

Mt. Vernon Airport Authority  
Regular Meeting of the Board of Commissioners  
Held February 13th, 2018 at 6:00 PM

Present: Michael Ancona	Chairman
Eddie Lee	Vice Chairman
Gary Chesney	Treasurer
Marty Cox	Commissioner

Absent: Ryan Wellmaker                      Secretary

Staff: Chris Collins  
Sheila Jolly-Scrivner

Guests: Josh Jones, Steve Willis, Don Lewis, Ruth Anne Strawn, Tyson Rush, Kendall Meritt, Jeremy Meritt, John Smith, Brian Edmison, and Randy House

**PUBLIC INPUT**

Hearing none, Chairman Ancona moved forward with the meeting.

**REPORTS**

**Minutes**

Minutes were presented for the January 9th, 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 with the meeting.

Mr. Collins introduced Mr. Randy House of Egyptian Energy Solutions. Mr. House outlined the potential benefits to the airport if parcels of ground could be leased on a long term basis for solar energy collection. His company is securing leasing rights for five to ten acre parcels of land across southern Illinois. Mr. House stated action in the State Legislature last Summer mandates that utility suppliers Ameren and ConEd broaden their renewable energy sources to 25% by 2020. Ameren has no renewable energy production and will be relying other avenues to comply with the State mandate.

Mr. House noted the airport's ground is favorable for solar arrays due to being easily accessible and fenced. Perhaps the biggest factor is the Ameren substation on north Campground Road is less than two miles away. Mr. House indicated any airport property could be worth \$1000 - \$1500 per acre. The energy created by any airport parcels could be sold to Ameren outright, used to power the airport (with surplus sold), or divided according to the terms specified in the Lease Agreement. Mr. Collins provided a drawing of potential parcels of land that could be utilized for solar development. Between 50 to 100 acres could be developed. Mr. House stated his company seeks 20 year leases with 20 year options. Egyptian Energy Solutions invests in all infrastructure and performs all maintenance upkeep. Mr. Collins noted that much study will be required prior to any forward movement. Airport Layout Plan Updates, FAA Glare Studies, Compatible Land Usage Studies, and FAA Airspace Studies are just a few of the hurdles awaiting any project. Mr. House noted that the program is in its infancy and most likely would not be operational until late 2019. At this point his company is trying to spread the word and secure lease options. Mr. House mentioned the names of several municipalities that have signed lease options. Discussion ensued about the potential revenues such a project could bring to the airport. Chairman Ancona thanked Mr. House and asked him to stay in close contact with Mr. Collins.

## **OLD BUSINESS**

### **New Sign**

Mr. Collins presented a \$17,539.44 bid from T. Ham signs for the new sign. Since the bid was well under budget and the existing sign needs immediate replacement, Mr. Collins enthusiastically recommended approval of the bid. The Commissioners agreed. Motion was made by Commissioner Lee and seconded by Commissioner Chesney to approve the bid from T. Ham Signs as presented. Upon roll call vote, all were in favor.

### **New "T" Hangar & Access Taxiway**

Mr. Collins said that shortly after the January Meeting, Holcomb Foundation Engineering arrived and bored several holes on the building site. Holcomb's report was not favorable for building "as is" due to concrete rubble 14' to 16' feet beneath the millings. This led Rob, Brian, and Mr. Collins scrambling for the next step. Discounting Holcomb's report and moving forward, performing major excavation at the preferred site, building in an adjacent shovel ready site, and doing nothing at all were some of the options. Mr. Collins presented a summary of the various options along with pros and cons:

Discounting Holcomb's Report and Moving Forward: "Going against the written recommendations provided by a Professional Engineer is very risky. Even though loads will be light and I believe the material has set for a long enough time, it is not worth the risk. I don't believe the State will provide funding for the pavements around the hangar with the existence of the Holcomb report.'

