



Indianapolis Airport Authority

Indianapolis Airport Authority  
Public/Open Session Discussion  
June 15, 2012  
7:30 a.m. – 8:30 a.m.

- I. Passenger Air Service Progress Update – *Chris Matney*
- II. Authority Debt Issues and Parking Strategy Update – *Jeremiah Wise*
- III. Traveler's Aid Program – *Bob Duncan*
- IV. Additional Documentation for FedEx Amended Lease – *Joe Heerens*
- V. Litigation on Unauthorized Flight School at Indy Regional – *Joe Heerens*
- VI. 8:30 a.m. Public Agenda Items
- VII. Other (time permitting)



Agenda

Indianapolis Airport Authority

June 15, 2012

8:30 AM

- I. Call to Order
- II. Approval of Minutes of the Pre-Board and Regular Meeting of May 25, 2012
- III. Ordinances, Resolutions and Public Hearings
  - a) Introduction of **General Ordinance No. 2-2012** concerning the 2013 Indianapolis Airport Authority Budget. Initial Hearing to be held July 20, 2012.
  - b) Introduction of **General Ordinance No. 3-2012** concerning the revision of IAA's Airport Traffic Ordinance. Initial Hearing and consideration for approval the adoption of General Ordinance No. 3-2012 to be held July 20, 2012.
- IV. Board Reports
  - a) President's Report
- V. Official Actions
  - a) Consider for approval each of the individual items listed on the IAA Consent Calendar Agenda dated June 15, 2012.
- VI. Staff Reports
  - a) Interim, Executive Director Report – *Bob Duncan*
  - b) Financial Report – *Marsha Stone*
- VII. Other Reports/Update
- VIII. Board Communications
  - a) *Next Meeting: Friday, July 20, 2012 @ 8:30 a.m.*
- IX. Adjourn

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MONTH/YEAR	OTHER PARTY	TYPE OF DOCUMENT	TERM (YEARS)	REVENUE	INITIALS	COMMENTS
Apr-12	Indianapolis Power & Light	Electric Service	1 year	N/A	R. Duncan	For IPL electric services
Apr-12	MulchWorx, LLC	Contract for Services	1 year	N/A	R. Duncan	For mowing/landscaping at Terminal; cost \$129,702.80
Apr-12	AAR Aircraft Services	Airport Use Permit	17 days	\$200.00 per parked aircraft	R. Duncan	Designates specific parking area for aircraft at IMC
Apr-12	Kone, Inc.	Amendment No. 1	Unchanged	N/A	R. Duncan	For elevator/escalator work at Heliport
Apr-12	Diversity Lawn Care	Contract for Services	1 year	N/A	R. Duncan	For mowing/landscaping at cost \$28,806.00
Apr-12	Diversity Lawn Care	Contract for Services	1 year	N/A	R. Duncan	For mowing/landscaping at Stanley Cove; cost \$5,200.00
Apr-12	Elite Cleaning Services	Contract for Services	10 days	N/A	R. Duncan	For cleaning Hanger 122; cost \$3,238.26
Apr-12	Analytics8	Professional Services Contract	2 months	N/A	R. Duncan	For purchase of software & maintenance at cost of \$41,176, plus professional services cost of \$59,600
Apr-12	Dave Helton	T-Hangar Agreement	Month-to-month	\$3,020 annually	R. Duncan	Hanger lease at Gordon Graham Airport
Apr-12	Jason Jackson	T-Hangar Agreement	Month-to-month	\$3,020 annually	R. Duncan	Hanger lease at Gordon Graham Airport
Apr-12	ESCO	Addendum No. 1	2 years	N/A	R. Duncan	For fire alarm testing
Apr-12	L'Acquis Consult Engineers	Professional Services Contract	20 months	N/A	R. Duncan	For cleaning grease ducts in Terminal; cost \$25,822
Apr-12	Harmon Steel, Inc.	Temporary Services Contract	10 days	N/A	R. Duncan	For cleaning Comlux hanger; cost \$11,300
Apr-12	Airport Plazas LLC	Letter of Intent	30 years	\$120,000 annual	R. Duncan	Letter of intent for gas station/convenience store development; subject to negotiation of final Lease

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Apr-12	A2SO4	Contract Amendment	20 months	N/A	R. Duncan	For IMC roof repairs; cost \$8,640
Apr-12	CH2M Hill Engineers	Fifth Amendment Software Subscr. Agreement	8 months	N/A	R. Duncan	Adjustment to service provider's terms and rates
Apr-12	Meridian Systems	Professional Services Contract	1 year	N/A	R. Duncan	For software; cost \$12,241.67
Apr-12	Comcast of Indianapolis, Inc.	Amendment No. 5	Unchanged	Annual revenue increase \$13,452	R. Duncan	Upgrades cable to Crowne Plaza Hotel
Apr-12	TeamSAI Consulting	Professional Services Contract	2 months	N/A	R. Duncan	For commercial hanger/MRO strategy; cost \$42,750
Apr-12	CTL Engineering, Inc.	Professional Services Contract	5 months	N/A	R. Duncan	For apron testing and inspection services at Eagle Creek Airpark; cost \$10,265
Apr-12	Brad Stephenson	Cash Farm Lease	3 years	\$170,430 total	R. Duncan	For 218 acres, Metropolitan Airport; \$260/acre; tenant to spend \$49,875 on capital improvements over 3 years
Apr-12	Scott Smith	Cash Farm Lease	3 years	\$525 total	R. Duncan	For 7 acres, Gordon Graham, reduces mowing expenses
Apr-12	Lumin Advisors	Contract for Parking Study	16 months	N/A	R. Duncan	For parking study; cost of \$39,960
Apr-12	Enroute Massage and Spa	Amendment #4	Unchanged	N/A	R. Duncan	Implements price changes
Apr-12	Powers & Sons Construction Co.	Contract for Construction	1 month	N/A	R. Duncan	For work on parking garage bollards; cost \$17,829
Apr-12	Level 5 Engineering LLC	Professional Services Contract	1 year	N/A	R. Duncan	For rehabilitation of tug roads, Phase 1, cost \$109,025
Apr-12	Clean Source, Inc.	Contract for Services	1 year	N/A	Medvescek	For cleaning services at Heliport; cost \$9,000
Apr-12	RF Connect	Professional Services Contract	1 year	N/A	Medvescek	For IAA wireless & mobile devices; cost \$109,826
Apr-12	Eli Lilly & Co.	Non-Disclosure Agreement	5 years	N/A	Medvescek	For IAA to obtain certain info from Eli Lilly

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Apr-12	Bottling Group, LLC	Agreement	3 years	\$10,000 annually	Medvescek	For Pepsi product/services at Terminal
Apr-12	Simply Eyebrows, LLC	Acknowledgment Document	N/A	\$378.00	Medvescek	Concessionaire's final fee payment; closed business
Apr-12	AirPrime Solutions, Inc.	Contract for Database	5 months	N/A	Medvescek	Additional work for the PropWorks database for IAA Property Department
Apr-12	M&C Transportation	Operating Agreement	Month-to-month	\$500 deposit, plus normal trip fees	Medvescek	Standard contract for ground transportation services

MINUTES  
Board of Directors Meeting  
Indianapolis Airport Authority

The Regular Meeting of the Indianapolis Airport Authority Board was called to order at 8:44 a.m., May 25, 2012, in the Airport's Board Room at the Indianapolis International Airport.

Present at commencement of the meeting and comprising a quorum were:

Michael W. Wells, President  
Kelly J. Flynn, Vice President  
Alfred Bennett, Secretary  
Jean Wojtowicz, Member  
Alex M. Azar II, Member  
Steve Dillinger, Member  
Karen Caswelch, Member  
David Lewis Sr., Member  
Jack Morton, Member  
Lynn Gordon, Advisory Member  
  
Rex Joseph, IAA Board Counsel

IAA executive staff attending:

Robert A. Duncan, Interim Executive Director  
Mike Medvescek, Sr. Director of Operations  
Marsha Stone, Sr. Director of Finance  
Joseph Heerens, General Counsel  
Beverly Terlajc, Sr. Administrative Assistant/Recording Secretary  
Janie Leap, Sr. Administrative Assistant

APPROVAL OF MINUTES

Upon a motion by Ms. Wojtowicz, seconded by Mr. Lewis and unanimously passed, approval was given to the Minutes of both the Pre-Board and Regular Meetings of April 20, 2012.

ORDINANCES, RESOLUTIONS AND PUBLIC HEARINGS

President Wells introduced Resolution No. 4-2012, authorizing the Executive Director or his/her designee to apply for airport development assistance, and to accept, adopt and execute offers that are scheduled to expire on or before December 31, 2012, from the Administrator(s) of the Federal Aviation Administration, the Transportation Security

Administration, or the Indiana Department of Transportation, constituting Agreement between the United States or the State of Indiana and the IAA. Upon a motion by Mr. Flynn, seconded by Ms. Wojtowicz and unanimously passed, Resolution No. 4-2012 was approved and adopted.

President Wells next introduced Resolution No. 5-2012, authorizing the sale of IAA and IMC inventoried items at a public auction. Upon a motion by Mr. Bennett, seconded by Mr. Dillinger and unanimously passed, Resolution No. 5-2012 was approved and adopted.

#### BOARD REPORTS

##### President's Report

President Wells indicated that he was pleased with the progress and accomplishments at IAA, as well as the performance of the new IAA Management team. He thanked Executive Director Duncan and staff for a great job in moving the IAA forward.

#### OFFICIAL ACTIONS

##### INTRODUCTION AND APPROVAL OF THE IAA'S CONSENT CALENDAR, DATED May 25,

2012: President Wells introduced the Consent Calendar and then described each of the individual items on the Consent Calendar. He next asked for a motion of approval. Upon a motion by Mr. Flynn, seconded by Mr. Lewis and unanimously passed, approval was given to each of the individual items listed on the IAA's Consent Calendar, dated May 25, 2012.

#### STAFF REPORTS

##### Executive Director Report

Interim Executive Director Bob Duncan reported that IAA received LEED Certification as well as an Award from the American Concrete Pavement Association for excellence in concrete pavement with respect to the Cargo Expansion Phase IV, Federal Express. He also discussed a program called "A Child Is Missing", where alerts are sent to cellular telephones in the local area when certain people go missing.

Mr. Duncan also shared that nine (9) delegates from Kenya visited IND for two (2) days last month to observe our airport operations, tour our terminal, and interact with our staff. A representative of the Indianapolis Mayor's Office participated in this event. The FAA Great Lakes Region complimented the IAA and staff for their participation.

Mr. Duncan next shared that the IAA has established a Core Value Recognition Program which recognizes certain employees. Recipients for 2012 First Quarter were Mr. Steven Ndegwa of the Terminal Services Department (Respect Award), Mr. Dave Drummond of

the Police Department (Integrity Award), Mr. Phil Robison of the Building Maintenance Department (Trust Award), and Ms. Monica Jackson of the Terminal Services Department (Excellence Award). Ms. Sarah Owens of the IAA's Air Operations Center received the Unsung Hero Award.

Mr. Duncan next recognized Mr. Phil Kerr with Signature Flight Support and his staff for their generosity on public outreach and donation to Sheltering Wings, a local domestic abuse shelter; they collected and donated about \$1,000 to Sheltering Wings.

President Wells then excused himself from this IAA Board meeting in order to attend a prior engagement honoring our fallen U.S. soldiers. He turned the meeting over to Vice President Kelly Flynn.

#### Financial Report

Ms. Marsha Stone, IAA's Sr. Director of Finance, provided a brief report with respect to enplanements, as well as a brief financial report.

#### Other Reports/Update

Vice President Flynn asked Mr. Medvescek, IAA's Sr. Director of Operations, to provide a brief report on his recent trip to Chicago. Mr. Medvescek reported that the FAA has been concerned about the lengthy on-boarding for airline passengers occurring around the country and the new DOT regulation in connection therewith. Considerable fines and time limitations are involved. Mr. Medvescek reported that in May, 2012, IND did such an outstanding job that the FAA asked Mr. Medvescek to present the IAA's plan to the Great Lakes Region.

#### ADJOURNMENT

Vice President Flynn announced that the next IAA Board meeting is scheduled for June 15, 2012.

There being no further business, the meeting was adjourned at 9:06 a.m.

