



Indianapolis Airport Authority

Indianapolis Airport Authority
Public/Open Session Discussion
July 20, 2012
8:00 a.m. – 8:30 a.m.
(or immediately following Executive Session)

- I. Building #122 – *Corey Wilson*
- II. Bond Re-purchase Update – *Jeremiah Wise*
- III. 8:30 a.m. Public Agenda Items
- IV. Other (time permitting)



Agenda
Indianapolis Airport Authority
July 20, 2012
8:30 AM

- I. Call to Order
- II. Approval of Minutes of the Pre-Board and Regular Meeting of June 15, 2012
- III. Ordinances, Resolutions and Public Hearings
 - a) Public Hearing on General Ordinance No. 2-2012 concerning the 2013 Indianapolis Airport Authority Budget. Final Hearing to be held August 17, 2012.
 - i. Presentation of 2013 Budget – *Marsha Stone*
 - b) Public Hearing and consideration for approval General Ordinance No.3-2012 concerning the revision of IAA's Airport Traffic Ordinance.
 - c) Consider for approval Resolution No.6-2012 and the Lease Agreement with Schenker, Inc. for the continued leasing of warehouse space within the IMC.
 - d) Consider for approval Resolution No. 7-2012 which accepts the terms of the FAA's Deed of Release and also authorizes President Wells and Secretary Bennett to sign the Deed of Release on behalf of the IAA.
- IV. Board Reports
 - a) President's Report
 - b) Board Secretary - *Al Bennett*
 - i. BP2012-07-1 - Consider for approval the election of Stephen Dutton and Meredith Carter to the GIFTZ Board of Directors for an additional term of two (2) years and three (3) years respectively, commencing January 1, 2012.



V. Official Actions

- a) Consider for approval each of the individual items listed on the IAA General Agenda dated July 20, 2012.

VI. Staff Reports

- a) Interim, Executive Director Report – *Bob Duncan*
- b) Financial Report – *Marsha Stone*
- c) Supplier Diversity – *Corey Wilson*

VII. Other Reports/Update

VIII. Board Communications

- a) *Next Meeting: Friday, August 17, 2012 @ 8:30 a.m.*

IX. Adjourn

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MONTH/YEAR	OTHER PARTY	TYPE OF DOCUMENT	TERM (YEARS)	REVENUE	INITIALS	COMMENTS
May-12	Lumin Advisors, LLC	Professional Service Contract	15 months	N/A	R. Duncan	For parking study; cost of \$25,000
May-12	Heartland Payment Systems, Inc.	Renewal #1; Quantity Purchase Agreement	1 year	N/A	R. Duncan	For credit card processing; \$35 per month, per location
May-12	Midwest Constructors, LLC	Construction Contract	1 month	N/A	R. Duncan	For Building 64 repairs; cost \$66,000
May-12	Greg Dickos (Metro Airport)	T-Hangar Lease Agreement	1 year	\$3,020.00	R. Duncan	For lease of hanger at Metro Airport
May-12	Douglas Grismore (Metro Airport)	Amendment No. 1 to T Hangar Lease Agreement	Unchanged	\$3,020.00	R. Duncan	For relocation of leased space at Metro Airport
May-12	KNP Aviation LLP	T-Hangar Lease Agreement	1 year	\$3,020.00	R. Duncan	For Metro Airport
May-12	American Airlines	Letter of Extension	4 months	N/A	R. Duncan	For month extension for AA to accept or reject lease
May-12	Pitney Bowes	Service Agreement	3 years	N/A	R. Duncan	For postal machine rental; cost \$236 per month
May-12	Comcast Cable Communications	Grant of Easement	N/A	\$902.74 per year, subject to adjustment every 5 years	R. Duncan	For easement to extend fiber optic cable along High School Road
May-12	Industrial Service Group, LLC	Agreement Renewal #1	2 years	N/A	R. Duncan	For annual deicing; cost of \$147,306.95
May-12	Astbury Water Technology, Inc.	Agreement Renewal #1	2 years	N/A	R. Duncan	For services including analytical samplings; cost of \$80,000
May-12	Patrick Garner	Amendment No. 1	Unchanged	Unchanged	R. Duncan	Adding services to original contract

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May-12	Anthem	Stop Loss Agreement	1 year	N/A	R. Duncan	For health insurance
May-12	AT&T	Service Agreement	1 year	N/A	R. Duncan	For maintenance & equipment services; cost of \$109,000
May-12	Moore Transportation	Parking Lot Agreement	Month-to-Month	\$24,225.00	R. Duncan	For temporary use of Parking Lot #8
May-12	Watcon, Inc.	Agreement Renewal #1	Unchanged	N/A	R. Duncan	For water treatment services; cost not to exceed \$5,928
May-12	Indy Racing Experience	Letter of Agreement	20 days	N/A	R. Duncan	For Indy Car display
May-12	IMS Foundation	Letter of Agreement	20 days	N/A	R. Duncan	For display of race car
May-12	Indiana Finance Authority	First Amendment to Lease	Unchanged	Unchanged	R. Duncan	For date change only
May-12	Consulting Management Design Group	Non-Disclosure Agreement	3 years	N/A	R. Duncan	For discussions only
May-12	Clean N Dust	Contract for Cleaning Services	1 year	N/A	R. Duncan	For cleaning services at Building 60; cost of \$15,0000
May-12	Brighthouse Network Service Agreement	Service Agreement	3 years	N/A	R. Duncan	For dedicated internet access for IAA & subnet; cost of \$1,238.50
May-12	Comlux America	Second Amendment	1 year	\$1,980.00	R. Duncan	For rental of access stand to Comlux
May-12	Ellis Johnson	Write Off	N/A	N/A	R. Duncan	T-Hanger write-off per IAA Policy; in the amount of \$387.22
May-12	Ivy Tech College	License Agreement	2 months	\$1,000.00	R. Duncan	For CDL training program

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May-12	Ivy Tech College	Parking Lot Lease Agreement	1 year	\$12,000.00	R. Duncan	For parking lease
May-12	Marsh USA	First Amendment	1 year	N/A	R. Duncan	Extension of property & casualty brokerage; cost of \$60,833.39
May-12	Comlux America	First Amendment	1 year	\$2,100.00	R. Duncan	For equipment rental to Comlux
May-12	Vision Airlines, Inc.	Airport Use Permit	1 year	N/A	R. Duncan	For seasonal air service to Myrtle Beach thru 11/2012
May-12	Keka Consulting LLP	Professional Service Contract	1 year	N/A	R. Duncan	For parking program development; not to exceed \$115,000
May-12	Doninger Tuohy Bailey LLP	Engagement Letter	Month-to-Month	N/A	J. Heerens	For legal services re Fast Park/Ameriplex
May-12	Doninger Tuohy Bailey LLP	Revised Engagement Letter	Month-to-Month	N/A	J. Heerens & R. Duncan	For legal services re Fast Park/Ameriplex

MINUTES
Board of Directors Meeting
Indianapolis Airport Authority

The Regular Meeting of the Indianapolis Airport Authority Board was called to order at 8:35 a.m., June 15, 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
Alex M. Azar II, 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 R. Heerens, General Counsel
Beverly Terlaje, Sr. Administrative Assistant/Recording Secretary
Carmen Cardwell, Sr. Administrative Assistant

APPROVAL OF MINUTES

Upon a motion by Mr. Azar, seconded by Mr. Bennett and unanimously passed, approval was given to the Minutes of both the Pre-Board and Regular Meetings of May 25, 2012.

ORDINANCES, RESOLUTIONS AND PUBLIC HEARINGS

President Wells introduced General Ordinance No. 2-2012 concerning the 2013 Indianapolis Airport Authority Budget. Initial hearing will be held July 20, 2012.

President Wells next introduced General Ordinance No. 3-2012 concerning the revision of IAA's Airport Traffic Ordinance. Initial hearing and consideration for approval and adoption will be held July 20, 2012.

BOARD REPORTS

President's Report

President Wells indicated that he was very pleased with the progress made in the last 30 days and thanked staff for their commitment and efforts in moving the Airport forward.

OFFICIAL ACTIONS

INTRODUCTION AND APPROVAL OF THE INDIANAPOLIS AIRPORT AUTHORITY'S CONSENT CALENDAR, DATED June 15, 2012: President Wells introduced and then verbally described each of the individual items on the Consent Calendar. Specifically, President Wells asked for separate motions of approval, as follows:

BP2012-06-1. Upon a motion by Mr. Flynn, seconded by Mr. Bennett and unanimously passed, approval was given to the First Amendment to Land Lease Agreement with Comlux Realty, LLC. Mr. Azar recused himself from voting on this particular item.

BP2012-06-2. Upon a motion by Ms. Caswelch, seconded by Mr. Flynn and unanimously passed, approval was given to approve and authorize the execution of the Amended and Restated Lease Agreement between IAA and Federal Express Corporation as well as the Closing Agreement on Final Determination Covering Specific Matters between the IAA, Federal Express Corporation, and the Internal Revenue Service; and to approve and authorize Mr. Jeremiah Wise, as IAA Treasurer, to sign the Certificate.

With respect to the following capital and real estate items, Mr. Wells described each item and asked for a motion of approval: BP2012-06-3, BP2012-06-4, BP2012-06-5, BP2012-06-6, BP2012-06-7, BP2012-06-8, BP2012-06-9, BP2012-06-10, BP2012-06-11. Upon a motion by Mr. Morton, seconded by Mr. Azar and unanimously passed, approval was given to each of these items listed on the IAA's Consent Calendar, dated June 15, 2012.

STAFF REPORTS

Executive Director Report

Interim Executive Director Bob Duncan asked Mike Medvescek, Sr. Director of Operations, to report on the FAA's recent night inspection of the surface, low visibility lighting, and the Surface Movement Guidance & Control System ("SMGCS") at IND. Mr. Medvescek reported that: (1) the inspection was conducted by two agents from FAA's Chicago Airport District Office; and (2) upon completion of the inspection, the FAA's report concluded that our Airport was 100% in compliance. Mr. Duncan shared that he was very pleased with the commitment that Mr. Medvescek and his team make in keeping the airfield safe.

Mr. Duncan next reported on the ASQ quarterly surveys. He indicated that while IAA Management is aware of ASQ scores, the IAA employees who have a significant impact on these scores generally do not see them. Mr. Duncan has requested that the Human Resources Department visit the various IAA departments to review both the exceptional ASQ scores as well as those areas in need of improvement, so that IAA employees are aware of what it will take to improve those scores. To date, IAA has conducted training classes and trained approximately 240 employees.

Mr. Duncan next introduced Mr. Bob Spitler, who will be managing the IAA's parking operations as Director of Parking; he will also assist with IAA's new parking initiatives.

Financial Report

Ms. Marsha Stone, IAA's Sr. Director of Finance, provided a brief report with respect to IND Air Service for the month of May 2012, as well as a brief financial report.

ADJOURNMENT

President Wells announced that the next IAA board meeting is scheduled for July 20, 2012.

There being no further business, the meeting was adjourned at 9:01 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 2-2012

To: IAA Board of Directors

From: Marsha Stone, Senior Director of Finance

Date: June 27, 2012

Board Date: July 20, 2012

Subject: 2013 Budget General Ordinance 2-2012

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 July 20, 2012 Board meeting will be the Initial Public Hearing on the Budget and a presentation will be given to the IAA Board at this time.

The 2013 Capital Improvement Fund Budget assumptions were reviewed in detail with the Finance and Audit Committee on June 13, 2012. The Airport System Fund Budget (which includes the Operating Budget) was reviewed in detail with the Finance and Audit Committee on June 21, 2012. Both budgets were approved as presented for recommendation to the IAA Board. 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	\$ 30,301,000
Supplies & Materials	5,069,000
Other Services and Charges	161,800,000
Capital Outlay	<u>537,000</u>
Total Airport System Fund	\$197,707,000

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	\$ 63,848,000
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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 for Indianapolis International Airport

To: IAA Board of Directors

From: Joseph R. Heerens,
IAA General Counsel

Date: July 4, 2012

Board Date: July 20, 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 the establishment of 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. Attached to this Board Memo is the new "General Ordinance 3-2012" which incorporates all the changes necessary to update the Current Ordinance (the "New 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 Authority's Board, after which there shall be a "public hearing" on the New Ordinance at a subsequent public meeting of the Authority's Board. Also pursuant to law, the Authority is required to publish the required "notices" in area newspapers of the introduction and public hearing on this New Ordinance.

The New Ordinance was properly "introduced" at the Authority's Board meeting last month on June 15, 2012. The required notices have been timely published in area newspapers. At this month's Board meeting on July 20, 2012, the Board President shall call to order a public hearing and permit any public testimony offered as to the New Ordinance. Upon conclusion of the public hearing, a vote of the Authority's Board on the New Ordinance will be in order.

Recommendation

The IAA staff recommends holding a public hearing (and vote) on this New Ordinance (General Ordinance No. 3-2012) at the Authority's Board meeting on July 20, 2012.

