Airport Authority to disclose this information as it sees fit."


6-3-16  
(date)

*Dean R White*  
(signature)

PRESIDENT  
(title of signer, if a business)

TO: Board of Commissioners

FROM: Mark Doles   
Director, Aviation Facilities and Properties

THROUGH: David Bird   
Executive Director

RE: Authorization of Proposed Resolution 2016-2033, IGA No. 5812 with the State of Illinois, Central Management Services for the Illinois Department of Transportation

DATE: June 8, 2016

=====

**SUMMARY:**

This is a request to authorize execution of a new IGA for Hangar/Office space with the State of Illinois, by the Department of Central Management Services (“CMS”) for the use of the Illinois Department of Transportation. This hangar and office is located at 32W581 Tower Road.

The Civil Air Patrol (“CAP”), a division within the Illinois Department of Transportation, has occupied space at DuPage Airport since 1996 and at this current location since September 2000. The space occupied is the entire first floor (2,537 SF) plus one half of the attached hangar space (3,850 SF). A portion of the remaining office and the remainder of the hangar are occupied by the Illinois State Police (“ISP”) under a separate IGA (the proposed IGA for the ISP is provided under a separate memo). The existing CAP agreement will expire July 31, 2016.

A new lease for a five (5) year term has been negotiated. The terms of the new proposed hangar lease are as follows:

Tenant: Civil Air Patrol

Location: 32W581 Tower Road

Commencement: August 1, 2016

Termination: July 31, 2021

Size: 6,387 SF  
(3,850 SF of hangar and 2,537 SF of office)

Rent over the Term:

Office ranges from: \$11.70 - \$12.41 per SF

Hangar: \$5.26 per SF

Utilities: Paid by Landlord

Janitorial: By Tenant

Maintenance: By Landlord

Taxes: None – Tenant is the State of Illinois.

The maintenance terms are identical to those from the previous existing lease.

**PREVIOUS COMMITTEE/BOARD ACTION:**

June 15, 2016 Capital Development, Leasing and Customer Fees Committee – this item is on the agenda for review and consideration

**REVENUE OR FUNDING IMPLICATIONS:**

Lease Revenue over the 5-year Term: \$255,047.76

This proposed lease rates are equal to or above current lease(s) and market rent in the building and for “like” facilities on the Airport.

**STAKEHOLDER PROCESS:**

None identified at this time.

**LEGAL REVIEW:**

This is the standard form IGA utilized by CMS with the approved business terms inserted. The provisions in the CMS IGA are identical to those from the previous approved document.

**ATTACHMENTS:**

- Proposed Resolution 2016-2033 authorizing execution of IGA No. 5812 with the State of Illinois, Central Management Services for the Illinois Department of Transportation. Agreement is not attached.



**ALTERNATIVES:**

The Committee and/or Board can deny, modify or amend this issue.

**RECOMMENDATION:**

It is the recommendation of the Executive Director and staff that the Board approves Resolution 2016-2033, Authorizing Execution of IGA No. 5812 with the State of Illinois, Central Management Services for the Illinois Department of Transportation at the June 15, 2016 Board meeting.

**RESOLUTION 2016-2033**  
**AUTHORIZING THE EXECUTION OF IGA NO. 5812 WITH THE STATE OF ILLINOIS, DEPARTMENT OF CENTRAL MANAGEMENT SERVICES FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the DuPage Airport Authority, an Illinois Special District (the "Authority"), is in receipt of Intergovernmental Agreement No. 5812 from the State of Illinois, Department of Central Management Services ( "CMS"); and

**WHEREAS**, the Authority, as Landlord, and CMS, as Tenant, have negotiated an Intergovernmental Agreement ("IGA") for office and hangar space to be utilized by the Illinois Department of Transportation in the building commonly known as 32W581 Tower Road; and

**WHEREAS**, the DAA finds that it is in the best interest of the DAA to enter into such an IGA, attached hereto as Exhibit A; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Commissioners of the DuPage Airport Authority hereby authorizes the execution of IGA No. 5812 by the Executive Director, and authorizes the Executive Director to take whatever steps necessary to effectuate the terms of the IGA.

This Resolution shall be in full force and effect immediately upon its adoption and approval.

Juan E. Chavez \_\_\_\_\_  
Stephen L. Davis \_\_\_\_\_  
Charles E. Donnelly \_\_\_\_\_  
Peter H. Huizenga \_\_\_\_\_  
Gina R. LaMantia \_\_\_\_\_

Michael V. Ledonne \_\_\_\_\_  
Gregory J. Posch \_\_\_\_\_  
Donald C. Sharp \_\_\_\_\_  
Daniel J. Wagner \_\_\_\_\_

Passed and approved by the Board of Commissioners of the DuPage Airport Authority this 15<sup>th</sup> day of June, 2016.

ATTEST:

\_\_\_\_\_  
CHAIRMAN

\_\_\_\_\_  
Secretary

**RESOLUTION 2016-2033**



TO: Board of Commissioners

FROM: Mark Doles *MD*  
 Director, Aviation Facilities and Properties

THROUGH: David Bird *DB*  
 Executive Director

RE: Authorization of Proposed Resolution 2016-2034, IGA No. 5878 with the State of Illinois, Central Management Services for the Illinois State Police

DATE: June 8, 2016

=====

**SUMMARY:**

This is a request to authorize execution of a new IGA for Hangar/Office space with the State of Illinois, by the Department of Central Management Services (“CMS”) for the use of the Illinois State Police (“ISP”). This hangar and office is located at 32W581 Tower Road.

The ISP has occupied space at DuPage Airport since 1996 and at this current location since September 2000. The space occupied is a portion of the second floor (392 SF) plus one half of the attached hangar space (3,850 SF). A portion of the remaining office and the remainder of the hangar are occupied by the Civil Air Patrol (“CAP”) under a separate IGA (the proposed IGA for the CAP is provided under a separate memo). The existing ISP agreement will expire July 31, 2016.