INDIANAPOLIS AIRPORT AUTHORITY\*

\_\_\_\_\_  
Michael W. Wells, President

\_\_\_\_\_  
Alfred R. Bennett, Secretary

Date: \_\_\_\_\_

\*Signed under authority of IAA Board Resolution #10-2009



## Board Memo – 2013 Budget Ordinance

To: IAA Board of Directors

From: Marsha Stone, Senior Finance Director

Date: June 1, 2012

Board Date: June 15, 2012

Subject: 2013 Budget Ordinance

Attached is the draft template of the 2013 Budget Ordinance 2-2012. At this time staff are still working through the final details of the 2013 Budget. This Budget Ordinance when adopted will set the maximum appropriation (expenditure) levels for 2013.

The budget process requires an Introduction, an Initial Hearing and presentation, and the Final Hearing and adoption of the Budget by August 31, 2012. The June 15, 2012 Board meeting will be the verbal Introduction of the Ordinance. The Ordinance is simply verbally introduced and no detail is discussed or presented.

The 2013 Capital Improvement Fund Budget assumptions will be reviewed in detail with the Finance and Audit Committee on June 13, 2012. The Airport System Fund Budget (which includes the Operating Budget) will be reviewed in detail with the Finance and Audit Committee on June 21, 2012. Both of these budget review meetings occur in advance of the Initial Public Hearing on the Budget, which is scheduled for the July 20, 2012 Board meeting. The Final Hearing on the 2013 Budget will be held on August 17, 2012, at which time the Board will vote to accept or reject the 2013 Budget Ordinance.

The Indianapolis City-County Council (Council) requires the Board to accept the 2013 Budget Ordinance by August 31, 2012. The Council Municipal Corporations Committee will hold a hearing on September 27, 2012 to review the 2013 Budget and the Council will approve the budget on October 15, 2012.

BUDGET SUBMISSION LETTER AND CERTIFICATE

TO THE AUDITOR OF MARION COUNTY, INDIANA:

The undersigned herewith submits two copies of the Budget adopted by the Board of the Indianapolis Airport Authority for the year ending December 31, 2013, for filing and presentation to the County Tax Adjustment Board.

I certify that said copies are true and exact copies of the Budget approved by the Board on August 17, 2012, fixing the appropriations and tax levies for said year.

Dated this 17th day of August, 2012

  
\_\_\_\_\_  
Michael W. Wells  
President of the Board  
Indianapolis Airport Authority

Attest:

  
\_\_\_\_\_  
Jeremiah Wise  
Treasurer  
Indianapolis Airport Authority

STATE OF INDIANA, MARION COUNTY  
INDIANAPOLIS AIRPORT AUTHORITY

I, Jeremiah Wise, Treasurer of the Indianapolis Airport Authority, do hereby certify the above and foregoing is a full, true and complete copy of General Ordinance 2-2012, that said Ordinance was passed by the Board of the Indianapolis Airport Authority on the 17th day of August, 2012, and now remains on file and record in the Airport offices.

WITNESS my hand and the Official Seal of  
the Indianapolis Airport Authority this 17th  
day of August, 2012

\_\_\_\_\_  
Jeremiah Wise  
Treasurer  
Indianapolis Airport Authority

INDIANAPOLIS AIRPORT AUTHORITY

ORDINANCE NO. 2-2012

An Ordinance appropriating monies for the purpose of defraying the expenses of the Indianapolis Airport Authority, Marion County, Indiana, for the calendar year of 2013, including all outstanding claims and obligations, and fixing a time when the same shall take effect.

Section I - Be it ordained by the Board of the Indianapolis Airport Authority, Marion County, Indiana, that for the calendar year of 2013, the following sums of money are hereby appropriated and ordered set apart out of the funds herein named and for the purpose herein specified, subject to the laws governing the same, and subject also to the conditions provided in this Ordinance. Such sums appropriated shall be held to be made during the year, unless otherwise expressly stipulated and provided by law.

Section II - That for said calendar year there is hereby appropriated out of the Airport System Fund of said Indianapolis Airport Authority the following:

Personal Services	\$ xx,xxx,xxx
Supplies & Materials	x,xxx,xxx
Other Services and Charges	xxx,xxx,xxx
Capital Outlay	<u>xxx,xxx</u>

Total Airport System Fund \$xxx,xxx,xxx

*NOTE: still finalizing numbers which will be inserted in advance of 7/20/12 meeting*

That for said calendar year, there is hereby appropriated out of the Capital Improvement Fund of said Indianapolis Airport Authority the following:

Total Capital Improvement Fund \$ xx,xxx,xxx

*NOTE: still finalizing numbers which will be inserted in advance of 7/20/12 meeting*

That for said calendar year, disbursements from the appropriations of the Indianapolis Airport Authority may be transferred by the Board of the Indianapolis Airport Authority from one major budget classification to another, at any regular meeting without prior notice and without approval from the State Board of Tax Commissioners, provided such transfer does not necessitate expenditure of more money than was set out in detail in the published budget.

Section III - Said moneys appropriated shall be derived from the following sources:

Airport System Funds on Hand	\$	tbd
Capital Improvement Funds on Hand		tbd
Airport Revenues		tbd
Federal and State Grants		tbd
Transfers		tbd
Interest/Federal Payments/Other		tbd
Financing		tbd
	\$	tbd

*NOTE: still finalizing numbers, Funds on Hand will be based on balances as of 6/30/12 which are not available at this time; amounts will be inserted in advance of 7/20/12 meeting*

This Ordinance shall be in full force and effect after its passage. Enacted by the Board, August 17, 2012.

INDIANAPOLIS AIRPORT AUTHORITY\*

\_\_\_\_\_  
Michael W. Wells, President

\_\_\_\_\_  
Alfred R. Bennett, Secretary

Date:\_\_\_\_\_

\*Signed under authority of IAA Board Resolution 10-2009



## Board Memo Updated Traffic Ordinance

To: IAA's Board of Directors

From: Joseph R. Heerens,  
IAA General Counsel

Date: May 31, 2012

Board Date: June 15, 2012

### Background

The Indianapolis Airport Authority ("Authority") has a certain "traffic ordinance" in place which establishes intersection control and area signs on roadways as well as speed limits for the operation of motor vehicles upon certain roadways at the Indianapolis International Airport (the "Airport"), including fixing penalties for the violation thereof.

In 1993, the Authority adopted General Ordinance 5-1993 (which established speed limits on certain roadways), and, in 2006, adopted General Ordinance 1-2006 (which established intersection controls and area signs on such roadways). As a result of changes at the Airport, both of these ordinances were subsequently updated and combined into General Ordinance No. 6-2008 which is currently in effect (the "Current Ordinance").

Due to additional changes that have occurred since 2008, the Current Ordinance needs to be further updated. These changes include modifications to signage on roadways as well as speed limits for the operation of motor vehicles on Airport property. For ease of reference, attached to this Memo is a "marked-up" copy showing the proposed changes to the Current Ordinance.

Pursuant to Indiana law, the adoption of this new ordinance requires a two-step process, whereby it is first "introduced" at a public meeting of the IAA Board, after which there is a "public hearing" on it at a subsequent public meeting of the IAA Board.

Also pursuant to Indiana law, the Authority will publish the required "notices" in area newspapers of the introduction and public hearing on this new ordinance.

### Recommendation

The IAA staff recommends introducing this new ordinance (General Ordinance 3-2012) at the IAA Board meeting on June 15, 2012, and holding a public hearing (and vote) on said ordinance at the IAA Board meeting on July 20, 2012.

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## DRAFT REVISIONS (June 1, 2012)

### **GENERAL ORDINANCE 3-2012 6-2008**

An Ordinance establishing intersection control and area signs on roadways and establishing speed limits for the operation of motor vehicles upon certain roadways at the Indianapolis International Airport; fixing penalties for the violation thereof; and fixing a time when said Ordinance shall take effect.

**WHEREAS**, the Indianapolis Airport Authority (“Authority”) has established roadways to serve the Indianapolis International Airport;

**WHEREAS**, the Authority adopted General Ordinance 5-1993, which established speed limits on such roadways;

**WHEREAS**, the Authority adopted General Ordinance 1-2006, which established intersection controls and area signs on such roadways;

**WHEREAS, the Authority adopted General Ordinance 6-2008, which established certain traffic controls and signs on roadways; and**

**WHEREAS**, General Ordinance 6-2008 s-5-1993 and 1-2006 needs to be updated as a result of certain changes that have occurred at the Indianapolis International Airport;

**NOW, THEREFORE, BE IT ORDAINED** by the Board of the Indianapolis Airport

Authority as follows:

SECTION I

INTERSECTION CONTROL

No person operating a motor vehicle shall disregard the intersection controls as defined and specified in this Section I upon those roadways described in General Ordinance 3-2012

~~5-2008~~ and named therein as follows:

South Perimeter Road

1. South Perimeter Road,  
Federal Express Drive &  
S. High School Road  
Eastbound Stop Sign (4-way Stop)
2. S. High School Road,  
South Perimeter Road &  
Federal Express Drive  
Southbound Stop Sign (4-way Stop)
3. Access Drive to Federal  
Express Drive  
Eastbound Stop Sign

South Access Road (formerly Midfield Service Road)

4. ~~South Access Road~~ Bridgeport &  
~~Stafford Road~~ \_\_\_\_\_ Northbound Stop Sign (3-way Stop)
5. South Access Road &  
Stafford Road \_\_\_\_\_ Southbound Stop Sign (3-way Stop)

6. ~~Access Road from Midfield  
Construction Project &  
Tower Road to Midfield  
Service Road~~ \_\_\_\_\_ Northbound \_\_\_\_\_ Southbound Stop Sign

7. South Access Road  
SIDA Access Gate  
Eastbound Stop Sign

8. ~~Access Road from Midfield  
Terminal Project to  
South Access Road~~ \_\_\_\_\_ Southbound \_\_\_\_\_ Stop Sign

9. ~~South Access Road &  
Taxiway C (Gate 28)~~ \_\_\_\_\_ Southbound Stop Sign

10. ~~South Access Road &  
Taxiway Pappa (Gate 26)~~ Eastbound Stop Sign

**Stafford Road (formerly Haueisen Road)**

11-9. ~~Stafford Road &  
Bridgeport Road~~ South Access Road Eastbound Stop Sign (3-way Stop)

12. ~~Stafford Road,  
Bridgeport Road &  
West Perimeter Road~~ Westbound Stop Sign (4-way Stop)

13. ~~Bridgeport Road,  
Stafford Road &  
West Perimeter Road~~ Northbound Stop Sign (4-way Stop)

**West Perimeter Road**

14. ~~West Perimeter Road,  
Stafford Road &  
Bridgeport Road~~ Southbound Stop Sign (4-way Stop)

15. ~~Access Road to Midfield  
Terminal Project (Gate 31C) &  
West Perimeter Road~~ Westbound Stop Sign

16. ~~Hoffman Road &  
West Perimeter Road~~ Northbound Stop Sign

17-10. ~~West Perimeter Road &  
IMC South Drive~~ Northbound Stop Sign (3-way Stop)

18-11. ~~West Perimeter Road &  
IMC South Drive~~ Southbound Stop Sign (3-way Stop)

19-12. ~~West Perimeter Road &  
IMC North Drive~~ Northbound Stop Sign (3-way Stop)

20-13. ~~West Perimeter Road &  
IMC North Drive~~ Southbound Stop Sign (3-way Stop)

21-14. ~~IMC South Drive to  
Southbound West Perimeter~~

Road	Westbound	Stop Sign (3-way Stop)
<u>22-15.</u> IMC South Drive to Northbound West Perimeter Road	Westbound	Yield Sign
<u>23-16.</u> IMC North Drive to Southbound West Perimeter Road	Westbound	Stop Sign (3-Way Stop)
<u>24-17.</u> IMC North Drive to Northbound West Perimeter Road	Westbound	<u>Yield</u> Stop Sign (3-way Stop)
<u>25-18.</u> IMC Access Drive to IMC parking lot	Southbound	Stop Sign
<u>26-19.</u> IMC Access Drive to IMC parking lot	Northbound	Stop Sign
<u>27-20.</u> West Perimeter, Bridgeport Road & North Perimeter Road (way-Step)	Eastbound	Stop Sign (4 Way Stop)_4
<u>28-21.</u> Bridgeport Road, North Perimeter Road & West Perimeter Road (Step)	Northbound	Stop Sign 4 Way Stop (4-way)
<u>29-22.</u> Bridgeport Road to Eastbound North Perimeter Road	Southbound	Stop Sign (43-way Stop)
<u>30-23.</u> Bridgeport Road to Southbound West Perimeter Road	Southbound	<u>Yield Sign</u> Stop Sign
<u>24.</u> West Perimeter to North Service Road		<u>Stop Sign</u>
<b><u>North Perimeter Road</u></b>		
<u>31-25.</u> North Perimeter Road, Bridgeport Road & West Perimeter Road	Westbound	Stop Sign (43-way Stop)

