



Indianapolis Airport Authority

Indianapolis Airport Authority
Public/Open Session Discussion
August 17, 2012
7:45 a.m. – 8:30 a.m.

- I. Airline Rates and Charges Meeting Update – *Marsha Stone*
- II. Airport Impact Tax Study Update – *Jerry Wise*
- III. IMC – *Jerry Wise*
- IV. Bond Refinancing – *Jerry Wise*
- V. IAA Photo Board – *Kelly Flynn*
- VI. Communications Update – *Carlo Bertolini*
- VII. Other (time permitting)



Agenda
Indianapolis Airport Authority
August 17, 2012
8:30 AM

- I. Call to Order
- II. Approval of Minutes of the Pre-Board and Regular Meeting of July 20, 2012
- III. Ordinances, Resolutions and Public Hearings
 - a) Consider for approval [General Ordinance No. 2-2012](#) concerning the 2013 Indianapolis Airport Authority Budget.
 - b) Consider for approval [Resolution No. 8-2012](#) concerning the sponsorship of an ASF Service Area Expansion through a Minor Boundary Modification Application to include Union and Vermillion Counties.
 - c) Consider for approval [Resolution No. 9-2012](#) concerning the execution of the FTZ Operator Agreement and support the ASF Minor Boundary Modification through a Resolution.
 - d) Consider for approval [Resolution No. 10-2012](#) concerning the execution a FTZ Operator Agreement and support an ASF Minor Boundary Modification through a Resolution.
- IV. Board Reports
 - a) President's Report
- V. Official Actions
 - a) Consider for approval the individual items listed on the IAA General Agenda dated August 17, 2012.
- VI. Staff Reports
 - a) Executive Director Report – *Bob Duncan*
 - b) Financial Report – *Marsha Stone*
- VII. Other Reports/Update
- VIII. Board Communications
 - a) *Next Meeting: Friday, September 21, 2012 @ 8:30 a.m.*
- IX. Adjourn

MONTH/YEAR	OTHER PARTY	TYPE OF DOCUMENT	TERM (YEARS)	REVENUE	INITIALS	COMMENTS
Jun-12	BKD, LLP	Prof. Service Contract	2 months	N/A	R. Duncan	For tax impact study
Jun-12	Carmacho Janitorial Supply & Service, Inc.	Renewal of QPA Contract	Unchanged	N/A	R. Duncan	For purchase of cleaning supplies
Jun-12	Host International, Inc.	Amendment, Ser. Contract	Unchanged	N/A	R. Duncan	Amendment changes services provided
Jun-12	Host International, Inc. (operating as facetime)	Amendment 4 to Agreement	Unchanged	N/A	R. Duncan	Removes certain support space from the Agreement
Jun-12	GTE Moblinet of Indiana Limited Partnership d/b/a Verizon Wireless	Amendment 2 to Airport Permit	Unchanged	\$110,000	R. Duncan	Corrects term date and provides for payment to IAA w/1 30 days
Jun-12	Dix Aviation LLC	T-Hanger Lease (Indy Regional)	1 year	\$3,020.00	R. Duncan	Lease agreement
Jun-12	Harris and Ford LLC	T-Hanger Lease (Metro Airport)	1 year	\$3,020.00	R. Duncan	Lease agreement
Jun-12	Jason Greeson	T-Hanger Lease (Eagle Creek)	1 year	\$3,020.00	R. Duncan	Lease agreement
Jun-12	The Hertz Corporation	Consent to Assignment/ Assumption of Lease	Unchanged	\$74,380.00	R. Duncan	For new Comlux hanger
Jun-12	Federal Express Corporation	Letter of Agreement	1 year	N/A	R. Duncan	For Building #7 improvements

Jun-12	Harmon Construction, Inc.	Construction Contract	1 year	N/A	R. Duncan	For rebuilding of Hanger #5; \$12,940
Jun-12	Comlux Realty, LLC	Grant of Easement		N/A	R. Duncan	Easement for new Hanger construction
Jun-12	Commerical Sewer Cleaning Co., Inc.	Contract Renewal #3	1 year	N/A	R. Duncan	For grease trap cleaning; \$24,000
Jun-12	AAA Auction Services	Contract for Services	3 months	N/A	R. Duncan	For auctioneer services; fees will be paid from sales
Jun-12	PCS Engineers, Inc.	Contract for Construction	1 year	N/A	R. Duncan	For wildlife fence at Hendricks County
Jun-12	RLR Associates, Inc.	Design Request	2 months	N/A	R. Duncan	For design and installation of display; \$15,200
Jun-12	Keramida, Inc.	Contract for Professional Services	1 year	N/A	R. Duncan	For environmental remediation services, airport hydrant system; \$97,415
Jun-12	SBC Global Services, Inc.	Service Agreement	36 months	N/A	R. Duncan	For existing AOC radio circuit service; \$252
Jun-12	Jett Electrical & Mechanical LLC	Construction Contract	2 months	N/A	R. Duncan	For GTC HVAC mech. Modifications; \$39,984.80
Jun-12	Todd Frahm-Artist	Extension of Art Exhibit	2 year renewal	N/A	R. Duncan	2 year renewal; \$3,500 per year
Jun-12	Ross & Baruzzini, Inc.	Contract Amendment #2	2 months	N/A	R. Duncan	For access control system modification; \$12,168
Jun-12	Durham Engineering, Inc.	Contract Amendment	2 months	N/A	R. Duncan	Time only extension
Jun-12	Harmon Construction, Inc.	Contract Amendment	3 months	N/A	R. Duncan	Time only extension

Jun-12	Bachman Aviation, Inc.	T-Hanger Lease (Metro)	Month to Month	\$3,020.00	R. Duncan	Lease agreement
Jun-12	E&L Enterprises, Inc.	T-Hanger Lease (Metro)	Month to Month	\$3,020.00	R. Duncan	Lease agreement
Jun-12	KMC Aviation Leasing, LLC	T-Hanger Lease (Metro)	1 year	\$5,828.00	R. Duncan	Lease agreement
Jun-12	Gregg Jackson	T-Hanger Lease (Hendricks)	1 year	\$3,020.00	R. Duncan	Lease agreement
Jun-12	Chungso Cleaning, LLC	Airport Janitorial Service Permit	2 years	\$7,200.00	R. Duncan	For janitorial services for GSO leased area
Jun-12	Chungso Cleaning, LLC	Amendment, Office Lease	1 year	\$6,171.00	R. Duncan	Lease agreement
Jun-12	PortfolioFirst Parking Solutions	Contract for Professional Services	4 months	\$79,900.00	R. Duncan	For airport parking project
Jun-12	Woolpert, Inc.	Contract Amendment #1	9 months	N/A	R. Duncan	Phase I rehab (Metro); \$11,860
Jun-12	Carpenter Bus Sales, Inc.	Rental Lease & Addendum	6 months	N/A	R. Duncan	For lease of new shuttle buses; base of \$22,800

MINUTES
Board of Directors Meeting
Indianapolis Airport Authority

The Regular Meeting of the Indianapolis Airport Authority Board was called to order at 8:46 a.m., July 20, 2012, in the Airport's Board Room at the Indianapolis International Airport.

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

Michael W. Wells, President
Kelly J. Flynn, Vice-President
Alfred Bennett, Secretary
Jean Wojtowicz, Member
Alex M. Azar II, Member
Jack Morton, Member
Karen Caswelch, Member
David Lewis Sr., Member
Lynn Gordon, Advisory Member

Rex Joseph, IAA Board Counsel

IAA executive staff attending:

Robert Duncan, Executive Director
Mike Medvescek, Sr. Director of Operations
Marsha Stone, Sr. Director of Finance
Joseph R. Heerens, General Counsel
Jamie Leap, Sr. Administrative Assistant/Recording Secretary

APPROVAL OF MINUTES

Upon a motion by Mr. Flynn, seconded by Mr. Lewis and unanimously passed, approval was given to the Minutes of both the Pre-Board and Regular Meetings of June 15, 2012.

ORDINANCES, RESOLUTIONS AND PUBLIC HEARINGS

Relating to General Ordinance No. 2-2012, Sr. Director of Finance Marsha Stone provided a brief report on the Indianapolis Airport Authority's 2013 Budget (the "2013 Budget"). Ms. Stone explained the budget approval process, and further explained the current status of the 2013 Budget. She also reported on capital projects planned for 2013.

President Wells next opened the public hearing on General Ordinance No. 2-2012 concerning the 2013 Budget. There being no comments, President Wells then closed the public hearing and announced that the final hearing on this ordinance would be held on August 17, 2012.

President Wells next opened the public hearing on General Ordinance No. 3-2012 concerning updates and revisions to the Indianapolis Airport Authority's Traffic Ordinance ("Traffic Ordinance"). There being no comments, President Wells then closed the public hearing and called for a motion. Upon a motion by Mr. Flynn, seconded by Ms. Wojtowicz and unanimously passed, the Traffic Ordinance was approved and adopted.

President Wells next described Resolution No. 6-2012 regarding a lease agreement with Schenker, Inc., for the continued leasing of warehouse space at the IMC facility. Upon a motion by Ms. Wojtowicz, seconded by Mr. Flynn and unanimously passed, approval was given to Resolution No. 6-2012.

President Wells next described Resolution No. 7-2012 regarding an FAA Deed of Release for the new solar farm to be constructed at the Airport. Upon a motion by Mr. Morton, seconded by Mr. Azar and unanimously passed, approval was given to Resolution No. 7-2012.

BOARD REPORTS

President's Report

President Wells provided a brief report, indicating that was pleased with all the progress being made at the IAA in recent months, including the 2013 Budget. He then deferred to Vice President Flynn, who announced that the Board had selected Robert Duncan to serve as the IAA's Executive Director.

Secretary's Report

Secretary Alfred Bennett next described BP2012-07-1 concerning the election of Mr. Stephen Dutton and Dr. Meredith Carter to serve on the Foreign Trade Zone's Board of Directors for an additional term of two years and three years, respectively. Upon a motion by Mr. Flynn, seconded by Ms. Caswelch and unanimously passed, approval was given to BP2012-07-1.

OFFICIAL ACTIONS

INTRODUCTION AND APPROVAL OF THE INDIANAPOLIS AIRPORT AUTHORITY'S GENERAL AGENDA, DATED July 20, 2012: President Wells introduced and then verbally described each of the individual items listed on the General Agenda. Specifically, President Wells asked for separate motions of approval, as follows:

BP2012-07-2. Upon a motion by Mr. Morton, seconded by Mr. Lewis and unanimously passed, approval was given to BP2012-07-2.

BP2012-07-3. Upon a motion by Mr. Lewis, seconded by Mr. Morton and unanimously passed, approval was given to BP2012-07-3.

BP2012-07-4. Upon a motion by Mr. Morton, seconded by Mr. Bennett and unanimously passed, approval was given to BP2012-07-4.

BP2012-07-5. Upon a motion by Mr. Lewis, seconded by Mr. Flynn and unanimously passed, approval was given to BP2012-07-5.

BP2012-07-6. Upon a motion by Ms. Caswelch, seconded by Mr. Bennett and unanimously passed, approval was given to BP2012-07-6.

BP2012-07-7. Upon a motion by Mr. Azar, seconded by Mr. Flynn and unanimously passed, approval was given to BP2012-07-7.

BP2012-07-8. Upon a motion by Mr. Bennett, seconded by Mr. Flynn and unanimously passed, approval was given BP2012-07-8.