A new lease for a five (5) year term has been negotiated. The terms of the new proposed hangar lease are as follows:

Tenant: Illinois State Police

Location: 32W581 Tower Road

Commencement: August 1, 2016

Termination: July 31, 2021

Size: 4,242 SF  
 (3,850 SF of hangar and 392 SF of office)

Rent over the Term:

Office ranges from: \$11.70 - \$12.41 per SF

Hangar: \$5.26 per SF

Utilities: Paid by Landlord

Janitorial: By Tenant

Maintenance: By Landlord

Taxes: None – Tenant is the State of Illinois.

The maintenance terms are identical to those from the previous existing lease.

**PREVIOUS COMMITTEE/BOARD ACTION:**

June 15, 2016 Capital Development, Leasing and Customer Fees Committee –  
this item is on the agenda for review and consideration

**REVENUE OR FUNDING IMPLICATIONS:**

Lease Revenue over the 5-year Term: \$125,017.68

This proposed lease rates are equal to or above current lease(s) and market rent in the building and for “like” facilities on the Airport.

**STAKEHOLDER PROCESS:**

None identified at this time.

**LEGAL REVIEW:**

This is the standard form IGA utilized by CMS with the approved business terms inserted. The provisions in the CMS IGA are identical to those from the previous approved document.

**ATTACHMENTS:**

- Proposed Resolution 2016-2034 authorizing execution of IGA No. 5878 with the State of Illinois, Central Management Services for the Illinois State Police. Agreement is not attached.

**ALTERNATIVES:**

The Committee and/or Board can deny, modify or amend this issue.

**RECOMMENDATION:**

It is the recommendation of the Executive Director and staff that the Board approves Resolution 2016-2034, Authorizing Execution of IGA No. 5878 with the State of Illinois, Central Management Services for the Illinois State Police at the June 15, 2016 Board meeting.

**RESOLUTION 2016-2034**  
**AUTHORIZING THE EXECUTION OF IGA NO. 5878 WITH THE STATE OF**  
**ILLINOIS, DEPARTMENT OF CENTRAL MANAGEMENT SERVICES FOR THE**  
**ILLINOIS STATE POLICE**

**WHEREAS**, the DuPage Airport Authority, an Illinois Special District (the "Authority"), is in receipt of Intergovernmental Agreement No. 5878 from the State of Illinois, Department of Central Management Services ( "CMS"); and

**WHEREAS**, the Authority, as Landlord, and CMS, as Tenant, have negotiated an Intergovernmental Agreement ("IGA") for office and hangar space to be utilized by the Illinois State Police in the building commonly known as 32W581 Tower Road; and

**WHEREAS**, the DAA finds that it is in the best interest of the DAA to enter into such an IGA, attached hereto as Exhibit A; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Commissioners of the DuPage Airport Authority hereby authorizes the execution of IGA No. 5878 by the Executive Director, and authorizes the Executive Director to take whatever steps necessary to effectuate the terms of the IGA.

This Resolution shall be in full force and effect immediately upon its adoption and approval.

Juan E. Chavez \_\_\_\_\_  
Stephen L. Davis \_\_\_\_\_  
Charles E. Donnelly \_\_\_\_\_  
Peter H. Huizenga \_\_\_\_\_  
Gina R. LaMantia \_\_\_\_\_

Michael V. Ledonne \_\_\_\_\_  
Gregory J. Posch \_\_\_\_\_  
Donald C. Sharp \_\_\_\_\_  
Daniel J. Wagner \_\_\_\_\_

Passed and approved by the Board of Commissioners of the DuPage Airport Authority this 15<sup>th</sup> day of June, 2016.

ATTEST:

\_\_\_\_\_  
CHAIRMAN

\_\_\_\_\_  
Secretary

**RESOLUTION 2016-2034**



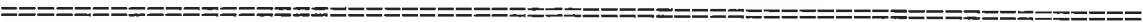
**TO:** Board of Commissioners

**FROM:** Mark Doles *MD*  
 Director, Aviation Facilities and Properties

**THROUGH:** David Bird *DB*  
 Executive Director

**RE:** Authorization of Proposed Resolution 2016-2035, Non-Federal Reimbursable Agreement Between Department of Transportation Federal Aviation Administration and the DuPage Airport Authority to Provide Airport Traffic Control (ATC) Services at the DuPage Air Traffic Control Tower

**DATE:** June 8, 2016



**SUMMARY:**

As a General Aviation Reliever Airport with limited nighttime operations, the DuPage Airport is not automatically entitled to receive federal funding to pay for nighttime air traffic controller staffing of the DuPage Airport Air Traffic Control Tower (“ATCT”). Accordingly, since 1998, the DuPage Airport Authority has paid the Federal Aviation Administration (“FAA”) for the nighttime air traffic controller staffing of the ATCT, so that the ATCT will be staffed and the airport will not be open and be un-controlled between the hours of 10:00PM and 6:00AM.

This original decision by the Board to fund the nighttime shift was made for the safety of our customers, tenants, staff, and the surrounding communities and to enhance our ability to attract and retain aviation business.

The only other airports in Chicagoland, besides DuPage, with 24-hour staffed towers are O’Hare and Midway. The FAA fully funds the O’Hare and Midway towers.

This amenity, coupled with our infrastructure, 24-hour staffing of both the Flight Center and aircraft rescue and firefighting station, and on-site U.S. Customs Service help to make DuPage Airport the best option for general aviation.

The FAA has a policy that requires an average of 4.0 operations per hour for the nighttime shift (10:00P – 6:00A) to be funded by the Federal Government. Historically, some, but not all of the nighttime hours have an average of 4.0 operations or more at DuPage. Further, in 2011, the FAA changed their staffing requirements for overnight shifts to require two controllers (a controller and a supervisor) instead of one. This policy change by the FAA almost doubled the potential cost to the Authority and other airports.

**PREVIOUS COMMITTEE/BOARD ACTION:**

June 15, 2016 Finance, Budget and Audit Committee – this item is on the agenda for review and consideration.

**REVENUE OR FUNDING IMPLICATIONS:**

Estimated cost to the Authority for the period of 10/1/2016 – 9/30/2017 will be \$522,101.29. This is a 9.25% increase from the previous Agreement.