32.26. Brushwood Road & North Perimeter Road	Northbound	Stop Sign
33.27. Access Drive for Airport Trade Center & North Perimeter Road	Northbound	Stop Sign
34.28. North Perimeter Road & New Haven Drive	Eastbound	Stop Sign (4-way Stop)
35.29. North Perimeter Road & New Haven Drive	Westbound	Stop Sign (4-way Stop)
36.30. New Haven Drive & North Perimeter Road	Southbound	Stop Sign (4-way Stop)
37.31. North Perimeter Road & Hoffman Road	Eastbound	Stop Sign (4-way Stop)
38.32. North Perimeter Road & Hoffman Road	Westbound	Stop Sign (4-way Stop)
39.33. Access Drive from Fed Ex East ATA Maintenance Hangar to North Perimeter Road	Northbound	Stop Sign
40.34. Girls School Road & North Perimeter Road	Southbound	Stop Sign
41.35. West Access Drive from FEMA Building to North Perimeter Road	Northbound	Stop Sign
42.36. East Access Drive from FEMA Building to North Perimeter Road (Gate 43)	Northbound	Stop Sign
43.37. Access Drive to Airfield Maintenance & North Perimeter Road (Gate 1)	Northbound	Stop Sign
44.38. North Perimeter Road, Banner Avenue & Sigsbee Street	Eastbound	Stop Sign (3-way Stop)

39. Access Road from Rolls Royce to North Perimeter Road Northbound Stop Sign

**New Haven Drive**

45.40. New Haven Drive & North Perimeter Road Northbound Stop Sign (4-way Stop)

46. Access Drive from Building 450A to New Haven Drive Eastbound Stop Sign  
~~Day-Care-Center & New-Haven-Drive~~ Eastbound Stop-Sign

47.41. Southern Avenue & New Haven Drive Eastbound Stop Sign

48.42. New Haven Drive, Hoffman Road & Access Road to Eagle Hub Southbound Stop Sign (4-way Stop)

49.43. Access Road from Eagle Hub, Hoffman Road & New Haven Drive Northbound Stop Sign (4-way Stop)

**Hoffman Road**

50.44. Brushwood Road, Hoffman Road & Access to Eagle Hub (Gate 36) Southbound Stop Sign

51.45. Access from Eagle Hub (Gate 36), Hoffman Road & Brushwood Road Northbound Stop Sign

52.46. Hoffman Road, New Haven Drive & Access Road to Eagle Hub Eastbound Stop Sign (4-way Stop)

53.47. Hoffman Road, Access Road to Eagle Hub & New Haven Drive Westbound Stop Sign (4-way Stop)

54.48. Aviation Drive & Hoffman Road Northbound Stop Sign

55.49. Access Road from Aviation Technology Center &

Hoffman Road

Northbound

Stop Sign

56-50. Hoffman Road &  
North Perimeter Road

Northbound

Stop Sign (4-way Stop)

57-51. Hoffman Road &  
North Perimeter Road

Southbound

Stop Sign (4-way Stop)

**Aviation Drive**

58. ~~Middfield Program Office & Building #112 West Parking Lot-North Access~~  
Aviation Drive

Westbound

Stop Sign

59. ~~Access from Middfield Program Building #112 West Parking Lot South Access~~  
Office Parking Lot &  
Aviation Drive

Westbound

Stop Sign

60. ~~Access from Middfield Program Building 112 South Parking Lot~~  
Office Parking Lot &  
Aviation Drive

Westbound

Stop Sign

**Corporate Village Drive**

61-52. Corporate Village Drive &  
Hoffman Road

Northbound

Stop Sign

62-53. Headwind Drive &  
Corporate Village Drive

Westbound

Stop Sign

63-54. Access Drive from Aviation  
Technology Center &  
Corporate Village Drive

Eastbound

Stop Sign

64-55. Tailwind Drive &  
Corporate Village Drive

Westbound

Stop Sign

65-56. Crosswind Drive &  
Corporate Village Drive

Westbound

Stop Sign

**Banner Avenue**

66-57. Banner Avenue,  
North Perimeter Road &  
Sigsbee Road

Northbound

Stop Sign (3-way Stop)

67. ~~Access from Foreign Building # 7 Parking Lot  
Trade Zone Parking Lot &  
Banner Avenue~~ Eastbound Stop Sign

**Sigsbee Street**

68-58. ~~Sigsbee Street,  
Banner Avenue &  
North Perimeter Road~~ Westbound Stop Sign (3-way Stop)

69-59. ~~Access Road from Building #121  
FAA Regional Control  
Facility & Sigsbee Street~~ Eastbound Stop Sign

70. ~~Access Road from  
FAA Regional Control  
Facility & Sigsbee Street~~ Eastbound Stop Sign

71-60. ~~Sigsbee Street &  
Pierson Drive~~ Southbound Stop Sign

**Beechcraft Drive**

72-61. ~~Beechcraft Drive &  
Pierson Drive~~ Northbound Stop Sign

73-62. ~~Access Drive from Building #3-IAB  
Parking Lot &  
Beechcraft Drive~~ Eastbound Stop Sign

74. ~~Raytheon Parking Lot  
Pedestrian Crosswalk~~ Westbound Stop Sign

75. ~~Raytheon Parking Lot  
Pedestrian Crosswalk~~ Eastbound Stop Sign

**Pierson Drive**

76-63. ~~Exit from Building #3 IAB Parking Lot  
to IAB Access Drive~~ Northbound Stop Sign

77-64. ~~Building #3 IAB Access Drive &  
Pierson Drive~~ Eastbound Stop Sign

78. Access Drive from  
Building #27~~Bindley-Western Hangar &~~  
Pierson Drive Northbound Stop Sign
79. Sigsbee Street &  
Pierson Drive Southbound Stop Sign
80. ~~Gridley Street &~~  
~~Pierson Drive—~~ Southbound ~~—————~~ Stop Sign
81. Access from Building #17 Indiana  
~~State Police Hangar &~~  
Pierson Drive Northbound Stop Sign
82. Access from Airport Park  
North & Pierson Drive Southbound Stop Sign
83. Pierson Drive &  
S. High School Road Eastbound Stop Sign
84. South Access Road from  
Building #23 ~~Gate-Gourmet &~~  
Gridley Street Eastbound Stop Sign
85. North Access Road from  
Building # 23 ~~Gate-Gourmet &~~  
Gridley Street Eastbound Stop Sign
86. Access from Building #23 ~~Airport Park~~  
North & Gridley Street Westbound Stop Sign
- S. High School Road**
- 84.7. S. High School Road,  
W. Minnesota Street &  
Access Drive to Yellow  
Freight Complex Northbound Stop Light (4-way Light)
858. W. Minnesota Street,  
S. High School Road &  
Access Drive to Yellow  
Freight Complex Westbound Stop Light (4-way Light)
869. S. High School Road,

	Access Drive to Yellow Freight Complex & W. Minnesota Street	Southbound	Stop Light (4-way Light)
8790.	Access Drive from Yellow Freight Complex, S. High School Road & W. Minnesota Street	Eastbound	Stop Light (4-way Light)
8894.	S. High School Road, W. Raymond Street & Access Road to Corporate Parking Lot (Gate 9A)	Northbound	Yellow Light Step-Light (4-way-Light)
8992.	Access Road from Corporate Parking Lot (Gate 9A), S. High School Road & W. Raymond Street	Eastbound	Flashing Red Light Step
903.	S. High School Road, W. Raymond Street & Access Road to Corporate Parking Lot (Gate 9A)	Southbound	Flashing Yellow Light Step
91.4	W. Raymond Street, S. High School Road & Access Road to Corporate Parking Lot (Gate 9A)	Westbound	Flashing Red Light Step
95.	S. High School Road & Terminal Drive (North Split)	Southbound	Stop-Sign
96.	S. High School Road & Terminal Drive	Southbound	Stop-Sign
927.	S. High School Road & Sam Jones Airport Expressway	Southbound	Southbound Stop
938.	S. High School Road & Sam Jones Airport Expressway	Northbound	Stop Light (3-way Light)

949.	<del>Sam Jones Airport Expressway &amp; S. High School Road</del>	Westbound	Stop Light (3-way Light)
100.	S. High School Road & <del>Old Terminal Drive</del> (South Split)	Southbound	<u>Yield Sign</u> <del>Stop Sign</del>
101.	S. High School Road & <del>Old Terminal Drive</del> (To Airport Expressway)	Northbound	<u>Yield Stop Sign</u> <del>Stop Sign</del>
96.102.	S. High School Road, Turner Drive & Cargo Drive	Southbound	Stop Sign (4-way Stop)
97.103.	S. High School Road, Cargo Drive & Turner Drive	Westbound	Stop Sign (4-way Stop)
104.	<del>S. High School Road to northbound Terminal Drive</del>	Westbound	<u>Yield Sign</u> <del>Stop Sign</del>
9810.5.	Access Drive from Delta Cargo Building #146 (Gate 14) & S. High School Road	Northbound	Stop Sign
106.	<del>West Access Drive from U.S. Post Office &amp; S. High School Road</del>	Northbound	<u>Stop Sign</u> <del>Stop Sign</del>
99.107.	<del>East Access Drive from Building # 29 &amp; U.S. Post Office &amp; S. High School Road</del>	Northbound	Stop Sign
1008.	Access Road from Hertz <del>Lot 16 Overflow Parking Lot &amp; S. High School Road</del>	Eastbound	Stop Sign
1019.	Access Road from <u>Lot 16 Hertz Employee Parking Lot &amp; S. High School Road</u>	Eastbound	Stop Sign
10210.	S. High School Road, South Perimeter Road & Federal Express Drive	Westbound	Stop Sign (4-way Stop)

- | 10344. Access from Federal Express Personnel Parking Lot & S. High School Road Eastbound Stop Sign
- | 10442. Airway Drive & S. High School Road Eastbound Stop Sign
- | 10543. S. High School Road, Hadleigh Road & Hanna Avenue S. High School Road Southbound Stop Sign (4-way Stop)
- | 10644. Hanna Avenue, Hadleigh Road & S. High School Road Eastbound Stop Sign (4-way Stop)
- | 10745. Hadleigh Road, Hanna Avenue & S. High School Road Northbound Stop Sign (4-way Stop)
- | 10846. Hanna Avenue, S. High School Road & Hadleigh Road Westbound Stop Sign (4-way Stop)

Weir Cook Memorial Drive (a/k/a Terminal Drive)

- | 109. ~~Weir Cook Memorial Drive & Economy Parking Lot Exit~~ Westbound Yield Sign
- | ~~Upper Terminal Drive & Pedestrian Crosswalk A~~ Southbound Stop Sign
- | 118. ~~Upper Terminal Drive & Pedestrian Crosswalk B/C~~ Southbound Stop Sign
- | 119. ~~Upper Terminal Drive & Pedestrian Crosswalk D~~ Southbound Stop Sign
- | 120. ~~Lower Terminal Drive & Exit to Parking Garage~~ Southbound Yield Sign

Turner Drive

- | 10921. ~~Turner Drive & SHDA Access Gate~~ Northbound Stop Sign (Gate 10)

| 11022. Turner Drive,  
Cargo Drive &  
S. High School Road  
Eastbound  
Stop Sign (4-way Stop)

**Cargo Drive**

| 11123. Cargo Drive,  
Turner Drive &  
S. High School Road  
Northbound  
Stop Sign (4-way Stop)

| 116=224. Access Drive from U.S.  
Building # 24 Airways Cargo &  
Cargo Drive  
Westbound  
Stop Sign

| 11325. Access Drive from Building #25  
~~United Cargo &~~  
Cargo Drive  
Westbound  
Stop Sign

| 11426. Access Drive from Building #20 KMMW  
~~Brokers Building &~~  
Cargo Drive  
Westbound  
Stop Sign

| 11527. Access Drive from Building #19  
~~Signature Hangar #6 &~~  
Cargo Drive  
Westbound  
Stop Sign

| 11628. Access Drive from Building #19A  
~~Signature Hangar #5 &~~  
Cargo Drive  
Eastbound  
Stop Sign

**Federal Express Drive**

| 11729. Federal Express Drive,  
S. High School Road &  
South Perimeter Road  
Northbound  
Stop Sign (4-way Stop)

| 11830. Truck Access to Federal  
Express & Federal Express  
Drive  
Eastbound  
Stop Sign

## SECTION II

### SPEED LIMITS

#### A. MAXIMUM MILES PER HOUR -10 MILES PER HOUR -15 MILE PER HOUR ON

##### ROADWAYS

No person shall operate a motor vehicle at a speed in excess of ten (10) miles

fifteen miles per hour upon those roadways described in General Ordinances of the