GENERAL ORDINANCE 3-2012

An Ordinance establishing intersection control and area signs on roadways and establishing speed limits for the operation of motor vehicles upon certain roadways at 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 Indianapolis International Airport, and

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

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

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

WHEREAS, General Ordinance 6-2008 needs to be updated as a result of changes 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 upon those roadways described in General Ordinance 3-2012 and named therein as follows:

South Perimeter Road

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

South Access Road

Bridgeport & Stafford Road	Northbound	Stop Sign (2-way Stop)
Bridgeport Road & Stafford Road	Southbound	Stop Sign (2-way Stop)
South Access & Perimeter Road	Westbound	Stop Sign
South Access Road @ 30B	Eastbound	Stop Sign

North Access Road

North Access & West Perimeter	Westbound	Stop Sign
North Access by the Fire House	Southbound	Stop Sign
North Access by the Fire House	Northbound	Stop Sign

Stafford Road

Stafford Road & Bridgeport Road	Westbound	Stop Sign (2-way Stop)
Stafford Road & Bridgeport Road	Northbound	Stop Sign (2-way Stop)
Stafford Road	Westbound	No Parking

West Perimeter Road

West Perimeter Road & IMC South Drive	Northbound	Stop Sign (3-way Stop)
West Perimeter Road & IMC South Drive	Southbound	Stop Sign (3-way Stop)
West Perimeter Road & IMC North Drive	Northbound	Stop Sign (3-way Stop)
West Perimeter Road & IMC North Drive	Southbound	Stop Sign (3-way Stop)
IMC South Drive to Southbound West Perimeter Road	Westbound	Stop Sign (3-way Stop)

IMC South Drive to Northbound West Perimeter Road	Westbound	Yield Sign
IMC North Drive to Southbound West Perimeter Road	Westbound	Stop Sign (3-way Stop)
IMC North Drive to Northbound West Perimeter Road	Westbound	Yield
IMC Access Drive to IMC parking lot	Southbound	Stop Sign
IMC Access Drive to IMC parking lot	Northbound	Stop Sign
West Perimeter, Bridgeport Road & North Perimeter Road	Eastbound	Stop Sign (4-way Stop)
Bridgeport Road, North Perimeter Road & West Perimeter Road	Northbound	Stop Sign (4-way Stop)
Bridgeport Road to Eastbound North Perimeter Road	Southbound	Stop Sign (4-way Stop)
Bridgeport Road to Southbound West Perimeter Road	Southbound	Stop Sign

North Perimeter Road

North Perimeter Road, Bridgeport Road & West Perimeter Road	Westbound	Stop Sign (4-way Stop)
Brushwood Road & North Perimeter Road	Northbound	Stop Sign
Access Drive for Building 50 & North Perimeter Road	Northbound	Stop Sign

North Perimeter Road & New Haven Drive	Eastbound	Stop Sign (4-way Stop)
North Perimeter Road & New Haven Drive	Westbound	Stop Sign (4-way Stop)
New Haven Drive & North Perimeter Road	Southbound	Stop Sign (4-way Stop)
North Perimeter Road & Hoffman Road	Eastbound	Stop Sign (4-way Stop)
North Perimeter Road & Hoffman Road	Westbound	Stop Sign (4-way Stop)
Access Drive from Building 65 to North Perimeter Road	Northbound	Stop Sign
Girls School Road & North Perimeter Road	Southbound	Stop Sign
West Access Drive from Building 10 to North Perimeter Road	Northbound	Stop Sign
East Access Drive from Building 10 to North Perimeter Road (Gate 43)	Northbound	Stop Sign
Access Drive to Building 2 & North Perimeter Road (Gate 1)	Northbound	Stop Sign
North Perimeter Road, Banner Avenue & Sigsbee Street	Eastbound	Stop Sign (3-way Stop)
Access Road from Building 66 to North Perimeter Road	Northbound	Stop Sign

New Haven Drive

New Haven Drive & North Perimeter Road	Northbound	Stop Sign (4-way Stop)
Access Drive from Building 50A to New Haven Drive	Eastbound	Stop Sign
Southern Avenue & New Haven Drive	Eastbound	Stop Sign
New Haven Drive, Hoffman Road & Access Road to Building 53	Southbound	Stop Sign (4-way Stop)
Access Road from Building 53, Hoffman Road & New Haven Drive	Northbound	Stop Sign (4-way Stop)

Hoffman Road

Brushwood Road, Hoffman Road & Access to Eagle Hub	Southbound	Stop Sign
Access from Building 53, Hoffman Road & Brushwood Road	Northbound	Stop Sign
Hoffman Road, New Haven Drive & Access Road to Building 53	Eastbound	Stop Sign (4-way Stop)
Hoffman Road, Access Road to Building 53 & New Haven Drive	Westbound	Stop Sign (4-way Stop)
Aviation Drive & Hoffman Road	Northbound	Stop Sign
Access Road from Building 90 & Hoffman Road	Northbound	Stop Sign

Hoffman Road & North Perimeter Road	Northbound	Stop Sign (4-way Stop)
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Hoffman Road & North Perimeter Road	Southbound	Stop Sign (4-way Stop)
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Aviation Drive

Building #112 West Parking Lot North Access	Westbound	Stop Sign
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Building #112 West Parking Lot South Access	Westbound	Stop Sign
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Building 112 South Parking Lot	Westbound	Stop Sign
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Corporate Village Drive

Corporate Village Drive & Hoffman Road	Northbound	Stop Sign
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Headwind Drive & Corporate Village Drive	Westbound	Stop Sign
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Access Drive from Building 90 & Corporate Village Drive	Eastbound	Stop Sign
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Tailwind Drive & Corporate Village Drive	Westbound	Stop Sign
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Crosswind Drive & Corporate Village Drive	Westbound	Stop Sign
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Banner Avenue

Banner Avenue & North Perimeter Road	Northbound	Stop Sign (3-way Stop)
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Building # 7 Parking Lot & Banner Avenue	Eastbound	Stop Sign
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Sigsbee Street

Sigsbee Street, Banner Avenue & North Perimeter Road	Westbound	Stop Sign (3-way Stop)
Access Road from Building #121 & Sigsbee Street	Eastbound	Stop Sign
Building #121 & Sigsbee Street Sigsbee Street & Pierson Drive	Southbound	Stop Sign

Beechcraft Drive

Beechcraft Drive & Pierson Drive	Northbound	Stop Sign
Access Drive from Building #3 Parking Lot & Beechcraft Drive	Eastbound	Stop Sign

Pierson Drive

Exit from Building #3 to Access Drive	Northbound	Stop Sign
Building #3 Access Drive & Pierson Drive	Eastbound	Stop Sign
Access Drive from Building #27 & Pierson Drive	Northbound	Stop Sign
Sigsbee Street & Pierson Drive	Southbound	Stop Sign
Gridley Street & Pierson Drive	Southbound	Stop Sign
Access from Building #17 Pierson Drive	Northbound	Stop Sign

Access from Airport Park
North & Pierson Drive

Southbound

Stop Sign

Pierson Drive &
S. High School Road

Eastbound

Stop Sign

Gridley Street

South Access Road from
Building #23 &
Gridley Street

Eastbound

Stop Sign

North Access Road from
Building # 23 &
Gridley Street

Eastbound

Stop Sign

Access from Building #23
North & Gridley Street

Westbound

Stop Sign

Gridley & Pierson

Stop Sign

S. High School Road

S. High School Road,
W. Minnesota Street &
Access Drive to Yellow
Freight Complex

Northbound

Stop Light (4-way Light)

W. Minnesota Street,
S. High School Road &
Access Drive to Yellow
Freight Complex

Westbound

Stop Light (4-way Light)

.S. High School Road,
Access Drive to Yellow
Freight Complex &
W. Minnesota Street

Southbound

Stop Light (4-way Light)

Access Drive from Yellow
Freight Complex, S. High
School Road &
W. Minnesota Street

Eastbound

Stop Light (4-way Light)

.S. High School Road,
W. Raymond Street &
Access Road to Lot 4 (Gate 9A)

Northbound

Flashing Yellow Light

Access Road (Gate 9A) S. High School Road & W. Raymond Street	Eastbound	Flashing Red Light
S. High School Road, W. Raymond Street & Access Road to Lot 4 (Gate 9A)	Southbound	Flashing Yellow Light
W. Raymond Street, S. High School Road & Access Road to Lot 4	Westbound	Flashing Red Light
S. High School Road & Sam Jones Expressway	Southbound	Stop Light (3-way Light)
S. High School Road & Sam Jones Expressway	Northbound	Stop Light (3-way Light)
Sam Jones Expressway & S. High School Road	Westbound	Stop Light (3-way Light)
S. High School Road & Terminal Drive (South Split)	Southbound	Yield Sign
S. High School Road & Terminal Drive (To Airport Expressway)	Northbound	Yield
S. High School Road, Turner Drive & Cargo Drive	Southbound	Stop Sign (4-way Stop)
S. High School Road, Cargo Drive & Turner Drive	Westbound	Stop Sign (4-way Stop)
Access Drive from Delta Cargo Building #146 & S. High School Road	Northbound	Stop Sign
East Access Drive from Building # 29 & S. High School Road	Northbound	Stop Sign

Access Road from Hertz Lot 16 & S. High School Road	Eastbound	Stop Sign
Access Road from Lot 16 & S. High School Road	Eastbound	Stop Sign
S. High School Road, South Perimeter Road & Federal Express Drive	Westbound	Stop Sign (4-way Stop)
Access from Federal Express Personnel Parking Lot & S. High School Road	Eastbound	Stop Sign
Airway Drive & S. High School Road	Eastbound	Stop Sign
S. High School Road, Hadleigh Road & Hanna Avenue	Southbound	Stop Sign (4-way Stop)
Hanna Avenue, Hadleigh Road & S. High School Road	Eastbound	Stop Sign (4-way Stop)
Hadleigh Road, Hanna Avenue & S. High School Road	Northbound	Stop Sign (4-way Stop)
Hanna Avenue, S. High School Road & Hadleigh Road	Westbound	Stop Sign (4-way Stop)
Sam Jones & High School Road	Southbound	No U-Turn
Sam Jones & High School Road	Southbound	No right or left turn

Col. H. Weir Cook Memorial Drive & Terminal Drive

Upper Terminal Drive & Pedestrian Crosswalk A		Stop Sign
Upper Terminal Drive & Pedestrian Crosswalk B/C		Stop Sign

Upper Terminal Drive &
Pedestrian Crosswalk D

Stop Sign

Lower Terminal Drive &
Exit to Parking Garage

Yield Sign

Parking Lot Exit/Left Turn

Yield Sign

Turner Drive

Turner Drive,
Cargo Drive &
S. High School Road

Eastbound

Stop Sign (4-way Stop)

Cargo Drive

Cargo Drive,
Turner Drive &
S. High School Road

Northbound

Stop Sign (4-way Stop)

Access Drive from
Building # 24 &
Cargo Drive

Westbound

Stop Sign

Access Drive from Building #25
Cargo Drive

Westbound

Stop Sign

Access Drive from Building #20
Cargo Drive

Westbound

Stop Sign

Access Drive from Building #19
& Cargo Drive

Westbound

Stop Sign

Access Drive from Building #19A
& Cargo Drive

Eastbound

Stop Sign

Federal Express Drive

Federal Express Drive,
S. High School Road &
South Perimeter Road

Northbound

Stop Sign (4-way Stop) &
No Passing

Truck Access to Federal
Express & Federal Express
Drive

Eastbound

Stop Sign

South Service Road

South Service & Perimeter	Eastbound	Stop Sign (2 way stop)
South Service & Perimeter	Westbound	Stop Sign (2 way stop)

North Service Road

North Service Road & West Perimeter	Westbound	Stop Sign & No Parking
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SECTION II

SPEED LIMITS

A. MAXIMUM MILES PER HOUR – 10 MILES PER HOUR ON ROADWAYS

No person shall operate a motor vehicle at a speed in excess of ten miles per hour upon those roadways described in General Ordinances of the Authority and named therein as follows:

- 1) Upper Terminal Drive (in front of Indianapolis International Airport Terminal)
- 2) Lower Terminal Drive (in front of Indianapolis International Airport Terminal)

B. 20 MILE PER HOUR ROADWAYS

No person shall operate a motor vehicle at a speed in excess of twenty miles per hour upon those roadways described in General Ordinances and named therein as follows:

- 1) Cargo Drive (South Bound Only)
- 2) Turner Drive
- 3) Gridley Street
- 4) Raymond Street
- 5) Head Wind Drive
- 6) Cross Wind Drive
- 7) Tail Wind Drive
- 8) Federal Express Drive
- 9) Corporate Village Drive
- 10) Hoffman Road

C. 30 MILE PER HOUR ROADWAYS

No person shall operate a motor vehicle at a speed in excess of thirty miles per hour upon those roadways described herein as follows:

- 1) Col. H. Weir Cook Memorial Drive northeast from the entrance to the Air Traffic Control Tower (ATCT) to Terminal Drive.
- 2) Terminal Drive southwest to the entrance to Authority's Fire Station No. 1.
- 3) Pierson Drive
- 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
- 5) Banner Avenue
- 6) Hoffman Road
- 7) New Haven Road

- 8) Sigsbee Street
- 9) New Haven Drive
- 10) Brushwood Road
- 11) North Access Road 500 Feet from the Fire House

D. 35 MILE PER HOUR ROADWAYS

No person shall operate a motor vehicle at a speed in excess of thirty-five miles per hour upon those roadways named therein as follows:

- 1) Minnesota Street (East)
- 2) South Service Road

E. 40 MILE PER HOUR ROADWAYS

No person shall operate a motor vehicle at a speed in excess of forty miles per hour upon those roadways described 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
- 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

- 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 miles per hour upon those roadways described herein as follows:

- 1) Col. H. Weir Cook Memorial Drive northeast from the Interstate I-70 exit ramp to the entrance to the Air Traffic Control Tower (ATCT).
- 2) Col. H. Weir Cook Memorial Drive southwest from the entrance to Authority's Fire Station No. 1 to the Interstate I-70 entrance ramp.

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 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 V of this General Ordinance 3-2012.

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 and named therein as follows:

Colonel H. Weir Cook Memorial Drive	As posted	Loading and Unloading Area Only
Terminal Drive		Driver must remain with vehicle No Parking or Standing
Colonel H. Weir Cook Memorial Drive South	As posted	No Stopping or Standing
Colonel H. Weir Cook Memorial Drive North	As posted	No Stopping or Standing
Various Authority Roadways	As posted	No Passing

SECTION V

PENALTIES

Any person who violates any of the provisions contained herein shall commit a Class C infraction under I.C. 34-28-5-4.

SECTION VI

REPEAL

General Ordinance 6-2008 is hereby repealed.

SECTION VII

EFFECTIVE DATE

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

Adopted this 20th day of July, 2012.

INDIANAPOLIS AIRPORT AUTHORITY

Mike Wells, President

Alfred R. Bennett, Secretary

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 meeting of said Board held at its offices at Indianapolis International Airport on July 20, 2012 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.

Alfred R. Bennett, Secretary



Board Memo – Lease Agreement

To: IAA Board of Directors
From: Robert A. Duncan, Interim Executive Director
Date: July 2, 2012
Board Date: July 20, 2012
Subject: Lease Agreement with Schenker, Inc.

Background

Schenker, Inc. (Schenker) and the IAA entered into a Lease Agreement, August of 2006, for the leasing of 20,000 square feet of warehouse space within the Indianapolis Maintenance Center (IMC). The warehouse space supports Schenker's logistics, freight forwarding and warehousing operation.

Schenker is the third party logistics provider for Roche Diagnostics Operations, Inc. (Roche). The Roche product; which includes biopharma material, is shipped via the three (3) times weekly Cargolux Airlines flights from Luxemburg to Indianapolis.

With Schenker's operation tied directly to their agreement with Roche, the Lease Agreement provides Schenker the right to terminate with five (5) months' notice to the IAA, in the event Roche terminates their contract with Schenker.

The term of this Lease Agreement commences retroactive to July 1, 2011 and terminates June 30, 2015, with Schenker having three (3) option terms of one (1) year each. The lease is retroactive as noted herein, due to Schenker's extended negotiations with Roche regarding the logistics agreement between these two parties, which after lengthy negotiations, was recently consummated.

Scope

IAA Board Adoption of Resolution No. 6-2012, authorizing the execution of the Lease Agreement with Schenker, Inc. This Lease allows Schenker to continue leasing 20,000 square feet of warehouse space at the IMC.

Note: IAA Board Resolution is required per the terms of the IMC Bondholder Agreement.

Schedule

July 20, 2012: IAA Board execution of Resolution No. 6-2012

July 20, 2012: Execution of the Lease Agreement with Schenker, Inc.