Adequate operating funds are available in the Authority FY 2016 budget to fund this Agreement for Oct.-Dec. 2016 and staff will budget the remaining funds required in the FY 2017 Authority budget.

As a standard term with this type of FAA reimbursable agreement, a lump sum prepayment is required of the Authority. Staff will work with the auditors regarding journal entries to expense 25% (Oct. - Dec.) of the amount in our FY 2016 Budget and the remainder in the FY 2017 Budget.

**STAKEHOLDER PROCESS:**

Tenants and customers have cited the 24-hour ATCT as a reason for basing or doing business at DuPage.

**LEGAL REVIEW:**

This is the standard form Non-Federal Reimbursable Agreement utilized by the FAA with minor changes provided by our Legal Counsel in 2011. This Agreement is identical to those previously approved and executed by the Airport Authority.

**ATTACHMENTS:**

- Proposed Resolution 2016-2035, Non-Federal Reimbursable Agreement Between Department of Transportation Federal Aviation Administration and the DuPage Airport Authority to Provide Airport Traffic Control (ATC) Services at the DuPage Air Traffic Control Tower

**ALTERNATIVES:**

The Committee/Board can deny, modify or amend this issue.

**RECOMMENDATION:**

It is the recommendation of the Executive Director and staff that the Board approves Resolution 2015-1941, Non-Federal Reimbursable Agreement Between Department of Transportation Federal Aviation Administration and the DuPage Airport Authority to Provide Airport Traffic Control (ATC) Services at the DuPage Air Traffic Control Tower at the May 20, 2015 Board meeting.



**RESOLUTION 2016-2035**

**AUTHORIZING THE EXECUTION OF A NON-FEDERAL REIMBURSABLE AGREEMENT  
BETWEEN DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION  
ADMINISTRATION AND THE DUPAGE AIRPORT AUTHORITY TO PROVIDE AIRPORT  
TRAFFIC CONTROL SERVICES AT THE DUPAGE AIR TRAFFIC CONTROL TOWER**

**WHEREAS**, the DuPage Airport Authority (the "Authority") finds that it is in the best interest of the Authority and the general public to continue to provide nighttime staffing of the DuPage Airport Air Traffic Control Tower; and

**WHEREAS**, the Authority has previously negotiated a Non-Federal Reimbursable Agreement (the "Agreement") with the Department of Transportation Federal Aviation Administration ("FAA"); and

**WHEREAS**, said Agreement requires the Authority to prepay the FAA to provide nighttime staffing of the DuPage Airport Air Traffic Control Tower for the period from October 1, 2016 through September 30, 2017; and

**WHEREAS**, the Authority finds that it is in the best interest of the Authority and the general public to enter into the Agreement with the FAA.

**NOW, THEREFORE, BE IT RESOLVED**, that the DuPage Airport Authority enter into the Agreement and the Executive Director of the DuPage Airport Authority be and is hereby authorized to execute said Agreement, attached hereto and made a part hereof as Exhibit "A", for and on behalf of the DuPage Airport Authority and take whatever steps necessary to effectuate the terms of this Agreement.

This Resolution shall be in full force and effect immediately upon its adoption and approval.

Juan E. Chavez \_\_\_\_\_  
Stephen L. Davis \_\_\_\_\_  
Charles E. Donnelly \_\_\_\_\_  
Peter H. Huizenga \_\_\_\_\_  
Gina R. LaMantia \_\_\_\_\_

Michael V. Ledonne \_\_\_\_\_  
Gregory J. Posch \_\_\_\_\_  
Donald C. Sharp \_\_\_\_\_  
Daniel J. Wagner \_\_\_\_\_

Passed and approved by the Board of Commissioners of the DuPage Airport Authority this 15<sup>th</sup> day of June, 2016.

ATTEST:

\_\_\_\_\_  
CHAIRMAN

\_\_\_\_\_  
SECRETARY

**RESOLUTION 2016-2035**

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**MEMORANDUM**

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**TO:** DuPage Airport Authority Board of Commissioners

**FROM:** Bruce E. Garner

**SUBJECT:** Natural Gas Pipeline Work Space Agreement

**DATE:** June 7, 2016

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The Natural Gas Pipeline Company of America LLC (“NGPCA”) owns a pipeline which runs from the southern border of the DuPage Airport Authority’s (“DAA”) property in the DuPage Business Center all the way north through the Airport to North Avenue. From time to time, the NGPCA requires access to its pipeline for the purpose of conducting maintenance work. The NGPCA has requested access and use of two locations on DAA property to perform maintenance work on the pipeline. One location is south of Fabyan Parkway and directly east and adjacent to Enterprise Circle in the DuPage Business Center. The other location is adjacent to the Prairie Landing Golf Maintenance Facility, south of Longest Drive, adjacent to the 15<sup>th</sup> Green. NGPCA will perform their work within a thirty (30) day period beginning no sooner than August 22, 2016 and no later than November 1, 2016. In your packet is a Work Space Agreement allowing NGPCA to use a 150 foot by 85 foot portion of the DAA property surrounding the pipeline in those two locations to conduct its work. The form of the Work Space Agreement is the same base form as prior agreements which we have entered into with NGPCA over the past several years. The agreement includes the normal lien, restoration, insurance and indemnity provisions that we require in any easement agreement granted by the DuPage Airport Authority.

Our law firm recommends that the Board of Commissioners authorize the Executive Director to execute this Work Space Agreement.

## WORK SPACE AGREEMENT

**DUPAGE AIRPORT AUTHORITY**, an Illinois Special District ("Grantor") warrants that it is the owner of the Real Estate herein described, for valuable consideration received, does hereby grant to **NATURAL GAS PIPELINE COMPANY OF AMERICA LLC**, 23725 W. County Farm Road, Shorewood, Illinois 60431, a Delaware limited liability company ("Grantee"), its successors and assigns, permission (hereinafter the "license") to enter upon the following described real estate in DuPage County, Illinois, to wit:

A 150 foot by 85 foot parcel of land, partially located on Grantee's existing pipeline right-of-way and adjacent to the Prairie Landing Golf Maintenance Facility, south of Longest Drive, being a part of the Southwest Quarter of Section 6, T39N, R9E, DuPage County, Illinois, as shown on Group Exhibit 14VOLO 1-5 attached hereto, together with the right of ingress and egress along route(s) agreed to with the Grantor. Said parcel referred to herein as the "Prairie Landing Parcel".