Authority ~~5-2008 and named therein~~ hereafter described as follows:

- 1) ~~Colonel H. Weir Cook Memorial Drive (move sections)~~
- 2) ~~Terminal Drive~~
- 3) 1) Upper Terminal Drive (in front of Indianapolis Airport Terminal) Posted  
10 mph
- 4) 2) Lower Terminal Drive (in front of Indianapolis Airport Terminal) Posted  
10 mph
- 5) ~~Corporate Village Drive~~  
Mid Lot Drive

#### B. 20 MILE PER HOUR ROADWAYS

No person shall operate a motor vehicle at a speed in excess of twenty (20) miles

per hour upon those roadways described in General Ordinance 5-2008 and ~~named~~ therein hereafter described as follows:

- 1) Cargo Drive (South Bound Only)
- 2) Turner Drive Not posted—need to post a sign
- 3) ~~Gridley Street~~
- 4) 3) Raymond Street West Bound posted only—need to post east bound
- 5) 4) Head Wind Drive Not posted—need to post sign

- 6)5)      Cross Wind Drive Not posted—need to post sign
- 7)6)      Tail Wind Drive Not posted—need to post sign
- 7)      Federal Express Drive Not posted—need to post sign

**C. 30 MILE PER HOUR ROADWAYS**

No person shall operate a motor vehicle at a speed in excess of thirty (30) miles per hour upon those roadways described in ~~General Ordinance 5-2008 and named therein~~ herein as follows:

- 1) Col. H. Weir Cook Memorial Drive South from the entrance to the Air Traffic Control Tower (ATCT) to Col. H. Weir Cook Memorial Drive.
- 2) Col. H. Weir Cook Memorial Drive North from Col. H. Weir Cook Memorial Drive to the entrance to Authority's Fire Station No. 1.
- 3) Pierson Drive
- 4) ~~South Access Road both directions from Taxiway C-1 to approximately 1000' to the Southeast~~
- 5)4)      High School Road from approximately 4000' North of the intersection with South Perimeter Road and Federal Express Drive to approximately 100' South of the intersection with Raymond Street

- 6)5)      Banner Avenue
- 7)6)      Hoffman Road
- 8)7)      New Haven Road
- 9)8)      Sigsbee Street
- 10)9)      New Haven Drive
- 10)      Brushwood Road
- 11)      North Access Road

~~12) Return to Terminal Drive~~

**D. 35 MILE PER HOUR ROADWAYS**

No person shall operate a motor vehicle at a speed in excess of thirty-five (35) miles per hour upon those roadways described in General Ordinance 5-2008 and named therein as follows:

- 1) Minnesota Street
- 2) South Service Road

**E. 40 MILE PER HOUR ROADWAYS**

No person shall operate a motor vehicle at a speed in excess of forty (40) miles per hour upon those roadways described in ~~General Ordinance 5-2008 and named therein~~ herein as follows:

- 1) South Perimeter Road
- 2) West Perimeter Road
- 3) Stafford Road
- 4) North Perimeter Road
- 5) Hanna Avenue
- 6) High School Road from the intersection with South Perimeter and Federal Express Drive to a point approximately 4000' North

7) High School Road both directions from a point approximately 100' South of the intersection with Raymond Street to a point approximately 200' North of the intersection of High School Road and Pierson Drive

~~7)8) South Access Road both directions from approximately 1000' Southwest of the intersection with Taxiway C-1 to the intersection with South Perimeter Road.~~

#### **F. 45 MILE PER HOUR ROADWAYS**

No person shall operate a motor vehicle at a speed in excess of forty-five (45) miles per hour upon those roadways described in ~~General Ordinance 5-2008 and named therein~~ herein as follows:

- 1) Col. H. Weir Cook Memorial Drive South from the Interstate I-70 exit ramp to the entrance to the Air Traffic Control Tower (ATCT).
- 2) Col. H. Weir Cook Memorial Drive North from the entrance to Authority's Fire Station No. 1 to the Interstate I-70 entrance ramp.
- 3) ~~South Access Road both directions from approximately 1000' Southwest of the intersection with Taxiway C-1 to the intersection with South Perimeter Road.~~

#### **G. SPEED LIMIT SIGNS**

Notice of maximum speed limits, as determined and declared herein, shall be made upon appropriate signs erected along said roadways.

#### **SECTION III**

##### **TEMPORARY INTERSECTION AND SPEED LIMIT CONTROLS**

The Indianapolis Airport Police Department is hereby authorized to place temporary intersection control and speed limit signage at construction sites that have access to any roadway described in this General Ordinance 3-2012, and any person operating a motor vehicle who disregards such temporary intersection control and speed limit signage shall be subject to the penalty prescribed in Section IV of this General Ordinance 3-2012 6-2008.

#### **SECTION IV**

##### **AREA SIGNS**

No person operating a motor vehicle shall disregard the area signs defined and specified in this Section on those roadways described in General Ordinance 3-2012-5-2008 and ~~amended~~ therein hereafter described as follows:

1. Colonel H. Weir Cook Memorial Drive As posted Loading and Unloading Area Only  
Terminal Drive Driver must remain  
Driver Must Remain with vehicle  
With Car No Parking or Standing
2. Colonel H. Weir Cook -Memorial Drive South As posted No Stopping or Standing
3. Colonel H. Weir Cook Memorial Drive North As posted No Stopping or Standing
4. Lower Terminal Drive As posted Loading Area Only  
(High School Road terminal) Driver Must Remain  
With Car No Parking or Standing
5. Upper Terminal Drive As posted Unloading Area Only  
(High School Road terminal) Driver Must Remain  
With Car No Parking or Standing
56. Various Authority Roadways As posted marked No Passing  
Zones Zones

## SECTION V

### PENALTIES

Any person who violates any of the provisions contained herein shall commit a Class D infraction under I.C. 34-28-5-4, and upon conviction thereof, a judgment shall be entered against such person in an amount prescribed in I.C. 34-28-5-4.

**SECTION VI**

**REPEAL**

General Ordinances ~~5-1993 and 1-2006~~ are 6-2008 is hereby repealed.

**SECTION VII**

**EFFECTIVE DATE**

This Ordinance shall be effective from and after the date of its adoption. Adopted this

~~17<sup>th</sup>~~ day of October, 2008.

**INDIANAPOLIS AIRPORT AUTHORITY**

\_\_\_\_\_  
Randall L. Tobias, President

\_\_\_\_\_  
Laey M. Johnson, Vice-President

\_\_\_\_\_  
Alfred R. Bennett, Secretary

\_\_\_\_\_  
N. Stuart Grauel, Treasurer

\_\_\_\_\_  
Kelly J. Flynn, Member

\_\_\_\_\_  
Shirley M. Hafflich, Member

\_\_\_\_\_  
Michael B. Stayton, Member

Robert H. Voethies, Member

STATE OF INDIANA            )  
  ) SS:  
COUNTY OF MARION        )

I, Alfred R. Bennett, the duly elected, qualified Secretary of the Indianapolis Airport Authority, Indianapolis, Indiana, do hereby certify that the foregoing is a full, true and complete copy of an Ordinance adopted by the Board of the Indianapolis Airport Authority at a regular/special meeting of said Board held at its offices at Indianapolis International Airport on ~~October 17, 2008~~, and that said Ordinance has not been amended, rescinded or revoked.

WITNESS MY HAND AND THE OFFICIAL SEAL OF THE INDIANAPOLIS

AIRPORT AUTHORITY this \_\_\_\_\_ day of \_\_\_\_\_, ~~2012~~ 2008.

\_\_\_\_\_  
Alfred R. Bennett, Secretary

IAA Board Meeting  
Consent Calendar Agenda  
June 15, 2012

Consider for approval:

A) General Business

**BP2012-06-1** The First Amendment to Land Lease Agreement with Comlux Realty, LLC.

**BP2012-06-2** Amended and Restated Lease Agreement with Federal Express Corporation; Closing Agreement on Final Determination Covering Specific Matters; and Certificate Regarding Violation.

B) Capital

**BP2012-06-3** Plans and Specifications for Bid Package # C-12-033 – Runway 7-25 & Taxiway Extension Phase II Localizer Relocation at Indianapolis Regional Airport, as prepared by Crawford, Murphy & Tilly, Inc., and authorize the public bidding process. The IAA staff also recommends the Board consider for approval the delegation of authority to the Interim Executive Director to execute a Reimbursable Agreement with the FAA on behalf of the Authority Board.

**BP2012-06-4** Plans and Specifications for Bid Package I-12-008 – Terminal Grease Ducts as prepared by L'Acquis Consulting Engineers and authorize the public bidding process.

**BP2012-06-5** Plans and Specifications for Bid Package E-12-028 & E-12-029 – Rehabilitation of Runway 3-21, Tug Road, and Fire Department Access Road at Eagle Creek Airpark, as prepared by Jacobi, Toombs & Lanz, Inc., and authorize the public bidding process.

**BP2012-06-6** Plans and Specifications for Bid Package I-12-001 – Rehabilitation of Taxiway “B” Phase 1A at Indianapolis International Airport, as prepared by Hanson Professional Services, Inc., and authorize the public bidding process.

**BP2012-06-7** Plans and Specifications for Bid Package I-12-003 – Rehabilitate Tug Roads Phase I, as prepared by Level 5 Engineering, LLC., and authorize the public bidding process.

IAA Board Meeting  
Consent Calendar Agenda  
June 15, 2012

**BP2012-06-8**

An award of contract for Project # I-11-021, IMC Central Energy Plant Steam Traps Replacement, to Maddox Industrial Contractors, Inc. in an amount not-to-exceed \$262,000 plus a 3% construction reserve of \$7,860 for a total of \$269,860. Maddox Industrial Contractors, Inc. was the lowest responsive and responsible bidder. MBE \$28,102% (Pinnacle Equipment Company, Inc.) and WBE 4.11% (Heavy Equipment Rental LLC).

**BP2012-06-9**

An award of contract for Project # I-11-022, IMC Hangar Roof Refurbishment, to Blackmore & Buckner Roofing, LLC in an amount not-to-exceed \$257,228 plus a 3% construction reserve of \$7,717 for a total of \$264,945. Blackmore & Buckner Roofing, LLC was the lowest responsive and responsible bidder. WBE 3.34% (White Security).

**C) Real Estate**

**BP2012-06-10**

The purchase of Bruce and Linda Cazal's property as shown on the attached schedule.

**BP2012-06-11**

Land and Concession Lease Agreement with Airport Plazas Indianapolis, LLC, for the construction of an Airport Service Plaza.



## Board Memo – First Amendment to Land Lease

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: May 24, 2012

Board Date: June 15, 2012

Subject: First Amendment to Land Lease Agreement with Comlux Realty, LLC

### Background

Comlux Realty, LLC (Comlux) is in the final stage of construction of their new hangar facility located on the east side of the Airport between Simon and Lilly Hangars. The leasehold, in an effort to maximize the size of the hangar floor, lacks enough residual space for an employee parking lot capable of handling upwards of three hundred staff. This was known in the design phase.

Adjacent and north of the Lilly Hangar, the Hertz Corporation (Hertz) has a Lease Agreement with the IAA. Hertz utilized this area as an expansion parking lot to support their car rental business when operating out of the old terminal. The lot is currently not utilized by Hertz.

Agreement has been reached for Hertz to assign this Lease Agreement to Comlux. The IAA has consenting rights to this assignment. Resolution No. 8-2010 allows the Interim Executive Director to approve the assignment of the Land Lease with Hertz to Comlux, which will happen concurrently with the First Amendment to the Land Lease Agreement with Comlux Realty, LLC.

The purpose of the First Amendment is to extend the lease term to coincide with the term of the Comlux hangar lease. The original Hertz lease term is set to expire December 31, 2018. The First Amendment will extend the term through August 31, 2036. The Amendment will also adjust the rental structure as noted within the revenue section of this Board Memo. As well, language has been added via the First Amendment for the IAA right to terminate the Lease Agreement in the event Comlux defaults on the new hangar lease.

Lastly, a walkway for Comlux employees to traverse between hangar and parking lot will be installed. Although the walkway is not within the Lilly leasehold, IAA staff reached out and has sought and been provided input on the design of the walkway from the Lilly Hangar and Lilly corporate security. All parties are in agreement with the design.

Scope

To execute the First Amendment with Comlux which incorporates an extended term, updates use of premises and rental sections of the Lease Agreement.

