

1 The LAFAYETTE AIRPORT COMMISSION MEETING, held
2 before Lauren Alesi Gaspard, Certified Court
3 Reporter, at the Lafayette Regional Airport, 200
4 Terminal Drive, 2nd Floor Main Conference Room,
5 Lafayette, Louisiana, on the 11th day of March,
6 2015, beginning at 5:30 P.M.

7

8 APPEARANCES:

9 DEBBIE AMY

10 STEVEN PICOU

11 TODD SWARTZENDRUBER

12 VALERIE C. GARRETT

13 JOHN HEBERT

14 PAUL A. GUILBEAU, SR.

15 MATT CRUSE

16 PAUL SEGURA

17 CARROLL B. ROBICHAUX, JR.

18 TIMOTHY L. SKINNER

19

20 GENERAL AUDIENCE MEMBERS

21

22

23

24

25

1 MR. CRUSE:

2 We're going to call the Wednesday, March
3 11th, 2015 meeting to order. Rise and join me
4 in the Pledge of Allegiance.

5 (Pledge of Allegiance.)

6 MR. CRUSE:

7 Okay. We'll start with a roll call,
8 starting from the left.

9 MR. SKINNER:

10 Tim Skinner.

11 MR. ROBICHAUX:

12 Carroll Robichaux.

13 MR. SEGURA:

14 Paul Segura.

15 MR. CRUSE:

16 Matt Cruse.

17 MR. GUILBEAU:

18 Paul Guilbeau.

19 MR. HEBERT:

20 John Hebert.

21 MS. GARRETT:

22 Valerie Garrett.

23 MR. SWARTZENDRUBER:

24 Todd Swartzendruber.

25 MR. PICOU:

1 Stephen Picou.

2 MS. AMY:

3 Debbie Amy.

4 MR. CRUSE:

5 Okay. I'll accept a motion for the
6 approval of the minutes from February 11, 2013.

7 MR. SEGURA:

8 Move to accept.

9 MR. CRUSE:

10 Motion by Mr. Segura.

11 MS. GARRETT:

12 Second.

13 MR. CRUSE:

14 Second by Ms. Garrett. Any further
15 comments or questions from the Commission?

16 (No response.)

17 From the public?

18 (No response.)

19 All in favor?

20 COMMISSIONERS:

21 Aye.

22 MR. CRUSE:

23 All opposed?

24 (No response.)

25 Motion carries.

1 All right. First of all, welcome everyone
2 to the meeting. It's been a long time coming,
3 but it's great to be able to introduce our new
4 Director, Mr. Steven Picou. I'm sure most of
5 you probably read a little bit about him, heard
6 a little bit about him. We'll be having a
7 couple of different events over the coming
8 weeks to kind of get him out into the community
9 and meet everybody, but I'd like for him to
10 just stand up just for a second, or sit down so
11 we can hear you, just give us a quick bio about
12 yourself and we can go from there.

13 MR. PICOU:

14 Thank you, Mr. Cruse. Steven Picou. I'm
15 originally from Louisiana, raised in Cut Off.
16 Went to Louisiana Tech. From there, got into
17 airport operations at New Orleans
18 International, five years there. Went to
19 Albuquerque International for seven years, and
20 then seven years in Amarillo. In Albuquerque
21 wore many hats in construction, environmental
22 issues, noise. And then in Amarillo, I was the
23 Deputy Director of Aviation there.

24 So, thank you. Everyone's been great.
25 It's been great to get back home and have some

1 good food. I appreciate it.

2 MR. CRUSE:

3 Steven's been with us about two -- about
4 exactly two weeks tomorrow. One of the biggest
5 things we really wanted from the get go was
6 someone that would live in the community,
7 participate in the community, and be an active
8 member in it. And, you know, Steven has jumped
9 in with full force. He's bought a house in
10 Broussard. He's got two children; one's going
11 to attend Comeaux and one in Youngsville
12 Middle.