### AND

A 150 foot by 85 foot parcel of land, partially located on Grantee's existing pipeline right-of-way in the Northwest Quarter of Section 18 and that part of the Southwest Quarter of Section 7, lying south of Fabyan Parkway, all in T39N, R9E, DuPage County, Illinois, as shown on Group Exhibit 14VOLO 1-4 attached hereto, together with the right of ingress and egress along route(s) agreed to with the Grantor. Said parcel referred to herein as the "Business Center Parcel".

(together hereinafter referred to as "said land")

To utilize said land for the purpose of temporary work spaces, along with access thereto, for the purpose of natural gas pipeline maintenance and any excavation related thereto.

**TO HAVE AND TO HOLD** said Work Spaces unto said Grantee, its successors and assigns, for a period of thirty (30) days commencing on the day that Grantee begins its temporary use of said land. Grantee's use of said land shall commence no sooner than August 22, 2016 and no later than November 1, 2016.

And in consideration thereof the parties agree:

1. That said license is temporary and nothing permanent shall be constructed on said land or adjacent land by Grantee under the terms of this Agreement.
2. The license granted herein shall be subject to all covenants, easements and restrictions of record, building and zoning ordinances, resolutions and regulations, questions of survey,

and rights of any parties which would be revealed by a physical inspection of said land.

3. Grantee agrees to provide to Grantor a minimum of Forty-Eight (48) hours' notice prior to the exercise of the rights hereby granted.
4. With regard to the Prairie Landing Parcel, the Parties agree that while said Parcel includes the area adjacent to the 15<sup>th</sup> Green on Prairie Landing Golf Course, Grantee shall not disturb the 15<sup>th</sup> Green or the adjacent area of manicured grass near the 15<sup>th</sup> Green. Further, the temporary stockpile shall not be in the location indicated on Exhibit 14VOLO1-5, but rather in a location agreed to by the Parties which is not in the manicured grass adjacent to the 15<sup>th</sup> Green.
5. Grantee agrees to install a temporary safety fence around each parcel of said land and to maintain said safety fence until Grantee's use of said land is completed.
6. That Grantee shall not interfere with any events or activities of Grantor and will coordinate the work space use as to not impact Grantor's use of said land or adjacent land.
7. That Grantee, its successors and assigns, will repair any damage which may be caused by the exercise of the rights hereby granted, and restore said land to its original condition upon completion of Grantee's work.
8. Grantee shall not permit or suffer any lien to be imposed upon or to accrue against Grantor, said land in favor of Grantee or Grantee's Agents. Grantee shall indemnify, defend and hold harmless Grantor, said land from and against any liens and encumbrances arising out of any labor or services performed or materials furnished by or at the direction of Grantee and, in the event that any such lien shall arise or accrue against Grantor and/or said land, Grantee shall promptly cause such lien to be released of record by payment thereof or posting of a bond with Grantor which is reasonably satisfactory to Grantor.
9. To the fullest extent permitted by law Grantee hereby agrees to defend, indemnify and hold harmless Grantor against and from any and all claims, actions, causes of actions, suits, demands, damages, liens, losses or liability whatsoever (including attorneys' fees, expenses and court costs) arising out of, incidental to, or otherwise related in any way to the acts or omissions in the operations or use of said land by Grantee, its agents, invitees and its contractors, whether such claims are brought during or after the term of this Agreement.
10. Prior to the exercise of the rights hereby granted, Grantee agrees to provide Grantor a certificate of insurance complying with the Insurance Requirements attached hereto as Exhibit A.
11. Grantee represents and warrants that it has the authority to enter into this Agreement and that no further authority or approvals are necessary to make this Agreement valid

and enforceable.

12. This Work Space Agreement together with exhibits incorporated herein by reference, if any, embodies the whole agreement of the parties. There are no promises, terms, conditions, or obligations other than those contained herein; and this agreement shall supersede all previous communications, representations, or agreements, either verbal or written, between the parties.
13. Upon the execution of this Agreement, Grantee shall pay to Grantor the sum of Two Thousand Dollars (\$2,000.00) as and for consideration for the use of said land.

**IN WITNESS WHEREOF**, the parties hereto have caused this Work Space Agreement to be executed this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

Grantor:

**DuPage Airport Authority**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Grantee:

**Natural Gas Pipeline Company of America LLC**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

## EXHIBIT A

### INSURANCE REQUIREMENTS

#### **1. Commercial General Liability:**

Grantee shall maintain commercial general liability coverage (CGL) with a limit of not less than \$1,000,000 each occurrence and a \$2,000,000 aggregate.

Insurance shall cover liability arising from premises, operations, products-completed operations, contractual liability for insured contracts, and personal and advertising injury.

DuPage Airport Authority shall be included as an additional insured under CGL, but only for Grantee's acts or omissions for operations under this agreement. The CGL policy shall be endorsed to provide DuPage Airport Authority with coverage on a primary and non-contributory basis. Copies of all additional insured endorsements must be provided with the certificate of insurance and will reasonably be subject to approval by DuPage Airport Authority

There shall be no endorsement or modification of the CGL limiting the scope of coverage for liability arising from explosion, collapse or underground property damage.

The CGL policy shall provide a waiver of subrogation in favor of DuPage Airport Authority their agents, officers, directors and employees.

Continuing CGL Coverage. Grantee shall maintain commercial general liability (CGL) with a limit of not less than \$1,000,000 each occurrence for at least a three (3) year period following substantial completion of the Work.

Continuing CGL insurance shall cover liability arising from products-completed operations and liability assumed under an insured contract. Grantee shall name DuPage Airport Authority as additional insureds with primary and non - contributory coverage for each CGL policy covering the three (3) year period following substantial completion. Grantee shall provide a waiver of subrogation in favor of DuPage Airport Authority for each CGL policy covering the three (3) year period following substantial completion.