Revenue and/or Operating Cost Implications

Revenue:

Annual revenues of \$106,000.00, with annual increases of 3% each year throughout the remainder of the term and option terms if so exercised.

Operating Costs:

Infrastructure and utility costs are included in the rental rate (\$5.30 p.s.f.) while Schenker covers all other costs such as; dock doors and refrigerator maintenance, etc.

Supplier Diversity Participation

Not applicable.

Recommendation

IAA Staff recommends the Board consider for approval Resolution No. 6-2012 and the Lease Agreement with Schenker, Inc. for the continued leasing of warehouse space within the IMC.

RESOLUTION 6-2012

RESOLUTION OF THE
INDIANAPOLIS AIRPORT AUTHORITY
APPROVING EXECUTION OF LEASE AT IMC

WHEREAS, the Indianapolis Airport Authority (the "Authority") owns the Indianapolis Maintenance Center (the "IMC") at the Indianapolis International Airport (the "Airport"), which was partially financed with the proceeds of Indianapolis Airport Authority Special Facility Revenue Bonds, Series 1995 (United Airlines, Inc.--Indianapolis Maintenance Center Project) (the "Bonds"); and

WHEREAS, since May 9, 2003, when United Airlines vacated the IMC and turned over possession of the IMC to the Authority, the Authority has been operating and maintaining the IMC in order to protect the IMC and maintain it in a leasable condition; and

WHEREAS, the Authority has worked diligently since 2003 to evaluate the best reuse of the IMC including use of outside marketing professionals, evaluated the potential tenants that might be compatible with such reuse, evaluated the state of the market for the various facilities comprising the IMC, analyzed the rental rates currently borne by those markets and conducted a thorough search for new tenants; and

WHEREAS, IAA Staff has reported to the members of the Board of the Authority on the progress of efforts to work with the IMC tenants to fill the space at the IMC; and

WHEREAS, the Authority has come to agreement on the terms of a Lease Agreement to lease a portion of the IMC to Schenker, Inc.; and

WHEREAS, the terms of the Lease Agreement with Schenker, Inc. are consistent with the range of rents for similar space located in the IMC and market rates, demonstrating the Authority should not expect to negotiate a significantly more favorable lease for such space with any tenant than that negotiated with Schenker, Inc.;

NOW, THEREFORE, BE IT RESOLVED BY THE INDIANAPOLIS AIRPORT AUTHORITY AS FOLLOWS:

1. The Authority makes the following findings of fact:
 - (A) The market for aircraft maintenance facilities like the IMC is depressed by general economic conditions and changes in the airline industry.
 - (B) The IMC is the largest aircraft maintenance facility available for rental in the market.

- (C) The IMC, while one of the most advanced, state-of-the-art facilities, is more expensive to operate than most comparable facilities.
 - (D) The Authority, with the assistance of its consultants, as well as representatives of the City of Indianapolis and the State of Indiana, has continued to work to increase revenues at the IMC.
 - (E) The restrictions on the use of the IMC, due to the financing of the IMC with proceeds of the Bonds and other tax-exempt bonds issued by the City and the State, are restrictions, which reduce the prospects for reuse of significant portions of the IMC.
 - (F) The Lease Agreement does not include any commitments from Schenker, Inc. for job creation or other concessions.
 - (G) The Authority has determined that the execution of the Lease Agreement for a portion of the IMC will allow Schenker, Inc. to support their logistics and freight forwarding business on Authority property.
2. Based upon the above findings of fact, the Authority hereby finds the following:
- (A) The Authority has used reasonable efforts to relet the IMC for rentals equal to the full rental due from United Airlines and with terms and provisions substantially similar to those contained in the Lease with United Airlines, but the Authority has found no tenant who is willing to lease the entire IMC, who is willing and able to pay the full rental paid by United and who is willing to pay the full operating cost of IMC; therefore, the Authority hereby finds that no United-like lease can be executed.
 - (B) The Authority has used its reasonable efforts to negotiate for the best available lease terms for generating projected total net rentals in light of then-prevailing market conditions and without materially reducing the expected total rentals over the term of the Lease Agreement in return for commitments from tenants for job creation or other concessions.
 - (C) The Authority has determined that proceeding with leasing a portion of the IMC is a far superior option compared to continuing to fund certain operating expenses and will ensure maintenance responsibilities and services; along with environmental regulatory requirements are met by Schenker, Inc.

3. It is hereby found the execution of the Lease Agreement for a portion of the IMC, as presented to this meeting, complies with the essential and governmental purposes and provisions of the Act and would be in the best interests of the Authority, the holders of the Bonds and the community of Indianapolis and Marion County.
4. The Authority hereby authorizes and directs the President and the Secretary or the Assistant Secretary of the Authority to execute all collateral documents required for execution of the Lease Agreement on behalf of the Authority.
5. If any provision of this Resolution shall, for any reason, be held to be invalid or unenforceable, the invalidity or unenforceability thereof shall not affect any of the remaining provisions of this resolution.
6. This Resolution shall take effect immediately upon passage.

Remainder of page intentionally left blank.

Adopted this _____ day of _____, 2012.

INDIANAPOLIS AIRPORT AUTHORITY*

Michael W. Wells, President

Alfred R. Bennett, Secretary

*Signed under authority provided in IAA Board Resolution 10-2009.

CERTIFICATE OF AUTHENTICITY

I, Alfred R. Bennett, Secretary of the Indianapolis Airport Authority Board of Directors, hereby certify that the foregoing is a true and correct copy Resolution 6-2012 adopted by the Indianapolis Airport Authority Board on the _____ day of _____, 2012.

Alfred R. Bennett, Secretary

INDIANAPOLIS AIRPORT AUTHORITY



Board Memo

FAA's Deed of Release for Proposed Solar Farm Site

To: IAA's Board of Directors
From: Joseph R. Heerens, General Counsel
Date: July 9, 2012
Board Date: July 20, 2012

Background

Last year, the Indianapolis Airport Authority (the "IAA") issued a Request for Proposals (the "RFP") for the development of a minimum 10 MW solar farm at the Indianapolis International Airport (the "Airport"). Through the public bidding process, ET Energy Solutions, LLC ("ET Energy") was selected. Under this transaction, IAA will lease approximately seventy five (75) acres of land (the "Solar Farm Site") to ET Energy; and ET Energy will, at its expense, construct, operate and maintain the solar farm.

As a necessary step in this process, IAA contacted the Federal Aviation Administration ("FAA") about "releasing" the Solar Farm Site from aeronautical use restrictions so that the solar farm could be constructed thereon. FAA has responded to IAA's request for a land release, finding that the 75 acres "are no longer required for current or future public airport purposes, nor would the release thereof prevent the accomplishment of the public airport purpose for which the airport facilities were obligated."

Accordingly, FAA has provided the IAA with a "Deed of Release" for the Solar Farm Site. In connection therewith, FAA also requires that the IAA's Board adopt a resolution that: (1) accepts the terms of the Deed of Release; and (2) identifies the person authorized to execute the Deed of Release on behalf of the IAA. A copy of FAA's Deed of Release is attached hereto as "Exhibit A", which also shows the Solar Farm Site. After execution, the Deed of Release will be recorded and the solar farm will be subject to the terms and conditions thereof.

Recommendation

IAA Staff recommends that the Board consider for approval the attached Resolution No. 7-2012, which accepts the terms of the FAA's Deed of Release and also authorizes President Wells and Secretary Bennett to sign the Deed of Release on behalf of the IAA.

DEED OF RELEASE

This deed of release is made on December 6, 2011 by the United States of America (the "United States"), acting by and through the Manager, Airports District Office, Chicago, Great Lakes Region, Federal Aviation Administration, Department of Transportation (the "FAA"), under and pursuant to the powers and authority contained in the provisions of Public Law 81-311 (63 Stat 700), as amended to the Indianapolis Airport Authority (the Sponsor).

WHEREAS

- A. The Indianapolis Airport Authority acquired the parcels to be released under Federal Aviation Administration (FAA) Grants 6-18-0038-10 and 6-18-0038-14; or without federal participation.
- B. The Sponsor desires to lease for non-aeronautical purposes the approximately 75.46 acres of real property located within Indianapolis International Airport, as shown on Attachment A, together with all appurtenances thereto (the "Property"), which is described in the legal description attached hereto as Attachment B, and hereby incorporated herein by reference.
- C. The Sponsor has submitted a request to the FAA to obtain consent for a full and total release of the Property from all of the terms, conditions, covenants, reservations, and restrictions.
- D. The Administrator of the FAA has duly authorized the Manager, Airports District Office, Chicago, Great Lakes Region, FAA, Department of Transportation, to execute, acknowledge, and deliver deeds of release such as this deed for and on behalf of the FAA and the United States.

NOW, THEREFORE,

For and in consideration of the above-expressed recitals and of the benefits to accrue to the United States and civil aviation, the United States of America, upon inclusion by Indianapolis Airport Authority in the Instrument of Transfer conveying title to the hereinafter described real property of provision as follows:

1. The Indianapolis Airport Authority reserves unto itself, its successors and assigns, for the use and benefit of the public a right of flight for the passage of aircraft in the airspace above the surface of the premises herein released. This public right of flight shall include the right to cause in said airspace any noise inherent in the operation of any aircraft used for navigation of or flight through the said airspace or landing on, taking off from, or operation on Indianapolis International Airport.

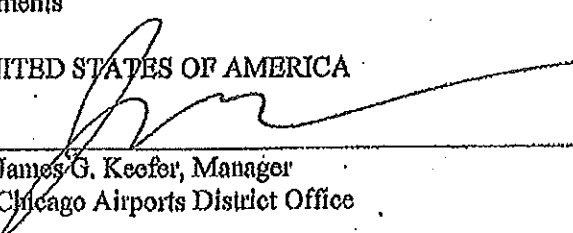
2. The Indianapolis Airport Authority expressly agrees for itself, its successors, and assigns to restrict the height of structures, objects of natural growth, and other obstructions on the hereinafter described real property to a height which does not exceed the height requirements set forth in Part 77 of the FAA Regulations, as amended, or any similar regulations which may hereinafter be enacted.
3. The Indianapolis Airport Authority expressly agrees for itself, its successors and assigns, to file a notice consistent with requirements of FAR Part 77 (FAA Form 7460-1) prior to constructing any facility, structure, or other item on said premises.
4. The Indianapolis Airport Authority expressly agrees for itself, its successors and assigns, to prevent any use of the hereinafter described real property which would interfere with landing or taking off of aircraft at Indianapolis International Airport, or otherwise constitute an airport hazard or interfere with air navigation and communication facilities servicing Indianapolis International Airport.
5. The Indianapolis Airport Authority expressly agrees for itself, its successors and assigns, to not hereinafter use, nor permit, nor suffer use of the land described in Attachment B in such a manner as to create electrical interference with radio communication between the installation upon the airport and aircraft or as to make it difficult for fliers to distinguish between airport lights and others, or as to impair visibility in the vicinity of the airport, or as otherwise to endanger the landing, taking off, or maneuvering of aircraft.
6. The Indianapolis Airport Authority expressly agrees for itself, its successors and assigns, shall not hereinafter use, nor permit, nor suffer use of the land first above described in such a manner as to create a potential for attracting birds and other wildlife which may pose a hazard to aircraft.
7. The aforesaid covenants and agreements shall run with the land, as hereinabove described, for the benefit of Indianapolis Airport Authority and its successors and assigns in the ownership and operation of the airport.
8. By Indianapolis Airport Authority's acceptance of this deed of release, they covenant and agree to comply with and observe all conditions and limitations set forth herein. Such conditions and limitations are expressly limited to the Property.
9. This deed of release shall be binding upon, inure to the benefit of, and be enforceable by and against the successors and assigns of Indianapolis Airport Authority and the conditions and limitations shall run with the Property.
10. The future owner or any of their assigns, are specifically precluded from any development on or disturbance of designated wetlands or floodplains unless they comply with the Environmental Policy Act and Section 404 of the Clean Water Act

11. The Airport Layout Plan on file and the Property Map, for all future federal aid projects, must be revised to reflect the new airport boundaries and conform to requirements of the FAA for an acceptable Airport Layout Plan and Property Map.

Attachments

UNITED STATES OF AMERICA

By


James G. Keofer, Manager
Chicago Airports District Office

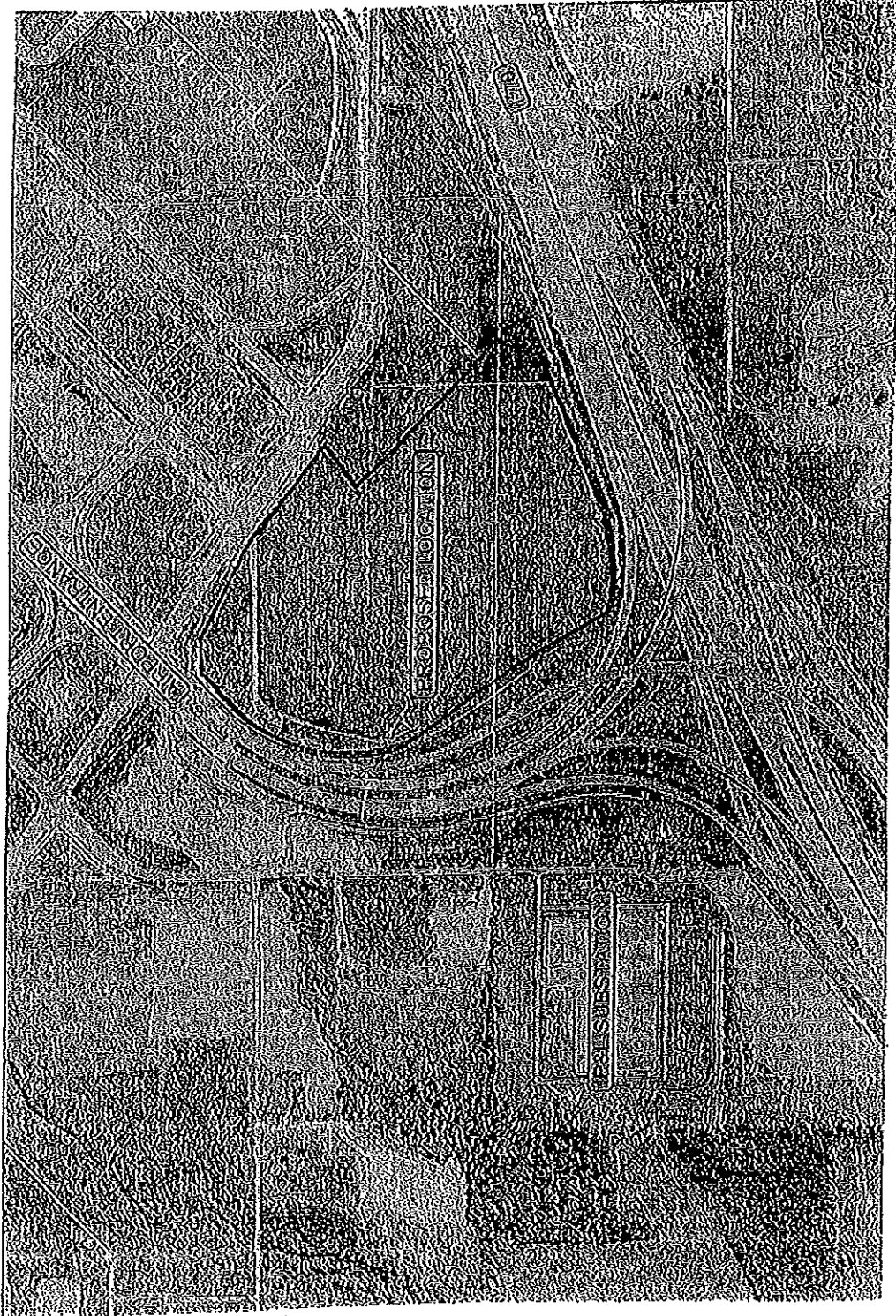
Accepted this _____ day of _____, 2011.