13 MR. PICOU:

14 Right.

15 MR. CRUSE:

16 So, his wife is going to be a school
17 teacher. So, that's pretty much the poster
18 board for the all American, you know, Lafayette
19 native, you know, native now. So, if anybody
20 wants to meet him, shake his hand, stick around
21 until after the meeting and I'm sure he will
22 oblige.

23 Right now we'll open it up for any public
24 comments. That's any comments from anyone
25 regarding anything that's not on the agenda for

1 tonight.

2 (No response.)

3 Nothing? Okay. We'll go ahead and go to
4 the Director's report.

5 MR. PICOU:

6 All right. Thank you Mr. Chairman. The
7 Director's report, item number 1:

8 Classic Business Products-222 Tower Drive-
9 Copier Preventive Maintenance Contract. The
10 reason it's in front of the Commission tonight
11 is because it is an automatic renewal and so
12 that needs to be approved -- or Commission to
13 decide on that. This is for our copier
14 maintenance contract at the airport.

15 MR. CRUSE:

16 Okay. Next item.

17 MR. PICOU:

18 Okay. Second item is Trans States
19 Airlines. There was some communication about
20 Trans States. Trans States is a carrier for
21 United Airlines. They're going to actually do
22 some of the flights, but there will be no
23 addition to the current flight schedule that
24 they have right now. They're just going to use
25 their aircraft and this company will do the

1 flights for United on certain routes, on
2 certain flights.

3 MR. SKINNER:

4 Are they going to be marked different?

5 MR. CRUSE:

6 No. They'll be -- they're not -- I mean
7 they'll still be United.

8 MR. PICOU:

9 They'll still be United. They'll be under
10 United delivery. There will be no change. The
11 public won't see any types of changes. It's
12 just going to be United is utilizing a
13 different company to fly this route.

14 Also, normally I know we usually do a Fly
15 Lafayette passenger statistics. That was an
16 error on our part, so we need to add that and
17 then --

18 MR. CRUSE:

19 Yeah, Robert, do you want to -- can you do
20 that for us, please?

21 MR. CALLAHAN:

22 Good evening. In February there were a
23 total of thirty-eight thousand two hundred
24 seventy (38,270) passengers. It's the busiest
25 February in the history of the airport. Load

1 factors were all running between seventy (70%)
2 and seven-three percent (73%). As far as media
3 exposure, we had news stories about Mr. Picou's
4 arrival, some weather issues that we had that
5 impact flights, and some stories about the
6 start date for the new terminal tax, reminding
7 people those won't actually start being
8 collected at the beginning of the year, but
9 rather April 1st.

10 Fly Lafayette Club, we're up to seventy
11 seven hundred and four (7,704) as of this
12 morning. We have fifty-six (56) businesses as
13 sponsors. We had six hundred and sixteen (616)
14 entries in February into the prize drawing and
15 there were fifty-two (52) winners.

16 As far as the enplanements go, they're
17 running about fourteen percent (14%) more than
18 they were last February. And if you remember
19 back last February there were a number of
20 cancellations due to weather. Deplanements are
21 running about twenty percent (20%) over last
22 year. So, it was a good month.

23 MR. GUILBEAU:

24 Did I understand to say it was the best
25 month ever for February?

1 MR. CALLAHAN:

2 Yes.

3 MR. CRUSE:

4 It's weird, though, because I drive, you
5 know, here every day to go to the private side
6 and for whatever reason, I don't know if people
7 are carpooling more now or maybe Uber's had a
8 huge effect or whatever, but there's -- the
9 parking situation has been much better. I
10 mean, there's like, there's tons of extra
11 parking spaces now, so.

12 MR. CALLAHAN:

13 Yeah. It's going to be better for now, but
14 come spring I think you'll see it starting to
15 fill up again.

16 MR. SKINNER:

17 It was just the best month for February,
18 not the --

19 MR. CALLAHAN:

20 Yes, best month for February.

21 MR. SKINNER:

22 Not peak months where you still have --

23 MR. CALLAHAN:

24 Not the best month ever. That was May of
25 last year.

1 MR. CRUSE:

2 All right, thank you.

3 MR. CALLAHAN:

4 You're welcome.

5 MR. PICOU:

6 The other item will be financials, if you
7 could look in your binder under the Director's
8 Report. It's a preliminary and unaudited.
9 There are some operations receipts, actual 2015
10 to -- budget is four percent (4%) and
11 operations distributions minus two percent (-
12 2%). Other income expenditures, thirty-four
13 percent (34%), total available for operations,
14 one hundred ninety-three percent (193%).