Continuing CGL insurance shall have a products-completed operations aggregate limit of at least \$2,000,000.

## **2. Commercial Umbrella Liability Insurance:**

Grantee shall maintain commercial umbrella insurance with a limit of not less than \$10,000,000 per occurrence.

The Grantee's commercial umbrella liability policy shall be a "following form" policy and any additional insured under any policy of "underlying insurance" will automatically be an additional insured under this umbrella form.

The Grantee's commercial umbrella policy shall provide coverage limits in excess of all primary underlying coverage limits including the Commercial General Liability Policy (CGL); the Business Auto Policy; and the Employers Liability Section of the Workers Compensation Policy.

Continuing Commercial Umbrella Policy Coverage: The Grantee shall maintain commercial umbrella policy with a limit of not less than \$10,000,000 each occurrence for a period of at least three (3) years following substantial completion of the Work. This policy shall provide "following form" coverage for products-completed operations and liability assumed under an insured contract.

## **3. Business Auto Insurance**

Grantee shall maintain business auto liability insurance with a primary limit of not less than \$1,000,000 each accident.

Such insurance shall cover liability arising out of any auto (including owned, hired and non-owned autos).

Grantee shall have the Business Auto policy endorsed to provide a waiver subrogation in favor of the DuPage Airport Authority, their agents, officers, directors and employees.

The Grantees Commercial Umbrella Policy shall specify the Business Auto liability limits as underlying limits of coverage and provide excess limits of liability.

## **4. Workers Compensation Insurance**

Grantee shall maintain workers compensation and employers liability insurance in the State of Illinois.

The employers liability limits shall not be less than \$1,000,000 each accident for bodily injury by accident or \$1,000,000 each employee for bodily injury by disease.

The Grantees Commercial Umbrella Policy shall specify the employer liability limits as underlying limits of coverage and provide excess limits of liability.

Grantee shall provide a waiver of subrogation on its workers compensation policy in favor of

DuPage Airport Authority and shall waive any limitation of its or its subcontractors' liability notwithstanding the limitation set forth in *Kotecki v. Cyclops Welding Corp.*, 146 Ill.2d 155 (1991).

## **5. Grantee Pollution Liability**

Grantee's pollution liability coverage must be provided with minimum limits of \$1,000,000 per each claim. The retroactive date of the coverage must be prior to the date work is first commenced on the project by Grantee. Pollution liability coverage must be maintained with continuity throughout the 3-year period following substantial completion of the work with limits and retroactive date the earlier of the date of the contract or the date work is first commenced.

## **6. General Requirements Applicable to All Insurance**

### **A. Evidence of Insurance**

Prior to commencement of the work, Grantee shall furnish DuPage Airport Authority with a certificate of insurance executed by a duly authorized representative of each insurer setting out compliance with the insurance requirements set forth. All certificates shall provide for 30 days' written notice to DuPage Airport Authority prior to cancellation of any insurance referred herein.

The words "endeavor to" shall be deleted from the cancellation provision of all certificates provided by the Grantee.

Failure of DuPage Airport Authority to demand such certificate or other evidence of full compliance with these insurance requirements or failure of DuPage Airport Authority to identify a deficiency from evidence that is provided shall not be construed as a waiver of Grantee's obligation to maintain such insurance.

DuPage Airport Authority shall have the right, but not the obligation, to prohibit Grantee or any subcontractor from entering the project site until such certificates or other evidence that insurance has been placed in complete compliance with these requirements is received and approved by DuPage Airport Authority.

Failure to maintain the insurance required in this schedule shall constitute an event of default under this agreement and shall allow DuPage Airport Authority to immediately terminate this agreement at DuPage Airport Authority's option. If Contractor fails to maintain the insurance as set forth herein, DuPage Airport Authority shall have the right, but not the obligation, to purchase said insurance at Contractor's expense.

With respect to insurance maintained after final payment in compliance with a requirement above, an additional certificate evidencing such coverage shall be promptly provided to DuPage Airport Authority when requested.



## **B. General Insurance Provisions**

No Representation of Coverage Adequacy – By requiring the insurance as set out in this schedule, DuPage Airport Authority does not represent that coverage and limits will necessarily be adequate to protect Contractor, and such coverage and limits shall not be deemed as a limitation on Contractor's liability under the indemnities provided to DuPage Airport Authority in this Agreement, or any other provision of the Contract Documents.

Cross Liability – If Contractor's liability policy does not contain the standard ISO separation of insureds provision, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

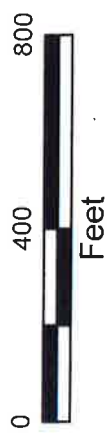
The insurance requirements set out in this Schedule are independent from all other obligations of Contractor under this Agreement, including Contractor's obligation to defend, indemnify and hold harmless the DuPage Airport Authority, and apply whether or not required by any other provision of this Agreement.

Subcontractors Insurance - When requested by DuPage Airport Authority, Contractor shall furnish to DuPage Airport Authority copies of certificates of insurance evidencing coverage for each subcontractor.

Certificates of Insurance reasonably acceptable to the Authority shall be filed with the Authority prior to commencement of the Work and thereafter upon renewal or replacement of each required policy of insurance. These certificates and the insurance policies required by this Contract shall contain a provision that coverage afforded under the policies will not be canceled until at least thirty (30) days' prior written notice has been given to the Authority. An additional certificate evidencing continuation of liability coverage, including coverage for completed operations, shall be submitted with the final application for payment under the Contract documents and thereafter upon renewal or replacement of such coverage until the period for any extended coverage as required herein has expired. Information concerning reduction of coverage on account of revised limits or claims paid under the general aggregate, or both, shall be furnished by the Contractor with reasonable promptness.

The Contractor waives all rights against the DuPage Airport Authority and any of its agents and employees for damages caused by fire or other perils to the extent covered by property insurance.

In the event the requirements of this Exhibit A conflict with insurance requirements elsewhere in the Contract Documents, the requirements in this Exhibit A shall control.