By _____

Title _____

ATTACHMENT A

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ATTACHMENT B

Parcel 112

A part of the Northeast Quarter, the Northwest Quarter, the Southwest Quarter, and the Southeast Quarter of Section 33, Township 15 North, Range 2 East, Decatur Township, Marion County, Indiana, more particularly described as follows:

Commencing at a brass disk (IAA monument 33-M) found at the Southeast corner of the Northwest Quarter of said Section 33; thence South 88 degrees 54 minutes 54 seconds West (all bearings are based on the Indiana State Plane Coordinate system, East Zone (NAD 83)) along the South line of said Northwest Quarter 164.56 feet; thence North 01 degrees 05 minutes 06 seconds West perpendicular to the last described line 316.96 feet to the POINT OF BEGINNING; thence South 87 degrees 58 minutes 46 seconds East 138.95 feet; thence South 62 degrees 24 minutes 14 seconds East 639.29 feet; thence South 48 degrees 54 minutes 55 seconds East 516.42 feet; thence South 60 degrees 57 minutes 17 seconds East 91.32 feet; thence South 53 degrees 40 minutes 33 seconds West 157.81 feet; thence South 45 degrees 00 minutes 17 seconds East 889.05 feet; thence South 45 degrees 07 minutes 10 seconds West 116.20 feet; thence South 44 degrees 52 minutes 50 seconds East 121.69 feet; thence North 45 degrees 07 minutes 10 seconds East 116.47 feet; thence South 45 degrees 00 minutes 17 seconds East 360.66 feet to the North right of way of I-70 per Indiana Department of Transportation plans for Project No. ST-70-3(Q) (the following two courses are along said North right of way); (1) thence South 68 degrees 47 minutes 46 seconds West 613.10 feet to a tangent curve to the left having a radius of 20040.00 feet, the radius point of which bears South 21 degrees 12 minutes 14 seconds East; (2) thence Southwesterly along said curve 849.39 feet to a point which bears North 23 degrees 37 minutes 57 seconds West from said radius point; thence North 86 degrees 06 minutes 02 seconds West 439.92 feet to the Eastern right of way of the I-70 Off-ramp to the Midfield Terminal per Indiana Department of Transportation plans for said Project No. ST-70-3(Q) (the following twelve courses are along said Eastern right of way); (1) thence North 29 degrees 09 minutes 48 seconds West 219.65 feet; (2) thence North 24 degrees 52 minutes 02 seconds West 208.94 feet; (3) thence North 38 degrees 55 minutes 00 seconds West 235.07 feet; (4) thence North 33 degrees 00 minutes 23 seconds West 271.99 feet; (5) thence North 29 degrees 06 minutes 08 seconds West 244.10 feet; (6) thence North 20 degrees 02 minutes 46 seconds West 147.56 feet; (7) thence North 11 degrees 10 minutes 40 seconds West 127.36 feet; (8) thence North 06 degrees 26 minutes 54 seconds West 94.15 feet; (9) thence North 02 degrees 09 minutes 53 seconds East 115.55 feet; (10) thence North 18 degrees 28 minutes 47 seconds East 338.00 feet; (11) thence North 27 degrees 48 minutes 50 seconds East 129.82 feet to a non-tangent curve to the right having a radius of 1125.00 feet, the point of which bears South 58 degrees 52 minutes 42 seconds East; (12) thence Northeasterly along said curve 264.92 feet to a point which bears North 45 degrees 23 minutes 10 seconds West from said radius point; thence North 44 degrees 36 minutes 50 seconds East 198.54 feet to the POINT OF BEGINNING, containing 75.390 acres, more or less.

RESOLUTION 7-2012

INDIANAPOLIS AIRPORT AUTHORITY

WHEREAS, the Indianapolis Airport Authority (the "Authority") is a municipal corporation organized under Indiana Code §8-22-3, with authority to exercise executive and legislative functions; and

WHEREAS, Indiana Code §8-22-3 establishes certain duties, functions and powers for the Authority's board of directors (the "Board"), including, but not limited to, the power and authority to adopt resolutions; and

WHEREAS, the Authority desires to lease approximately seventy-five (75) acres of real property located at the Indianapolis International Airport (the "Property") for non-aeronautical purposes (operation of a solar farm thereon), and, in connection with that proposed lease, the Authority requested the Federal Aviation Administration ("FAA") "release" said Property from all of the terms, conditions, covenants, reservations, and restrictions pertaining thereto; and

WHEREAS, FAA has now provided a "Deed of Release" for the Property (a copy of which is attached hereto as "Exhibit A"), and, in connection therewith, FAA requires the Authority's Board to accept the terms thereof and also to specifically identify the person authorized to execute this Deed of Release on behalf of the Authority.

NOW, THEREFORE, the Indianapolis Airport Authority resolves that:

(1) The terms set forth in the Deed of Release attached hereto as "Exhibit A" are hereby accepted by the Authority; and

(2) The Board hereby authorizes and directs the Authority's President and the Secretary (and their respective designees, if any) to take any and all actions which are necessary or appropriate to effectuate this Resolution, such as, by way of example and not of limitation, signing this Resolution and any other or related documents.

APPROVED and effective on July 20, 2012, at the regularly convened meeting of the Board of the Indianapolis Airport Authority.

INDIANAPOLIS AIRPORT AUTHORITY *

By: _____
Michael W. Wells, President

Attest: _____
Alfred R. Bennett, Secretary

*Signed under authority provided in IAA Board Resolution #10-2009.

CERTIFICATE OF AUTHENTICITY

I, Alfred R. Bennett, Secretary of the Board of the Indianapolis Airport Authority, hereby certify that the foregoing document is a true and correct copy of Resolution 7-2012, adopted by the Board of the Indianapolis Airport Authority on July 20, 2012.

By: _____
Alfred R. Bennett, Secretary
INDIANAPOLIS AIRPORT AUTHORITY



Board Memo – GIFTZ Board Members

To: IAA Board of Directors
From: Alfred R. Bennett
Date: July 3, 2012
Board Date: July 20, 2012
Subject: GIFTZ Board Members

Background

The Indianapolis Airport Authority (IAA) is the Foreign Trade Zone (FTZ) "grantee" representing Central Indiana communities. In 1980, the IAA created a separate company, the Greater Indianapolis Foreign Trade Zone, Inc. (GIFTZ), a not-for-profit 501C (6), to administer the FTZ program. Members seated on the GIFTZ Board are either appointed or elected by the IAA Board of Directors. The Operating Director is selected from the IAA staff.

The GIFTZ By-laws allow 5-15 members to be seated on the GIFTZ Board. Both the Operating Director and one IAA Board Member seated on the GIFTZ Board have no assigned term and are appointed positions by the IAA Board. All other GIFTZ Board Members are elected by the IAA Board and serve a three year term.

Currently, the GIFTZ Board is comprised of 11 individuals from various industry backgrounds that volunteer their time and expertise. It is a strategic goal to staff the GIFTZ Board with individuals that can support the marketing and business networking efforts to reach out to businesses located in 39 Central Indiana counties served by the FTZ program. GIFTZ Board Members actively promote the use of the FTZ program; which in turn assists Indiana companies to grow, retain jobs, and promote a balanced approach to global trade.

Scope

It is recommended that the IAA consider for approval the renewal of the following individuals to the GIFTZ Board of Directors:

- Mr. Stephen Dutton, Attorney at Law, Barnes & Thornburg
- Dr. Meredith Carter, Retired, Chancellor of Ivy Tech – Indianapolis Campus

Schedule

July 20, 2012: IAA approval of term extensions for two GIFTZ Board members, effective January 1, 2012.

Revenue and/or Operating Cost Implications

Revenue:

Not applicable.

Operating Costs:

Not applicable.

Supplier Diversity Participation

Not applicable.

Recommendation

It is recommended the IAA consider for approval the election of Stephen Dutton and Meredith Carter to the GIFTZ Board of Directors for an additional term of two (2) years and three (3) years respectively, commencing January 1, 2012.

IAA Board Meeting
General Agenda
July 20, 2012

Consider for approval:

A) General Business

BP2012-07-2 Delegation of authority to the Executive Director to enter into interlocal cooperative purchasing agreements, with such authority expiring December 31, 2014. The ability to enter into these agreements would provide another competitive procurement option to the Authority. This delegation only authorizes the Executive Director to enter into interlocal cooperative purchasing agreements and does not authorize the Executive Director to purchase any goods, supplies or services beyond the Executive Director's existing delegated powers.

BP2012-07-3 The Land Lease Agreement with ET Energy Solutions, LLC for the construction of a seventy-five acre solar farm.

BP2012-07-4 The No Cost Land on Airport Memorandum of Agreement with the Federal Aviation Administration, supporting Indianapolis Regional Airport.

B) Capital

BP2012-07-5 An amendment to the contract with Harmon Construction, Inc. for Construction Management and Administrative Services for Reconstruction of Hangar #5 (IAA Building #122), Project #I-12-020, in an amount not-to-exceed \$202,607.00. MBE 93.36% (Harmon Construction, Inc.) and WBE 9.77% (The Hoosier Company)

BP2012-07-6 Plans and Specifications for Bid Package I-12-009 – Stormwater and Deicing Controls and Capacity Phase 1A, as prepared by Wessler Engineering, Inc., and authorize the public bidding process.

BP2012-07-7 Plans and Specifications for Bid Package # K-12-027 – Perimeter Fencing Phase II at Hendricks County Airport, as prepared by PCS Engineers, Inc. and authorize the public bidding process.

BP2012-07-8 Plans and Specifications for Bid Package I-12-021 – Parking Garage Improvements, as prepared by Parsons Brinckerhoff, Inc., and authorize the public bidding process.

BP2012-07-9 An Award of Contract for CIP/Project#I-12-018, Rehabilitate Airport Roads to E & B Paving, Inc. in an amount not-to-exceed \$980,512.00 plus a 3% construction reserve of \$29,415.00 for a total of \$1,009,927.00. E & B Paving, Inc. was the lowest responsive and responsible bidder. MBE 8.16% (Stone & Rhodes Trucking) and WBE 6.98% (Slusser's Green Thumb Inc., Indiana Traffic Services)

IAA Board Meeting
General Agenda
July 20, 2012

BP2012-07-10

An Award of Contract for Project # I-12-020 – Reconstruction of Hangar #5 (IAA Building #122) to Shook Construction Co. in an amount not-to-exceed \$4,239,000.00 plus a 3% construction reserve of \$127,170.00 for a total of \$4,366,170.00. Shook Construction Co. was the lowest responsive and responsible bidder. MBE ___% (to be determined) and WBE ___% (to be determined)

BP2012-07-11

An Award of Contract for Project # I-12-010, Deicing Control Facilities Improvements 2012, to Thieneman Construction, Inc. in an amount not-to-exceed \$1,333,061.00 plus a 3% construction reserve of \$39,992.00 for a total of \$1,373,053.00. Thieneman Construction, Inc. was the lowest responsive and responsible bidder. DBE 5.03% (Tri-Ax, Inc.), MBE 7.07% (Heartland Ready Mix, Thompson Distribution), and WBE 9.41% (Tri-Ax, Inc., Goldman Electric)

BP2012-07-12

An Award of Contract for Project # I-12-024 – Replacement of Passenger Boarding Bridges (PBB) Flooring to Jack Laurie Floors, LLC in an amount not-to-exceed \$171,618.25 plus a 3% construction reserve of \$5,148.55 for a total of \$176,766.80. Jack Laurie Floors, LLC was the lowest responsive and responsible bidder. MBE 18% (BAR Flooring) and WBE 8% (LJM Commercial Base LLC)

BP2012-07-13

An Award of Contract for Project # M-12-032, Rehabilitate T-Hangar Taxilanes Phase I at Indianapolis Metropolitan Airport, to E & B Paving, Inc. in an amount not-to-exceed \$246,595.00 plus a 3% construction reserve of \$7,398.00 for a total of \$253,993.00. E & B Paving, Inc. was the lowest responsive and responsible bidder. DBE 7.50% (Stone & Rhodes Trucking), MBE 7.50% (Stone & Rhodes Trucking), and WBE 3.44% (Indiana Sign & Barricade)

BP2012-07-14

Change Order No. 3 with Stanley Convergent Security Solutions, Inc. for Project #I-11-004, Access Control System Consolidation, in an amount not-to-exceed Six Thousand Eight Dollars and Ninety-Eight Cents (\$6,008.98). MBE 1.35% (First Electric) and WBE 1.17% (Protection Plus)



BOARD MEMO

To: IAA Board of Directors

From: Marsha Stone, Senior Finance Director

Date: July 13, 2012

Board Date: July 20, 2012

Subject: Delegation of Authority to the Executive Director to Enter into Interlocal Cooperative Purchasing Agreements

Background

The Authority is subject to the procurement statutes of the State of Indiana when purchasing supplies and services. In addition to procuring supplies and services through bids, quotes, direct negotiations in the case of services, and requests for proposals, the Authority is able to purchase supplies and services from the Indiana State QPA (Qualified Purchase Agreements) or through vendors that have been approved by the Federal GSA (General Services Administration). The Authority utilizes these latter agreements often, in order especially to procure supplies and services locally when possible.

Indiana law also allows the Authority to enter into interlocal cooperative purchasing agreements with other Indiana and non-Indiana governmental units. These cooperatives bid and approve vendors for a variety of goods, supplies and services, allowing a member to purchase from approved vendors.

Multiple Indiana governmental units participate in these cooperatives. For example, the Town of Fishers entered into an agreement with the Houston-Galveston Area Council, a large multi-state cooperative purchasing agency, and the City of Carmel has an agreement with the U.S. Communities Government Purchasing Alliance, another large multi-state cooperative purchasing agency. The City of Indianapolis also participates in at least one cooperative. Typically, there is no cost associated with joining these cooperatives and administrative costs are recouped within the purchase price.