15 If we have some other questions, we can
16 have someone from staff present if there are
17 any questions related to the budget numbers.

18 MR. CRUSE:

19 So income's up and expenses are down?

20 MR. PICOU:

21 That's correct, yeah.

22 MR. CRUSE:

23 That's good.

24 MR. SEGURA:

25 Wow, Steven, you've done an excellent job.

1 MR. CRUSE:

2 Okay. Discussion items.

3 MR. PICOU:

4 The first item is:

5 A/B Review of the Engineering Master Service
6 Agreement Solicitation for Information.

7 Mr. Walt Adams will do a presentation and
8 that will also kind of roll into the item B,
9 which is the Terminal RFQ/RFP Status Update.

10 MR. ADAMS:

11 Good evening, Commissioners. We were
12 tasked last month with a review of the current
13 MSAs that are in effect, the Master Service
14 Agreements for engineering, and the procurement
15 process that went along with that to ensure
16 that we were going to be abiding with any
17 predetermined requirements in relation to that.
18 So, we did a pretty thorough review of those,
19 starting with the governing agency
20 requirements, primarily FAA and LA DOTD
21 Aviation Section.

22 And there's really no variance from their
23 requirements in the way that those were done.
24 And it was about an eight and a half month
25 process to make those selections. The

1 originals were authorized or when the contracts
2 went into effect with UR -- three firms, excuse
3 me, URS, DSA and LPA, and the effective date of
4 three year contract with URS was 11/1/2011.

5 And in June of 2014, a one year extension was
6 approved, and it did not go into effect until
7 one day after they had run their first three
8 year contract. So, the one year extension will
9 expire this coming November 1st at 2015.

10 There are a little bit of staggered dates
11 in terms of when they actually were placed
12 under contract. DSA was 11/9/2011 and their
13 one year extension will also expire on 11/9
14 this year. LPA was on 12 -- excuse me,
15 10/18/2011 and 10/18/2015 respectively.

16 MR. SEGURA:

17 Okay. I have a question. They were all
18 approved together --

19 MR. ADAMS:

20 But they were not contracted together. In
21 other words, they went through the process with
22 staff --

23 MR. SEGURA:

24 They signed their contracts on different
25 dates?

1 MR. ADAMS:

2 Yes.

3 MR. SEGURA:

4 Is that an issue? Why wouldn't you make
5 them effective all on the same day?

6 MR. SWARTZENDRUBER:

7 It's just the way they were -- they were --

8 MR. SEGURA:

9 Signed?

10 MR. SWARTZENDRUBER:

11 -- they were affected as of when they were
12 signed.

13 MR. SEGURA:

14 Upon signature?

15 MR. SWARTZENDRUBER:

16 Yeah.

17 MR. ADAMS:

18 Since that time, there's been quite a bit
19 of an environmental change, both in the
20 airport, the community and the region. And
21 just to point those out, the economic
22 landscape, as you all know, is continuing to
23 evolve, but it's certainly different than it
24 was three and half years ago in relation to
25 what you would have planned for a terminal.

1 The I-49 corridor program was a great concept
2 and idea of trying to find legs. Today, it's
3 got legs, and it looks like it's an extremely
4 valid program that will require that the
5 airport have a great deal of coordination with
6 the I-49 design, particularly as it relates to
7 the elevated section at Surrey and then also,
8 ultimately ingress and egress from the airport
9 terminal itself.

10 Most importantly, the penny tax referendum
11 didn't exist, the concept didn't exist at that
12 point, so that today you have a much more
13 defined funding stream and pool of fund from
14 which to plan and build your terminal. All
15 those factors have driven an increased amount
16 of security, excuse me, scrutiny from the
17 public, from the media, and so forth that would
18 behoove all of us to make sure that we're
19 addressing any requirements by any of the
20 governing agencies and as well as any of the
21 funding agencies to the letter as you move
22 forward. So, the action I --

23 MR. GUILBEAU:

24 And --

25 MR. ADAMS:

1 -- I'm sorry.

