

Mt. Vernon Airport Authority
2025-2026 Budget Hearing
Held August 12th, 2025 at 6:00 PM

Present:	Mike Ancona	Chairman
	Gary Chesney	Vice Chairman
	Carey Lipps	Secretary
	Greg Martin	Treasurer
	Marty Cox	Commissioner

Staff: Chris Collins
Sheila Jolly-Scrivner
Matt Colvin

Guests: Don Lewis, Steve Willis, & Dr. Travis Gholson

PUBLIC INPUT

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

Motion was made by Commissioner Cox and seconded by Commissioner Martin to adjourn the 2025 - 2026 Budget Hearing. Upon roll call vote, all were in favor and the meeting was adjourned.

Mt. Vernon Airport Authority
Regular Meeting of the Board of Commissioners
Held August 12th, 2024 at 6:05 PM

Present:	Mike Ancona	Chairman
	Gary Chesney	Vice Chairman
	Carey Lipps	Secretary
	Greg Martin	Treasurer
	Marty Cox	Commissioner

Absent: None

Staff: Chris Collins
Sheila Jolly-Scrivner
Matt Colvin

Guests: Don Lewis, Steve Willis, & Dr. Travis Gholson

PUBLIC INPUT

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

REPORTS

Minutes

Minutes were presented for the July 8th 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' Report

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 of the motion.

CORRESPONDENCE

Hearing none, Chairman Ancona moved forward with the Agenda.

OLD BUSINESS

Project Update. Below is a snapshot of all projects as specified by Mr. Collins;

Air-Evac Lifeteam Joint Base Jefferson – With a signed Lease Addendum in the file, I signed Hinderliter Construction's proposal on July 15th. Lead time for construction of the fuel pit and other materials is approximately six to eight weeks. All should expect completion by the end of September. Hinderliter has applied for and has been granted all necessary approvals from the Office of the Illinois State Fire Marshal. I have that correspondence in the project file.

New ARFF Truck – October 26, 2026 is the targeted completion date according to a recent update from Global ARFF's Travis Ownby. Work will begin in early August, 2026. Drawings are expected at the end of 2025 or early 2026.

New SRE Building – Matt and Nekoda (and even Josh for a few days) took advantage of the dry weather and finished the site work. See the photos in your booklet for all the action. A large amount of topsoil was removed and relocated to Innovation Park. Since the top soil will not be needed, it will be sold over the next several months. For nearly two weeks, clay was moved from the north side of the airport (west of Runway 15), dumped in the new site, bulldozed into place, compacted with a roller, and brought to grade. Culverts were set into place and covered along the road. With the rental of a track hoe, haul truck, dozer, fuel, and additional wages, the project will come in less than \$30,000. I believe it would have cost nearly ten times this amount if we had not done it ourselves! Hanson's Barry Stolz has asked IDOT, IDA for a pre-construction meeting. Since this project is a State/Federal/Local Project, uses a mixture of BIL and GAE, and

Hanson has the official Engineering Retainer - Hanson will handle the Architecture and Engineering duties. We still can dictate who we prefer to do the architecture and I have already told Barry it will be someone from Jefferson County. I texted Brian Edmison and he replied with the following: *"Certainly, I will do anything to help you and the airport."* I think we should give Brian another chance as I don't think anyone will be as affordable. There will be one big stipulation though. Since this is a pole barn project, I will demand that Matt Colvin be given the ability to contribute to and oversee the planning. The Commissioners agreed with Mr. Collins on all of the above.

ZEV Grant – News should be available late this month or early September.

The second item of Old Business is Solar Energy Projects: SE Phase #1, SE Phase #2, SE Phase #3, and SE Phase #4.

SE Phases #1 (A-1100 and A-1200 Roofs) & #2 (T Hangar A-800 Roof) – We are still waiting to go into production. The internet problem has been resolved. Now, we are waiting for Sun Solar to install some placards and then Ameren can do its inspection. After the Ameren inspection is complete, hopefully in a week or so, the panels could start producing.

SE Phase #3 (Air Evac Joint Base Jefferson) – I am waiting to see Phases #1 & #2 in production before approving Phase #3. I just want to see proof. There still is time.

SE Phase #4 (39 Acre Field) – Just after last month's meeting, Ross from AGE and Micah from CENERGY both explained that there is time for this project! Doug and Ross both wanted to see a sample Lease Agreement (one that would be forwarded if the project moved forward) before approving the Lease Option Agreement. CENERGY complied and Doug should have the review completed soon. I plan on signing the Lease Option Agreement as soon as Doug gives me the go ahead. A conference call was held between CENERGY and Hanson late last week to introduce CENERGY to the IDOT, IDA/Federal requirements for solar projects at Illinois airports. CENERGY was well versed and has experience so the conversation quickly shifted back to the airport. The Lease Option Agreement needs to be signed so that CENERGY can apply to Ameren for an Interconnection Agreement. This also gets the project in the official queue statewide. CENERGY stated that it should be able to determine if the project is viable within 90 days of the submission of the Interconnection Agreement. I hope this project can move forward!