Recommendation

The Authority requests that the Board delegate authority to the Executive Director to enter into interlocal cooperative purchasing agreements, with such authority expiring December 31, 2014. The ability to enter into these agreements would provide another competitive procurement option to the Authority. This delegation only authorizes the Executive Director to enter into interlocal cooperative purchasing agreements and does not authorize the Executive Director to purchase any goods, supplies or services beyond the Executive Director's existing delegated powers.



Board Memo – Land Lease Agreement

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: July 2, 2012

Board Date: July 20, 2012

Subject: Land Lease Agreement with ET Energy Solutions, LLC

Background

In June/July 2011, IAA Staff commenced an RFP process for the creation and operation of a Solar Farm located at Indianapolis International Airport (IND). Although several responses were received, Staff came to the conclusion, ET Energy Solutions, LLC (ET) response was in the best interest of the IAA.

In cooperation with Indianapolis Power & Light (IP&L) and approval from the Indiana Utility Regulatory Commission (IURC) of a fifteen (15) year Power Purchase Program, IAA and ET agreed to final language on July 2, 2012 of the three required documents:

- Land Lease Agreement between IAA and ET
- Interconnection Agreement between IAA, ET and IP&L
- Power Purchase Agreement between IAA, ET and IP&L

With respect to the Interconnection Agreement and the requirements of IP&L, ET has primary responsibility and liability for the operation of the Solar Farm, and IAA has potential secondary liability. To mitigate this potential liability, ET has agreed in the Land Lease Agreement to fully indemnify and hold IAA harmless from any damages or liabilities, as is standard, and ET has also agreed to provide contractual liability insurance coverage of Five Million Dollars (\$5,000,000) with IAA named as an additional insured thereunder, which coverage would be primary. This potential exposure is further mitigated by IAA's own insurance program, which already includes substantial contractual liability coverage.

Scope

To execute the Land Lease Agreement with ET Energy Solutions, LLC. The Agreement consists of a thirty (30) year term, commencing upon "date of operational occupancy", or in essence, when the Solar Farm is sending power to Indianapolis Power & Light.

Schedule

- July 2, 2012 (week of): Execution by IP&L of Interconnection Agreement and Power Purchase Agreement.
- July 20, 2012: Authority Execution of Land Lease Agreement with ET Energy Solutions, LLC.
- Aug 15, 2012 (month of): Approval of Power Purchase Agreement by Indiana Utility Regulatory Commission.

Revenue and/or Operating Cost Implications

Revenue:

With fifteen (15) year Power Purchase Agreement in place:

- Year one (1) fee for land access and change of land use: \$800,000.00
- Years one (1) through ten (10) Land Rent: \$200,000.00 annually
- Years eleven (11) through fifteen (15) Land Rent: \$300,000.00 annually

With additional fifteen (15) year Power Purchase Agreement in place:

- Year sixteen (16) Land Rent: \$1,000,000.00
- Years seventeen (17) through thirty (30) Land Rent: \$300,000.00 annually

Without additional fifteen (15) year Power Purchase Agreement in place:

- Years sixteen (16) through thirty (30) Land Rent: Ten percent (10%) of gross receipts.

Operating Costs:

ET will be responsible for all operating and development costs associated with the operation and construction of the solar farm.

Supplier Diversity Participation

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

Recommendation

IAA Staff recommends the Board consider for approval the Land Lease Agreement with ET Energy Solutions, LLC for the construction of a seventy-five acre solar farm.



Board Memo – Memorandum of Agreement

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: July 2, 2012

Board Date: July 20, 2012

Subject: Memorandum of Agreement with the Federal Aviation Administration – Indianapolis Regional Airport

Background

The Federal Aviation Administration (FAA) provides, owns and maintains all navigational, communication and weather aid equipment at Indianapolis Regional Airport; in support of air traffic operations at the Airport. The placement and on-going maintenance of the aforementioned equipment is covered under the "No Cost Land on Airport Memorandum of Agreement" (Memorandum of Agreement).

The purpose of the updated Memorandum of Agreement is related to the expansion of Runway 7-25; which adds 500 linear feet to the length of the runway to which various navigational aids will be required to be relocated. Additionally, the Memorandum of Agreement provides for an updated term, which commences October 1, 2012 and terminates September 30, 2052. The updated Memorandum of Agreement replaces the previous agreement executed by the IAA in October of 2001.

Memorandum of Agreements of this nature are in place at all IAA airports, as well as airports throughout the United States.

Scope

To execute the No Cost Land on Airport Memorandum of Agreement with the FAA; which supports the maintenance and operation of the navigational, communication and weather aid equipment at Indianapolis Regional Airport.

Schedule

July 20, 2012: Execution of No Cost Land on Airport Memorandum of Agreement with the Federal Aviation Administration, supporting Indianapolis Regional Airport

Revenue and/or Operating Cost Implications

Revenue:

There are no revenues associated with this agreement.

Operating Costs:

All operating and maintenance costs are the responsibility of the FAA.

Supplier Diversity Participation

Not applicable.

Recommendation

IAA Staff recommends the Board consider for approval the No Cost Land on Airport Memorandum of Agreement with the Federal Aviation Administration, supporting Indianapolis Regional Airport.



Board Memo – Amendment

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 29, 2012

Board Date: July 20, 2012

Subject: Approval of Amendment #1 with Harmon Construction, Inc. for Construction Phase Construction Management Services for Reconstruction of Hangar #5 (IAA Building #122), Project # I-12-020

Background

On November 7, 2010, a three-alarm fire broke out in the Comlux Completion USA Hangar #5 (IAA Building #122). The fire was contained to the southeast corner of the building, damaging a two-story office component and some of the open hangar bay. There is smoke, water and firefighting damage throughout the building. Fire source and origin are still under review, but the facility has been released by the IAA's insurance carrier for reconstruction. The Indianapolis Airport Authority (IAA) owns the facility which is leased to Signature Flight Support who sub-leased it to Comlux Completion USA.

Since the fire, IAA has had ongoing coordination with the insurance company to present IAA's claim and come to an agreement on the reconstruction scope including the extent of code upgrades required by the State to be covered by IAA's insurance. After the State Fire Marshal and Commissioner's Office February 2012 variance hearing, the final project scope was established allowing for design of the reconstruction and code upgrades to be completed.

This project was approved for implementation by the Senior Management Team on August 22, 2011. The revised budget (IAA share unchanged as it is the insurance deductible) was presented to the Senior Management Team on April 23, 2012, incorporating the variance findings and required code upgrades.

On May 25, 2012, the Board approved plans and specifications for CIP/Project # I-12-020 – Reconstruction of Hangar #5 (IAA Building #122) and authorized the public bidding process. On June 28, 2012 the IAA received bids for the project and the consideration of the construction contract is being presented as a separate Board memo.

Scope

This professional services amendment is for construction phase Construction Management services. The IAA staff selected Harmon Construction, Inc. (Harmon), an MBE firm, to provide construction management (CM) services for the Reconstruction of Hangar #5 (IAA Building #122). Harmon was selected based on their recent experience with airport projects and Prolog/Encompass software for project management, most recently leading the Construction Management for the Cargo Apron Phase IV project. Also, they provide the IAA with strong building expertise for this project. A contract for the pre-construction phase CM services was executed by the Interim Executive Director on June 12, 2012. Harmon has been providing CM services throughout the bid phase including review and comment on the project plans and outreach to the XBE community to generate interest during the bidding.

CM services are needed because this project requires full time construction management oversight and current IAA engineering resources are assigned to other 2012 projects. As a long-term project, contracting provides the IAA with the necessary representation to manage this project without a long-term commitment to additional IAA staff. Also, the IAA staff does not have the same level of experience on projects of this magnitude to manage the schedule, quality, and costs to meet the aggressive delivery schedule to return this building to service for the tenant.

Budget

The construction management (CM) contract with Harmon Construction, Inc. is not-to-exceed \$196,448.00 (hourly fees) and \$6,159.00 (expenses) for a total not-to-exceed amount of \$202,607.00 which is within the project budget.

Project Budget

Contract Amount (including 3% reserve)	\$4,366,170
Design and Soft Costs	\$ 513,000
Construction Management	\$ 215,547
Previous Construction*	\$ 14,538
Unforeseen Conditions (20%)	<u>\$ 850,745</u>
Total Project Cost	\$5,960,000

*Previous construction includes \$3,238.00 for cleaning services and \$11,000.00 for temporary bracing of the hangar already completed.

Funding for this project is insurance proceeds less the \$100,000 insurance deductible which will be paid from Airport cash. The CM services are an eligible part of the reconstruction cost to be paid from insurance proceeds.

This project is being undertaken to repair an existing facility due to fire that has caused the facility to be unusable. After satisfying the \$100,000 deductible, insurance proceeds will be used to cover the remaining cost of the reconstruction. As a result of the health and safety issues related to the fire damaged facility, this project is exempt

under the Authority's hurdle rate policy and has not been subjected to an internal rate of return calculation.

Schedule

The term of this amendment will extend the contract with Harmon to September 2013. Construction is anticipated to be approximately eight (8) months with punchlist resolution, project close out and insurance company final payment to follow substantial completion.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT		%	
	MBE	WBE	MBE	WBE
Harmon Construction, Inc.	\$183,407	\$0	93.36%	0
The Hoosier Company	\$0	\$19,200	0	9.77%
Totals	\$183,407	\$19,200	93.36%	9.77%

Contract Summary to Date

Contract/Amendment & Execution Date	Service & Term	Amount	Minority Participation %	
			MBE	WBE
Original Contract June 12, 2012	Construction Management – Preconstruction Phase Term: 6/12/12 – 7/31/12	\$12,940	83.93%	16.07%
Amendment 1 July 20, 2012	Construction Management – Construction Phase Term: Extend to 9/30/13	\$202,607	93.36%	9.77%
Revised Contract NTE		\$215,547		

Recommendation

The IAA staff has reviewed the proposal and recommends that the Board consider for approval an amendment to the contract with Harmon Construction, Inc. for Construction Management and Administrative Services for Reconstruction of Hangar #5 (IAA Building #122), Project #I-12-020, in an amount not-to-exceed \$202,607.00. MBE 93.36% (Harmon Construction, Inc.) and WBE 9.77% (The Hoosier Company)



Board Memo – Plans & Specifications Approval

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 28, 2012

Board Date: July 20, 2012

Subject: Approval of Plans and Specifications for Bid Package I-12-009 – Stormwater and Deicing Controls and Capacity Phase 1A, and Authorize the Public Bidding Process

Background

The Indianapolis Airport Authority (IAA) conducted a Stormwater and Deicing System Assessment and Preliminary Engineering Study in 2011. This assessment identified options and alternatives for improvements to the existing stormwater and deicing system needed to accommodate current, short-term and longer-term aviation needs and to meet current and future federal water quality requirements.

An initial project is included within the approved 2012 Capital Improvement Program (CIP) primarily to meet plans for another cargo apron expansion in the short-term and to begin to address short-term needs associated with old terminal reuse, Postal Hub reuse and ensure compliance with existing water quality requirements.

This project will be implemented in two (2) stages. The first stage consists of improvements to the Lift Station serving Seerley Basins and establishment of a control structure for the Eagle Hub; locations shown on attached exhibits. A second stage will follow and consist of an addition to the Seerley Basins total storage capacity in order to meet all requirements associated with a planned cargo apron expansion.

This initial project was approved for implementation by the Senior Management Team on November 17, 2011, and Phase 1A reconfirmed for implementation on July 9, 2012.

Scope

The scope of work for the first stage of the Stormwater and Deicing Controls and Capacity project consists of Lift Station improvements at Seerley Basins that includes the replacement of three (3) pumps for increased pumping capacity from 3,000 gallons per minute to up to 6,000 gallons per minute to the sewer. Combined with a modification to IAA's Industrial Discharge Permit with Citizens Water to allow for increased sewer

pumping capacity, the modified lift station essentially provides cost-effective additional deicing season storage capacity in Seerley Basins that will assist in meeting current water quality requirements and for added cargo apron expansion. In addition, the project will include establishment of a control structure at the Eagle Hub to provide for release of stormwater during deicing season from the existing storage system to a nearby sewer. Deicing operations have not been routinely conducted at the Eagle Hub since 2000 and with the expiration of the Eagle Hub lease at the end of 2012, this improvement will provide for the flexibility to effectively conduct deicing of a limited number of aircraft during deicing season by future tenants.

Budget

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

This project was originally budgeted as 100% Airport cash funded; however, the IAA is actively seeking Federal Aviation Association (FAA) Airport Improvement Program (AIP) grant funding for this project. Should the funding be obtained, it could be funded up to 75% of the construction cost. The FAA has indicated that funding could be available soon; however, it may be as late as August before funding is allocated. There is no guarantee that the IAA will obtain FAA funds for this project.

This project is required to meet City of Indianapolis Stormwater and federal National Pollutant Discharge Elimination System (NPDES) permit requirements; therefore, it 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:	July 24, 2012 and July 31, 2012	
Pre-Bid Meeting:	August 8, 2012	9:00 am Building 60, Conference Room 1
Bid Opening:	August 23, 2012	2:30 pm Building 60, Conference Room 1

Est. Bid Award: September 21, 2012

Contract award anticipated September 2012 and the substantial completion date is expected to be July 2013.