BP2012-07-9. Upon a motion by Mr. Azar, seconded by Mr. Flynn and unanimously passed, approval was given to BP2012-07-9.

BP2012-07-10. Upon a motion by Ms. Caswelch, seconded by Mr. Flynn and unanimously passed, approval was given to BP2012-07-10.

BP2012-07-11. Upon a motion by Mr. Bennett, seconded by Mr. Azar and unanimously passed, approval was given to BP2012-07-11.

BP2012-07-12. Upon a motion by Mr. Lewis, seconded by Mr. Morton and unanimously passed, approval was given to BP2012-07-12.

BP2012-07-13. Upon a motion by Mr. Flynn, seconded by Mr. Azar and unanimously passed, approval was given to BP2012-07-13.

BP2012-07-14. Upon a motion by Mr. Bennett, seconded by Mr. Flynn and unanimously passed, approval was given to BP2012-07-14.

STAFF REPORTS

Executive Director Report

Executive Director Bob Duncan provided a brief report. He indicated that the IAA had received positive comments about the Indianapolis International Airport and IAA personnel from a flight crew who had an emergency landing at IND. Mr. Duncan also announced that the IAA's new Community Service Policy for its full-time employees went into effect on July 15, 2012. He also reported on the successful annual review of the Airport Emergency Plan which occurred on July 16, 2012.

Financial Report

Ms. Marsha Stone, Sr. Director of Finance, provided a brief financial report.

Supplier Diversity Report

Mr. Corey Wilson, Director of Supplier Diversity, provided a brief report on the IAA's Supplier Diversity Program.

ADJOURNMENT

President Wells announced that the next IAA board meeting is scheduled for August 17, 2012.

There being no further business, the meeting was adjourned at 9:33 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: July 25, 2012
Board Date: August 17, 2012
Subject: 2013 Budget General Ordinance 2-2012

Attached is the 2013 Budget Ordinance 2-2012 as approved and recommended by the Finance and Audit Committee. The Budget Ordinance when adopted establishes the maximum appropriation (expenditure) levels for 2013.

The budget process requires an Introduction (completed June 15, 2012), an Initial Hearing and presentation (completed July 20, 2012), and the Final Hearing and adoption of the budget before August 31, 2012. The Board will be asked to adopt or reject the 2013 Budget Ordinance during the August 17, 2012 meeting.

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 vote on the budget on October 15, 2012.

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	\$ 194,495,383
Capital Improvement Funds on Hand	52,871,487
Airport Revenues	177,812,435
Federal and State Grants	17,169,897
Transfers	5,263,200
Interest/Federal Payments/Other	10,241,114
Financing	<u>0</u>
	\$ 457,853,516

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

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

Re: Resolution 8-2012

Board Memo – Expansion of Foreign Trade Zone #72’s ASF Service Area

To: IAA Board of Directors
From: Robert A. Duncan, Executive Director
Date: July 31, 2012
Board Date: August 17, 2012
Subject: Expansion of FTZ #72’s Alternate Site Framework Service Area

Background

The Authority is the Foreign Trade Zone (FTZ) #72 and is the “Grantee” representing central Indiana communities. In 1980, a separate company, the Greater Indianapolis Foreign Trade Zone, Inc. (GIFTZ), a not-for-profit 501C (6), was created to administer the FTZ program.

IAA’s initial Alternate Site Framework (ASF) Application was approved on March 3, 2011 by the FTZ Board, Washington, D.C. encompassing 39 central Indiana counties. Since that time, to date, 39 of 41 counties have been approved for ASF sponsorship. Union and Vermillion Counties have reviewed their participation and have now submitted concurrence letters, from their County Commissioners, requesting ASF sponsorship by FTZ #72.

The GIFTZ Board reviewed Union and Vermillion Counties request for ASF inclusion in FTZ #72’s Service Area on July 24, 2012, and approved endorsement to the Grantee. With this approval, all 39 counties within the GIFTZ service area will now be in the ASF program.

Scope

The GIFTZ Board and IAA Staff requests the IAA Board approve through Resolution an Application to Expand FTZ #72’s ASF Service Area to include Union and Vermillion Counties, through a Minor Boundary Modification Application.

Schedule

August 17, 2012: Execute a Resolution for an ASF Minor Boundary Modification Application to add Union & Vermillion Counties into FTZ #72’s Service Area.

Revenue and/or Operating Cost Implications

Revenue: None.

Operating Costs: GIFTZ has retained a consultant to create and file an application to expand FTZ #72's ASF Service Area through a Minor Boundary Modification Application with the U.S. Foreign Trade Zones Board. The GIFTZ consultant cost is \$2,500. The GIFTZ has no ongoing costs associated with the designation.

Supplier Diversity Participation

Not applicable.

Recommendation

The GIFTZ Board and IAA Staff recommends the IAA Board consider for approval sponsoring an ASF Service Area Expansion through a Minor Boundary Modification Application to include Union and Vermillion Counties.

RESOLUTION NO. 8-2012
GRANTEE RESOLUTION FOR A MINOR BOUNDARY MODIFICATION
FOREIGN TRADE ZONE # 72

WHEREAS, the Indianapolis Airport Authority, as Grantee, deems it desirable to make Application for Expansion of the ASF Service Area of Foreign Trade Zone #72, through a Minor Boundary Modification, to the Foreign Trade Zones Board on behalf of Union and Vermillion Counties to create new services and economic opportunities for the counties;

NOW, THEREFORE, BE IT RESOLVED, that the Indianapolis Airport Authority does hereby ratify and approve the Application for Expansion of the ASF Service Area of Foreign Trade Zone # 72, through a Minor Boundary Modification, as submitted to this Grantee; and

FURTHER RESOLVED, that the President of the Indianapolis Airport Authority be, and hereby is, authorized and directed on behalf of the Grantee, Indianapolis Airport Authority, to do and perform all acts and to execute and deliver all instruments and documents necessary or convenient for the submission of the Minor Boundary Modification application on behalf of Union and Vermillion Counties to the Executive Secretary of the Foreign Trade Zones Board, Department of Commerce, Washington, D.C. and take such further action as deemed appropriate incident to securing the approval by the Foreign Trade Zones Board with respect to said Minor Boundary Modification Application.

APPROVED this 17th day of August, 2012, at the regularly convened meeting of the Indianapolis Airport Authority.

INDIANAPOLIS AIRPORT AUTHORITY

By _____
Michael W. Wells, President

By _____
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 of the Resolution adopted by the Indianapolis Airport Authority Board on the 17th day of August, 2012.

Alfred R. Bennett
Secretary, IAA



Indianapolis Airport Authority

Re: Resolution 9-2012

Board Memo – SMC FTZ Operator Agreement and an ASF Minor Boundary Modification Resolution

To: IAA Board of Directors

From: Robert A. Duncan, Executive Director

Date: July 31, 2012

Board Date: August 17, 2012

Subject: FTZ Operator Agreement and Alternate Site Framework (ASF) Minor Boundary Modification Resolution

Background

The Authority is the Foreign Trade Zone (FTZ) #72 and is the “Grantee” representing central Indiana communities. In 1980, a separate company, the Greater Indianapolis Foreign Trade Zone, Inc. (GIFTZ), a not-for-profit 501C (6), was created to administer the FTZ program.

SMC Corporation of America (SMC) manufactures and distributes a broad range of pneumatic and electric automation equipment for various industries worldwide.

SMC was granted subzone status on January 18, 2000 and used its FTZ subzone status for numerous years, until the company relocated from its original Indianapolis site (311 North Franklin Road) to a new Noblesville facility in 2008 to accommodate its growing space needs. At that time, SMC employed 458 employees in its 627,500 square foot building; however FTZ Subzone status was in a “mothball state”.

SMC is now requesting ASF FTZ sponsorship for its facility located at: 10100 SMC Boulevard, Noblesville, Indiana 46060. The facility is 900,000 sq. ft. and employs 667 full time employees with a total payroll in excess of \$32.5 million. In March 2012, the announcement to add an additional 600,000 square feet was issued. As part of this expansion, SMC announced it would add an additional 163 new jobs by 2017 with an average annual compensation rate (salary & benefits) of \$62,732.

Approval to manufacture in the FTZ environment will be required by the FTZ Board, Washington, D.C. The GIFTZ Board concurred with SMC request for FTZ designation on July 24, 2012.

Scope

The GIFTZ Board requests IAA Board execute a FTZ Operator Agreement and endorsement of an ASF Minor Boundary Modification through a Resolution.

Schedule

August 17, 2012: Execute FTZ Operator Agreement and endorsement of an ASF Minor Boundary Modification through a Resolution.

Revenue and/or Operating Cost Implications

Revenue:

Anticipated revenue impact is \$48,000/annum. FTZ activation is anticipated in the 1st Quarter of 2013.

Operating Costs:

The GIFTZ has no initial costs associated with the application and designation process. When SMC is actively using its FTZ privileges, the GIFTZ will expend approximately \$4,900 per annum to provide direct support services.

Supplier Diversity Participation

Not applicable.

Recommendation

The IAA Staff and GIFTZ Board recommends the IAA Board consider for approval and execute the FTZ Operator Agreement and support an ASF Minor Boundary Modification through a Resolution.

RESOLUTION NO. 9-2012
GRANTEE RESOLUTION FOR A MINOR BOUNDARY MODIFICATION
FOREIGN TRADE ZONE # 72

WHEREAS, the Indianapolis Airport Authority, as Grantee, deems it desirable to make application to the Foreign Trade Zones Board to establish a Minor Boundary Modification of Foreign Trade Zone #72 on behalf of SMC Corporation of America to create new services and economic opportunities for the company;

NOW, THEREFORE, BE IT RESOLVED, that the Indianapolis Airport Authority does hereby ratify and approve the application to establish the Minor Boundary Modification of Foreign Trade Zone #72 as submitted to this Grantee; and

FURTHER RESOLVED, that the President of the Indianapolis Airport Authority be, and hereby is, authorized and directed on behalf of the Grantee, Indianapolis Airport Authority, to do and perform all acts and to execute and deliver all instruments and documents necessary or convenient for the submission of the Minor Boundary Modification application on behalf of SMC Corporation, to the Executive Secretary of the Foreign Trade Zones Board, Department of Commerce, Washington, D.C. and take such further action as deemed appropriate incident to securing the approval by the Foreign Trade Zones Board with respect to said Minor Boundary Modification Application.

APPROVED this 17th day of August, 2012, at the regularly convened meeting of the Indianapolis Airport Authority.

INDIANAPOLIS AIRPORT AUTHORITY

By _____
Michael W. Wells, President

By _____
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 of the Resolution adopted by the Indianapolis Airport Authority Board on the 17th day of August, 2012.

Alfred R. Bennett
Secretary, IAA



Board Memo – OHL FTZ Operator Agreement and an ASF Minor Boundary Modification Resolution

To: IAA Board of Directors

From: Robert A. Duncan, Executive Director

Date: July 31, 2012

Board Date: August 17, 2012

Subject: FTZ Operator Agreement and Alternate Site Framework (ASF) Minor Boundary Modification Resolution

Background

The Authority is the Foreign Trade Zone (FTZ) #72 and is the “Grantee” representing central Indiana communities. In 1980, a separate company, the Greater Indianapolis Foreign Trade Zone, Inc. (GIFTZ), a not-for-profit 501C (6), was created to administer the FTZ program.