2 MR. GUILBEAU:

3 Before you go forward, one question on the
4 engineering contract.

5 MR. ADAMS:

6 Yes, sir.

7 MR. GUILBEAU:

8 They all expire somewheres around November.

9 MR. ADAMS:

10 This coming fall.

11 MR. GUILBEAU:

12 What's the time frame that we have to make
13 sure that we are on board with new engineering
14 firms prior to November?

15 MR. ADAMS:

16 I can't -- I'm a little bit aware of that
17 but I would defer that to either Daniel Elsea
18 or whatever.

19 MR. GUILBEAU:

20 Oh, okay.

21 MR. ADAMS:

22 We had some discussion this afternoon about
23 that, but technically when they expire, you
24 should have -- or you should probably be in
25 that new solicitation process now.

1 MR. GUILBEAU:

2 You just answered my question. You said
3 Paul shut up, the Director's --

4 MR. ADAMS:

5 I just don't have that type of answer for
6 you.

7 MR. CRUSE:

8 I think when we spoke earlier, I think the
9 last time we did the RFP, we made the selection
10 in June -- or June, so there was a -- we're
11 probably almost to the point now where we need
12 to issue the RFP to make a decision to have
13 them in place for, before expiration.

14 MR. ADAMS:

15 Well, just as an aside, I'll also mention
16 the first time you did that was an eight and a
17 half month duration to go through that process.
18 I think it can probably be shortened to the
19 twenty-eight week version, but there's some
20 mandates in terms of how much time you need to
21 do that. The fallback position for you would
22 be, and this bears a lot of discussion with
23 staff, would be that you still have another
24 year extension on those contracts if you decide
25 to exercise those for any portion of those

1 projects in the pool.

2 The action I'm recommending is that we
3 confer. And I've been with Todd on a couple of
4 occasions here lately just trying to sort
5 through the instruments that were the contracts
6 that were exercised, so in an abundance of
7 caution, I defer to Counsel to give you a firm
8 legal definition as to what your ability to
9 expand your search. From a business
10 perspective, we wholeheartedly believe you
11 should do so. We don't think there's anything,
12 given the enormous change in scope here from
13 what was originally contemplated, and the fact
14 that you're about to burn these contracts down.

15 I mean, they will expire about the --
16 within thirty days of the shortest time frame
17 you can bring another team in under contract
18 anyway. So, my recommendation would be to make
19 the decision to open it up to a nationwide
20 search for the highest and best firms and teams
21 of design and constructors as possible out
22 there.

23 If you were to do that, I think we're --
24 are we one slide ahead? What would the world
25 look like if you made that decision? Again, I

1 know you can't read that. Let's go back one
2 slide, the time scale.

3 If you were to start that Monday, these are
4 the milestones and the mandated intervals and
5 periods of review study and issuance that the
6 FAA, the LA DOTD, and the Louisiana Airport
7 Manager's Association not just recommend, but
8 some of the funding is tied to this is
9 mandated. It looks like an awfully long time,
10 twenty-eight weeks to go through this process,
11 but it is a complex endeavor that you're about
12 to engage in. And until we get some reading
13 from any of the agencies that we can circumvent
14 any of that, I think this is a worst case
15 scenario, but I think you should plan on that.
16 So that would -- if you started tomorrow you
17 could execute the contract ostensibly by
18 9/7/15.

19 As we move into the next segment, I don't
20 know if there's any questions before we move
21 off this item, but this is a continuation of
22 the same issue. In the new terminal issue,
23 obviously, we'll go to -- next slide. We're
24 going to talk about the project delivery model
25 and solicitation process and our

1 recommendations, specifically.