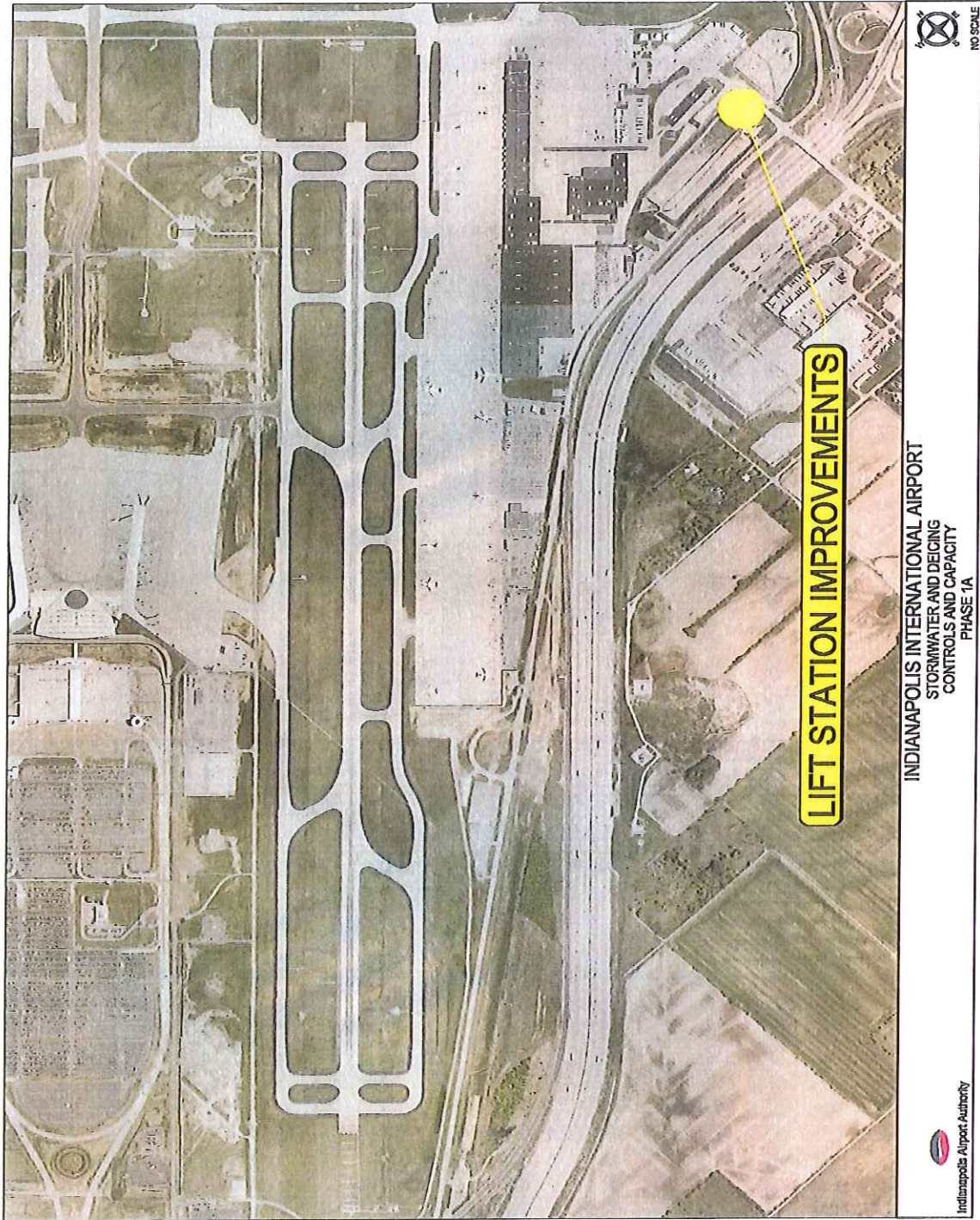
Supplier Diversity Participation

The Director of Supplier Diversity established the following participation goals: DBE 9%, MBE 18%, and WBE 5%

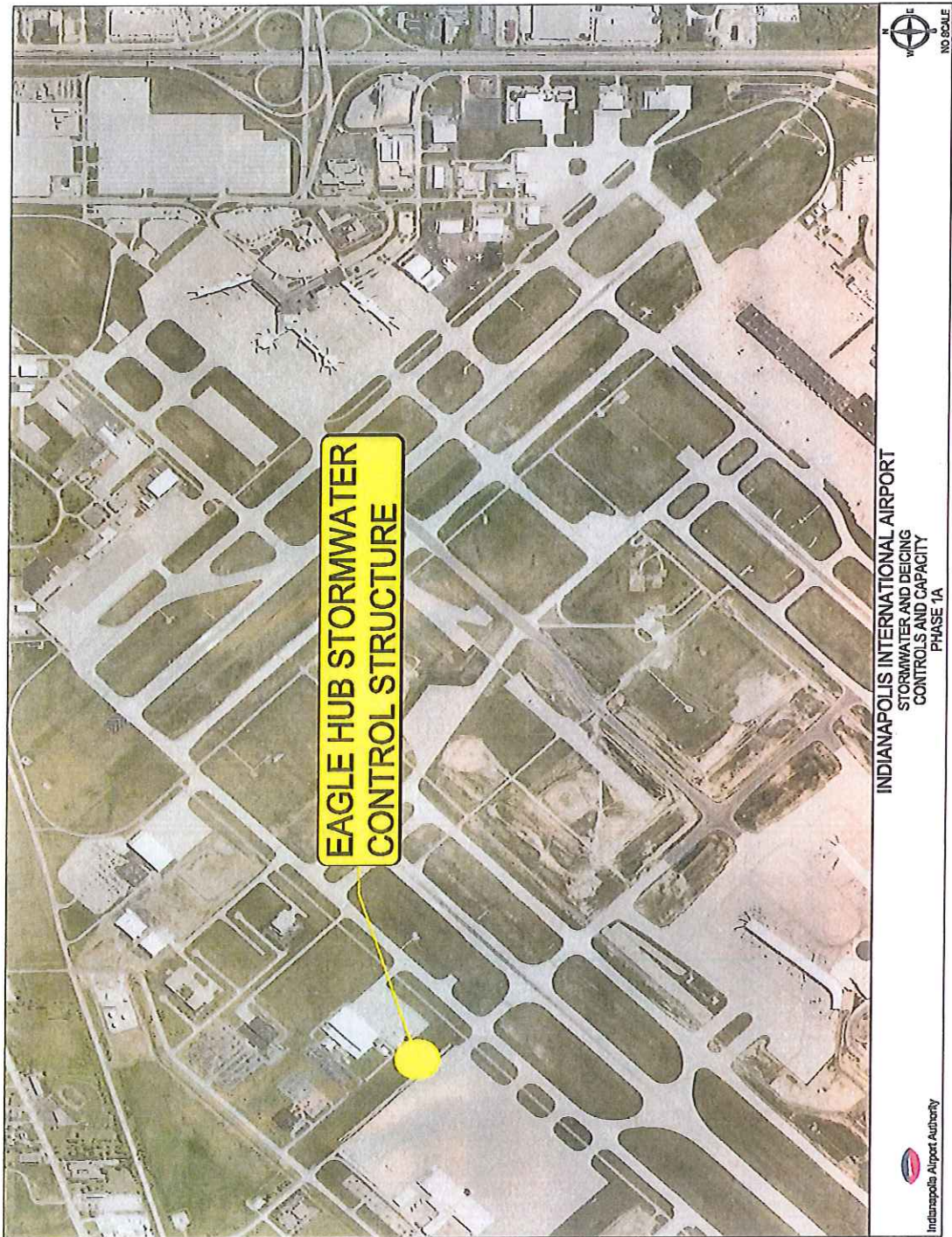
Recommendation

The IAA staff has reviewed the bid documents and recommends that the Board consider for approval Plans and Specifications for Bid Package I-12-009 – Stormwater and Deicing Controls and Capacity Phase 1A, as prepared by Wessler Engineering, Inc., and authorize the public bidding process.

Location of Lift Station Improvements



Eagle Hub Stormwater Control Structure





Board Memo – Plans & Specifications Approval

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 28, 2012

Board Date: July 20, 2012

Subject: Approval of Plans and Specifications for Bid Package # K-12-027 – Perimeter Fencing Phase II at Hendricks County Airport, and Authorize the Public Bidding Process

Background

A wildlife fence is being constructed in phases at Hendricks County Airport, Gordon Graham Field to maximize grant funding. Phase I was completed in March 2012 and included installation of a 10-foot security fence along the western, southern and portion of northern boundary. Phase II continues the 10-foot security fence installation along the eastern boundary of the airport starting from the south. Currently, the southeastern boundary has a 4-foot farm field fence which does not adequately deter wildlife, unauthorized personnel or vehicles. In order to enhance the airfield safety and security, this project will remove the existing 4-foot farm field fence and install new 10-foot security fencing along the southeastern boundary of the airport. This will serve as a deterrent to wildlife and also impede unauthorized personnel and vehicle access to the airfield areas.

Phase II is programmed by the Federal Aviation Administration (FAA) and Indiana Department of Transportation (INDOT) for FAA Airport Improvement Program (AIP) grant funding in 2012. Since the construction grant is issued based on bid prices, the Indianapolis Airport Authority (IAA) must receive bids prior to applying for the grant funding. The construction of this project will proceed only after the grant has been obtained.

This project was approved for implementation by the Senior Management Team on March 21, 2012.

Scope

This project is being bid with a base bid and three (3) alternates to maximize the opportunity for grant funding. The project base bid is the installation of new 10-foot fence along the southeastern boundary of the airfield. Bid alternates continue the 10-foot to the north along the eastern boundary of the airport, as shown on the attached exhibit.

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 is anticipated 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 is 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.

This project is being undertaken to improve security and enhance safety and is ninety percent (90%) funded with federal grants. As a result of the grant funding, 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: July 24, 2012 and July 31, 2012
Pre-Bid Meeting: August 3, 2012 1:30 pm Program Office, Conf. Room 1
Bid Opening: August 23, 2012 3:30 pm Program Office, Conf. Room 1

Est. Bid Award: September 21, 2012

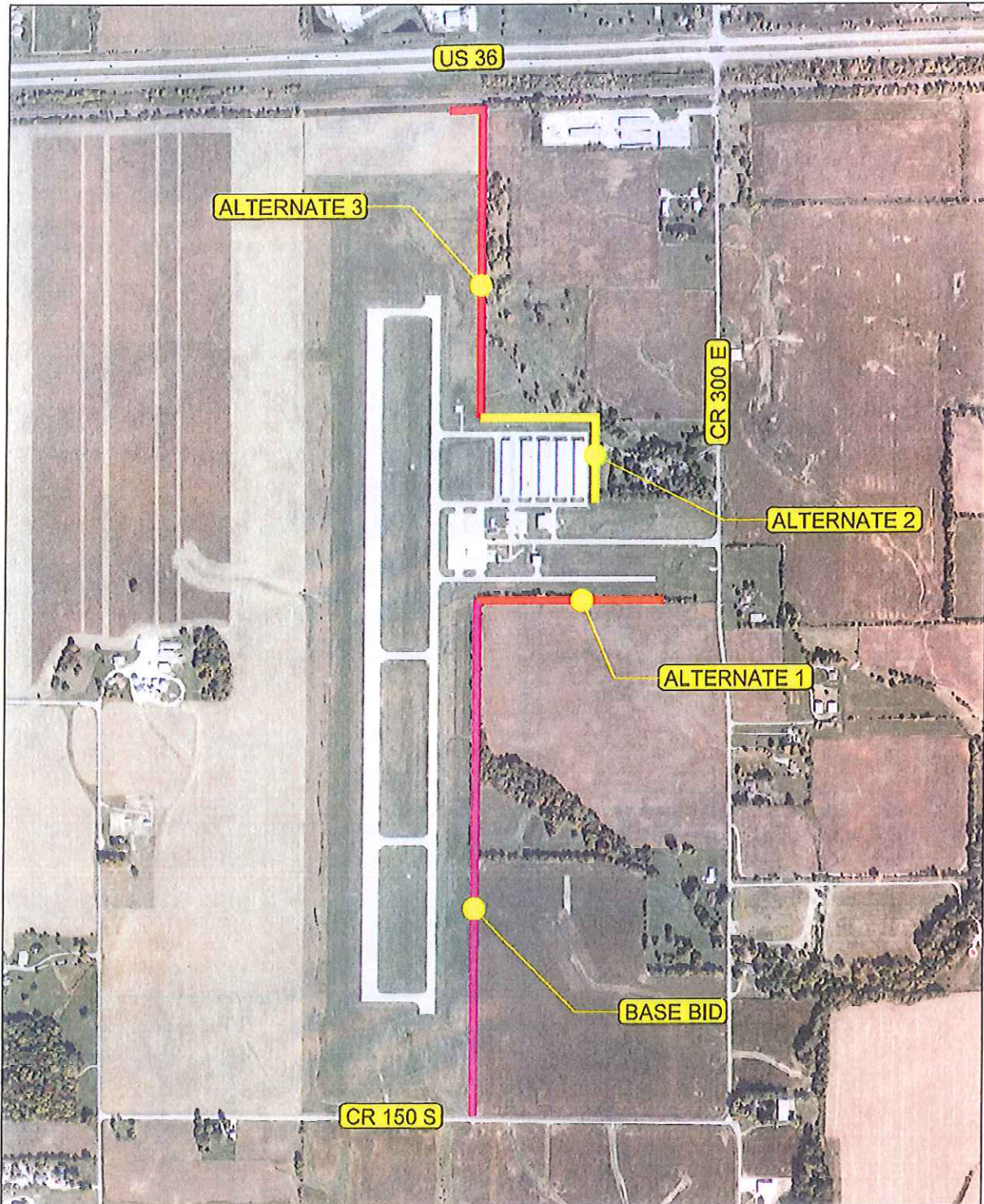
Contract award anticipated September 2012 and the substantial completion date is expected to be December 2012.

Supplier Diversity Participation

The Director of Supplier Diversity established the following participation goals:
DBE 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 # K-12-027 – Perimeter Fencing Phase II at Hendricks County Airport, as prepared by PCS Engineers, Inc. and authorize the public bidding process.



GORDON GRAHAM AIRPORT
WILDLIFE FENCE CONSTRUCTION
7-11-12





Board Memo – Plans & Specifications Approval

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 26, 2012

Board Date: July 20, 2012

Subject: Approval of Plans and Specifications for Bid Package I-12-021– Parking Garage Improvements, and Authorize the Public Bidding Process

Background

The parking garage at the Indianapolis International Airport is one of the largest open garages in the State of Indiana. Construction of the garage was completed prior to the opening of the midfield terminal. Rehabilitation and improvement of garage elements is needed to keep the parking garage in efficient operating condition and reduce water infiltration. The 2012 project is the first of several parking garage improvement projects to keep the garage in efficient operating condition.

This project was approved for implementation by the Senior Management Team on July 2, 2012.

Scope

The rehabilitation in 2012 is anticipated to include concrete repairs, joint seal replacement on the fifth floor, cleaning and inspection of tie plates and rods, emergency generator venting improvements, and stairway improvements for the parking garage 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 and is anticipated to be 100% airport cash.

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

Advertisement of Opportunity to Bid: July 24, 2012 and July 31, 2012
Pre-Bid Meeting: August 8, 2012 11:00 am Building 60, Conference Room 1
Bid Opening: August 23, 2012 3:00 pm Building 60, Conference Room 1

Est. Bid Award: September 21, 2012

Contract award anticipated September 2012 and the substantial completion date is expected to be June 2013.

Supplier Diversity Participation

The Director of Supplier Diversity established the following participation goals:
MBE 18% and WBE 8%

Recommendation

The IAA staff has reviewed the bid documents and recommends that the Board consider for approval Plans and Specifications for Bid Package I-12-021 – Parking Garage Improvements, as prepared by Parsons Brinckerhoff, Inc., and authorize the public bidding process.



Board Memo – Bid Award

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 27, 2012

Board Date: July 20, 2012

Subject: Award of Bid Package No. I-12-018 to E & B Paving, Inc. for Rehabilitate Airport Roads

Background

The Indianapolis Airport Authority (IAA) owns approximately 23 miles of non-airfield roadways. More than 50% were constructed before 1990. During 2011, a pavement evaluation and management plan was prepared for the IAA to use as a tool to effectively cost manage the roadway pavements over the coming years. The pavement management plan identified three (3) priority segments for rehabilitation in 2012 based on existing road conditions, subsurface conditions, and role in system for tenant and emergency access.