OHL-Contract Logistics, LLC (OHL) is a third party logistics provider that focuses on the order fulfillment sector. OHL has been in business since 1951 and, will be conducting out sourced business operations as well as warehousing, distribution and/or manufacturing. OHL is requesting ASF user-driven FTZ sponsorship.

OHL currently operates five warehouses facilities in the Plainfield Business Park. The facility requesting FTZ status is located at: 2425 East Perry Road, Plainfield, IN 46168. The facility is 400,000 sq. ft. of floor space and is occupied by two of OHL customers with staffing of 80-95 individuals, depending on peak volumes. The annual payroll for the facility is in excess of \$2.5 million.

The designation of FTZ status will allow OHL to further support its customers and add value to their operation by aiding their international import/export business. The GIFTZ Board concurred with OHL request for FTZ designation on July 24, 2012.

Scope

The GIFTZ Board requests the IAA Board execute FTZ Operator Agreement and endorsement of an ASF Minor Boundary Modification through Resolution.

Schedule

August 17, 2012: Execute FTZ Operator Agreement and endorsement of an ASF Minor Boundary Modification through Resolution.

Revenue and/or Operating Cost Implications

Revenue:

Anticipated revenue impact is \$48,000/annum. FTZ activation is anticipated in the 1st Quarter of 2013.

Operating Costs:

The GIFTZ has no initial costs associated with the application and designation process. When OHL is actively using its FTZ privileges, the GIFTZ will expend approximately \$4,900 per annum to provide direct support services.

Supplier Diversity Participation

Not applicable.

Recommendation

Both IAA staff and the GIFTZ Board recommends the IAA Board consider for approval and execute a FTZ Operator Agreement and support an ASF Minor Boundary Modification through a Resolution.

RESOLUTION NO. 10-2012
GRANTEE RESOLUTION FOR A MINOR BOUNDARY MODIFICATION
FOREIGN TRADE ZONE # 72

WHEREAS, the Indianapolis Airport Authority, as Grantee, deems it desirable to make application to the Foreign Trade Zones Board to establish a Minor Boundary Modification of Foreign Trade Zone #72 on behalf of OHL-Contract Logistics, LLC, to create new services and economic opportunities for the company;

NOW, THEREFORE, BE IT RESOLVED, that the Indianapolis Airport Authority does hereby ratify and approve the application to establish the Minor Boundary Modification of Foreign Trade Zone #72 as submitted to this Grantee; and

FURTHER RESOLVED, that the President of the Indianapolis Airport Authority be, and hereby is, authorized and directed on behalf of the Grantee, Indianapolis Airport Authority, to do and perform all acts and to execute and deliver all instruments and documents necessary or convenient for the submission of the Minor Boundary Modification application on behalf of OHL-Contract Logistics, to the Executive Secretary of the Foreign Trade Zones Board, Department of Commerce, Washington, D.C. and take such further action as deemed appropriate incident to securing the approval by the Foreign Trade Zones Board with respect to said Minor Boundary Modification Application.

APPROVED this 17th day of August, 2012, at the regularly convened meeting of the Indianapolis Airport Authority.

INDIANAPOLIS AIRPORT AUTHORITY

By _____
Michael W. Wells, President

By _____
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 of the Resolution adopted by the Indianapolis Airport Authority Board on the 17th day of August, 2012.

Alfred R. Bennett
Secretary, IAA

IAA Board Meeting
General Agenda
August 17, 2012

Consider for approval:

A) Capital

- BP2012-08-1** Plans and Specifications for Bid Package I-12-009 Stormwater and Deicing Controls and Capacity Phase 1A, Second Stage, as prepared by Wessler Engineering, Inc., and authorize the public bidding process.
- BP2012-08-2** An amendment to the contract with Wessler Engineering for Stormwater and Deicing Controls and Capacity Phase 1A, Project # I-12-009 in amount not-to-exceed \$156,802.00. DBE 7.91% (Elements Engineering, White Security), MBE 17.46% (Dmytryka Jacobs Engineers), and WBE 9.18% (Elements Engineering, White Security, Reprographix, Inc.)
- BP2012-08-3** An award of contract for CIP/Project # C-12-033, Runway 7-25 and Taxiway Extension Phase II Localizer Relocation at Indianapolis Regional Airport to Five D Enterprises, Inc. in an amount not-to-exceed \$186,390.00 plus a 3% construction reserve of \$5,592.00 for a total of \$191,982.00. Five D Enterprises, Inc. was the lowest responsive and responsible bidder. MBE 9.66% (Toni Levy & Associates, Inc.) and WBE 8.05% (PKS Construction, Inc.)
- BP2012-08-4** An amendment to the contract with Crawford, Murphy & Tilly, Inc. for construction administration and construction inspection services for Runway 7-25 and Taxiway "A" Extension Phase 1 at Indianapolis Regional Airport, Project # C-11-031, in amount not-to-exceed \$91,900.00. DBE 17.10% (L'Acquis Engineering, Durham Engineering), MBE 4.46% (Durham Engineering), and WBE 13.23% (L'Acquis Engineering, Repro Graphix, Inc.)
- BP2012-08-5** An award of contract for Project # I-12-003, Rehabilitate Tug Roads Phase I to E & B Paving, Inc. in an amount not-to-exceed \$644,300.00 plus a 3% construction reserve of \$19,329.00 for a total of \$663,629.00. E & B Paving, Inc. was the lowest responsive and responsible bidder. DBE 1.93% (Aardvark Tidy Toilets, Stone & Rhodes Trucking), MBE 21.79% (Fox Contractors Corp., Stone & Rhodes Trucking), and WBE 11.90% (White Security, Inc., Indiana Sign & Barricade, Aardvark Tidy Toilets)
- BP2012-08-6** An award of contract for Project # I-12-001, Rehabilitate Taxiway "B" Phase 1A to Rieth-Riley Construction Company, Inc. in an amount not-to-exceed \$98,586.53 plus a 3% construction reserve

IAA Board Meeting
General Agenda
August 17, 2012

of \$2,957.60 for a total of \$101,544.13. Rieth-Riley Construction Company, Inc. was the lowest responsive and responsible bidder. MBE 8.18% (Eastside Trucking, Inc.) and WBE 15.22% (White Security, Inc.)

BP2012-08-7

An award of contract for Project # E-12-028 and E-12-029, Rehabilitation of Runway 3-21, Tug Road, and Fire Department Access Road at Eagle Creek Airpark to Rieth-Riley Construction Co., Inc. in an amount not-to-exceed \$724,458.25 plus a 3% construction reserve of \$21,733.75 for a total of \$746,192.00. Rieth-Riley Construction Co., Inc. was the lowest responsive and responsible bidder. DBE 16.79% (CMG Trucking, Inc., CJ's Inc., Earth Images, Inc.), MBE 9.00% (CMG Trucking, Inc.), and WBE 7.79% (CJ's Inc., Earth Images, Inc.)

BP2012-08-8

An amendment to the contract with Jacobi, Toombs & Lanz, Inc. for construction administration services and construction inspection for Rehabilitation of Runway 3-21, Tug Road, and Fire Department Access Road at Eagle Creek Airpark, Project # E-12-028 and # E-12-029, in amount not-to-exceed \$25,447.00. DBE 62.48% (Jacobi, Toombs & Lanz, Inc.) and MBE 62.48% (Jacobi, Toombs & Lanz, Inc.)

BP2012-08-9

An award of contract with Landrum & Brown, Inc. for 2012 F.A.R. Part 150 Noise Exposure Map (NEM) Update, Project # I-12-011, in amount not-to-exceed \$307,702.29 fees plus reimbursable expenses of \$41,850.00 for a total of \$349,552.29. DBE 9.55% (Shrewsberry & Associates, LLC, Hybrid-3, Inc.), MBE 7.60% (Shrewsberry & Associates, LLC), and WBE 5.50% (ISRG, Inc., Hybrid-3, Inc.)

BP2012-08-10

An award of contract for Project # I-12-008, Terminal Grease Ducts to Poynter Sheet Metal, Inc. in an amount not-to-exceed \$254,400.00 plus a 3% construction reserve of \$7,632.00 for a total of \$262,032.00. Poynter Sheet Metal, Inc. was the lowest responsive and responsible bidder. MBE 25.55% (First Electric Supply Company, Inc. and Pinnacle Equipment) and WBE 11.75% (PKS Construction)

BP2012-08-11

Approval to proceed with the Computer, Server and Refresh Program, Project # I-12-012 in an amount not-to-exceed \$255,250.00. MBE 19.0% (Phelco Technologies, Inc.) and WBE 0.0%.

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BP2012-08-12

Approval of the Airport Management System Upgrades – MP2 budget for \$611,629.83 and award separate contracts with Infor Global Solutions, Inc. for Software Licensing and Professional Services in an amount not-to-exceed \$501,296.00, Phelco Technologies for hardware procurement in an amount not-to-exceed \$13,157.16, and Professional Data Dimensions for professional technical writing services not-to-exceed \$30,000. The total XBE participation for this project is MBE 4.90%(Professional Data Dimensions) and WBE 2.15% (Phelco Technologies)



Board Memo – Plans & Specifications Approval

To: IAA Board of Directors

From: Susan J.H. Zellers, P.E., Director of Planning & Project Management

Date: July 20, 2012

Board Date: August 17, 2012

Subject: Approval of Plans and Specifications for Bid Package I-12-009 – Stormwater and Deicing Controls and Capacity Phase 1A, Second Stage, 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 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 at least 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. Approval to bid was received on July 20, 2012 for the first stage. A second stage is now proceeding to redirect stormwater from near the old terminal to Mars Ditch Basins rather than Seerley Creek Basins, see attached exhibit. The redirection frees up sufficient storage capacity at Seerley Creek to meet all requirements associated with a planned cargo apron expansion.

The initial project was approved for implementation by the Senior Management Team on November 17, 2011, and Phase 1A, second stage, was reconfirmed for implementation on July 30, 2012.

Scope

The scope of work for the second stage of the Stormwater and Deicing Controls and Capacity Phase 1A project consists of a new storm sewer line near the old terminal apron to convey stormwater currently directed to Seerley Creek Basins to Mars Ditch

Basins. The project will include a new storm sewer line and a structure to provide for control of direction of flow between the two (2) basins. Approximately fifty (50) acres of pavement will be drained to Mars Ditch Basins rather than Seerley Creek Basins as part of this project. Some portions of the old terminal apron will continue to drain toward Seerley Basins to provide for the limited deicing activities as needed on the old terminal apron. IAA is working with the City of Indianapolis to ensure that these improvements will meet all stormwater requirements for a future planned cargo apron expansion.