Performing Major Excavation at the Preferred Site: "This plan was my preference until costs became prohibitive. The plan would require extensive site preparation - remove the millings from above the concrete rubble, remove the rubble, put the millings back with simultaneous compaction, move or truck in massive amounts

of fill dirt to bring the site to grade (as well as cover up the rubble). The site preparation would be a separate project requiring in excess of \$100,000. Once completed this Summer, then the “T” Hangar/Access Taxiway Project could be completed in the Summer/Fall of 2019.”

Building in an Adjacent Shovel Ready Site: “In your booklet is an alternate that already has State approval, saves money, and could be completed on the intended timeline. It is located in the large green space south of the Fixed Base Operations Building. Constructing a “T” or Box Hangar Row in the proposed site goes against the airport’s segregated aircraft storage plan and takes green space used for other purposes. At lunch today, Chairman Ancona and I came up with an alternate plan that preserves green space, better aligns the buildings with the segregation plan, and is affordable. The plan would establish a row of five box hangars (slightly larger than the “T” Hangars) along the southern edge of the existing “T” Hangar rows (perpendicular to the existing three rows). The northern sides would include the aircraft doors. The southern sides would include a walk door that is accessible from the long rectangular parking lot that extends from the main parking lot to the lake shore shelter road. The project would include very little dirt work. It would require some fence relocation and movement of some utilities.

Mr. Collins asked the Commissioners which way they preferred to proceed. Discussion ensued about the alternatives with each Commissioner given a chance to respond. All agreed the original project was cost prohibitive – especially for individual aircraft storage. All favored the row of box hangars as Mr. Collins and Chairman Ancona visualized. The focus then shifted to timelines. A signed contract by April 20<sup>th</sup> (for the State/Federal pavement portion) is simply not possible due to many unknowns that need to be resolved. Identification of all utilities in the area and how best to relocate them will require some time. An airspace study, a requirement for all vertical development on an airport, will take 45 to 60 days. Mr. Collins noted putting the project off until this time next year is likely the best way to handle the situation. The State/Federal Access Taxiway Project can be re-requested for the following year or the next. Mr. Collins noted there is no one on the waiting list so there really is no push to complete a building this summer.

Mr. Collins mentioned “T” Hangar row #1 - #10 is in dire need of revitalization. A revitalization of the older units was near the top of the priority list for the next Momentum Capital Development Plan. Perhaps the revitalization project can be traded for the Box Hangar Project this year. The Commissioners agreed this is a good way to proceed as priorities need to be gotten in order. Mr. Collins noted he will begin working with Architect Brian Edmison on a plan for the first row of “T” hangars.

## **NEW BUSINESS**

### **Salute to Freedom**

Mr. Collins presented the annual request letter from Tourism Director Angela Schrum for the Annual Salute to Freedom on Wednesday, July 4<sup>th</sup>, 2018. Motion was made by

Commissioner Lee and seconded by Commissioner Chesney to approve the Salute to Freedom Celebration. Upon roll call vote, all were in favor.

### **Bond & Interest Levy Abatement**

Mr. Collins displayed Ordinance 2018-01 outlining the abatement of \$15,053.75 from the 2017 Tax Levy. Mr. Collins read a summary written and utilized for previous abatements:

“The best way to explain this in a short amount of words is that I made an incorrect assumption on the mechanics of the Momentum 2020 Capital Development Plan with regard to the Bond and Interest Levy. I understood we had a new Debt Service Extension Base (DSEB) of \$230,000 and assumed it was a function of the increased Equalized Assessed Valuation (EAV). Not only was the new DSEB not a function of the EAV, the EAV did not increase since the last bond issuance. Our total EAV was \$195 million in 2008/2009 and is \$195 million in 2014/2015. The bottom line is if we submit a Bond & Interest Levy of \$220,000 instead of \$205,900 (based on a flatline EAV of \$195 million); our taxpayers will realize a noticeable tax increase. The easiest way out of this is to order the County Clerk to alter the Bond & Interest Levy to the desired amount each year (subtract \$15,053,75 this year). This act requires an Ordinance. I recommend the Ordinance be approved Tuesday night so that our promise of little to no tax increase is intact. I apologize for making this incorrect assumption and I would like the responsibility for correcting it. It should be noted the DSEB increase was statutory and is up to the individual taxing districts to impose the tax necessary to capture the additional funds.”