Feet  
 BASE MAP SOURCE:  
 ESRI/ArcMap World Imagery, 2014



- LEGEND:**
- Dig Site
  - NGPL Pipeline (Approximate Location)
  - Temporary Workspace
  - Proposed Access Route

KINDER MORGAN  
 Volo Integrity Digs Project  
 DuPage County, IL

OVERVIEW AERIAL FIGURE  
 14VOLO1-5

PN: 668822  
 DATE: 4/11/2016



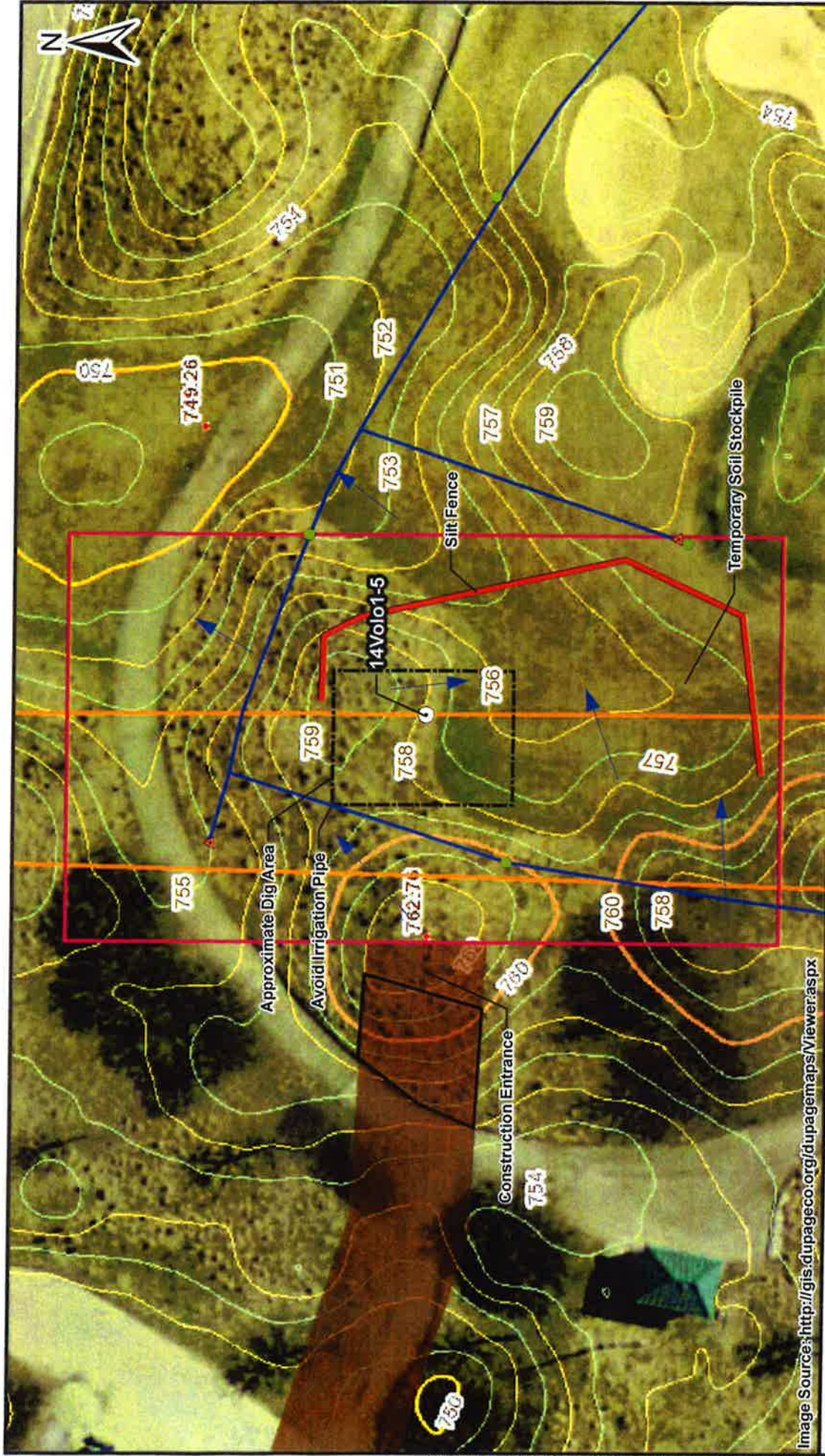
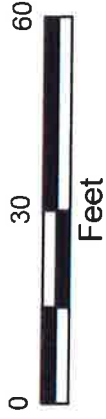


Image Source: <http://gis.dupageco.org/dupagemaps/Viewer.aspx>

**LEGEND:**

- Dig Site
- Irrigation Sprinkler
- Irrigation Valve
- NGPL Pipeline (Approximate Location)
- Irrigation Pipe
- Proposed Silt Fence (140 feet)
- Temporary Workspace (85 feet by 150 feet)
- Proposed Access Route
- Approximate Dig Area
- Drainage Flow Direction



- NOTES:**
1. Excavation Depth is 5' to top of pipe (9' to bottom of excavation)
  2. Parking in Golf Course West Lot

**KINDER MORGAN**

Volo Integrity Digs Project  
DuPage County, IL

**FIGURE 6j**  
**EROSION CONTROL MAP**  
**14VOLO1-5**

PN: 668822

DATE: 2/17/2016





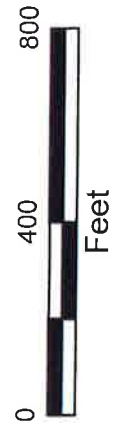
Volo Integrity Digs Project  
DuPage County, IL

**KINDER MORGAN**

OVERVIEW AERIAL FIGURE  
14Volo1-4

PN: 668822

DATE: 4/11/2016



BASE MAP SOURCE:  
ESRI ArcMap World Imagery, 2014



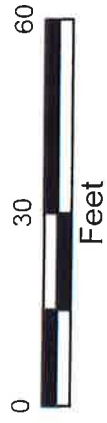
- LEGEND:**
- Dig Site
  - NGPL Pipeline (Approximate Location)
  - Temporary Workspace
  - Proposed Access Route



Image Source: <http://gis.dupageco.org/dupagemaps/Viewer.aspx>

**LEGEND:**

- Dig Site
- Point of Interest
- NGPL Pipeline (Approximate Location)
- Proposed Silt Fence (149 feet)
- Temporary Workspace (85 feet by 150 feet)
- Proposed Access Route
- PEM Wetland
- Approximate Dig Area
- Drainage Flow Direction



NOTES:  
 1. Excavation Depth is 5' to top of pipe (9' to bottom of excavation)  
 2. Parking area on Enterprise Circle.