2 The first is that we would work with the
3 terminal, airport terminal committee, the
4 subcommittee of the Board and staff to firmly
5 define a program scope. The scope needs to be
6 validated. There are quite a few numbers out
7 there in terms of budgets and schedules and so
8 forth that have been considered over the past
9 few years, but the bottom line is you have a
10 finite amount of funding and it's our
11 recommendation that before the RFQ and RFP
12 packages go out, that you firmly define the
13 scope of what you're looking for, rather than
14 ask for responses to tell you what you need.

15 The next is what project delivery model and
16 in doing so, we went through quite a few -- we
17 went through eleven different guides and
18 interested parties and so forth in terms of
19 what we would have to do to make that happen
20 and what their preferences are. And our
21 recommendation will be -- will definitely be
22 some variation of a CMAR. There are more than
23 one example of that and we want some time with
24 staff to study that and Counsel to come up with
25 what we think is absolutely the best tailored

1 that matches the scope of work and the funding
2 that you have. I also recommend that staff and
3 we can assist with developing a funding
4 compliance matrix, which we don't see any
5 conflict between different agencies
6 necessarily, but we don't want to make any
7 missteps that would prevent you from having the
8 full, rightful funding that you're after, and
9 where you want to spend those dollars within
10 your master program.

11 We're also recommending a holistic master
12 plan. There have been several master plans
13 done in the past three years, mostly focusing
14 on the terminal and the terminal area. Others
15 looking at things, and there's one in play
16 right now that's not complete, but with the
17 advent of the I-49 corridor, we strongly
18 recommend that ingress and egress to the
19 airport and a direct connection to the
20 interstate be considered as well as the
21 internal traffic flow between general aviation
22 in the terminal and an egress back out to that
23 area without having to go through side streets
24 and dead ends and a number of the things that
25 you have to do right now.

1 I'm not prepared to say precisely which CMA
2 model, CMRA model, AR model, but we've got --
3 that's where we're focused right now. We've
4 got some discussion with FAA and other agencies
5 to confirm our thinking, but we're pretty
6 confident with that.

7 So, we've talked about what we found in the
8 MSA as they exist and given you what we think
9 is our best project delivery recommendation.
10 And I'll be happy to answer any questions you
11 might have, as well as, following those
12 questions, I have some specific action steps to
13 recommend to you.

14 MR. CRUSE:

15 Walt, you and I discussed earlier when I
16 was looking at your brief, just kind of give us
17 a little bit of a rundown on the CMAR process
18 as far as where the CMAR contractor sits in
19 regard to the flow or the work (phonetic)
20 chart, basically. I know you lost your --

21 MR. ADAMS:

22 That's okay.

23 MR. CRUSE:

24 -- slide disappeared, but --

25 MR. ADAMS:

1 Well --

2 MR. CRUSE:

3 It was new to me. I had never seen it that
4 way before and it was kind of out of the box.

5 MR. ADAMS:

6 Well, construction manager at risk and
7 there's also a CPM at risk that is a direct
8 contract linkage to the owner. The design
9 team, engineering teams and all the sub-trades
10 and other contractors fit up under that CM at
11 risk. That's a total single source
12 accountability model. Where we see problems
13 evolve in many cases are where the design team
14 is engaged early without that consideration and
15 hope to, you know, forge that union downstream
16 in more of a shotgun marriage fashion. And if
17 that can be avoided, we strongly avoid -- we
18 strongly recommend that.

19 I would much rather solicit, or recommend
20 that you solicit whole teams of services that
21 you can on balance look at and grade those
22 accordingly. So, it is a single source
23 accountability with a CMAR at the top.

24 MR. CRUSE:

25 Yeah, I was just -- I guess -- and there's

1 been a lot of information being floated around
2 out there, but I was under the assumption that
3 with the CMAR process that the designer had to
4 be a certain percentage complete with the
5 design before you brought the CMAR contractor
6 onboard, so you -- that, that's --

7 MR. ADAMS:

8 There are some regs that call for that in
9 certain instances and we're sorting through
10 that, but we've also seen where exactly what
11 I've described is in action right now. So,
12 again, I'm not prepared to give you the exact
13 model of that, but it will be some variation of
14 CMAR.