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:	August 21, 2012 and August 28, 2012
Pre-Bid Meeting:	September 5, 2012 11:00 a.m. Building 60, Conference Room 1
Bid Opening:	September 20, 2012 1:30 p.m. Building 60, Conference Room 1
Est. Bid Award:	October 19, 2012

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

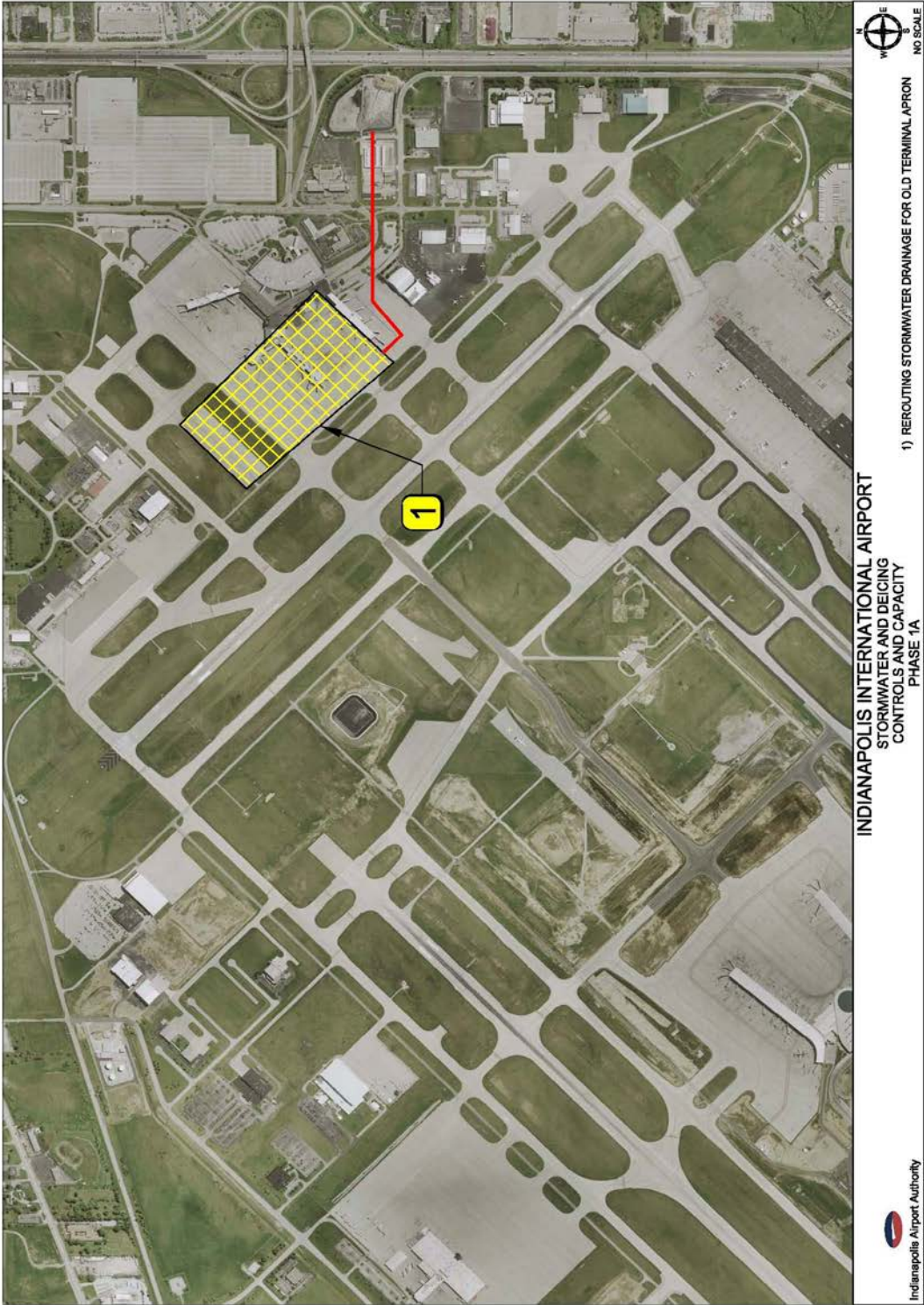
Supplier Diversity Participation

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, Second Stage, as prepared by Wessler Engineering, Inc., and authorize the public bidding process.

Location of Re-Route of Storm Sewer from Seerley Basin to Mars Ditch Basin





Board Memo – Amendment

To: IAA Board of Directors

From: Susan J.H. Zellers, P.E., Director of Planning & Project Management

Date: July 23, 2012

Board Date: August 17, 2012

Subject: Approval of Amendment #1 with Wessler Engineering for Stormwater and Deicing Controls and Capacity Phase 1A, Project # I-12-009

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 to accommodate current, short-term and longer-term needs consistent with the Land Use and Development Study and addressing current and future environmental regulations.

The IAA issued a qualifications based Request for Proposal (RFP) per Federal Aviation Administration (FAA) requirements for professional services on December 8, 2011 to obtain design services for stormwater and deicing system controls and capacity improvements. Based on review of the proposals received from the RFP, the IAA selected a design team led by Wessler Engineering as the best qualified to provide professional services.

An initial stormwater and deicing controls and capacity project is included within the 2012 Capital Improvement Plan (CIP) 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, Eagle Hub reuse and all current and pending federal water quality regulations.

The 2012 Stormwater and Deicing System Controls and Capacity CIP project will include modifications and/or additions to IND's existing stormwater/deicing system of vaults, conveyances, basins, outfalls, treatment units, and sewer discharges to ensure regulatory compliance for water quality and stormwater management. A multi-phase project will ultimately be needed to address future needs. The 2012 CIP project was approved for implementation by the Senior Management Team on November 17, 2011 and reaffirmed on July 9, 2012.

The Phase 1A project will be implemented in stages. The first two stages are being prepared in 2012. The first stage consists of improvements to the Lift Station serving Seerley Basins and establishment of a control structure for the Eagle Hub. Approval to bid was received on July 20, 2012 for the first stage. A second stage is now proceeding to redirect stormwater from near the old terminal to Mars Ditch Basins rather than Seerley Creek Basins. The redirection frees up sufficient storage capacity at Seerley Creek to meet all current water quality requirements and those associated with a planned cargo apron expansion. Other stages may proceed in the future as there is a need for additional stormwater management capacity.

The IAA entered into an initial contract with Wessler Engineering on April 12, 2012 for alternatives analysis and stage one design work. This amendment is for stage two design work and preparation of separate bid packages for each of the two stages of the Phase 1A project.

Scope

The scope of this amendment consists of initial phase design work for the second stage and design and development of separate bid packages for each of the two stages of the project: 1) Seerley Creek Basin lift station improvements and Eagle Hub control structure, and 2) Rerouting of Stormwater Drainage from the old terminal apron. The first stage provides for an increase in the volume of stormwater that can be discharged through the sewer to the Citizens Water Southport Wastewater Treatment plant during deicing season, freeing up available storage for subsequent precipitation events to meet regulatory requirements. It also provides the ability to discharge stormwater from any deicing activities at the Eagle Hub to the Southport Wastewater Treatment Plant. The second stage reroutes stormwater drainage from approximately 65 acres near the old terminal away from Seerley Creek Basins and toward Mars Ditch Basins. This rerouting will provide sufficient capacity in Seerley Creek Basins to accommodate the next expansion of the cargo apron.

Budget

The original contract and this amendment totaling \$230,539 are within the overall budget for Stormwater and Deicing Controls and Capacity Phase 1A, Project # I-12-009, professional services of \$724,470. Funding for this project was originally anticipated to be 100% Airport cash funding; however, Airport Improvement Program grant funding is now expected for up to 75% of the project cost.

This project is being undertaken to meet regulatory requirements and is eligible for FAA grant funding or grant funding reimbursement. As a result of the regulatory requirement, this project is exempt under the IAA's hurdle rate policy and has not been subjected to an internal rate of return calculation.

Schedule

This amendment will extend the contract with Wessler Engineering to March 31, 2014.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT			%		
	DBE	MBE	WBE	DBE	MBE	WBE
Dmytryka Jacobs Engineers	\$ 0	\$27,380	\$ 0	0.00	17.46	0.00
Elements Engineering	\$12,000	\$ 0	\$12,000	7.65	0.00	7.65
White Security	\$ 400	\$ 0	\$ 400	0.26	0.00	0.26
Reprographix, Inc.	\$ 0	\$ 0	\$ 2,000	0.00	0.00	1.28
Totals	\$12,400	\$27,380	\$14,400	7.91	17.46	9.18

Contract Summary to Date

Contract/ Amendment & Execution Date	Service & Term	Amount	Minority Participation %		
			DBE	MBE	WBE
Original Contract April 12, 2012	Professional Services Term: 4/12/12 – 3/31/14	\$ 73,737	0	18.16	5.46
Amendment 1 August 17, 2012	Additional Design and Construction Administration Services Term: 8/17/12 – 3/31/14	\$156,802	7.91	17.46	9.18
	Revised Contract NTE	\$230,539			
	Revised Total Minority Participation		5.38	17.65	7.98

Recommendation

The IAA staff has reviewed the proposal and recommends that the Board consider for approval an amendment to the contract with Wessler Engineering for Stormwater and Deicing Controls and Capacity Phase 1A, Project # I-12-009 in amount not-to-exceed \$156,802.00. DBE 7.91% (Elements Engineering, White Security), MBE 17.46% (Dmytryka Jacobs Engineers), and WBE 9.18% (Elements Engineering, White Security, Reprographix, Inc.)



Board Memorandum – Bid Award

To: IAA Board of Directors

From: Susan J.H. Zellers, P.E., Director of Planning & Project Management

Date: July 19, 2012

Board Date: August 17, 2012

Subject: Award of Bid Package No. C-12-033 to Five D Enterprises, Inc. for Runway 7-25 and Taxiway Extension Phase II Localizer Relocation at Indianapolis Regional Airport

Background

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

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

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

Grant funding for a large program at a reliever airport is easier to obtain if it is a multi-year program. Therefore, the Runway 7-25 Extension program, is a multi-year, three phase project. Phase I is design, Phase II is localizer relocation, and Phase III is a 2013 or 2014 extension of the runway and taxiway based on availability of grant funding. This project is Phase II (localizer relocation construction phase) of the Runway 7-25 extension program. The localizer is a navigational aid that is part of the instrument landing system (ILS). It provides lateral guidance to help pilots line up with the runway.

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

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

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

On June 15, 2012, the Board approved plans and specifications for CIP/Project # C-12-033 – Runway 7-25 and Taxiway Extension Phase II Localizer Relocation at Indianapolis Regional Airport and authorized the public bidding process.

On July 19, 2012, the IAA staff received two (2) bids. The bids received ranged from \$186,390.00 to \$228,000.00.

Five D Enterprises, Inc. was the lowest responsive and responsible bidder in the amount of \$186,390.00.

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

Budget

This contract is within Phase II of approved project budget.