**KINDER MORGAN**

Volo Integrity Digs Project  
 DuPage County, IL

**FIGURE 6h**  
**EROSION CONTROL MAP**  
 14VOLO1-4

PN: 668822

DATE: 2/17/2016



**RESOLUTION 2016-2036**

**AUTHORIZING THE EXECUTION OF A WORK SPACE AGREEMENT BETWEEN THE DUPAGE AIRPORT AUTHORITY AND NATURAL GAS PIPELINE COMPANY OF AMERICA**

**WHEREAS**, Natural Gas Pipeline Company of America (“NGPCA”) owns a pipeline which runs through the land owned by the DuPage Airport Authority (the "DAA"); and

**WHEREAS**, NGPCA desires a temporary easement (the “Work Space Agreement”) on the land owned by the DAA adjacent to the pipeline for maintenance work on the pipeline; and

**WHEREAS**, the DAA finds that it is in the best interest of the DAA to enter into such a Work Space Agreement, attached hereto as Exhibit A; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Commissioners of the DuPage Airport Authority hereby authorizes the execution of the Work Space Agreement by the Executive Director, and authorizes the Executive Director to take whatever steps necessary to effectuate the terms of the Work Space Agreement.

This resolution shall be in full force and effective immediately upon its adoption and approval.

Juan E. Chavez \_\_\_\_\_  
Stephen L. Davis \_\_\_\_\_  
Charles E. Donnelly \_\_\_\_\_  
Peter H. Huizenga \_\_\_\_\_  
Gina R. LaMantia \_\_\_\_\_

Michael V. Ledonne \_\_\_\_\_  
Gregory J. Posch \_\_\_\_\_  
Donald C. Sharp \_\_\_\_\_  
Daniel J. Wagner \_\_\_\_\_

Passed and approved by the Board of Commissioners of the DuPage Airport Authority this 15th day of June, 2016.

\_\_\_\_\_  
CHAIRMAN

\_\_\_\_\_  
SECRETARY

**RESOLUTION 2016-2036**



**TO:** Board of Commissioners

**FROM:** Mark Doles *MD*  
Director, Aviation Facilities and Properties

**THROUGH:** David Bird *DB*  
Executive Director

**RE:** Authorization of Proposed Ordinance 2016-296, Providing for the Revision of a Fee to Users in relation to the use of U.S. Customs Service at DuPage Airport

**DATE:** June 8, 2016

=====

**SUMMARY:**

This proposed Ordinance will increase the fees charged to customers utilizing User-Fee Customs service at DuPage Airport (DPA) when flying in from a foreign country. As you will recall, DuPage Airport has provided User-Fee U.S. Customs Service since 1997. Unlike at O’Hare and Midway airports, User-Fee Customs is a program whereby an airport can pay U.S. Customs to provide staff and equipment to allow for clearances at a facility that would not normally have this service. The airport can then charge a fee for this service to help off-set their costs.

The current fee structure charged by the DuPage Airport Authority for aircraft that clear U.S. Customs at the airport was last revised in 2003. The only other General Aviation Reliever airports in Chicagoland that provide User-Fee U.S. Customs are Chicago Executive (PWK) and Waukegan (UGN). DuPage’s current fees are substantially lower than those charged at the other reliever airports that have User-Fee Customs.

Current fees for U.S. Custom at Chicagoland airports:

| Aircraft           | DPA             | PWK              | UGN             |
|--------------------|-----------------|------------------|-----------------|
| Single             | <b>\$75.00</b>  | \$90.00          | \$82.50         |
| Twin               | <b>\$150.00</b> | \$180.00         | \$192.50        |
| 7,000 – 30,000 lbs | <b>\$300.00</b> | \$360.00         | \$550.00        |
| 30,001 + lbs       | <b>\$450.00</b> | \$540.00         | \$825.00        |
| After Hours        | <b>\$150.00</b> | \$180.00 minimum | \$225.00 varies |

“After Hours” is an additional fee charged for a Customs officer to provide services after normal scheduled hours (11:00A – 7:00P M-F, weekends or holidays). An additional invoice is charged to the airport by Customs for any “after-hours” clearances. These invoices are received by the airport about 20-30 days after the cost is incurred. This additional charge has recently averaged \$218.64.

Direct Fees collected for the last 5-years at DuPage are as follows:

|                | 2011     | 2012     | 2013     | 2014      | 2015      |
|----------------|----------|----------|----------|-----------|-----------|
| Fees Collected | \$78,075 | \$73,193 | \$77,100 | \$101,700 | \$121,350 |

DPA's current costs to provide this service include fees paid to the U.S. Customs Service (USCS), Department of Homeland Security (DHS), for the on-site inspector, costs for a "secure line" to Virginia for the USCS computer and costs associated with the removal of international waste.

Summary of Annual Expenses to Provide U.S. Customs:

|                                 |                  |
|---------------------------------|------------------|
| Fixed Inspector Costs           | \$123,440        |
| After-Hours Costs               | \$ 22,600        |
| "Secure-Line"                   | \$ 5,150         |
| <u>Est. International Waste</u> | <u>\$ 23,000</u> |

Annual Expense \$174,190

Clearances (2015) 276 (1,630 passengers)

\$ / Clearance \$ 631

Fees Collected \$121,350

Difference (\$52,840)

However, the fuel sold to these aircraft that cleared U.S. Customs provided well over \$100,000 in profit. Further, we have based customers that have chosen DuPage in part because of the availability of U.S. Customs. These customers provide well over \$1M annually in both fuel and hangar lease revenue to the Authority.