15 MR. CRUSE:

16 Okay. And I'm assuming that Louisiana's
17 CMAR legislation is what drives our process,
18 correct?

19 MR. ADAMS:

20 Well, in terms of your state component
21 funding under FPNC, yes. They have a different
22 name for it, but they, you know, there's a --
23 recent legislation calls for early contractor
24 involvement with a design and there's all sorts
25 of models, but they are certainly utilizing

1 that model on a number of projects, yes.

2 MR. CRUSE:

3 Yeah, I'm just trying to figure out where -
4 - who actually sets the guidelines or the
5 standards for that process because I've seen
6 the process that the Louisiana State
7 Legislation approved for use as it relates to,
8 I'm assuming, FPNC funding. And I'm assuming
9 that's what New Orleans -- it was written,
10 basically, for that project and I'm assuming
11 that's the flow that they're using, but as a --
12 where do we fall in there since we're, you
13 know, you're going to have basically three
14 different funding sources in there?

15 Do you go with the -- I mean, is the FAA's
16 guidance on CMAR any more or less restrictive
17 than the State's or is that something you've
18 still got to look into?

19 MR. ADAMS:

20 They're fairly consistent in that regard.
21 The only thing is in time process. I'm not
22 sure I'm going to answer your question
23 correctly, but I would say that if your funding
24 streams are such that you can dedicate the FAA
25 component of that funding to non-terminal

1 issues, it's logical that the terminal will be
2 built faster and will be with lesser
3 bureaucracy than it would otherwise be, but
4 that doesn't mean we won't get completely
5 waived.

6 Again, that's the purpose of, you know, a
7 funding compliance matrix, to make sure we're
8 not leaving anybody out and it's in priority of
9 who's the most important, where the dollars are
10 coming from. So that's a strategy that the
11 Director and I touched on this afternoon. Yet
12 to be developed. We really don't know the
13 extent of all the funding streams and we're
14 just examining all the requirements in every
15 area to make sure there isn't a misstep before
16 we make a final recommendation on the
17 procurement process and the best model to get
18 you there.

19 MR. CRUSE:

20 Okay.

21 MR. SKINNER:

22 Matt, I just -- the advisory circle has a
23 CMAR section and I think it does address, to a
24 small extent, governing authority, who takes
25 precedent over who. There was an addendum to

1 that advisory circle, so there is some guidance
2 in there from the FAA.

3 MR. CRUSE:

4 Okay.

5 MR. SWARTZENDRUBER:

6 If I might add, also. The public bid law -
7 - and this is actually what you had sent me an
8 email on a few months back -- provides for a
9 CMAR to be used now. And that's really kind of
10 separate from the whole funding/compliance
11 issues. That's just complying with the public
12 bid law. So, there is going to be a structure
13 set out in the statute that you have to follow,
14 which I agree, from everything I've seen, it
15 all kind of works together. You know, the FAA
16 says okay you can do this, you know, refer to
17 your state laws on that, that sort of thing.

18 MR. SKINNER:

19 That's correct.

20 MR. CRUSE:

21 Okay.

22 MR. ADAMS:

23 And any other questions you might have?

24 MR. GUILBEAU:

25 I had one and it's related to I-49 and I

1 guess I want to drill into my fellow
2 Commissioner's mind because I discussed it with
3 the District Administrator this week. We're
4 kind of an elite structure here and they're
5 going to try to direct or pay us to do the
6 things that they will take away from us. And
7 they -- a lot of times they use the sequence
8 that they don't have professionals on board to
9 design a runway. And if we have to extend our
10 runway, that's one of the issues I have. We've
11 got to require DOTD to replace us in kind. We
12 don't want to accept any money from them. Do
13 what it takes to replace it, whatever expertise
14 it takes because there's a lot of consequences
15 involved.

16 So, I would want to replant that in my
17 Commissioner's mind because I'll probably be
18 gone when that happens. I-49's not being built
19 tomorrow, but we need to get the DOTD to
20 replace us in kind and not accept the money
21 because there's two challenges. We might not
22 get enough money to replace this. You know, I
23 don't know how deep you'll be involved, but I
24 just wanted to...