<u>Runway 7-25 Extension Program Budget (Budget year dollars)</u>	
Phase I – Design for Phase II and Phase III	\$ 266,300
Phase II – Localizer Relocation Construction	696,668
Phase III – Runway and Taxiway Extension Construction	<u>2,749,000</u>
Program Total Budget	\$3,711,968

<u>Phase II Costs</u>	
Localizer Relocation Const. Contract (including 3% Reserve)	\$ 191,982
FAA Reimbursable Agreement (executed 7/16/12)	223,087
Construction Phase Professional Services	95,000
Unforeseen Conditions (12%)	<u>22,367</u>
Phase II Total Costs**	\$ 532,436

** This leaves an unutilized budget amount of \$164,232.

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

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

Schedule

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

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

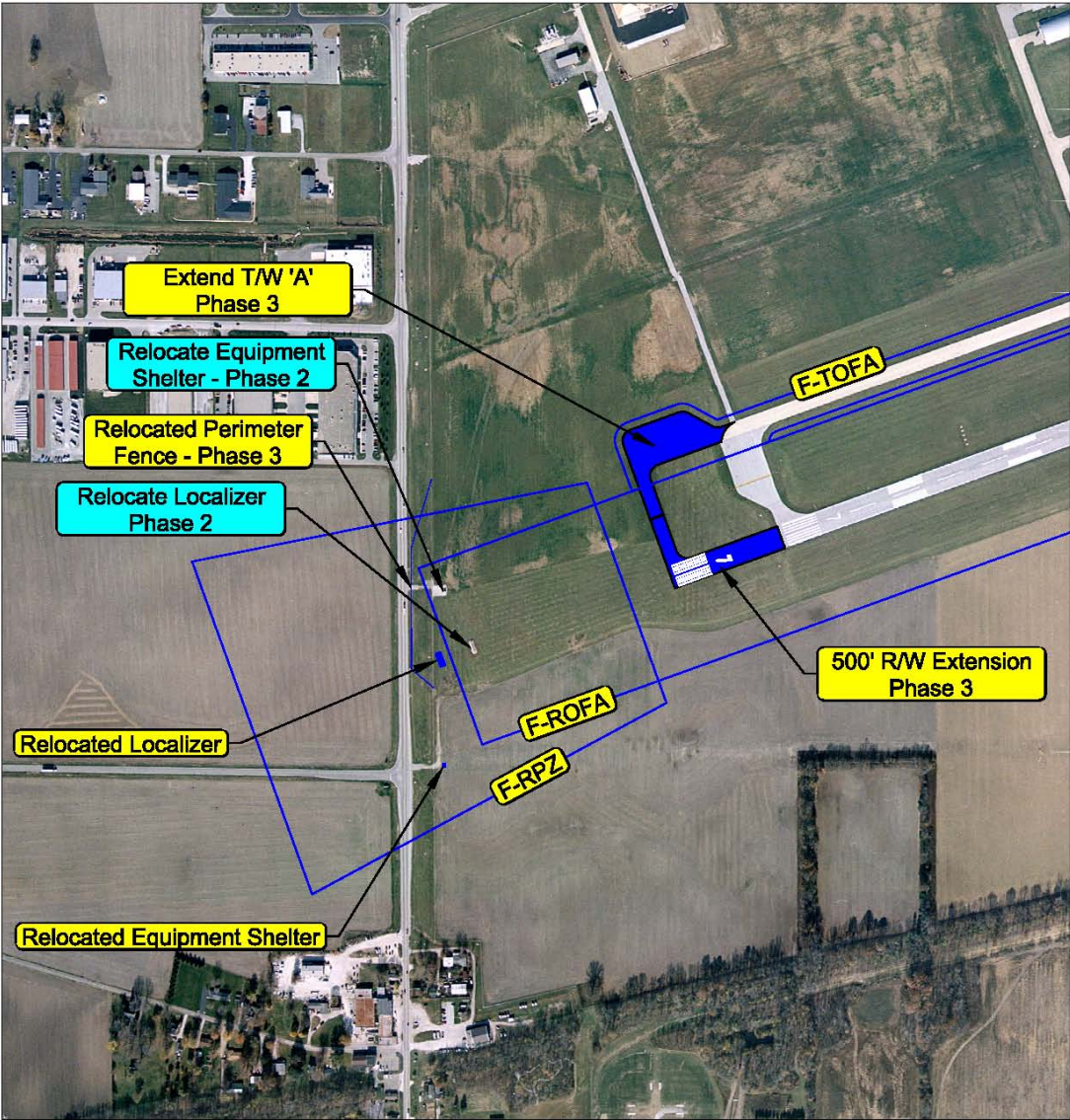
FIRM	AMOUNT			%		
	DBE	MBE	WBE	DBE	MBE	WBE
Toni Levy & Associates, Inc.**	\$0	\$18,000	\$ 0	0.00	9.66	0.00
PKS Construction, Inc.	\$0	\$ 0	\$15,000	0.00	0.00	8.05
Totals	\$0	\$18,000	\$15,000	0.00	9.66	8.05

** As supplier, only 60% of participation included.

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for CIP/Project # C-12-033, Runway 7-25 and Taxiway Extension Phase II Localizer Relocation at Indianapolis Regional Airport to Five D Enterprises, Inc. in an amount not-to-exceed \$186,390.00 plus a 3% construction reserve of \$5,592.00 for a total of \$191,982.00. Five D Enterprises, Inc. was the lowest responsive and responsible bidder. MBE 9.66% (Toni Levy & Associates, Inc.) and WBE 8.05% (PKS Construction, Inc.)

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



- LEGEND**
- ROFA - RUNWAY OBJECT FREE AREA
 - RPZ - RUNWAY PROTECTION ZONE
 - R/W - RUNWAY
 - TOFA - TAXIWAY OBJECT FREE AREA
 - T/W - TAXIWAY

DATE OF AERIAL: 2008
NOT TO SCALE





Board Memo – Amendment

To: IAA Board of Directors

From: Susan J.H. Zellers, P.E., Director of Planning & Project Management

Date: July 18, 2012

Board Date: August 17, 2012

Subject: Approval of Amendment #1 with Crawford, Murphy & Tilly, Inc. for Construction Administration and Construction Inspection Services for Runway 7-25 and Taxiway 'A' Extension Phase 1 at Indianapolis Regional Airport, Project # C-11-031

Background

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

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

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

Grant funding for a large program at a reliever airport is easier to obtain if it is a multi-year program. Therefore, the Runway 7-25 Extension program, is a multi-year, multiple phase capital improvement program (CIP) consisting of three projects, also known as phases. Phase I is design, Phase II is localizer relocation, and Phase III is a 2013 or 2014 extension of the runway and taxiway based on availability of grant funding. This project is Phase II (localizer relocation construction phase) of the Runway 7-25 extension program. The localizer is a navigational aid that is part of the instrument landing system (ILS). It provides lateral guidance to help pilots line up with the runway.

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

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

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

The IAA issued a qualifications based Request for Proposal (RFP) per FAA requirements for professional services on September 30, 2011 to obtain design services for the Runway 7-25 and Taxiway 'A' Extension at Indianapolis Regional Airport. Based on review of the proposals received from the RFP, the IAA selected the design team led by Crawford, Murphy & Tilly, Inc. At the time of the initial contract, grant funds were only available for design services; therefore, the initial contract with Crawford, Murphy & Tilly, Inc. was for professional services only through bidding. This amendment adds construction phase professional services. The construction phase professional services will be included in the construction grant.

Scope

The scope of this amendment is to provide construction administration, construction inspection and post-construction survey of navigation equipment location for Phase II of the project which is relocation of Runway 7-25 localizer.

Budget

Amendment No. 1 in the amount of \$91,900.00 is within the project budget.

<u>Runway 7-25 Extension Program Budget (Budget year dollars)</u>	
Phase I – Design for Phase II and Phase III	\$ 266,300
Phase II – Localizer Relocation Construction	696,668
Phase III – Runway and Taxiway Extension Construction	<u>2,749,000</u>
Program Total	\$3,711,968
 <u>Phase II Costs</u>	
Localizer Relocation Const. Contract (including 3% Reserve)	\$ 191,982
FAA Reimbursable Agreement (executed 7/16/12)	223,087
Construction Phase Professional Services	95,000
Unforeseen Conditions (12%)	<u>22,367</u>
Phase II Total Costs**	\$ 532,436

** This leaves an unutilized budget amount of \$164,232.

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

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

Schedule

This amendment will extend the contract with Crawford, Murphy & Tilly, Inc. to March 31, 2013 to allow for completion of post-construction tasks including as-built drawings and project close-out.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT			%		
	DBE	MBE	WBE	DBE	MBE	WBE
L'Acquis Engineering	\$11,615	\$ 0	\$11,615	12.92	0	12.92
Durham Engineering	\$ 4,101	\$ 4,101	\$ 0	4.56	4.56	0
Repro Graphix, Inc.	\$ 0	\$ 0	\$ 540	0	0	0.60
Totals	\$15,716	\$4,101	\$12,155	17.48	4.56	13.52

Contract Summary to Date

Contract/ Amendment & Execution Date	Service & Term	Amount	Minority Participation %		
			DBE	MBE	WBE
Original Contract February 17, 2012	Professional Services Term: 2/17/12 –12/31/12	\$231,000	35.76	30.56	12.12
Amendment 1 August 17, 2012	Additional Construction Administration & Inspection Services & Time Extension Term: Extend to 03/31/13	\$ 91,900	17.48	4.56	13.52
	Revised Contract NTE	\$322,900			
	Revised Total Minority Participation		30.45	23.13	12.44

Recommendation

The IAA staff has reviewed the proposal and recommends that the Board consider for approval an amendment to the contract with Crawford, Murphy & Tilly, Inc. for construction administration and construction inspection services for Runway 7-25 and Taxiway 'A' Extension Phase 1 at Indianapolis Regional Airport, Project # C-11-031, in amount not-to-exceed \$91,900.00. DBE 17.10% (L'Acquis Engineering, Durham Engineering), MBE 4.46% (Durham Engineering), and WBE 13.23% (L'Acquis Engineering, Repro Graphix, Inc.)



Board Memorandum – Bid Award

To: IAA Board of Directors

From: Susan J.H. Zellers, P.E., Director of Planning & Project Management

Date: July 18, 2012

Board Date: August 17, 2012

Subject: Award of Bid Package No. I-12-003 to E & B Paving, Inc. for Rehabilitate Tug Roads Phase I

Background

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

Approximately 4,200 linear feet of road is in need of rehabilitation. The rehabilitated road is anticipated to provide an additional fifteen (15) years of service with routine maintenance.

On November 17, 2011, this project was approved for implementation by the Senior Management Team.

On June 15, 2012, the Board approved plans and specifications for CIP/Project # I-12-003 – Rehabilitate Tug Roads Phase I and authorized the public bidding process.

On July 19, 2012, the IAA staff received three (3) bids. The bids received ranged from \$644,300.00 to \$713,000.00.

E & B Paving, Inc. was the lowest responsive and responsible bidder in the amount of \$644,300.00.

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 capital projects 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 includes milling, base rehabilitation, paving, and drainage improvements for approximately 4,200 linear feet of the south terminal tug road at Indianapolis International Airport, as shown on the attached exhibit.

Budget

This contract is within the overall project budget of \$980,000. The total bid plus 3% construction reserve is \$663,629.

Project Costs

Contract Amount (including 3% reserve)	\$ 663,629
Design & Soft Costs	174,325
Unforeseen Conditions (12%)	<u>77,316</u>
Total Project Costs**	\$ 915,270

** This leaves an unutilized budget amount of \$64,730.

This project is within the approved 2012 Capital Budget. It is anticipated to be 75% federally funded from 2012 AIP entitlement funds and 25% Airport funded.

As a project being undertaken to repair existing infrastructure that is integral to the continued safe operation of the airport that is also seventy-five (75%) 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 August 2012 with a substantial completion date expected to be December 2012.