Motion was made by Commissioner Lee and seconded by Commissioner Chesney to approve Ordinance 2018-1, Bond & Interest Levy Abatement. Upon roll call vote, all were in favor.

Mr. Collins noted last year’s abatement was \$18,322.50. Next year, the final year, the abated amount will be \$16,190. This four year abatement program takes the airport back to a \$617,700 issuance instead of a \$660,000 issuance.

### **Insurance**

Mr. Collins explained three key policies renew in the February time frame. The new Public Officials Liability Policy premium is \$2358 – an increase of \$5. This policy is held locally with Dimond Brothers Insurance. The Work Compensation Policy premium with Global Aerospace is \$9684 – an increase of \$374. The last insurance renewal is the General Liability Policy. The renewal premium with QBE is \$2999, the same as expiring. This policy has been with Arthur Gallagher Agent John Grob for many years now. Because of this, the General Liability Premium has been offered to the airport for a three year period (coverage and premium are locked in for three years)! Despite a small total increase of \$379, Mr. Collins recommended approval of all three policy renewals as presented. Motion was made by Commissioner Cox and seconded by Commissioner Lee to approve the insurance renewals as presented. Upon roll call vote, all were in favor.

### **Annual Aviation Report**

Mr. Collins presented his Annual Aviation Report for the calendar year 2017. He noted total operations decreased 1.3% over the previous year (20,808 in 2017 as compared to 21,102 in 2016). Even the addition of Airgo's operations could not turn the trend around. As stated last year, the downturn is a direct reflection of reduced corporate flying activity by based tenants, aircraft being sold, and the awful image of our State's economy. Jet operations, a measure Mr. Collins used since starting his career here, is down 8.59% (172 in 2017 as compared to 188 in 2016). A majority of developers, location scouts, retention visitors, etc., utilize jet equipment. On the based inventory side the airport decreased one aircraft. Total based inventory is 50 (38 Single Engine Land, 8 Multi-Engine Land, and 4 Helo). One helicopter will depart soon so that number will decrease. Airgo's fleet expands accordingly due to demand so there are times when additional King Air's and the occasional Seminole are on the field.

### **OTHER BUSINESS**

Hearing none, Chairman Ancona moved forward with the meeting.

### **EXECUTIVE SESSION**

Motion was made by Commissioner Cox and seconded by Commissioner Lee to approve a \$2000 payment to Maintenance Superintendent Ron Mosier as discussed in Executive Session. The payment will be extended to Mr. Mosier and his family to offset travel and lodging expenses while Ronnie recovers from surgery at the Siteman Center in St. Louis, Missouri. Upon roll call vote, all were in favor.

With no additional Executive Session items, no Other Business, and no further items for discussion on the Agenda, motion was made and seconded to adjourn the meeting. Upon roll call vote, all were in favor and the meeting was adjourned.

## **EXECUTIVE SESSION**

February 13, 2018

Mr. Collins informed the Commissioners that Maintenance Superintendent Ronnie Mosier, in year 38 of his employment, is fighting a potential life threatening illness. Ronnie is scheduled for major surgery on Friday. His family has made numerous trips to St. Louis already and will be spending several weeks there during Ronnie's recovery. Mr. Collins explained he would like to help Ronnie and his family financially during this difficult time. The goal is to send Ronnie to the Siteman Center encouraged and more confident! The Commissioners praised Ronnie's dedication to the airport and agreed something needs to be done. They asked Mr. Collins for an amount. Mr. Collins recommended \$2000. The Commissioners thought this would be a good amount and agreed to approve it after returning to Open Session.