

Mt. Vernon Airport Authority
Regular Meeting of the Board of Commissioners
Held December 10, 2013 at 6:00 PM

Present: Michael Ancona	Chairman
Greg Martin	Vice Chairman
Eddie Lee	Secretary
Gary Chesney	Treasurer
Joe Bob Pierce	Commissioner

Staff: Chris Collins
Sheila Jolly-Scrivner

Guests: Greg Peterson, Robbie Edwards, Rich Carney, & Don Lewis

PUBLIC COMMENTS

There being none, Chairman Ancona moved forward with the meeting.

REPORTS

Minutes

Minutes were presented for the November 12th, Meeting for approval. There being no changes to the minutes, motion was made and seconded to approve the minutes as presented. Upon roll call vote, all were in favor.

Treasurers' Reports

There being no concerns with the Treasurer's Reports, motion was made and seconded to approve the Treasurer's Reports as presented. Upon roll call vote, all were in favor of the motion.

Bills for Approval

There being no questions or concerns with the Bills for Approval, motion was made and seconded to approve the bills as presented. Upon roll call vote, all were in favor.

CORRESPONDENCE

There being none, Chairman Ancona moved forward on the Agenda.

OLD BUSINESS

Innovation Park

Mr. Collins stated that little has changed since last month's meeting. Framing of the interior office walls began on Monday. Ahead of several Change Orders, Mr. Collins presented two alternative bids for the office HVAC System. He reminded the Commissioners that both the Construction Manager and Architect thought the proposal by the incumbent contractor, Mid-Eastern Plumbing, may have been a little high, and a second estimate should be sought. Mr. Collins contacted the two entities that perform service work at the airport for estimates and those were presented in sealed form.

Commissioner Martin opened and read a proposal by Lipps Heating and Cooling in the amount of \$9000. Commissioner Pierce opened and read a proposal by Hodges Heating and Cooling in the amount of \$9611. Mr. Collins reminded the Commissioners that the amount provided by the incumbent contractor was \$12,881. The Commissioners and Mr. Collins began comparing the capacities and efficiencies of the equipment (TONNAGE, SEER, BTU, etc) and quickly discovered no three proposals were equal. Mr. Collins stated that the basis for his Specification was taken directly from the incumbent contractor's Specification with company name, contact information, and the pricing "blacked out". He noted it really should have been and "apples to apples" comparison. Discussion ensued about how to move forward. Since time is of the essence, the Commissioners directed Mr. Collins to contact Lipps Heating and Cooling and Hodges Heating and Air Conditioning and ask that they each adhere to the original specification, recalculate the estimate if necessary, and return the proposal by the end of the week. Mr. Collins asked Commissioner Chesney for his help with this matter and two agreed to meet on Wednesday. The Commissioners directed Mr. Collins to contact each Commissioner individually with the results on Friday and approved awarding the HVAC System Bid to the winning bidder. Mr. Collins noted that the Office HVAC System would be Change Order #9 based on an individual telephone poll. Motion was made by Commissioner Pierce and seconded by Commissioner Martin to approve Change Order #9. Upon Roll Call Vote, all were in favor. Mr. Collins presented several other Change Orders for the Commissioner's consideration.

Change Order #10 is for \$10,555 from Lipps Construction for the materials and installation of the mezzanine above the office. The cost covers metal load bearing studs, high strength joists, deck plywood, and installation for a 14' depth by 51' width storage (or office area) above the office. Mr. Collins stated that this is a lot of money but this is the only chance for adding the additional square footage above the office. He noted fire treated wood materials were priced, but they were actually higher. Motion was made by Commissioner Chesney and seconded by Commissioner Martin to approve Change Order #10. Upon Roll Call Vote, all were in favor.

Change Order #11 is for a Not-to-Exceed \$1003 from Lowes for additional conservation measures (3" and 9" thick batt insulation) in the office. Associated Lumber provided a quote in the amount of \$1224 for like materials. Motion was made by Commissioner Martin and seconded by Commissioner Lee to approve Change Order #11. Upon Roll Call Vote, all were in favor.

Change Order #12 is for \$1245.35 from Plumbers Supply for downspout gutter drains. Airport maintenance and Mr. Collins installed 8" underdrains on the West and South elevations shortly after the November meeting. Mr. Collins noted the materials were purchased and the project completed just ahead of some very heavy rains. He felt that if this was not addressed, the new elevations would have been impacted. Motion was made by Commissioner Lee and seconded by Commissioner Chesney to approve Change Order #12. Upon Roll Call Vote, all were in favor.

Mr. Collins presented a summary of the financing and amortization schedule at Bean Capital Banking Center. The total amount financed will be \$394,118.20 – just shy of the \$400,000 originally requested. BCBC is in the process of finalizing the finance agreement.

Mr. Collins presented an updated Capital Projects Summary that includes all approved and estimated Change Orders related to the finishing of Innovation Park Hangar #1 as well as remaining Capital Projects on the airport. Mr. Collins stated the airport is on track as it winds down the Momentum 2014 Capital Development Plan.