On November 17, 2011, this project was initially approved for implementation and on May 14, 2012 the revised scope for 2012 was approved for implementation by the Senior Management Team.

On May 25, 2012, the Board approved plans and specifications for CIP/Project # I-12-018 – Rehabilitate Airport Roads and authorized the public bidding process.

On June 28, 2012, the IAA staff received four (4) bids. The project contained a base bid and three (3) alternate bid items in order to align the work with the available budget if favorable bids were received. With favorable bids, this contract consists of the base bid plus Alternates 1, 2, and 3. The bids received for this combination ranged from \$980,512.00 to \$1,432,400.50.

E & B Paving, Inc. was the lowest responsive and responsible bidder in the amount of \$980,512.00 for the base bid and Alternates 1, 2 and 3.

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 rehabilitation of:

- Pierson Drive between High School Road and Gridley Street;
- Portion of South High School Road from Cargo Drive east to curve;
- Portion of West Perimeter Road;
- Localized rehabilitation of adjacent segments on West Perimeter Road; and
- Paving of emergency connector between South Service Road and Weir Cook Memorial Drive.

Rehabilitation will include improvement of roadway drainage systems, full rehabilitation where required due to base failure, mill and asphalt overlay, and crack repair and sealing.

Budget

This contract is within the overall project budget of \$1,859,000. The total bid plus 3% construction reserve is \$1,009,927.00

<u>Project Budget</u>	
Contract Amount (including 3% reserve)	\$1,009,927
Design & Soft Costs	\$ 390,500
Unforeseen Conditions (12%)	\$ 117,660
Unallocated budget	<u>\$ 340,913</u>
Budget Amount	\$1,859,000

Funding for this project is anticipated to be 100% Airport cash funding.

This project is being undertaken to repair existing infrastructure that is integral to the operation of the airport. A study of the roads condition by a consultant has indicated that repairing, instead of refurbishing, the roads that are part of this project will not extend the asset life, and that delaying refurbishment will result in the refurbishment cost more than doubling within three (3) years. As a result, this project has not been subjected to an internal rate of return calculation.

Schedule

Contract award anticipated July 2012 with a substantial completion date expected to be December 2012.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT		%	
	MBE	WBE	MBE	WBE
Stone & Rhodes Trucking	\$80,000	\$ 0	8.16	0
Slussers Green Thumb Inc.	\$ 0	\$ 1,580.40	0	0.16
Indiana Traffic Services	\$ 0	\$66,859.18	0	6.82
Totals	\$80,000	\$68,439.58	8.16	6.98

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for CIP/Project#I-12-018, Rehabilitate Airport Roads to E & B Paving, Inc. in an amount not-to-exceed \$980,512.00 plus a 3% construction reserve of \$29,415.00 for a total of \$1,009,927.00. E & B Paving, Inc. was the lowest responsive and responsible bidder. MBE 8.16% (Stone & Rhodes Trucking) and WBE 6.98% (Slusser's Green Thumb Inc., Indiana Traffic Services)



Board Memo – Bid Award

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 28, 2012

Board Date: July 20, 2012

Subject: Award of Bid Package No. I-12-020 to Shook Construction Co. for Reconstruction of Hangar #5 (IAA Building #122)

Background

On November 7, 2010, a three-alarm fire broke out in the Comlux Completion USA Hangar #5 (IAA Building #122). The fire was contained to the southeast corner of the building, damaging a two-story office component and some of the open hangar bay. There is smoke, water and firefighting damage throughout the building. Fire source and origin are still under review, but the facility has been released by the IAA's insurance carrier for reconstruction. The Indianapolis Airport Authority (IAA) owns the facility which is leased to Signature Flight Support who sub-leased it to Comlux Completion USA.

Since the fire, IAA has had ongoing coordination with the insurance company to present IAA's claim and come to an agreement on the reconstruction scope including the extent of code upgrades required by the State to be covered by IAA's insurance. After the State Fire Marshal and Commissioner's Office February 2012 variance hearing, the final project scope was established allowing for design of the reconstruction and code upgrades to be completed.

This project was approved for implementation by the Senior Management Team on August 22, 2011. The revised budget (IAA share unchanged as it is the insurance deductible) was presented to the Senior Management Team on April 23, 2012, incorporating the variance findings and required code upgrades.

On May 25, 2012, the Board approved plans and specifications for CIP/Project # I-12-020 – Reconstruction of Hangar #5 (IAA Building #122) and authorized the public bidding process.

On June 28, 2012, the IAA staff received four (4) bids ranging from \$4,239,000.00 to \$5,362,175.00.

Shook Construction Co. was the lowest responsive and responsible bidder in the amount of \$4,239,000.00.

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 Reconstruction of Hangar #5 (IAA Building #122), as described above, in accordance to all state variances.

Budget

This contract is within the overall project budget of \$5,960,000.00. The total bid plus 3% construction reserve is \$4,366,170.00.

Project Budget

Contract Amount (including 3% reserve)	\$4,366,170
Design and Soft Costs	\$ 513,000
Construction Management	\$ 215,547
Previous Construction*	\$ 14,538
Unforeseen Conditions (20%)	<u>\$ 850,745</u>
Total Project Cost	\$5,960,000

*Previous construction includes \$3,238.00 for cleaning services and \$11,000.00 for temporary bracing of the hanger already completed.

The potential for unforeseen conditions is higher on this project due to a greater potential to uncover conditions requiring additional work as the building is reconstructed. Any potential change orders due to unforeseen conditions will be coordinated with the insurance carrier.

Funding for this project is insurance proceeds less the \$100,000.00 insurance deductible which will be paid from Airport cash.

This project is being undertaken to repair an existing facility due to fire that has caused the facility to be unusable. After satisfying the \$100,000.00 deductible, insurance proceeds will be used to cover the remaining cost of the reconstruction. As a result of the health and safety issues related to the fire damaged facility, 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 July 20, 2012 Board Meeting and a substantial completion date expected to be June 2013.

Supplier Diversity Participation

IAA has additional questions relative to the levels of XBE participation on this project and continues work to ensure that all facets of XBE participation have been considered. Additional information on the XBE participation on this project will be provided prior to the board meeting.

FIRM	AMOUNT		%	
	MBE	WBE	MBE	WBE
Totals				

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for Project # I-12-020 – Reconstruction of Hangar #5 (IAA Building #122) to Shook Construction Co. in an amount not-to-exceed \$4,239,000.00 plus a 3% construction reserve of \$127,170.00 for a total of \$4,366,170.00. Shook Construction Co. was the lowest responsive and responsible bidder. MBE ___% (to be determined) and WBE ___% (to be determined)



Board Memo – Bid Award

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 28, 2012

Board Date: July 20, 2012

Subject: Award of Bid Package No. I-12-010 to Thieneman Construction, Inc. for Deicing Control Facilities Improvements 2012

Background

This project is part of the on-going Deicing Control Facilities Improvements to maintain stormwater and deicing control facilities in good working order as required by the Indianapolis Airport Authority's (IAA) National Pollution Discharge Elimination System (NPDES) permit. It consists of two main components, replacement of the Seerley Creek contaminated side liner and replacement of the aerators. There will also be associated repairs to maximize the life of the new liner and aerators.

Seerley Creek Basin is the main detention basin for the FedEx cargo apron runoff and serves to receive stormwater/deicing fluids from the terminal and cargo aprons during winter/deicing season. It is the critical component in IND's stormwater/deicing control system. The Seerley Creek Basin is divided into cells: contaminated, clean and supplemental. The contaminated basin liner was constructed in the late 1990s. Life expectancy is a minimum of ten (10) years with additional usage dependent on use and maintenance. Seerley Creek clean and supplemental basins and Mars Ditch clean basin had replacement liners installed in 2008 to meet federal Spill Prevention Control and Counter-Measure (SPCC) regulations.

The liner in the contaminated side of Seerley Creek Basin was originally scheduled to be replaced in 2009, but has been deferred to 2012 to maximize its useful life. Operational funds are being used for maintenance of the existing liner. At this point, it is a better investment to replace that liner than to continue the repair program. In addition, the three (3) aerators constructed with the original basin in the 1990s have exceeded their life expectancy.

The 2012 project will replace the liner in the Seerley Creek contaminated basin, replace the three (3) original aerators in the basin, and make associated repairs and improvements to maximize the life of the liner and aerators. With routine maintenance, the anticipated useful life of the new liner is 10-12 years, and life expectancy of the new aerators is ten (10) years.

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

On May 25, 2012, the Board approved plans and specifications for CIP/Project # I-12-010 – Deicing Control Facilities Improvements 2012 and authorized the public bidding process.

On June 28, 2012, the IAA staff received one (1) bid. In order to align the work with the project budget and potential grant funding, the project contains a base bid and one alternate bid item of sluice gate installation. This contract consists of the base bid plus Alternate 1. The bid received for this combination was \$1,333,061.00, \$482,252.00 less than the engineer's estimate.

Thieneman Construction, Inc. was the lowest responsive and responsible bidder in the amount of \$1,333,061.00 for the base plus Alternate 1.

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

The scope of work provides for the replacement of liner for the mixing area and contaminated section of Seerley Creek basin, replacement of three (3) aerators, installation of sluice gates, and associated repairs to maximize the life of the liner and aerators. The project location is shown on the attached exhibit.

Budget

This project is included in the approved budget for the 2012 Capital Improvement Program. This contract is within the overall project budget of \$2,059,000.00. The total bid plus 3% construction reserve is \$1,373,053.00.

Project Budget

Contract Amount (including 3% reserve)	\$1,373,053
Design & Soft Costs	\$ 319,000
Unforeseen Conditions (12%)	\$ 160,687
Unallocated Budget	<u>\$ 206,260</u>
Budget Amount	\$2,059,000

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

This project was originally budgeted as 100% Airport cash funded; however, the IAA is actively seeking Federal Aviation Association (FAA) Airport Improvement Program (AIP) grant funding for this project. Should the funding be obtained, it could be funded up to 75% of the construction cost. The FAA has indicated that funding could be available soon; however, it may be as late as August before funding is allocated. There is no guarantee that the IAA will obtain FAA funds for this project.

Schedule

Contract award anticipated July 2012 with a substantial completion date expected to be December 2012.

Supplier Diversity Participation

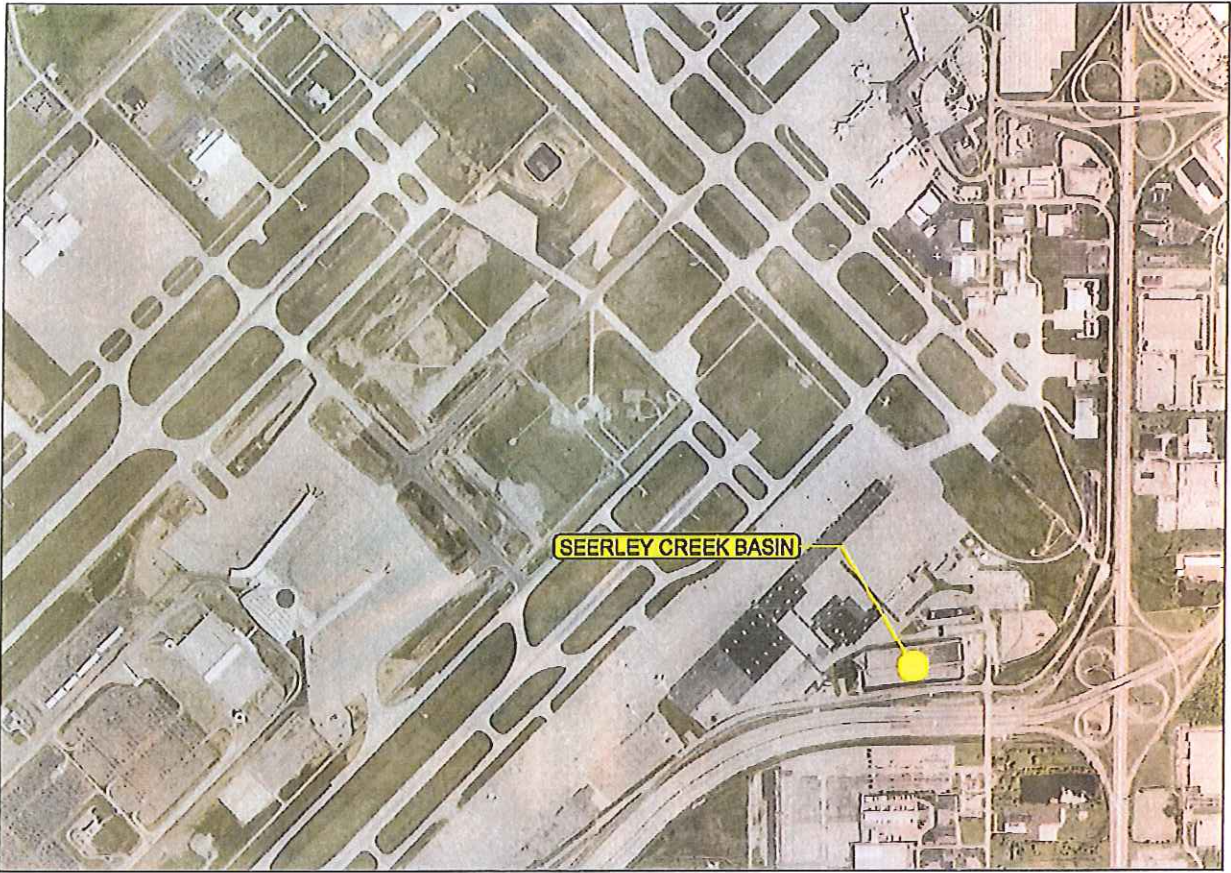
The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT			%		
	DBE	MBE	WBE	DBE	MBE	WBE
Tri-Ax, Inc.	\$67,000	\$ 0	\$ 67,000	5.03	0	5.03
Heartland Ready Mix	\$ 0	\$ 5,600	\$ 0	0	0.42	0
Thompson Distribution	\$ 0	\$88,600	\$ 0	0	6.65	0
Goldman Electric	\$ 0	\$ 0	\$ 58,378	0	0	4.38
Totals	\$67,000	\$94,200	\$125,378	5.03	7.07	9.41

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for Project # I-12-010, Deicing Control Facilities Improvements 2012, to Thieneman Construction, Inc. in an amount not-to-exceed \$1,333,061.00 plus a 3% construction reserve of \$39,992.00 for a total of \$1,373,053.00. Thieneman Construction, Inc. was the lowest responsive and responsible bidder. DBE 5.03% (Tri-Ax, Inc.), MBE 7.07% (Heartland Ready Mix, Thompson Distribution), and WBE 9.41% (Tri-Ax, Inc., Goldman Electric)

Location Map and Liner Photo





Board Memo – Bid Award

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 28, 2012

Board Date: July 20, 2012

Subject: Award of Bid Package No. I-12-024 to Jack Laurie Floors, LLC for Replacement of Passenger Boarding Bridges Flooring

Background

The Indianapolis International Airport has forty (40) passenger boarding bridges (PBB) at the Weir Cook Memorial Terminal. Twenty-four (24) of these PBB are leased gates and used on a regular basis. The PBB were installed as part of the midfield project through the public bidding process.