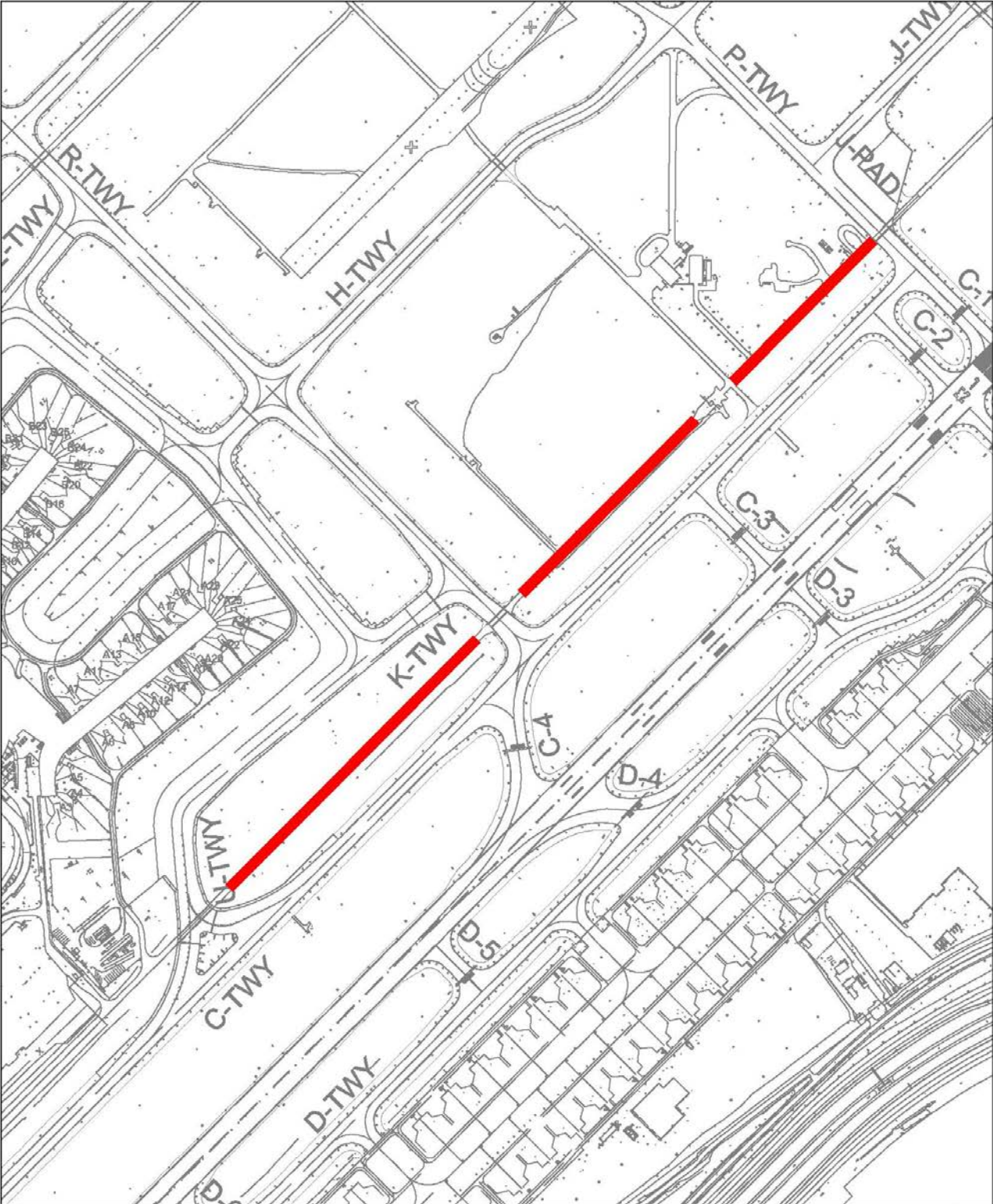
Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT			%		
	DBE	MBE	WBE	DBE	MBE	WBE
White Security, Inc.	\$ 0	\$ 0	\$72,500	0	0	11.25%
Indiana Sign & Barricade	\$ 0	\$ 0	\$ 3,621	0	0	0.56%
Fox Contractors Corp	\$ 0	\$128,560.25	\$ 0	0	19.95%	0
Stone & Rhodes Trucking	\$11,849.32	\$ 11,849.32	\$ 0	1.84%	1.84%	0
Aardvark Tidy Toilets/ M.A.S Markers, Inc.	\$ 570.00	\$ 0	\$ 570	0.09%	0	0.09%
Totals	\$12,419.32	\$140,409.57	\$76,691	1.93%	21.79%	11.90%

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for CIP/Project # I-12-003, Rehabilitate Tug Roads Phase I to E & B Paving, Inc. in an amount not-to-exceed \$644,300.00 plus a 3% construction reserve of \$19,329.00 for a total of \$663,629.00. E & B Paving, Inc. was the lowest responsive and responsible bidder. DBE 1.93% (Aardvark Tidy Toilets, Stone & Rhodes Trucking), MBE 21.79% (Fox Contractors Corp., Stone & Rhodes Trucking), and WBE 11.90% (White Security, Inc., Indiana Sign & Barricade, Aardvark Tidy Toilets)



INDIANAPOLIS INTERNATIONAL AIRPORT
REHABILITATE TUG ROADS PHASE I
PROJECT LIMITS



— AREAS TO BE REHABILITATED





Board Memorandum – Bid Award

To: IAA Board of Directors

From: Susan J.H. Zellers, P.E., Director of Planning & Project Management

Date: July 18, 2012

Board Date: August 17, 2012

Subject: Award of Bid Package No. I-12-001 to Rieth-Riley Construction Company, Inc. for Rehabilitate Taxiway “B” Phase 1A

Background

Taxiway “B” is the south parallel taxiway to Runway 5L-23R at Indianapolis International Airport and serves the north side of the terminal ramp, see attached exhibit. Taxiway “B” was constructed in phases between 1996 and 2005. Signs of premature pavement distress prompted the Indianapolis Airport Authority (IAA) to conduct an analysis of the taxiway. The analysis report identified phased reconstruction as the most cost effective method to rectify the distress. Phase 1A includes the 2012 repairs and design of the more extensive future rehabilitation. Repairs in select areas will be needed to maintain the integrity of the taxiway until phased reconstruction programmed for 2013 to 2016.

On March 21, 2011, this project was approved for implementation by the Senior Management Team.

On June 15, 2012, the Board approved plans and specifications for CIP/Project # I-12-001 – Rehabilitate Taxiway “B” Phase 1A and authorized the public bidding process.

On July 19, 2012, the IAA staff received two (2) bids. The bids received ranged from \$98,586.53 to \$190,775.00.

Rieth-Riley Construction Company, Inc. was the lowest responsive and responsible bidder in the amount of \$98,586.53.

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

Budget

This contract is within the overall project budget of \$567,000. The total bid plus 3% construction reserve is \$101,544.13.

Project Costs

Contract Amount (including 3% reserve)	\$ 101,544.13
Design & Soft Costs	383,839.00
Unforeseen Conditions (12%)	<u>11,830.00</u>
Total Project Costs**	\$ 497,213.13

** This leaves an unutilized budget amount of \$69,786.87.

The design and soft costs are for the Phase 1A design and construction services and the design of the more extensive future rehabilitation.

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

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

Schedule

Contract award anticipated August 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
White Security, Inc.	\$ 0	\$15,000	0	15.22%
Eastside Trucking, Inc.	\$8,065	\$ 0	8.18%	0
Totals	\$8,065	\$15,000	8.18%	15.22%

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for CIP/Project # I-12-001, Rehabilitate Taxiway "B" Phase 1A to Rieth-Riley Construction Company, Inc. in an amount not-to-exceed \$98,586.53 plus a 3% construction reserve of \$2,957.60 for a total of \$101,544.13. Rieth-Riley Construction Company, Inc. was the lowest responsive and responsible bidder. MBE 8.18% (Eastside Trucking, Inc.) and WBE 15.22% (White Security, Inc.)



Board Memorandum – Bid Award

To: IAA Board of Directors

From: Susan J.H. Zellers, P.E., Director of Planning & Project Management

Date: July 19, 2012

Board Date: August 17, 2012

Subject: Award of Bid Package No. E-12-028 and E-12-029 to Rieth-Riley Construction Co., Inc. for Rehabilitation of Runway 3-21, Tug Road, and Fire Department Access Road at Eagle Creek Airpark

Background

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

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

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

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

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

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

On June 15, 2012, the Board approved plans and specifications for CIP/Project # E-12-028 and E-12-029 – Rehabilitation of Runway 3-21, Tug Road, and Fire Department Access Road at Eagle Creek Airpark, and authorized the public bidding process.

On July 19, 2012, the IAA staff received three (3) bids. 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 fire department access road rehabilitation. This contract consists of the base bid plus Alternate 1. The bids received for this combination ranged from \$724,458.25.00 to \$853,508.75.

Rieth-Riley Construction Co., Inc. was the lowest responsive and responsible bidder in the amount of \$724,458.25.

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 capital projects 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 the project includes crack repair, milling, and paving of existing asphalt pavement for Runway 3-21, tug road, and fire department access road at Eagle Creek Airpark.

Budget

This contract is within the overall project budget of \$2,062,899.00. The total bid plus 3% construction reserve is \$746,192.00. With total project cost of \$1,033,127.00, this leaves \$1,029,772.00 in unallocated budget funds which is not anticipated to be utilized with the favorable bids received.

Runway and Roadway Budgets

Contract Amount (including 3% reserve)	\$ 746,192
Design & Soft Costs	200,000
Unforeseen Conditions (12%)	<u>86,935</u>
Total Project Costs**	\$1,033,127

**This leaves an unutilized budget amount of \$1,029,772.

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

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

Schedule

Contract award anticipated August 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
CMG Trucking, Inc.	\$65,201.25	\$65,201.25	\$ 0	9.00%	9.00%	0
CJ's Inc.	\$54,107.52	\$ 0	\$54,107.52	7.47%	0	7.47%
Earth Images, Inc.	\$ 2,287.50	\$ 0	\$ 2,287.50	0.32%	0	0.32%
Totals	\$121,596.27	\$65,201.25	\$56,395.02	16.79%	9.00%	7.79%

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for CIP/Project # E-12-028 and E-12-029, Rehabilitation of Runway 3-21, Tug Road, and Fire Department Access Road at Eagle Creek Airpark to Rieth-Riley Construction Co., Inc. in an amount not-to-exceed \$724,458.25 plus a 3% construction reserve of \$21,733.75 for a total of \$746,192.00. Rieth-Riley Construction Co., Inc. was the lowest responsive and responsible bidder. DBE 16.79% (CMG Trucking, Inc., CJ's Inc., Earth Images, Inc.), MBE 9.00% (CMG Trucking, Inc.), and WBE 7.79% (CJ's Inc., Earth Images, Inc.)



Board Memo – Amendment

To: IAA Board of Directors

From: Susan J.H. Zellers, P.E., Director of Planning & Project Management

Date: July 18, 2012

Board Date: August 17, 2012

Subject: Approval of Amendment #1 with Jacobi, Toombs & Lanz, Inc. for Construction Administration Services and Construction Inspection for Rehabilitation of Runway 3-21, Tug Road, and Fire Department Access Road at Eagle Creek Airpark, Project # E-12-028 and # E-12-029

Background

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

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

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

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

A grant for the design phase of the project was received in 2011 and the construction phase is programmed by the FAA and Indiana Department of Transportation (INDOT)

for 2012 grant funding. Since construction grants are issued based on bid prices, the Indianapolis Airport Authority (IAA) must receive bids prior to applying for grant funding. The construction of this project will proceed only after the grant has been obtained.