Taxiway “E” & “B” Revitalization

Mr. Collins reminded the Commissioners of the potential snag in the 2014 project to revitalize portions of two taxiways. The snag was brought to the airport’s attention at the TIP Meeting at IDOT in October. New FAA guidance prohibits funding for taxiways that do not meet the FAA’s new criterion for the prevention of surface incidents and/or incursions. Taxiway “E” includes a “five node” intersection – an intersection with more than the allowed three nodes or options. Mr. Collins noted Hanson Professional Services has provided a few options for the “five node” intersection at mid-field. While presenting the options, Mr. Collins stated he recommended any solution that preserves the angular taxiway “E” as it is a large category aircraft taxiway (high strength and extra wide) designed for airline service. He noted another reason for his stance was that the sight lines of the Koziara Terminal were designed with Taxiway “E” in mind. Mr. Collins noted if the restaurant dividing wall were removed in the lobby (as originally built) every window in the building affords a view down Taxiway “E”. Mr. Collins noted Hanson took his recommendations and created what all believe to be a good compromise. Option #1 eliminates a portion of Taxiway “D” (leading to Runway 33), constructs a new section of taxiway from “D” toward the ramp, and realigns the perimeter access road to intersect the ramp leading to the A-1100 Hangar and the Community Hangar. The perimeter access road would align with Gate #4 and this would be beneficial once a gate operator is installed at a future project. Option #2 also eliminates a portion of Taxiway “E” and includes a new section of taxiway. This new section of taxiway “D” intersects Taxiway “D” at a right angle half way between the ramp and the parallel taxiway for Runway 05/23. Option #2 does not require a realignment of the perimeter access road. Option #3 is a reduction of width of the existing Taxiway “E”. Option #4 is the elimination of Taxiway “E” and entirely new taxiway constructed at mid-field.

Mr. Collins recommended Option #1 and noted that he hopes the cost will not be too over budget. If so, he stated Option #2 will suffice. He noted he is opposed to Option #3 because he believed the radii will not work for the larger aircraft. Option #4 does not preserve the sight lines of the Koziara Terminal. Mr. Collins noted Hanson’s Rob Waller is busy calculating the costs of Options #1 and #2. Mr. Collins is hopeful the costs will not be too much more than those approved in the original Engineering Agreement calculated before the new FAA guidelines were discovered. Mr. Collins noted the project needs to be done in 2014 in its entirety. Breaking the project up into segments (Taxiway “B” this year and Taxiway “E” in 2015) will impact a potential “T” Hangar Project in 2015

Avionics Lab

Mr. Collins noted the guys at SRT have come up with an acceptable solution for the construction of an Avionics Lab. SRT's Rich Carney informed the Commissioners that an 8' width by 30' length lab is proposed to be constructed along the South wall inside the hangar bay. Estimates on the materials are in the \$3000 to \$5000 range. Mr. Carney stated the FAA visited last week and approved the concept. Mr. Carney pledged to report back to the Commissioners when plans are finalized.

NEW BUSINESS

Annual Audit

This Agenda item was tabled due to the absence of the airport's auditor Dave Kieffer of David Kieffer, CPA.

Snow Removal Equipment

Mr. Collins noted that Since the November Meeting, he and Airport Maintenance have been searching for a used dump truck/snow plow to supplement the airport's snow removal fleet. For many years now, the airport has been getting by using one dump truck with 10' plow and a mowing tractor pushing a 10' plow. Mr. Collins noted another rig is needed for two reasons: two plows only meet the FAA requirements during light snow events and the fleet is aging. A breakdown of one plow may close the airport longer than necessary. Mr. Collins noted the same can be said for a large snow event. Mr. Collins stated that he and Airport Maintenance are looking for a mid to late 1990's, medium life (mileage wise) used dump truck with a diesel engine and an automatic transmission. The rig must have a minimum blade width of ten feet. Mr. Collins noted there is \$30,000 in the present bond issue funds for the purchase but he instructed the guys to look for something in the \$25,000 range. An opportunity was missed in Springfield, Illinois by one day for a rig that met the requirements priced at \$16,500. Mr. Collins noted another good opportunity was in Chicago last week, but that lead went cold when the owner decided to not upgrade to a new rig. Ford Square has a truck that meets the requirements. Mr. Collins presented photos of a 1997 Ford F800 Dump Truck. The truck has 37,000 miles and is a newer model of the 1987 model truck the airport currently uses. Although the truck includes the mount and hydraulics for a plow, the truck does not include a plow. Roy Schmidt at Ford Square indicates he has found a used plow. Mr. Collins noted Ford Square is asking \$19,700 for the dump truck. Ford Square presented a proposal for a plow at \$1500 best case scenario to \$3000 worst case scenario. Mr. Collins noted that he has been searching for used 10 foot plows. He stated they are hard to find and when found are between \$2500 and \$3000. Most are located in Wisconsin, Michigan, or out east. A new 10' feet plow is \$6500. Mr. Collins asked permission to officially investigate the purchase of the unit at Ford Square. Discussion ensued with the Commissioners granting Mr. Collins' request. Mr. Collins was directed to contact the Commissioners individually if Ford Square can meet the airport's demands on the truck/plow. Motion was made by Commissioner Lee and seconded by Commissioner Pierce to allow Mr. Collins to purchase the 1997 Ford F800 and Plow based on an individual telephone call vote. Upon Roll Call Vote, all were in favor.

OTHER BUSINESS

Commissioner Martin stated he had studied the inadequate front door situation and believes the most professional as well as cost effective route would be to eliminate the present eight door system. A sliding door system, with four doors mounted in the middle of the vestibule, would be the best way to proceed. The doors would automatically open via motion sensors. Mr. Martin believes the doors could be purchased for approximately \$10,000 but there would a similar amount in demolition and flooring modifications. He noted he would continue to study the project and report back at the January Meeting.

There being no additional items to discuss in Other Business, Chairman Ancona moved forward with the meeting.

EXECUTIVE SESSION

There being no items to discuss in Executive Session, Chairman Ancona moved forward with the meeting.

There being no further business to discuss under Other Business, no further items for discussion on the Agenda, and no items to be taken from Executive Session, motion was made and seconded to adjourn the meeting. Upon roll call vote, all were in favor and the meeting was adjourned.