The PBB floors are covered with carpet that was installed directly to the sub-surface floor. Being installed directly to the sub-surface floor opens the carpet to the harsh temperature extremes of the ramp, freezing adhesive and carpet during the winter and overheating adhesive during the summer. This has led to the carpet not being able to be properly cleaned during freezing temperatures resulting in fraying and staining. Also, the airline employees use the PBB as access to the ramp, tracking in dirt and chemicals increasing the need to clean the carpet. This project is to replace the existing carpet on the PBB floor with an easier to maintain material.

This project was approved for implementation by the Senior Management Team on March 22, 2012.

On May 25, 2012, the Board approved plans and specifications for CIP/Project # I-12-024 – Replacement of Passenger Boarding Bridges Flooring and authorized the public bidding process.

On June 28, 2012, the IAA staff received five (5) bids ranging from \$101,786.25 to \$227,235.00 for the base bid of twenty-four (24) PBB. Add alternates of \$4,270.00 to \$9,100.00 per each additional 135-foot bridge and \$4,522.00 to \$9,400.00 per each additional 142-foot bridge were also received.

Jack Laurie Floors, LLC was the lowest responsive and responsible bidder in the amount \$101,786.25 for the base bid of twenty-four (24) PBB. Favorable bids were received

such that all forty (40) PBB can be completed within the project budget. The contract amount for the twenty-four (24) PBB base bid and ten (10) additional 135-foot bridges and six (6) additional 142-foot bridges is \$171,618.25.

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

The scope of work provides for replacement of passenger boarding bridges floor covering on forty (40) PBB.

Budget

This contract is within the overall project budget of \$203,280. The total base, add alternate PBB and 3% construction reserve is \$176,766.80.

Project Budget

Contract Amount (including 3% reserve)	\$176,766.80
Design & Soft Costs	\$ 24,000.00
Unallocated Funds	<u>\$ 2,513.20</u>
Budget Amount	\$203,280.00

The funding for this project is within the approved budget for the 2012 Capital Improvement Program. This project is funded with 100% Airport cash.

The internal rate of return for this project is 4.62% which is below the hurdle rate policy threshold of 12.50%. However, this project is being undertaken primarily as a customer service initiative at the request of the Authority's airline partners and is expected to provide a better airport experience for passengers using the boarding bridges.

Schedule

Contract award anticipated July 2012 with a substantial completion date expected to be October 2012.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT		%	
	MBE	WBE	MBE	WBE
BAR Flooring	\$30,890	\$ 0	18.00	0.00
LJM Commercial Base LLC	\$ 0	\$13,730	0.00	8.00
Totals	\$30,890	\$13,730	18.00	8.00

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for Project # I-12-024 – Replacement of Passenger Boarding Bridges (PBB) Flooring to Jack Laurie Floors, LLC in an amount not-to-exceed \$171,618.25 plus a 3% construction reserve of \$5,148.55 for a total of \$176,766.80. Jack Laurie Floors, LLC was the lowest responsive and responsible bidder. MBE 18% (BAR Flooring) and WBE 8% (LJM Commercial Base LLC)



Board Memo – Bid Award

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 28, 2012

Board Date: July 20, 2012

Subject: Award of Bid Package No. M-12-032 to E & B Paving, Inc. for Rehabilitate T-Hangar Taxilanes Phase I – Indianapolis Metropolitan Airport

Background

The T-hangar taxilanes provide access to the T-hangars and connect the T-hangars to the taxiway for access to the airfield at Metropolitan Airport. The T-hangars are a revenue producing asset for the Indianapolis Airport Authority (IAA). The taxilanes were originally constructed utilizing asphalt material in the early 1990's with a life expectancy of 15 to 20 years. The T-hangar taxilanes are at the end of their expected useful life. To maintain the T-hangar taxilanes in sufficient operating condition, rehabilitation is required.

This project was approved for implementation by the Senior Management Team on January 26, 2010. Design was completed for the project but construction was put on hold due to unavailability of federal grant funding at the time. This project has been programmed for Federal Aviation Administration (FAA) grant funding for 2012. The project was reapproved for implementation by the Senior Management Team on April 23, 2012.

On May 25, 2012, the Board approved plans and specifications for CIP/Project # M-12-03 – Rehabilitate T-Hangar Taxilanes Phase I at Indianapolis Metropolitan Airport and authorized the public bidding process.

On June 28, 2012, the IAA staff received four (4) bids. The project contained a base bid and two (2) alternate bid items in order to align the work with potential grant funding. With favorable bids, this contract consists of the base bid item plus Alternates 1 and 2. The bids received for this combination ranged from \$246,595.00 to \$504,289.00.

E & B Paving, Inc. was the lowest responsive and responsible bidder in the amount of \$246,595.00.

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

The scope of work for this project provides for the rehabilitation of all six (6) existing asphalt pavement T-hangar taxilanes for the southern set of T-hangars (400 Series) at Indianapolis Metropolitan Airport (see attached exhibit). It includes asphalt milling, asphalt crack repair, asphalt paving, and pavement marking.

Budget

This contract is within the overall project budget of \$589,429.00. The total bid plus 3% construction reserve is \$253,993.00. With total project costs of \$382,023.00, this leaves \$207,406.00 in unallocated budget funds which is not anticipated to be utilized.

Project Budget

Contract Amount (including 3% reserve)	\$253,993
Design & Soft Costs	\$ 98,800
Unforeseen Conditions (12%)	<u>\$ 29,230</u>
Total Project Costs	\$382,023

The funding for this project is within the approved budget for the 2012 Capital Improvement Program. The funding for this project will 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 Indiana Department of Transportation (INDOT) Office of Aviation. 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.

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

Contract award anticipated July 2012 with a substantial completion date expected to be November 2012.

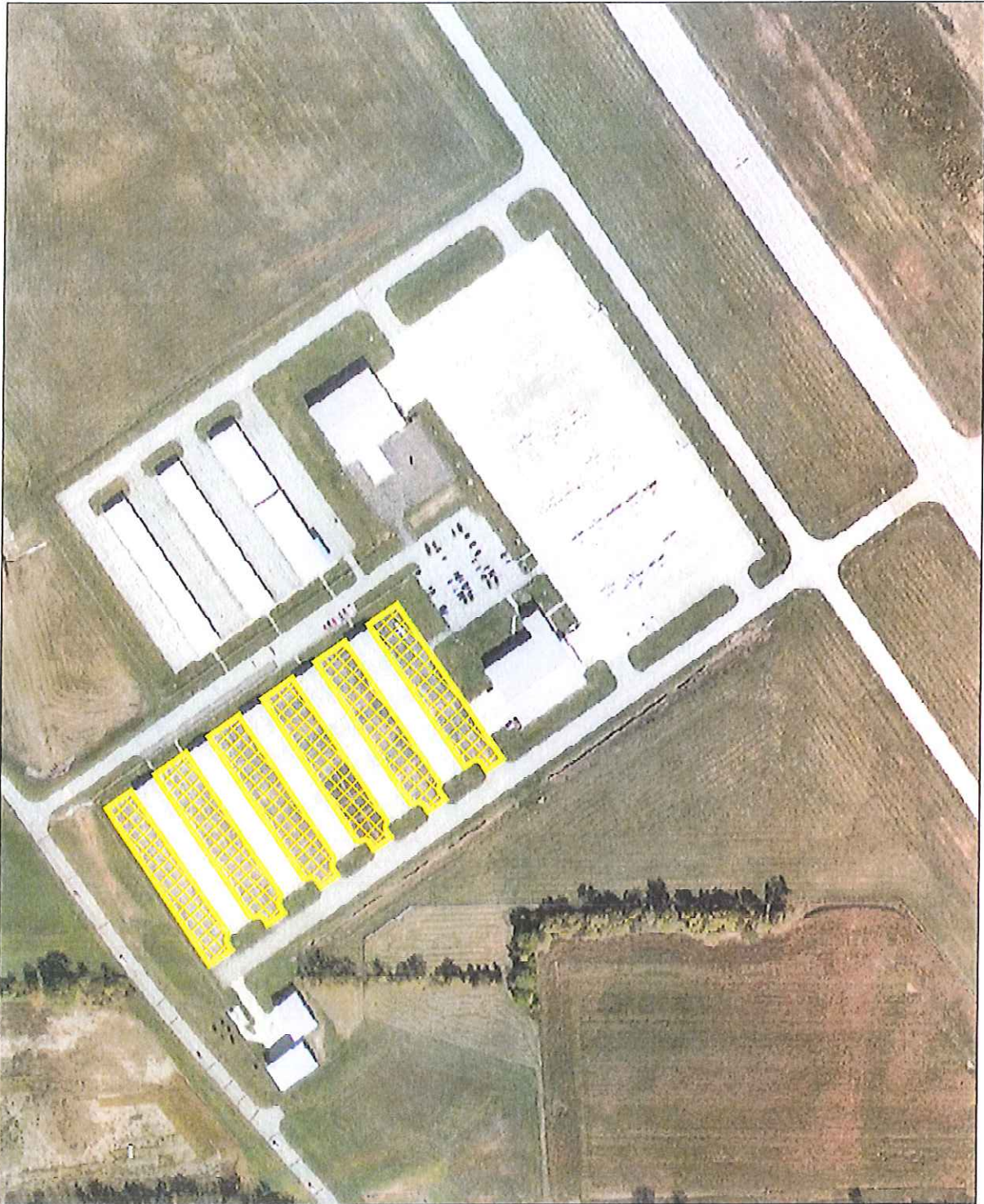
Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT			%		
	DBE	MBE	WBE	DBE	MBE	WBE
Indiana Sign & Barricade	\$ 0	\$ 0	\$8,490	0	0	3.44
Stone & Rhodes Trucking	\$18,500	\$18,500	\$ 0	7.50	7.50	0
Totals	\$18,500	\$18,500	\$8,490	7.50	7.50	3.44

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for Project # M-12-032, Rehabilitate T-Hangar Taxilanes Phase I at Indianapolis Metropolitan Airport, to E & B Paving, Inc. in an amount not-to-exceed \$246,595.00 plus a 3% construction reserve of \$7,398.00 for a total of \$253,993.00. E & B Paving, Inc. was the lowest responsive and responsible bidder. DBE 7.50% (Stone & Rhodes Trucking), MBE 7.50% (Stone & Rhodes Trucking), and WBE 3.44% (Indiana Sign & Barricade)



INDIANAPOLIS METROPOLITAN AIRPORT
REHABILITATE T-HANGAR TAXILANES
PHASE 1





Board Memo – Change Order

To: IAA Board of Directors

From: Robert A. Duncan, Interim Executive Director

Date: June 28, 2012

Board Date: July 20, 2012

Subject: Final and Balancing Change Order with Stanley Convergent Security Solutions, Inc. (Stanley) for Project # I-11-004, Access Control System Consolidation

Background

The Access Control System (ACS) Consolidation Project migrated the Indianapolis Airport Authority's (IAA) multiple access control systems into one (1) system that secured buildings, doors, perimeter gates and security cameras. The systems installed on the east side of the Indianapolis International Airport (IND) airfield have been replaced in this project with the system installed as part of the Midfield Terminal Program so that the IAA can utilize a single identification media/badge. Management of one (1) consolidated system is more efficient to operate with fewer work stations and parts to maintain.

The budget for the ACS Consolidation project has been increased twice with Senior Management Team approval, most recently on September 26, 2011, based on the availability of additional grant funding allowing for full migration of the ACS to be completed in this project. The current total project budget is \$724,736.00.

The Board approved the contract for the base bid plus 3% construction reserve on September 16, 2011. The Board approved Change Order No. 1 on October 21, 2011 for Bid Alternate 1 after additional Federal Aviation Administration (FAA) grant funding became available, allowing for full migration of the ASC with this project. Change Order No. 2 was approved to meet the additional U.S. Customs and Border Protection (U.S. Customs) requirements after the requirements were fully identified by U.S. Customs. This occurred after the initial contract was awarded but had been included in the increased project budget. This change order, Change Order No. 3 is the final and balancing change order.

Change Order Summary

Contract changes fall under one (1) of three (3) categories: Errors/Omissions, Unforeseen Circumstances, or additional Owner requested scope. Typically, the cost of an error is paid by the designer since this requires redo of work that has been completed. Omissions are items that are corrected before work is done on that item and the designers are typically charged up to 15% of the cost of that item since the item has to be negotiated with the contractor. Unforeseen circumstances are items that could not have been anticipated by the designer and are not charged against the designer.

This Final and Balancing Change Order revises the contract by \$6,008.98 for:

- Modify connectors between new camera and IAA ACS (Unforeseen circumstances): \$2,642.41
- Raise camera on Firehouse #2 to expand view (Owner requested scope): \$2,722.00
- Two (2) additional data and phone jacks with power (Owner requested scope to meet U.S. Customs requirements): \$3,917.57
- Reduced security costs due to badged subcontractor (Unused bid quantity):
– \$3,273.00 (reduction)

Revised Construction Contract Amount

Original Construction Contract Amount	\$462,264.00
Previous Change Orders	\$108,961.86 (23.6% of Contract)
Current Change Order	<u>\$ 6,008.98</u> (1.3% of Contract)
New Construction Contract Total	\$577,234.84

Project Budget

Design & Soft Costs	\$118,120.00
Construction Contract Amount	\$577,234.98
Unused Allocation	<u>\$ 29,381.02</u>
Estimated Total Project Cost	\$724,736.00

The revised contract with the Change Order's included is within the approved project budget of \$724,736.00.

Schedule

Nine (9) additional calendar days have been granted for the Change Order No. 3. The cost for the additional days is included in this final and balancing change order.

Supplier Diversity Participation

If the change order is approved by the Board, the XBE participation on this project will be affected in the following way:

FIRM	CLASSIFICATION	ORIGINAL PLUS CO NO. 1& 2 AMOUNT	ORIGINAL PLUS CO NO. 1&2 %	AFTER CO NO. 3 AMOUNT	AFTER CO NO. 3%
First Electrical	MBE	\$ 7,770	1.36%	\$ 7,770	1.35%
Protection Plus	WBE	\$ 11,000	1.93%	\$ 6,727	1.17%
Totals	MBE	\$ 7,770	1.36%	\$7,770	1.35%
	WBE	\$11,000	1.93%	\$6,727	1.17%

Recommendation

The IAA staff has reviewed the Change Order and recommends that the Board consider for approval Change Order No. 3 with Stanley Convergent Security Solutions, Inc. for Project #I-11-004, Access Control System Consolidation, in an amount not-to-exceed Six Thousand Eight Dollars and Ninety-Eight Cents (\$6,008.98). MBE 1.35% (First Electric) and WBE 1.17% (Protection Plus)