Schedule

June 15, 2012: Execution of First Amendment to Land Lease Agreement with Comlux Realty, LLC

Revenue and/or Operating Cost Implications

Revenue:

Comlux will pay annual rental of \$74,380.88 through December 31, 2014, and effective January 1, 2015, the rents will be adjusted based on current fair market land value. Commencing January 1, 2019, the rental structure is based on the value of the land and improvements as determined by appraisal; with subsequent CPI adjustments every five years commencing January 1, 2024.

Operating Costs:

Comlux will be responsible for all operating costs associated with Leased Premises.

Supplier Diversity Participation

Not applicable.

Recommendation

IAA Staff recommends the Board consider for approval the First Amendment to Land Lease Agreement with Comlux Realty, LLC.



Indianapolis Airport Authority

**BP2012-06-2**

## **Board Memo**

### **Amended & Restated Lease Agreement, Closing Agreement on Final Determination Covering Specific Matters, and Certificate**

To: IAA's Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 14, 2012

Board Date: June 15, 2012

#### **Background**

IAA Staff and Federal Express Corporation ("FedEx") commenced negotiations for a new Hub Lease in the spring, 2011. The objective of the new Agreement was to extend the length of the term, therein providing FedEx the opportunity to capitalize future investments into their Hub Operation and providing for FedEx's continued growth at Indianapolis International Airport ("IND").

Currently, FedEx has two (2) separate Hub leases, more specifically referred to as the "1993 Lease" and the "1994 Lease". The 1993 Lease encompasses the original Purolator building and aircraft apron, as well as the multi-phased aircraft apron expansion wherein the IAA, utilizing General Airport Revenue Bonds as a means of financing, constructed a total of eighteen (18) aircraft positions with the last phase being completed in 2011. The 1994 Lease is mainly associated with FedEx, utilizing Special Facility Revenue Bonds of the IAA, expanding the Hub Operation to what one would see today. The new Hub lease combines both the 1993 Lease and the 1994 Lease together into a single document.

The primary term for the new Hub lease will extend to December 31, 2028, with a twenty year option extending to 2048, and two ten-year options extending to 2068.

The FedEx leasehold encompasses a total of 2,500,000 square feet of building space and 72 aircraft positions placed upon 13,771,860 square feet of land. FedEx currently has a total of 75 daily flights to 59 cities within the United States, as well as international destinations to London, Paris, Toronto, Montreal, Puerto Rico and Asian destinations (via Anchorage, Alaska).

IAA and FedEx desire to enter into this new Hub lease, which would extend the lease beyond the safe harbor provided in section 142(b)(1)(B) of the Internal Revenue Code. Accordingly, IAA and FedEx contacted the Internal Revenue Service (“IRS”) last year and requested a Closing Agreement protecting the tax-exempt status of the above-referenced Bonds; and the respective parties reached a voluntary Closing Agreement pertaining to the \$237,755,000 of Special Facilities Revenue Bonds, which resolves this issue. As part of the transaction, IAA will also need to execute a certain Certificate to effectively request that the IRS execute the Closing Agreement.

#### Scope

To approve and authorize the execution of the following: (1) Amended & Restated Lease Agreement between the IAA and FedEx; (2) Closing Agreement on Final Determination Covering Specific Matters between IAA, FedEx and IRS; and (3) approve and authorize Mr. Jeremiah Wise, IAA Treasurer, to sign the Certificate.

#### Revenue and/or Operating Cost Implications

##### Revenue:

FedEx will pay annual “Basic Rent” to the IAA totaling \$2,478,934.80 through June 30, 2017. Commencing July 1, 2017, and on each subsequent five-year anniversary thereafter through December 31, 2028, the annual Basic Rent will be adjusted by a Consumer Price Index calculation capped at thirteen percent (13%).

During the twenty-year option term and the two ten-year option terms, Basic Rent will be calculated as noted in the above paragraph.

FedEx will continue to pay IAA “Apron Special Facilities Rental” for the phased aircraft apron projects (18 aircraft gates mentioned above) through December 31, 2028. Rental for the Apron Special Facilities Rental equates to \$4,670,520 annually.

##### Operating Costs

FedEx has and will continue to be responsible for all operating costs associated with the Leased Premises.

##### Supplier Diversity Participation

Not applicable.

##### Recommendation

IAA Staff recommends the Board consider for approval: (1) Amended & Restated Lease Agreement; (2) Closing Agreement on Final Determination Covering Specific Matters; and (3) approve and authorize Mr. Jeremiah Wise, IAA Treasurer, to sign the Certificate.



Board Memo  
Plans & Specifications Approval and Signature Authority

To: IAA Board of Directors

From: Mike Medvescek, Sr. Director of Operations

Date: May 7, 2012

Board Date: June 15, 2012

Subject: Approval of Plans and Specifications for Bid Package # C-12-033 – Runway 7-25 & Taxiway Extension Phase II Localizer Relocation at Indianapolis Regional Airport, and Authorize the Public Bidding Process and Interim Executive Director Signature Authority for Reimbursable Agreement with Federal Aviation Administration

Background

Extending Runway 7-25 from 5,500 feet to 6,000 feet is vital to support the role of Indianapolis Regional Airport as a corporate class reliever airport. Existing business jet operators at Indianapolis Regional Airport are constrained by the current runway length. Extending Runway 7-25 to 6,000 feet will allow existing aircraft to operate at higher takeoff weights, increasing fuel sale opportunities and increasing safety margins when the runway is wet or icy.

As shown on the attached exhibit, the Runway 7-25 and Taxiway 'A' Extension and Localizer Relocation (Runway 7-25 Extension program) at the Indianapolis Regional Airport (MQJ) includes:

- Relocate localizer navigational aid approximately 100 feet west and associated equipment approximately 700 feet south to provide space for the runway extension;
- Extend Runway 7-25 to the west 500 feet; and
- Extend Taxiway 'A' west to the new extended runway end.

Grant funding for a large program at a reliever airport is easier to obtain if it is a multi-year program. Therefore, the Runway 7-25 Extension program, is a multi-year, multiple phase capital improvement program (CIP) consisting of three projects, also known as phases. Phase I is design, Phase II is localizer relocation, and Phase III is a 2013 or 2014 extension of the runway and taxiway based on availability of grant funding.

This project is Phase II (localizer relocation construction phase) of the Runway 7-25 extension program.

A grant for design (Phase I) was received in 2011. The localizer relocation (Phase II) has been programmed for a 2012 grant by the Federal Aviation Administration (FAA) and Indiana Department of Transportation (INDOT). Since the grant is issued based on bid prices, the Indianapolis Airport Authority (IAA) must receive bids prior to applying for grant funding. The construction of Phase II will proceed only after the grant has been obtained.

The localizer at Indianapolis Regional Airport is owned and operated by the FAA and is being relocated for an airport-sponsored project, which necessitates FAA oversight in design and construction. This FAA oversight is being accomplished through a Reimbursable Agreement negotiated with the FAA and is a grant-eligible expense. Per the Reimbursable Agreement, the FAA will provide engineering support and review, construction oversight, final connection and tune-up of equipment, and flight check/inspection. The FAA is finalizing the reimbursable agreement and will be providing it to the IAA for execution.

This program was approved for implementation by the Executive Management Team on September 23, 2010. Since the initial approval of this project, a request for proposals to select the designer per FAA requirements, the receipt of a 2011 FAA grant for design once grant funds became available in September 2011, and the completion of the Phase II design have occurred.

#### Scope

The scope of this project is the Phase II construction for the relocation of localizer antenna array and associated equipment to a new location and Reimbursable Agreement for FAA oversight of the localizer relocation.

Approval of delegation of authority to the Indianapolis Airport Authority's Interim Executive Director is requested to execute a Reimbursable Agreement with the FAA on behalf of the Authority Board to meet the FAA's schedule.

#### Budget

Total construction package is estimated between \$250,000 and \$500,000. The range is established per Federal Acquisition Regulation Subpart 36.2.

The funding for this project is within the approved budget for the 2012 Capital Improvement Program and expected to be 90% Airport Improvement Program (AIP) grant funding and up to 10% Airport cash funding. The IAA will also be applying for a state grant from INDOT. When there are sufficient monies in the state budget, INDOT provides a grant of up to 2.5% of the funding, potentially reducing the Airport cash funding to as low as 7.5% of the project.

The FAA has requested bid prices be received in July so the IAA is prepared to accept a grant for Phase II should AIP funding for this project be made available, which would also include funding for the Reimbursable Agreement.

This project will create additional infrastructure (i.e. a longer runway) and is subject to a rate of return calculation under the Authority's hurdle rate policy. The Authority expects to receive grant funding for at least ninety percent (90%) of the total costs which reduces the Authority's initial capital investment. The project will enhance the competitiveness of Indianapolis Regional Airport and is expected to generate additional income, primarily in the form of additional fuel flowage fees. Based on the Authority's capital investment and the anticipated incremental fees generated as a result of this project, the internal rate of return is expected to exceed the Authority's 12.5% hurdle rate.

Schedule

Advertisement of Opportunity to Bid: June 19, 2012 and June 26, 2012

Pre-Bid Meeting: June 28, 2012 2:30 pm Building 60, Conference Room 1

Bid Opening: July 19, 2012 3:00 pm Building 60, Conference Room 1

Est. Bid Award: August 17, 2012

Contract award anticipated August 2012 and substantial completion date is expected to be November, 2012.

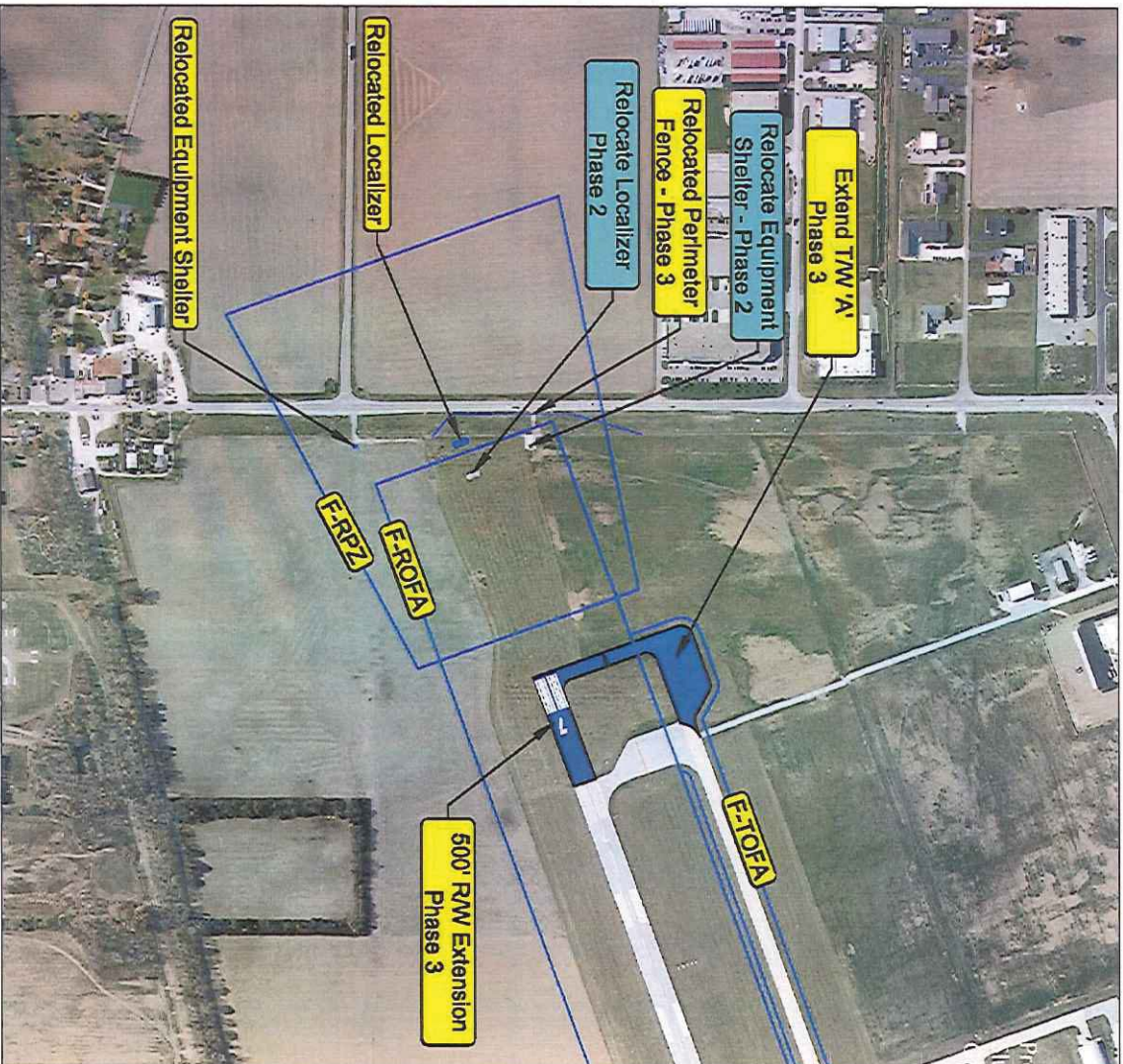
Supplier Diversity Participation

The Director of Supplier Diversity established the following participation goals:  
DBE 9%, MBE 9%, and WBE 5%

Recommendation

The IAA staff has reviewed the bid documents and recommends that the Board consider for approval Plans and Specifications for Bid Package # C-12-033 – Runway 7-25 & Taxiway Extension Phase II Localizer Relocation at Indianapolis Regional Airport, as prepared by Crawford, Murphy & Tilly, Inc., and authorize the public bidding process. The IAA staff also recommends the Board consider for approval the delegation of authority to the Interim Executive Director to execute a Reimbursable Agreement with the FAA on behalf of the Authority Board.