The IAA issued a qualifications based Request for Proposal (RFP) per FAA requirements for professional services on September 30, 2011 to obtain design services for Rehabilitation of Runway 3-21, Tug Road, and Fire Department Access Road at Eagle Creek Airpark. Based on review of the proposals received from the RFP, the IAA selected the design team led by Jacobi, Toombs & Lanz, Inc. At the time of the initial contract, grant funds were only available for design services; therefore, the initial contract with Jacobi, Toombs & Lanz, Inc. was for professional services only through bidding. This amendment adds construction phase professional services. The construction phase professional services will be included in the construction grant.

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

Scope

The scope of this amendment is to provide construction administration and construction inspection for the rehabilitation of existing Runway 3-21(4,200 feet by 75 feet), tug road, and fire department access road.

Budget

This construction administration services contract amendment is for \$25,447.00 and is within the design and soft cost portion of the approved project budget.

Runway and Roadway Budgets

Contract Amount (including 3% reserve)	\$ 746,192
Design & Soft Costs	200,000
Unforeseen Conditions (12%)	<u>86,935</u>
Total Project Costs**	\$1,033,127

**This leaves an unutilized budget amount of \$1,029,772.

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

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

This amendment will extend the contract with Jacobi, Toombs & Lanz, Inc. to March 30, 2013 to allow for completion of post-construction tasks including as-built drawings and project close-out.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT			%		
	DBE	MBE	WBE	DBE	MBE	WBE
Jacobi, Toombs & Lanz, Inc. (JTL)	\$15,900	\$15,900	\$0	62.48	62.48	0
Totals	\$15,900	\$15,900	\$0	62.48	62.48	0

Contract Summary to Date

Contract/ Amendment & Execution Date	Service & Term	Amount	Minority Participation %		
			DBE	MBE	WBE
Original Contract February 23, 2012	Professional Services Term: 2/23/12 – 12/31/12	\$146,409	56.41	47.48	10.66
Amendment 1 August 17, 2012	Construction Administration Services and Time Extension Term: Extend to 3/30/13	\$25,447	62.48	62.48	0
	Revised Contract NTE	\$171,856			
	Revised Total Minority Participation		56.82	49.29	8.99

Recommendation

The IAA staff has reviewed the proposal and recommends that the Board consider for approval an amendment to the contract with Jacobi, Toombs & Lanz, Inc. for construction administration services and construction inspection for Rehabilitation of Runway 3-21, Tug Road, and Fire Department Access Road at Eagle Creek Airpark, Project # E-12-028 and # E-12-029, in amount not-to-exceed \$25,447.00. DBE 62.48% (Jacobi, Toombs & Lanz, Inc.) and MBE 62.48% (Jacobi, Toombs & Lanz, Inc.)



Board Memo - Contract

To: IAA Board of Directors

From: Susan J.H. Zellers, P.E., Director of Planning & Project Management

Date: July 24, 2012

Board Date: August 17, 2012

Subject: Contract with Landrum & Brown, Inc. for 2012 F.A.R. Part 150 Noise Exposure Map (NEM) Update, Project # I-12-011

Background

The implementation of the land use measures of the Indianapolis International Airport's (IND) Noise Compatibility Plan (Noise Program) are funded in part by Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants which require that IND's Noise Maps and Noise Compatibility Plan be updated on a five (5) year cycle in order to maintain the eligibility of the plan for AIP funding. The last update was submitted to the FAA in 2008 and this update will be submitted in 2013 to maintain AIP noise funding eligibility.

The Indianapolis Airport Authority (IAA) completed its initial Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Plan in 1987 that initiated the IND Noise Program to purchase or otherwise mitigate noise impacted residences, revised flight procedures, adopted a noise overlay zoning in adjacent communities, and various other land use and noise abatement policies. Part 150 requires that Noise Compatibility Plans be reviewed on a five (5) year cycle in order to account for changes in flight mix, aircraft operations, changes in airport configuration, and such other factors that may affect noise impact on residential areas around the airport. Due to reduced noise exposure with the termination of the United States Postal Service (USPS) air sort and quieter Stage III aircraft, since 2003 the IND updates have been limited to an update of the Airport's Noise Exposure Map and a review of existing noise abatement and land use measures. In view of there being no material change in airport operations, the 2012-2013 Noise Program update scope is an update of the airport's Noise Exposure Maps and procedure review.

The Senior Management Team approved the project for implementation on May 21, 2012 and the revised budget on July 30, 2012. The budget was revised from \$300,000 to \$370,000. The budget increase will be funded by reductions in other capital project budgets. The increase is needed to review departure procedures that, if feasible with IND's noise compatibility plan, would provide operating efficiencies to the airlines.

Scope

The scope of this project is preparation of 2013 and 2018 Noise Exposure Maps (NEM’s) through generation of aviation forecasts, review of operations history, field monitoring, review of Noise Compatibility Procedures and public outreach by Landrum & Brown, Inc. The final NEM’s will be submitted to the FAA for approval.

Landrum & Brown, Inc. was selected through Request for Proposals (RFP) for a qualifications based selection process in June 2012.

Budget

The \$349,552.29 contract amount is within the revised budget of \$370,000.00.

The funding for this project is within the approved cash flow for the 2012 Capital Improvement Program for 2012-2013.

Schedule

The term of this contract is expected to begin August 17, 2012 and conclude December 31, 2013.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT			%		
	DBE	MBE	WBE	DBE	MBE	WBE
Shrewsberry & Associates, Inc.	\$23,378	\$23,378	\$ 0	7.60%	7.60%	0
ISRG, Inc.	\$ 0	\$ 0	\$10,920	0	0	3.55%
Hybrid3, Inc.	\$ 6,000	\$ 0	\$ 6,000	1.95%	0	1.95%
Totals	\$29,378	\$23,378	\$16,920	9.55%	7.60%	5.50%

Recommendation

The IAA staff has reviewed the proposal and recommends that the Board consider for approval a contract with Landrum & Brown, Inc. for 2012 F.A.R. Part 150 Noise Exposure Map (NEM) Update, Project # I-12-011, in amount not-to-exceed \$307,702.29 fees plus reimbursable expenses of \$41,850.00 for a total of \$349,552.29. DBE 9.55% (Shrewsberry & Associates, LLC, Hybrid-3, Inc.), MBE 7.60% (Shrewsberry & Associates, LLC), and WBE 5.50% (ISRG, Inc., Hybrid-3, Inc.)



Board Memorandum – Bid Award

To: IAA Board of Directors

From: Susan J.H. Zellers, P.E., Director of Planning & Project Management

Date: July 18, 2012

Board Date: August 17, 2012

Subject: Award of Bid Package No. I-12-008 to Poynter Sheet Metal, Inc. for Terminal Grease Ducts

Background

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

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

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

On November 17, 2011, this project was approved for implementation by the Senior Management Team.

On June 15, 2012, the Board approved plans and specifications for CIP/Project # I-12-008 – Terminal Grease Ducts and authorized the public bidding process.

On July 24, 2012, the IAA staff received three (3) bids ranging from \$254,400.00 to \$345,000.00.

Poynter Sheet Metal, Inc. was the lowest responsive and responsible bidder in the amount of \$254,400.00.

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 capital projects 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 re-routing of grease ducts from restaurants located on the south side of Civic Plaza in order to facilitate cleaning and maintenance of the systems.

Budget

This contract is within the overall project budget of \$477,000. The total bid plus 3% construction reserve is \$262,032.00

Project Costs

Contract Amount (including 3% reserve)	\$262,032
Design & Soft Costs	40,000
Unforeseen Conditions (12%)	<u>30,528</u>
Total Project Costs**	\$332,560

** This leaves an unutilized budget amount of \$144,440.

This project is within the approved 2012 Capital Budget as a carry-over from 2011. It is anticipated to be 100% Airport cash funding.

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

Schedule

Contract award anticipated August 2012 with a substantial completion date expected to be January 2013.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT		%	
	MBE	WBE	MBE	WBE
First Electric Supply Company, Inc.	\$ 5,000	\$ 0	1.97	0
Pinnacle Equipment **	\$60,000	\$ 0	23.58	0
PKS Construction	\$ 0	\$29,900	0	11.75
Totals	\$65,000	\$29,900	25.55	11.75

** As supplier, only 60% of participation included.

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for CIP/Project # I-12-008, Terminal Grease Ducts to Poynter Sheet Metal, Inc. in an amount not-to-exceed \$254,400.00 plus a 3% construction reserve of \$7,632.00 for a total of \$262,032.00. Poynter Sheet Metal, Inc. was the lowest responsive and responsible bidder. MBE 25.55% (First Electric Supply Company, Inc. and Pinnacle Equipment) and WBE 11.75% (PKS Construction)



Board Memo – Project Authorization

To: IAA Board of Directors

From: Joe Miller, Interim Director of IT

Date: August 1, 2012

Board Date: August 17, 2012

Subject: Computer, Server and Equipment Refresh Project 2012, Project # I-12-012

Background

The Indianapolis Airport Authority (IAA) owns approximately 500 computers and over 100 servers which allow the IAA to conduct business on a day to day operation. The current process refreshes the desktop hardware, i.e. pcs, laptops and mobile data terminals, MDTs, every 4 years and refreshes our server hardware every 5 years. Gartner, the leading IT Research and consulting firm, has reported that its research has shown that refreshing every 3 years yields maximum efficiency on total cost of ownership, however the IAA procures extended warranties on these machines and, coupled with the low failure rate in the 4th year, allows this cycle to be extended to a four year refresh, which saves the Authority money. This strategy also prevents the Authority from needing additional headcount related to machine repair.

KSM consultants have reviewed this project and their technology assessment findings support the IAA's plan and request to replace these assets consistent with the above stated refresh cycles.

This project was sent for approval for implementation to the Senior Staff Management Team on August 1, 2012.

Scope

This project is for hardware procurement to refresh existing hardware that has become obsolete or has reached the end of its useful life.

Budget

This year's refresh project is contains requests for funds for the following breakouts:

Computer, Server, and Equipment Refresh

89 Staff PCs (75% Mainly Security and AOC/EOC)	\$	56,500
8 Laptops	\$	11,200
24 MDTs (Police and Fire)	\$	90,100
Monitor Replacement (Gate Hold Rooms and EVIDS)	\$	40,250
Airport Servers	\$	36,200
Accessories	\$	2,100
Contingency	\$	18,900
Total	\$	255,250

The contract total is for \$255,250.00 (fees) and is within the approved project budget.

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

The project is being undertaken to maintain existing infrastructure that is integral to the continued operation of the airport. Because of the critical nature of this project, it has not been subjected to an internal rate of return calculation.

The funding for this project is within the approved cash flow for the Capital Improvement Program in the amount of \$256,380 in 2012.

Schedule

The term of this project is to have everything rolled out and installed by the end October 2012, with the majority of the activity taking place in late September / early October.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT		%	
	MBE	WBE	MBE	WBE
Phelco Technologies, Inc.	\$48,450	\$0	19.0	0.0
Totals	\$48,450	\$0	19.0	0.0

Recommendation

The IAA staff has reviewed the proposal and recommends that the Board consider for approval the computer, Server and Refresh Project in an amount not-to-exceed \$255,250.00. MBE 19.0% (Phelco Technologies, Inc.) and WBE 0.0%.



Board Memo - Contract

To: IAA Board of Directors

From: Joseph Miller, Interim Information Technology Director

Date: August 6, 2012

Board Date: August 17, 2012

Subject: Contract with Infor Global Solutions, Inc. for Software Licensing and Professional Services on the Airport Management System Upgrades – MP2

Background

Datastream MP2 was implemented at IAA in 1999 as a maintenance management system that would provide a computerized system to track Inventory, Preventative Maintenance, Work Order Management, Equipment History, and Reports for asset activities at the airport terminal.