We are proposing to increase the Fees as follows:

| Aircraft           | Current DPA | NEW DPA         | % Change | PWK      | UGN      |
|--------------------|-------------|-----------------|----------|----------|----------|
| Single             | \$75.00     | <b>\$87.00</b>  | 16.00    | \$90.00  | \$82.50  |
| Twin               | \$150.00    | <b>\$175.00</b> | 16.67    | \$180.00 | \$192.50 |
| 7,000 – 30,000 lbs | \$300.00    | <b>\$350.00</b> | 16.67    | \$360.00 | \$550.00 |
| 30,001 lbs         | \$450.00    | <b>\$525.00</b> | 16.67    | \$540.00 | \$825.00 |
| After Hours        | \$150.00    | <b>\$225.00</b> | 50.00    | \$180.00 | \$225.00 |

The new proposed fees for DPA, if adopted, will still be at or below all of our competitors.



If these new proposed fees were applied to clearances for 2015, the fees collected would have been \$148,170, an increase of 22.1%.

When current and proposed fees are applied in relation to our annual expenses for this service:

|                       | Current          | Proposed         |
|-----------------------|------------------|------------------|
| Annual Expense        | \$174,190        | \$174,190        |
| <u>Fees Collected</u> | <u>\$121,350</u> | <u>\$148,170</u> |
| Difference            | (\$52,840)       | (\$26,020)       |

Further, we may have an additional annual savings of \$23,000 per year for International Waste if we are approved to sanitize our waste on-site. We are currently working with the USDA to possibly acquire a steam sanitizer in conjunction with our new hangar project that is currently under construction.

**PREVIOUS COMMITTEE/BOARD ACTION:**

June 15, 2016            Capital Development, Leasing and Customer Fees Committee –  
this item is on the agenda for review and consideration

**REVENUE OR FUNDING IMPLICATIONS:**

These proposed fees can reduce the direct difference to provide U.S. Customs at DuPage Airport by over 50%.

**STAKEHOLDER PROCESS:**

These fees will not be effective until August 1, 2016. Current based customers will be notified and the new proposed fees will be shown on our websites and posted at the Flight Center front desk. The fees will still be less than those charged by our competitors, providing a savings to both our based and transient customers over other airports in Chicagoland.

**LEGAL REVIEW:**

Legal counsel has reviewed the proposed Ordinance.

**ATTACHMENTS:**

- Proposed Ordinance 2016-296, Providing for the Revision of a Fee to Users in relation to the use of U.S. Customs Service at DuPage Airport

**ALTERNATIVES:**

The Committee/Board can deny, modify or amend this issue.

**RECOMMENDATION:**

It is the recommendation of the Executive Director and staff that the Board approves Ordinance 2016-296, Providing for the Revision of a Fee to Users in relation to the use of U.S. Customs Service at DuPage Airport at the June 15, 2016 Board meeting.

**ORDINANCE 2016-296**  
**AN ORDINANCE PROVIDING FOR THE REVISION OF A FEE TO USERS IN  
RELATION TO THE USE OF U.S. CUSTOMS SERVICE AT DUPAGE AIRPORT**

**WHEREAS**, by virtue of the provisions of 70 ILCS 5/8.04, the DuPage Airport Authority, an Illinois Special District, (the Authority”) has the authority to fix, charge and collect reasonable rentals, tolls, fees and charges for the use of the DuPage Airport and any public facilities there, on; and

**WHEREAS**, the Authority has had a User Fee United States Customs (“Customs”) office at DuPage Airport since 1996; and

**WHEREAS**, the Authority previously revised fees for Customs Service pursuant to Ordinance 2003-169, effective September 1, 2003; and

**WHEREAS**, the Authority’s cost to provide this service has increased; and

**WHEREAS**, the Authority has reviewed the Custom’s usage and fees and is recommending that the fees be reassessed and increased, attached hereto as Exhibit A; and

**NOW, THEREFORE, BE IT ORDAINED**, by the Board of Commissioners of the DuPage Airport Authority as follows:

**Section 1.** Effective August 1, 2016, the charge for the use of Customs shall be as shown on Exhibit A attached hereto.

**Section 2.** Repeal of Ordinance – Ordinance 2003-169 is hereby repealed as of the effective date of this Ordinance.

Juan E. Chavez \_\_\_\_\_  
Stephen L. Davis \_\_\_\_\_  
Charles E. Donnelly \_\_\_\_\_  
Peter H. Huizenga \_\_\_\_\_  
Gina R. LaMantia \_\_\_\_\_

Michael V. Ledonne \_\_\_\_\_  
Gregory J. Posch \_\_\_\_\_  
Donald C. Sharp \_\_\_\_\_  
Daniel J. Wagner \_\_\_\_\_

Passed and approved by the Board of Commissioners of the DuPage Airport Authority this 15<sup>th</sup> day of June, 2016.

ATTEST:

\_\_\_\_\_  
CHAIRMAN

\_\_\_\_\_  
Secretary

**ORDINANCE 2016-296**

**-EXHIBIT A-**

**DuPAGE AIRPORT USER FEES FOR U.S. CUSTOMS CLEARANCE  
EFFECTIVE 08/01/2016**

**FEE FOR SCHEDULED HOURS OF U.S. CUSTOMS AGENT:**

|                                              |                 |
|----------------------------------------------|-----------------|
| <b>SINGLE ENGINE 7,000 lbs. OR LESS MTW*</b> | <b>\$ 87.00</b> |
| <b>TWINE ENGINE 7,000 lbs. OR LESS MTW*</b>  | <b>\$175.00</b> |
| <b>ANY AIRCRAFT 7,001 - 29,999 lbs. MTW*</b> | <b>\$350.00</b> |
| <b>ANY AIRCRAFT 30,000 LBS. OR MORE MTW*</b> | <b>\$525.00</b> |

**\* Maximum Take-Off Weight (MTW) as published**

**FEE FOR AFTER HOURS CLEARANCE (NON-SCHEDULED HOURS, WEEKENDS and  
HOLIDAYS:**

**FEE FOR SCHEDULED HOURS + \$225.00**