# INDIANAPOLIS REGIONAL AIRPORT – LOCALIZER RELOCATION (PHASE II) AND EXTENSION OF RUNWAY 7-25 & TAXIWAY "A" (PHASE III)



DATE OF AERIAL: 2008  
NOT TO SCALE

### LEGEND

- ROFA - RUNWAY OBJECT FREE AREA
- RPZ - RUNWAY PROTECTION ZONE
- RAW - RUNWAY
- TOFA - TAXIWAY OBJECT FREE AREA
- TW - TAXIWAY



KEY MAP



Board Memo  
Plans & Specifications Approval

To: IAA Board of Directors

From: Mike Medvescek, Sr. Director of Operations

Date: May 7, 2012

Board Date: June 15, 2012

Subject: Approval of Plans and Specifications for Bid Package I-12-008 – Terminal Grease Ducts, and Authorize the Public Bidding Process

Background

The grease ducts from the range hoods of McDonald's, Qdoba, Giorgios and Naked Tchopstix (located on south side of Civic Plaza) were installed in the ceiling of a long hallway behind the restaurants and then through Delta operations space and exhausting through the fourth floor roof.

Because of their location and arrangement in the hallway, the grease ducts have proven to be difficult to clean and maintain in an efficient operating condition. In addition, part of the cleaning must be done in an active airline operations space.

An assessment of options to correct the challenges of the existing ducts was conducted in 2011. The recommended option is to re-route the ducts through the third floor ceiling behind the restaurants, and the fourth floor maintenance space, to exhaust through the high roof above the fifth floor.

This project was approved for implementation by the Executive Management Team on November 7, 2011.

Scope

This project scope will re-route grease ducts from restaurants located on the south side of Civic Plaza in order to facilitate cleaning and maintenance of the systems.

Budget

Total construction package is estimated between \$250,000 and \$500,000. The range is established per Federal Acquisition Regulation Subpart 36.2.

This project is anticipated to be 100% Airport cash funds and is within the approved budget for the 2012 Capital Improvement Program. This project is being undertaken to repair existing infrastructure that is integral to the continued safe operation of the airport. As a result of the critical nature of the repairs, this project is exempt under the Authority's hurdle rate policy and has not been subjected to an internal rate of return calculation.

Schedule

Advertisement of Opportunity to Bid: June 19, 2012 and June 26, 2012

Pre-Bid Meeting: June 26, 2012 1:30 pm Board Room, Terminal

Bid Opening: July 19, 2012 2:30 pm Building 60, Conference Room 1

Est. Bid Award (Board Mtg) August 2012

Contract award anticipated August 2012 and the substantial completion date is expected to be December 2012.

Supplier Diversity Participation

The Director of Supplier Diversity established the following participation goals:  
MBE 20% and WBE 10%

Recommendation

The IAA staff has reviewed the bid documents and recommends that the Board consider for approval Plans and Specifications for Bid Package I-12-008 – Terminal Grease Ducts as prepared by L'Acquis Consulting Engineers and authorize the public bidding process.



Board Memo  
Plans & Specifications Approval

To: IAA Board of Directors

From: Mike Medvescek, Sr. Director of Operations

Date: May 4, 2012

Board Date: June 15, 2012

Subject: Approval of Plans and Specifications for Bid Package E-12-028 & E-12-029 Rehabilitation of Runway 3-21, Tug Road, and Fire Department Access Road at Eagle Creek Airport, and Authorize the Public Bidding Process

Background

Eagle Creek Airport (EYE) has one (1) runway, Runway 3-21. It is constructed of asphalt. It was most recently overlaid in 1996 and is reaching the end of its anticipated service life. To keep it in effective operating condition, it is in need of rehabilitation. This project will rehabilitate Runway 3-21 to provide an additional fifteen (15) years of service with routine maintenance. Preservation of runway pavement is high in the Federal Aviation Administration's (FAA) priority system for grant funding.

There are two (2) other asphalt pavement areas that are fifteen (15) years or older that are also reaching the end of their useful life. These are the tug road around the south end of the runway and the fire department access road that connects the north end of the runway to the Pike Township Fire Station located on airport property, as shown on the attached exhibit.

The tug road was constructed in 1996 to keep vehicles off the runway for increased margin of safety. The fire department access road was constructed in 1989 to provide a rapid response to any incidents on the airport. Since all these pavements are asphalt, it is anticipated that rehabilitation at the same time as the runway will be more economical due to the greater quantities of like materials. As airport pavements that enhance the margin of safety at the airport, the tug and fire department access roads are also eligible for FAA grant funding. If not funded in the same grant as the runway rehabilitation construction, they can be reimbursed with FAA non-primary entitlement grants.

The runway rehabilitation and access roads rehabilitation (tug road and fire department access road) are two (2) separate capital improvement program (CIP) projects. They are combined for the design and anticipated construction to benefit from economies of scale.

A grant for the design phase of the project was received in 2011 and the construction phase is programmed by the FAA and Indiana Department of Transportation (INDOT) for 2012 grant funding. Since the construction grant is issued based on bid prices, the Indianapolis Airport Authority (IAA) must receive bids prior to applying for grant funding. The construction of this project will proceed only after the grant has been obtained.

This combined project was approved for implementation by the Executive Management Team on March 21, 2011. Since the initial approval, a request for proposal to select the designer per FAA requirements, the receipt of a 2011 FAA grant for design once grant funds became available in September 2011 and the completion of the design have occurred.

#### Scope

The scope of work for the project includes crack repair, milling, and paving of existing asphalt pavement for Runway 3-21, tug road, and fire department access road at Eagle Creek Airport.

#### Budget

Total construction package is estimated between \$1,000,000 and \$5,000,000. The range is established per Federal Acquisition Regulation Subpart 36.2.

The funding for this project is within the approved budget for the 2012 Capital Improvement Program. The funding for this project is expected to be 90% Airport Improvement Program (AIP) grant funding and up to 10% Airport cash funding. The IAA will also be applying for a state grant from INDOT. When there are sufficient monies in the state budget, INDOT provides a grant of up to 2.5% of the funding, potentially reducing the Airport cash funding to as low as 7.5% of the project. The FAA has requested bids be received in July so the IAA would be prepared to accept a grant should AIP funding for this project be made available.

As a project being undertaken to repair existing infrastructure that is also ninety percent (90%) funded with federal grants, this project is exempt under the Authority's hurdle rate policy and has not been subjected to an internal rate of return calculation.

#### Schedule

Advertisement of Opportunity to Bid: June 19, 2012 and June 26, 2012  
Pre-Bid Meeting: June 27, 2012 2:30 pm Building 60, Conference Room 1  
Bid Opening: July 19, 2012 1:30 pm Building 60, Conference Room 1  
Est. Bid Award: August 17, 2012

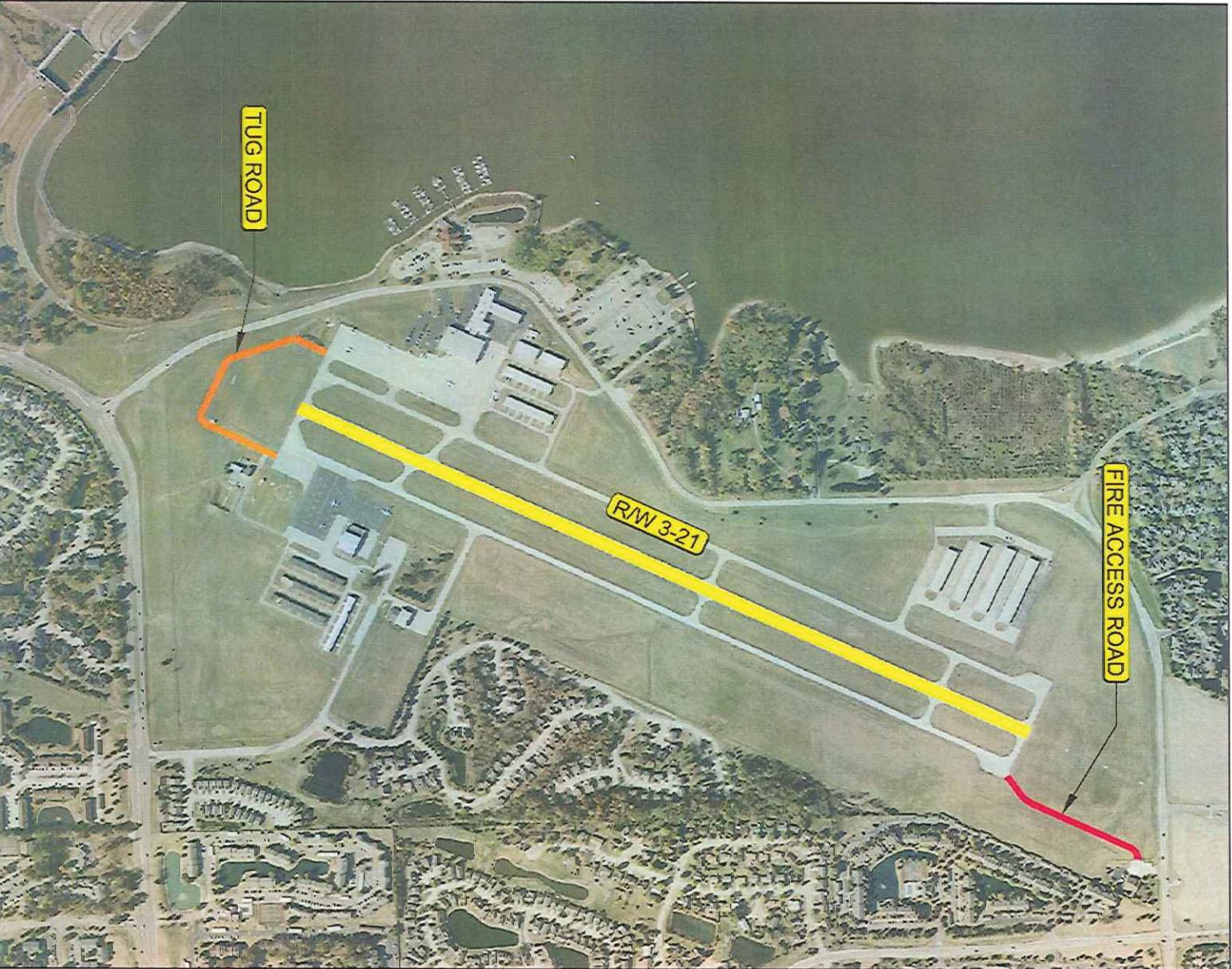
Contract award anticipated August 2012 and the substantial completion date is expected to be December 2012.

Supplier Diversity Participation

The Director of Supplier Diversity established the following participation goals:  
DBE 12%, MBE 9%, and WBE 5%

Recommendation

The IAA staff has reviewed the bid documents and recommends that the Board consider for approval Plans and Specifications for Bid Package E-12-028 & E-12-029 – Rehabilitation of Runway 3-21, Tug Road, and Fire Department Access Road at Eagle Creek Airpark, as prepared by Jacobi, Toombs & Lanz, Inc., and authorize the public bidding process.