The initial MP2 implementation was scoped to include integration with Oracle; however, that functionality was not successfully completed. Currently, entry of maintenance related purchases must be entered manually into both MP2 and Oracle financials. Additionally, a reconciliation effort is performed monthly to synchronize equipment/parts costs used for maintenance services and assigned to a Cost Center in MP2 but not accounted for automatically in Oracle.

The IMC Facility opened in 1994 using the 3.1 version of the maintenance management system, Maximo, running on a Windows 95 PC. Maximo is used to generate, track, schedule and record the maintenance activities of the numerous pieces of equipment and systems within the facility. The original version and PC hardware of Maximo is still in use today. There is significant risk to operations as the system is no longer supported and it cannot be upgraded to newer hardware.

The MP2 and Maximo systems are at their effective 'End Of Life'. DataStream MP2 was acquired by INFOR Global Solutions in 2006, and rebranded as their base Enterprise Asset Management (EAM) solution with no scheduled patch updates/versions. The AMS Upgrades project will mitigate the hardware/software risks and operational inefficiencies associated with extended use of the MP2 and Maximo systems.

KSM consultants have interviewed IAA subject matter experts within the Operations and IT departments regarding the MP2 and Maximo infrastructure, software versions, and business use. KSM's technology assessment findings support the IAA's strategic direction towards upgrading the Airport Management System suite including MP2.

Memo Re: Airport Management System Upgrades

Scope

The tasks to implement Infor EAM are categorized into 4 distinct phases: Define, Design, Develop, and Implement.

Initial strategy sessions between Infor's Project Managers and the core Operations, Finance, and IT subject matter experts will take place during the 'Define' stage. The Implementation Services Document, which defines the overall tasks, responsibilities, timelines for the project, is the main deliverable. The 'Define' stage will conclude with a 'Kickoff/Alignment' meeting where the project scope, deliverables, roles, and communication plan are given to the project team members.

The 'Design' phase will be used to review the current asset management Business Processes, identify Key Performance Indicators, and design the new System (To-Be). The initial product installation onto the database and servers is also performed during this stage.

During the 'Develop' phase, system configuration and integration with Oracle is completed. Additionally, select data from MP2 and Maximo will be converted into the Infor EAM database. Test scripts are developed and used to ensure data conversion, mobility features, and base functionality meets the system design specifications.

The 'Implement' phase is comprised mainly of rolling out the new application to the users. End User Training will be completed during this phase and will conclude with successful completion of all test scripts.

Budget

The contract with Infor Global Solutions is for \$501,296.00 (software licensing, support, and professional fees). The contract with Phelco Technologies is for \$34,040.00 (server, iPads, and support) and the not to exceed agreement with Professional Data Dimensions is for \$30,000(Documentation and Technical writing).

<u>Airport Management Systems Upgrades - MP2 Project Budget</u>	
Implementation (Software, Professional Fees)	\$ 501,296
Hardware	\$ 24,731
Documentation	\$ 30,000
Contingency	<u>\$ 55,603</u>
Total	\$ 611,630

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

The project is being undertaken to maintain existing infrastructure that is integral to the continued operation of the airport. Because of the critical nature of this project, it has not been subjected to an internal rate of return calculation.

Memo Re: Airport Management System Upgrades

The funding for this project is within the approved cash flow for the Capital Improvement Program in the amount of \$741,185 in 2012.

Schedule

The term of this contract will begin August 17, 2012 upon Board approval and conclude January 31, 2012 to encompass post implementation documentation.

Supplier Diversity Participation

The software and services costs to upgrade MP2 will be procured through a Sole Source contract with Infor Global Solutions, Inc. Infor is not certified as a MBE or WBE; therefore, no M/WBE participation will be attributed to that contract.

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT		%	
	MBE	WBE	MBE	WBE
Professional Data Dimensions	\$30,000.00	-	4.90	-
Phelco Technologies	-	\$13,157.16	-	2.15
Totals	\$30,000.00	\$13,157.16	4.90	2.15

Recommendation

The IAA staff has reviewed the proposal and recommends that the Board consider for approval the Airport Management System Upgrades – MP2 budget for \$611,629.83 and award separate contracts with Infor Global Solutions, Inc. for Software Licensing and Professional Services in an amount not-to-exceed \$501,296.00, Phelco Technologies for hardware procurement in an amount not-to-exceed \$13,157.16, and Professional Data Dimensions for professional technical writing services not-to-exceed \$30,000. The total XBE participation for this project is MBE 4.90%(Professional Data Dimensions) and WBE 2.15% (Phelco Technologies).

JULY 2012

MONTH/YEAR	OTHER PARTY	TYPE OF DOCUMENT	TERM (YEARS)	REVENUE	INITIALS	COMMENTS
Jul-12	Parsons Brinckerhoff, Inc.	Prof. Services Contract	1 year	N/A	R. Duncan	For design services for parking garage improvements; cost of \$110,159
Jul-12	Lamar Advantage G.P. Corporation	1st Amendment to Land Lease	Unchanged	Unchanged	R. Duncan	Provides required site plan and legal description for Billboard #2579
Jul-12	G2 Secure Staff, LLC	1st Amendment to Office Lease	2 years, with one option of 2 years	Annual \$41,229, but 50% of signatory rates after 1/1/13	R. Duncan	For airline support services
Jul-12	Seabury APG, LLC	Contract for analysis	5 months	N/A	R. Duncan	For analysis of air service routes; cost of \$55,000
Jul-12	Global Aviation Services, Inc.	1st Amendment to Bldg. Lease	1 year, with two one-year options	\$82,724 annual, increasing up to \$87,742 annual	R. Duncan	For ground equip support for Delta and United
Jul-12	Federal Express Corporation	Building Lease Agreement	3 years	\$105,504 annual, increasing up to \$114,296 annual	R. Duncan	For parts storage for FedEx Hub
Jul-12	Federal Aviation Administration	Reimbursable Agreement	5 years	Reimbursable amount of \$223,086.55	R. Duncan	For relocation of Runway 25 localizer at Indy Regional Airport
Jul-12	Borders	Write off Authorization	N/A	N/A	R. Duncan	Per IAA policy, write-off of \$515.66 of Borders Bookstore debt

Jul-12	Sky Lease 1, Inc.	Write off Authorization	N/A	N/A	R. Duncan	Per IAA policy, write-off of \$35,823.70 of Sky Lease debt
Jul-12	ATA	Write off Authorization	N/A	N/A	R. Duncan	Per IAA policy, write-off of \$83,047.33 of ATA debt
Jul-12	Sterling Works	Write off Authorization	N/A	N/A	R. Duncan	Per IAA policy, write-off of \$85,372.02 of Sterling Works' debt
Jul-12	All American Limo & Sedan	Operating Agreement	Month to Month	\$500.00 pre paid deposit fee	R. Duncan	Standard ground transportation service provider
Jul-12	Diamond Limousine, LLC	Operating Agreement	Month to Month	\$500.00 pre paid deposit fee	R. Duncan	Standard ground transportation service provider
Jul-12	Coles Marketing Communications	Permission to File Agreement	1 day	\$300 reimbursed to IAA	R. Duncan	For permission to film in certain areas at IND
Jul-12	Airport Inn Developers (Crown Plaza)	10th Amendment to Lease	2 years	\$58,543.74	R. Duncan	For parking arrangement with Crown Plaza
Jul-12	Relay and IND, LLC d/b/a iStore Boutique	Concession Agreement	3 years and 3 months	\$162,500.00	R. Duncan	Standard contract
Jul-12	U.S. Government	Lease for Real Property	1 month	\$5,456.00	R. Duncan	Lease of building to U.S. Military in connection with training exercise
Jul-12	Areas USA IND, LLC d/b/a Vinea	Amendment #2; Concession Agreement	Five year renewal	Unchanged	R. Duncan	For extension of five years
Jul-12	Areas USA IND, LLC d/b/a Giorgio's	Amendment #2; Concession Agreement	Five year renewal	Unchanged	R. Duncan	For extension of five years

Jul-12	Areas USA IND, LLC d/b/a Cold Stone Creamery (B)	Amendment #2; Concession Agreement	Five year renewal	Unchanged	R. Duncan	For extension of five years
Jul-12	Areas USA IND, LLC d/b/a Cold Stone Creamery (A)	Amendment #2; Concession Agreement	Five year renewal	Unchanged	R. Duncan	For extension of five years
Jul-12	Areas USA IND, LLC d/b/a Green Leafs/Bananas	Amendment #2; Concession Agreement	Five year renewal	Unchanged	R. Duncan	For extension of five years
Jul-12	Areas USA IND, LLC d/b/a Qdoba	Amendment #2; Concession Agreement	Five year renewal	Unchanged	R. Duncan	For extension of five years
Jul-12	Areas USA IND, LLC d/b/a South Bend Chocolate Company	Amendment #2; Concession Agreement	Five year renewal	Unchanged	R. Duncan	For extension of five years
Jul-12	Areas USA IND, LLC d/b/a Champps	Amendment #2; Concession Agreement	Five year renewal	Unchanged	R. Duncan	For extension of five years
Jul-12	HR Solutions, Inc.	Service Level Agreement	2 years	N/A	R. Duncan	For survey and consulting services; cost of \$18,072 annual; 2nd year cost of \$16,870
Jul-12	Red Bull North America, Inc.	Letter of Agreement	1 month	N/A	R. Duncan	For graphic displays on table tops in Plaza
Jul-12	Skybus, LLC	1st Amendment to Lease	Month to Month	\$36,000.00-annual rental	R. Duncan	Short term extension of current lease
Jul-12	Subaru of America	Letter of Agreement	1 month	N/A	R. Duncan	For display of vehicles in Civic Plaza

Jul-12	Hanson Professional Services, Inc.	Contract Amendment #1	Unchanged	N/A	R. Duncan	For rehab of taxiway "B"
Jul-12	Jon Schmidtke(Indiana polis Regional)	T-Hangar Lease Agreement	1 year	\$3,020.00	R. Duncan	Standard hanger lease
Jul-12	Mike Gerdes (Eagle Creek)	T-Hangar Lease Agreement	1 year	\$3,020.00	R. Duncan	Standard hanger lease
Jul-12	Gregg Jackson (Eagle Creek)	T-Hangar Lease Agreement	1 year	\$3,020.00	R. Duncan	Standard hanger lease
Jul-12	Alliance Bus Lease, LLC	Lease, and Addendum	1 year	N/A	R. Duncan	For leasing of 2 shuttle buses; cost of \$3,500 monthly
Jul-12	Apex Benefits Group, Inc.	Contract for Consultant Services	1 year	N/A	R. Duncan	For on-site health clinic planning; cost of \$20,000
Jul-12	Lynn Trucking, Inc.	Contract Renewal 3	1 year	N/A	R. Duncan	For snow removal services; cost of \$205,000
Jul-12	Indiana Humanties	Letter of Agreement	1 month	N/A	R. Duncan	For display in Civic Plaza
Jul-12	R.W. Armstrong & Associates, Inc.	Contract Amendment	3 months	N/A	R. Duncan	For time-only extension
Jul-12	U.S. Army	Certificate of Authority	N/A	N/A	R. Duncan	To evidence Bob's signature authority