NEW BUSINESS

2025/2026 Annual Budget Ordinance #2025-02

Mr. Collins presented the 2025/2026 Annual Budget Ordinance for approval. Motion was made by Commissioner Cox and seconded by Commissioner Martin to approve the 2025/2026 Annual Budget Ordinance #2025-02. Upon roll call vote, all were in favor.

2025/2026 Annual Tax Levy Ordinance #2025-03

Mr. Collins presented the Annual Tax Levy Ordinance 2025-04 for approval. Mr. Collins recommended freezing the levy at \$129,272. The levy was increased 4.99% last year (for the first time in eight years). The Bond and Interest Levy has a slight built in increase every year so increasing both levies definitely shows a noticeable increase for the airport's taxpayers. Mr. Collins reasoned that although the airport could use the additional funds, the \$6400 is better taken from the State Aviation Fuel Tax Refund. Perhaps the PPRT will increase accordingly too. The Commissioners agreed with Mr. Collins. Motion was made by Commissioner Martin and seconded by Commissioner Lipps to approve the Annual Tax Levy Ordinance #2025-04. Upon roll call vote, all were in favor.

Prevailing Wage Rate Ordinance #2025-04

Mr. Collins presented the 2025 Prevailing Wage Rate Ordinance for approval. Motion was made by Commissioner Lipps and seconded by Commissioner Martin to approve the Prevailing Wage Rate Ordinance 2025-04 as presented. Upon roll call vote, all were in favor.

T Hangar Policy

Mr. Collins noted that airport "needs to get out ahead of something". The hottest selling piston aircraft in the country is the Cirrus SR22. MVN just received its 5th and another is on its way. The problem is the aircraft has a wingspan of approximately 40 feet. The aircraft will only fit into A1000 (large row of hangars on the east side). This hangar unit has always been in high demand with wait times over multiple years. Currently, there is one A1000 unit that contains an aircraft that has not flown over Mr. Collins' 20-year tenure. Another unit stores an aircraft that has not flown in over a year. There are also non-flyable aircraft in A800 (the row with the new doors and exterior metal). Included in your booklet is a rough draft of a new T Hangar Policy. It defines "Flyable Aircraft" and the establishment of separate waiting lists for A800/A900 and A1000. Mr. Collins asked Legal Counsel Doug Hoffman to review the draft document. It is important that the airport maintain control of the decision making – the ability to decide what is a "Flyable Aircraft", allowance of non-flyable aircraft in less desired hangars (A900), and the option to move non flyable aircraft from A800 and A1000 to A900. Mr. Collins explained the implementation of such a policy will anger some people, but something needs to be done. New T Hangar construction costs have increased from \$50,000 per "hole" (when the airport was considering a new structure a few years ago) to over \$150,000 per "hole" recently. The likelihood of new construction is certainly well into the future and this assumes costs returning to something more affordable. A semi-lengthy discussion, including input from AOPA Airport Representative Steve Willis (who had already been researching the issue at other airports) ensued and it was decided to establish a committee to study the issue and make recommendations at future meetings. The Committee will consist of Mr. Willis, Commissioner Cox, and Commissioner Martin.

OTHER BUSINESS

Mrs. Jolly-Scrivner presented reports for SRT Flightline. As for the aircraft, April flight hours are the following: N737CZ, 86.7 hours; N24153, 45 hours; N638HB, 17.8 hours; N675U, 18.7 hours; and N313U, 4.4 hours (maintenance). For the month of July, 2026, SRT Flightline finished with a deficit of <\$5306>. Ms. Jolly Scrivner noted that a large hangar fan (costing more than the deficit amount) was purchased approximately two weeks ago. The maintenance department itself had a deficit of <\$30,123>. Ms. Jolly Scrivner noted that July was a slower than normal month and that invoices for three large projects completed that month were still outstanding. YTD, the overall business (fuel sales, flight department, and maintenance combined) posted a surplus amount of \$72,915 (three months into a new fiscal year).

Mr. Collins reminded everyone that Midwest Aviation Expo is less than one month away, September 4, through Saturday, September 6th. The airport could use some help shuttling its guests all three days.

There being no Executive Session items, no additional Other Business items, and no extra 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.