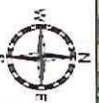
AERIAL DATE: 2010

**EAGLE CREEK AIRPARK**  
REHABILITATE RUNWAY 3-21,  
TUG RD, AND FIRE ACCESS RD.

12-28-11



Indianapolis Airport Authority



NO SCALE



Board Memo  
Plans & Specifications Approval

To: IAA Board of Directors

From: Mike Medvescek, Sr. Director of Operations

Date: May 10, 2012

Board Date: June 15, 2012

Subject: Approval of Plans and Specifications for Bid Package I-12-001 Rehabilitation of Taxiway "B" Phase 1A at Indianapolis International Airport, and Authorize the Public Bidding Process

Background

Taxiway "B" is the south parallel taxiway to Runway 5L-23R at Indianapolis International Airport and serves the north side of the terminal ramp. Taxiway "B" was constructed in phases between 1996 and 2005. Signs of premature pavement distress prompted the Indianapolis Airport Authority (IAA) to conduct an analysis of the taxiway. The analysis report identified phased reconstruction as the most cost effective method to rectify the distress. Repairs in select areas will be needed to maintain the integrity of the taxiway until phased reconstruction programmed for 2013 to 2016.

This project was approved for implementation by the Executive Management Team on March 21, 2011. Since the initial approval, a request for proposal to select the designer per Federal Aviation Administration (FAA) requirements, the receipt of a 2011 FAA grant for design once grant funds became available in September 2011, and the completion of an initial investigation report and the Phase IA design have occurred.

Scope

This project will include repair of select areas of the taxiway. These repairs will maintain the operational integrity of the taxiway until the phased reconstruction begins in 2013.

Budget

Total construction package is estimated between \$100,000 and \$250,000. The range is established per Federal Acquisition Regulations Subpart 36.2.

The funding for this project is within the approved budget for the 2012 Capital Improvement Program. The funding for Phase 1A is anticipated to be 100% Airport cash, although the IAA staff will pursue Airport Improvement Program (AIP) grant funding to the extent eligible.

This project is being undertaken to repair existing infrastructure that is integral to the continued safe operation of the airport. As a result of the critical nature of the repairs, this project is exempt under the Authority's hurdle rate policy and has not been subjected to an internal rate of return calculation.

Schedule

Advertisement of Opportunity to Bid: June 19, 2012 and June 26, 2012

Pre-Bid Meeting: June 26, 2012 10:00 am Building 60, Conference Room 1

Bid Opening: July 19, 2012 3:30 pm Building 60, Conference Room 1

Est. Bid Award: August 17, 2012

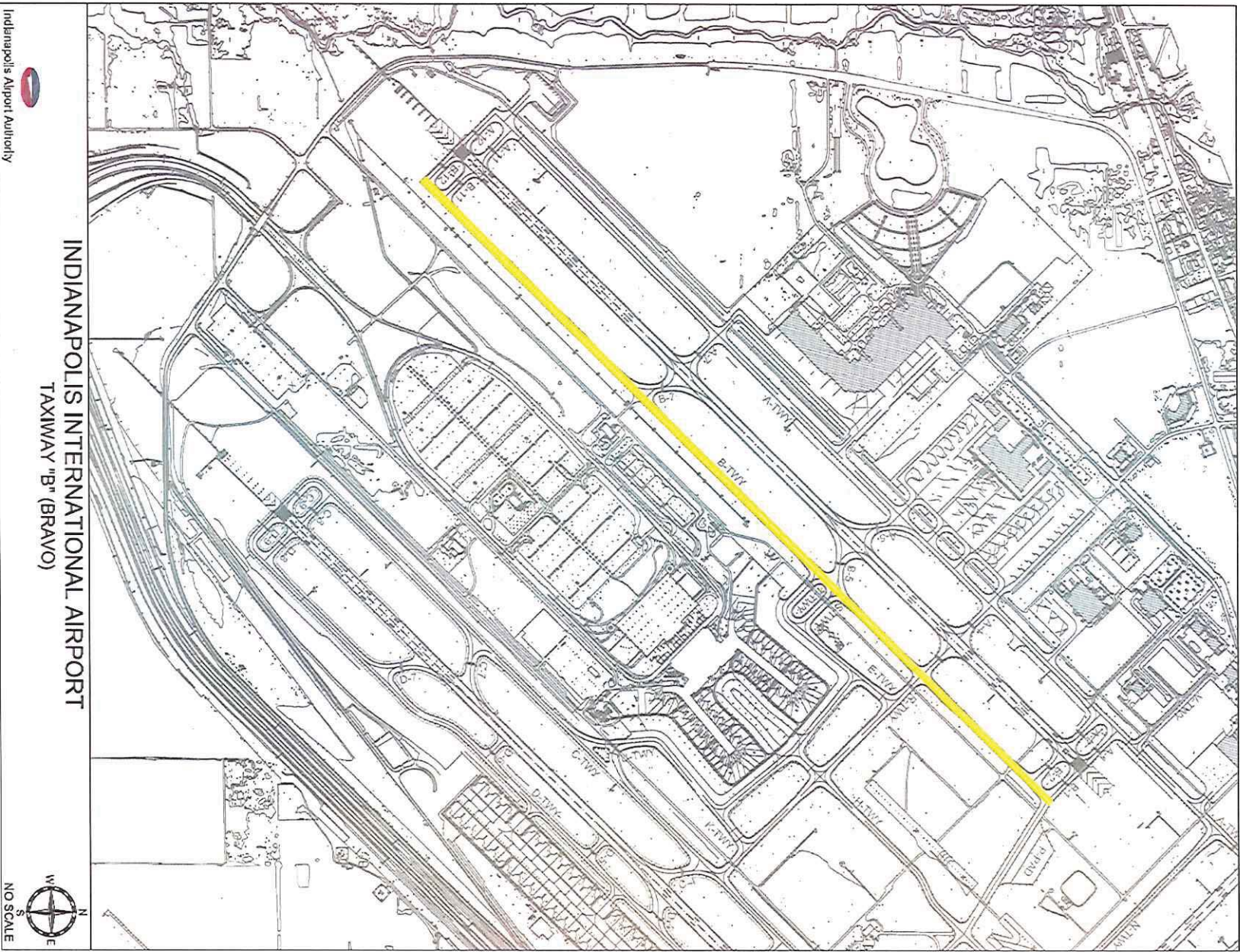
Contract award anticipated August 2012 and the substantial completion date is expected to be November 2012.

Supplier Diversity Participation

The Director of Supplier Diversity established the following participation goals:  
DBE 12%, MBE 15%, and WBE 5%

Recommendation

The IAA staff has reviewed the bid documents and recommends that the Board consider for approval Plans and Specifications for Bid Package I-12-001 – Rehabilitation of Taxiway "B" Phase 1A at Indianapolis International Airport, as prepared by Hanson Professional Services, Inc., and authorize the public bidding process.



Indianapolis Airport Authority

INDIANAPOLIS INTERNATIONAL AIRPORT  
TAXIWAY "B" (BRAVO)





## Indianapolis Airport Authority

BP2012-06-7

### Board Memo Plans & Specifications Approval

To: IAA Board of Directors

From: Mike Medvescek, Sr. Director of Operations

Date: May 10, 2012

Board Date: June 15, 2012

Subject: Approval of Plans and Specifications for Bid Package I-12-003 Rehabilitate Tug Roads Phase I, and Authorize the Public Bidding Process

#### Background

The South Terminal Tug Road, formerly Midfield Access Road, is the primary Security Identification Display Area (SIDA) access to the terminal from the rest of the airfield and accommodates a mix of traffic ranging from tugs to fuel trucks. Originally constructed in 1987, the road now needs rehabilitation. During construction of the New Indianapolis Airport this road was used heavily by construction traffic, i.e. dump trucks and heavy equipment.

The road has deteriorated to a point that rehabilitation is needed to maintain the road in efficient operating condition. Approximately 4,200 linear feet of road requires rehabilitation as shown on the attached exhibit.

This project was approved for implementation by the Executive Management Team on November 17, 2011.

#### Scope

This package includes milling, base rehabilitation, paving, and drainage improvements for approximately 4,200 linear feet of the south terminal tug road at Indianapolis International Airport

#### Budget

Total construction package is estimated between \$500,000 and \$1,000,000. The range is established per Federal Acquisition Regulation Subpart 36.2.

The funding for this project is within the approved budget for the 2012 Capital Improvement Program. This project is anticipated to be 100% Airport cash funds.

This project is being undertaken to repair existing infrastructure that is integral to the continued safe operation of the airport. As a result of the critical nature of the repairs, this project is exempt under the Authority's hurdle rate policy and has not been subjected to an internal rate of return calculation.

Schedule

Advertisement of Opportunity to Bid: June 19, 2012 and June 26, 2012

Pre-Bid Meeting: June 27, 2012 3:30 pm Building 60, Conference Room 1

Bid Opening: July 19, 2012 2:00 pm Building 60, Conference Room 1

Est. Bid Award: August 17, 2012

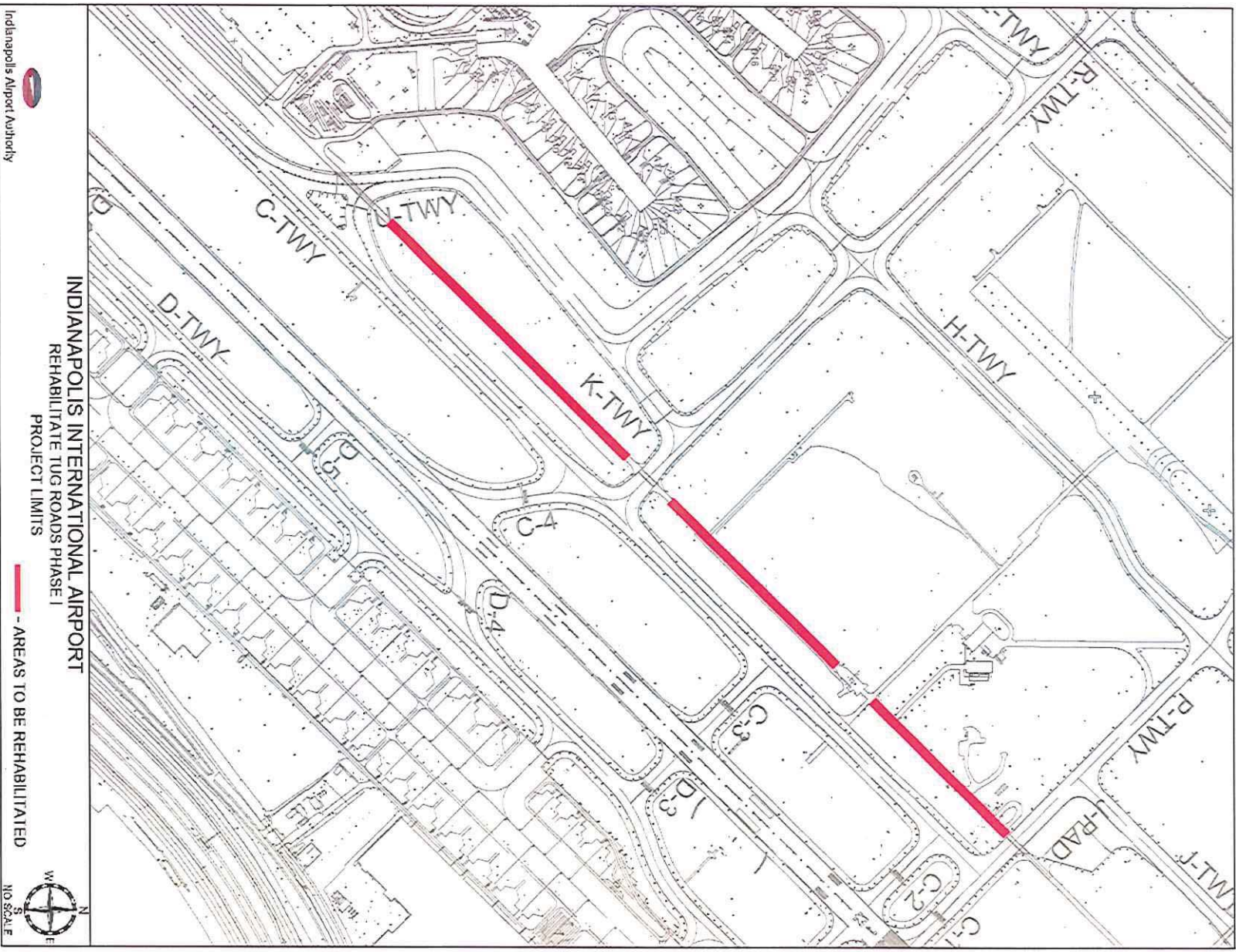
Contract award anticipated August 2012 and the substantial completion date is expected to be November 2012.

Supplier Diversity Participation

The Director of Supplier Diversity established the following participation goals:  
12% DBE, MBE 15%, and WBE 5%

Recommendation

The IAA staff has reviewed the bid documents and recommends that the Board consider for approval Plans and Specifications for Bid Package I-12-003 – Rehabilitate Tug Roads Phase I, as prepared by Level 5 Engineering, LLC., and authorize the public bidding process.





Board Memo – Bid Award

To: IAA Board of Directors

From: Mike Medvescek, Sr. Director of Operations

Date: May 7, 2012

Board Date: June 15, 2012

Subject: Award of Bid Package No. I-11-021, IMC Central Energy Plant Steam Traps Replacement to Maddox Industrial Contractors, Inc.

Background

The Central Energy Plant (CEP) provides the terminal with high temperature water for heating and chilled water for cooling. The CEP also provides compressed air, high pressure steam, chilled water, and natural gas to the Indianapolis Maintenance Center (IMC) and removes industrial waste water from IMC. The distribution of the various products to the IMC is supported by an overhead pipe arbor.

The original design of the overhead pipe arbor system included twelve (12) steam traps that were essential for removal of the condensate that builds up in the steam lines. Only four (4) of the original twelve (12) steam traps remain functional. The current condition of the other eight (8) steam traps is that they have expended their useful life, and must be replaced.

For this project, the 2011 budget and 2012 budget have been combined in order to take advantage of an economy of scale that combines the demolition and installation factors of the project. The combined 2011 and 2012 project was approved for implementation by the Executive Management Team on March 22, 2012.

On April 20, 2012, the Board approved plans & specifications for CLP/Project # I-11-021, IMC Central Energy Plant Steam Traps Replacement, and authorized the public bidding process.

On May 24, 2012, the IAA staff received four (4) bids. Three (3) bids were responsive and ranged from \$262,000 to \$464,248. One (1) bid was non-responsive due to missing mandatory items.

Maddox Industrial Contractors, Inc. was the lowest responsive and responsible bidder in the amount of \$262,000.

In addition to the contract amount, IAA is requesting a construction reserve of 3% of the total contract amount for this project. A construction reserve of 3% has been previously approved by the Board and successfully implemented for the Capital Improvement Program to ensure timely approval of minor changes necessary due to unforeseen conditions and circumstances. There are sufficient dollars within this project's budget to accommodate the funding of the 3% contingency for construction reserve. Any change orders exceeding the contract and construction reserve will be submitted to the Board for approval.

Scope

This package provides for the replacement of twelve (12) steam traps and associated piping.

Budget

This contract is within the overall project budget of \$378,300. The total bid plus 3% construction reserve is \$269,860.

<u>Project Budget</u>	
Contract Amount (including 3% reserve)	\$269,860
Design & Soft Costs	\$ 30,000
Unforeseen Conditions (12%)	\$ 31,440
Unallocated Budget	<u>\$ 47,000</u>
Total Budget	\$378,300

All the pipes in the steam trap system are wrapped such that the pipes are not visible. This increases the potential for unforeseen conditions. Therefore, 15% contingency (3% reserve plus 12% unforeseen conditions) is included within the budget.

This funding for this project is within the approved budget for the 2012 Capital Improvement Program. This project is anticipated to be 100% Airport cash funds.

This project is being undertaken to repair existing infrastructure that is integral to the continued operation of the airport. As a result of the critical nature of the repairs, this project is exempt under the Authority's hurdle rate policy and has not been subjected to an internal rate of return calculation.

Schedule

Contract award anticipated June 2012 and substantial completion is expected December 2012.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT		%	
	MBE	WBE	MBE	WBE
Pinnacle Equipment Company, Inc.	\$28,102	0	10.73%	0
Heavy Equipment Rental LLC	0	\$10,770	0	4.11%
Totals	\$28,102	\$10,770	10.73%	4.11%

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for Project # 1-11-021, IMC Central Energy Plant Steam Traps Replacement, to Maddox Industrial Contractors, Inc. in an amount not-to-exceed \$262,000 plus a 3% construction reserve of \$7,860 for a total of \$269,860. Maddox Industrial Contractors, Inc. was the lowest responsive and responsible bidder. MBE \$28,102% (Pinnacle Equipment Company, Inc.) and WBE 4.11% (Heavy Equipment Rental LLC).



## Board Memo – Bid Award

To: IAA Board of Directors

From: Mike Medvescek, Sr. Director of Operations

Date: May 7, 2012

Board Date: June 15, 2012

Subject: Award of Bid Package No. I-11-022, IMC Hangar Roof Refurbishment to Blackmore & Buckner Roofing, LLC

### Background

The Indianapolis Maintenance Center (IMC's) hangar roofs were installed from 1993 to 1995. Over the years, the freeze thaw cycles have curled the edges of many of the seams on the roofs; the flashings are corroding and in some places need replacement. Also, the membrane has shrunk and cracked, creating voids resulting in roof leaks. This project will combine the first phase and second phase of a three (3) year capital improvement project to repair the membrane, damaged seams, and joints on parapet wall of IMC roofs.

The combined phase one and two project was approved for implementation by the Executive Management Team on March 22, 2012.

On April 20, 2012, the Board approved plans & specifications for CIP/Project # I-11-022 IMC Hangar Roof Refurbishment, and authorized the public bidding process.

On May 24, 2012, the IAA staff received three (3) bids. The project contained a base bid and three (3) alternate bid items. In order to align the work with the construction budget, the contract consists of the base bid plus Alternate 1. The bids received for this combination ranged from \$257,228 to \$302,200.

Blackmore & Buckner Roofing, LLC was the lowest responsive and responsible bidder in the amount of \$257,228 for the base bid item plus Alternate 1.

Alternate 3 could also be funded within the project budget; however, with a roof repair project the potential for unforeseen conditions is not fully identifiable until portions of the existing roof are removed for repair. Therefore, it is recommended that Alternate 3 for Blackmore & Buckner Roofing, LLC in the amount of \$18,000 be awarded later during the project as a change order if sufficient funding remains available within the budget.

In addition to the contract amount, IAA is requesting a construction reserve of 3% of the total contract amount for this project. A construction reserve of 3% has been previously approved by the Board and successfully implemented for the Capital Improvement Program to ensure timely approval of minor changes necessary due to unforeseen conditions and circumstances. There are sufficient dollars within this project's budget to accommodate the funding of the 3% contingency for construction reserve. Any change orders exceeding the contract and construction reserve will be submitted to the Board for approval.

Scope

This package provides for repairs to be made to the ballasted built-up bitumen roof seams of the IMC hangars in order to stop the roof leaks.

Budget

This contract is within the overall project budget of \$355,349. The total base bid and Alternate 1 plus 3% construction reserve is \$264,945.

Project Budget

Contract Amount (including 3% reserve)	\$264,945
Alternate 3 (potential future change order)	\$ 18,000
Design & Soft Costs	\$ 41,000
Unforeseen Conditions	<u>\$ 31,404</u>
Total Budget	<u>\$355,349</u>

This funding for this project is within the approved budget for the 2012 Capital Improvement Program. This project is anticipated to be 100% Airport cash funds.

This project is being undertaken to repair a facility that is under lease, and the repair is a lease obligation. Therefore, this project has not been subjected to an internal rate of return calculation under the Authority's hurdle rate policy.

Schedule

Contract award anticipated June 2012 and a substantial completion date is expected to be October 2012.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT		%	
	MBE	WBE	MBE	WBE
White Security	0	\$8,600	0	3.34%
Totals	\$0	\$8,600	0%	3.34%

Re: Blackmore & Buckner Roofing, LLC

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for Project # I-11-022, IMC Hangar Roof Refurbishment, to Blackmore & Buckner Roofing, LLC in an amount not-to-exceed \$257,228 plus a 3% construction reserve of \$7,717 for a total of \$264,945. Blackmore & Buckner Roofing, LLC was the lowest responsive and responsible bidder. WBE 3.34% (White Security).



Board Memo  
Property Acquisition

To: IAA Board of Directors  
From: Joseph Heerens, General Counsel  
Date: May 24, 2012  
Board Date: June 15, 2012  
Subject: Property Acquisition – Bruce and Linda Cazal

Background

The Indianapolis Airport Authority (“IAA”) has had an active land acquisition program since 1973. Between 1973 and 1987, the land program acquired the majority of the land which comprises the current Airport layout and footprint. In 1987, the IAA began its land acquisition program in support of its Part 150 Noise Compatibility Plan (NCP). Phase I of this program ran from 1987-1992, Phase II ran from 1992-1997, and Phase III was initiated in 1998 and also includes holdout property owners that are remaining from Phases I and II. In 1997, an additional program was added to acquire single family residences located within the IAA’s Indiana Bat and Wetland Mitigation Area, and in 1999, land acquisition began for the future third parallel runway.

Scope

The residential property being acquired from Bruce and Linda Cazal as shown on the attached schedule is included in the IAA’s land acquisition Phase II Program. The Purchase Agreement under consideration is based on an appraised value of Three Hundred Ninety Thousand (\$390,000.00).

Schedule

June 15, 2012: Approve the Purchase Agreement with Bruce and Linda Cazal. The closing will occur as soon as practicable thereafter.

Funding

This acquisition is currently funded from the 2012 Capital Improvement Fund. The property will be eligible for federal grant reimbursement as an element of the IAA’s Noise Compatibility Plan.

Recommendation

The IAA Staff recommends the purchase of Bruce and Linda Cazal’s property as shown on the attached schedule.





## Board Memo – Land and Concession Lease Agreement

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 14, 2012

Board Date: June 15, 2012

Subject: Land and Concession Lease Agreement with Airport Plazas Indianapolis, LLC

### Background

In September 2011, the IAA issued a Request for Proposal (“RFP”) for the construction of an Airport Service Plaza (“Service Plaza”) at the entrance of the Airport (south side of Colonel H. Weir Cook Memorial Drive and as shown on the attached exhibit). The Service Plaza site will occupy approximately two (2) to three (3) acres of this location and shall consist of the following amenities:

- Multi-fuel service station, with a clean energy fuel source (natural gas)
- Convenience store
- Car wash facility
- Service bay
- Fast-food venue
- Cell phone parking lot

### RFP Outreach

Upon issuance of the RFP, the IAA’s staff also communicated with the following companies seeking interest in this development project: BP, Shell, Thorton’s, Citigo, Marathon/Speedway, Sunoco; as well as other professional contacts and other broadcast notifications to a listing of local commercial brokers and developers.

### RFP Award

The IAA was successful in reaching an agreement with Airport Plazas Indianapolis, LLC (“Airport Plazas”).

### Background of Airport Plazas:

- Airport Plazas (originally “GAZ Realty”) started 25 years ago with C-stores and fuel stations in the New York area.

- The company changed its name in 2009 to Airport Plazas, LLC, as they began to construct and pursue development opportunities at multiple airport locations around the country.
- Airport Plazas is a privately held company and owned by George Abizeid.
- Airport Plazas is currently located and/or building or negotiating with the following airports:
  - Newark (currently operating)
  - Building new locations at John F. Kennedy and Ft. Myers
  - Recently awarded contracts at Cleveland and Dallas-Ft. Worth
  - In negotiations with St. Louis and Cincinnati
- Non-airport locations consist of eight (8) C-store/gas stations, located primarily in New York, New Jersey and Pennsylvania.

#### Scope

To execute the Land and Concession Lease Agreement (“Agreement”) with Airport Plazas. The Agreement consists of a thirty (30) year term, commencing upon “date of beneficial occupancy” of the newly constructed facilities and terminating thirty (30) years thereafter. The Agreement does not identify an actual term “date”, but does stipulate both parties will mutually agree to the option term renewal. Upon execution of the Agreement, the design process will commence, leading to the construction of the Service Plaza; which is estimated to take approximately twelve (12) months to complete.

#### Schedule

June 15, 2012: Execution of Land and Concession Lease Agreement with Airport Plazas Indianapolis, LLC.

#### Revenue and/or Operating Cost Implications

##### Revenue:

- Ground rent: \$120,000 annually, with CPI increases every 3 years
- Concession Rent (starting in year 4):
  - 3% after \$1.5 million in annual gross sales
  - 5% after \$2.5 million in annual gross sales
- Fuel flowage fee (starting in year 4):
  - \$0.01 per gallon from 1 to 1.5 million annual gallons sold
  - \$0.02 per gallon for annual gallons 1.5 million and greater
- Concession rent starting in year 4 will add approximately \$20,000 in additional revenue.

Operating/Development Costs:

Airport Plazas will be responsible for all operating and development costs associated with the operation and construction of the Airport Service Plaza.

Supplier Diversity Participation

As consistent with all RFP's issued by the IAA, diversity participation shall be sought in the construction of the Airport Service Plaza.

Recommendation

IAA Staff recommends the Board consider for approval the Land and Concession Lease Agreement with Airport Plazas Indianapolis, LLC, for the construction of an Airport Service Plaza.