25 MR. ADAMS:

1 Well, I think all that's worth considering
2 in your, what I refer to as globally as a
3 holistic master plan because, again, you don't
4 want to misstep and lose out on some funding or
5 spend dollars you don't need to spend. I think
6 already Staff has determined that there's going
7 to have to be a shift of that runway. It's got
8 to be shortened on this end in order to
9 accommodate the height of an elevated I-49 at
10 Surrey on that approach. So, it's got to be
11 moved a certain degree already. And that's
12 something that has to be folded into the
13 overall master schedule of events. With that,
14 I'll just -- if there's anything else -- I will
15 tell you that specific recommendations from
16 this point forward involve a what I would call
17 standing up to the terminal committee. You
18 need a committee to work with staff, to work
19 with us, on almost a, not a daily, but a
20 routine basis to form up not only the scope of
21 work and identify the best process to be
22 recommended and ratified by the full Board in
23 terms of how to go about. In relation to that,
24 I am advising you that you would do well as has
25 been done in many other areas of the states

1 with these types of projects and public
2 funding, you have a lot of resources in
3 Acadiana that could be helpful to you in terms
4 of people that purchase construction and design
5 services on a regular basis, whether it be the
6 university, hospital systems, the consolidated
7 government, but considered loaned executives
8 from those entities that could be an advisory
9 only, no power, just an advisory ad-hoc
10 committee to work with the terminal committee
11 in terms of narrowing the field of contenders
12 to going through the process and so forth.

13 And I think that would be a really good
14 statement to make to the public that's funding
15 a large portion of this or most of it. And
16 then I'd -- one other thing, I spoke with some
17 of you earlier. You might want to go to the
18 Charleston Airport website, they've got a major
19 expansion going there. It's not too dissimilar
20 from this airport in terms of size and
21 location.

22 They've done an extraordinarily good job
23 with the website called Trip that you can,
24 anybody can go there, see what's going on, what
25 decisions have been made, you know, see the

1 progress of what's going on. It's a really
2 good response to their local sales tax option
3 and how they inform the public. So, I'd advise
4 that.

5 And then the last thing, is just to be very
6 clear, I advise you to open up this process and
7 search for the most qualified teams of
8 resources out there that can get the job done
9 in the most expedient fashion at the best cost
10 with great competition. You know, that is not
11 to preclude anybody that's currently involved.
12 They certainly are invited to participate along
13 with anybody else. And I think there will be
14 quite a response out there from the -- in terms
15 of competition, so that's what we were charged
16 with. That's what I've recommended. And I'll
17 be happy to work with Staff moving forward to
18 initiate that at your direction.

19 MR. CRUSE:

20 I do have one, because I'm still -- with
21 the process that you had laid out and the time
22 line that we looked at, is that --

23 MR. ADAMS:

24 Do you want to bring that back?

25 MR. CRUSE:

1 -- getting us to a point where we already
2 have the contractor and the design firm --

3 MR. ADAMS:

4 Yes.

5 MR. CRUSE:

6 -- chosen by September?

7 MR. ADAMS:

8 That's what we would recommend, yes.

9 MR. CRUSE:

10 If we follow your time line, by September
11 we would have the contractor and the design
12 firm in place?

13 MR. ADAMS:

14 That would be our --

15 MR. CRUSE:

16 The team? Except for the subs and that
17 comes later.

18 MR. ADAMS:

19 Subject to further discussion and strategy
20 with the terminal committee, that would be our
21 goal. I would tell you, this is probably as
22 good as you're going to get. It may be longer.

23 MR. CRUSE:

24 Do we have a hard copy of that?

25 MR. ADAMS:

1 We have all the documents that we excerpted
2 this from.

3 MR. CRUSE:

4 Can you just email us --

5 MR. ADAMS:

6 Sure.

7 MR. CRUSE:

8 -- a copy of your --

9 MR. ADAMS:

10 Yeah. It's directly out of the Louisiana
11 Airport Manager's handbook which references FAA
12 circulars and the LA DOTD.

13 MR. CRUSE:

14 Okay. So, this --

15 MR. ADAMS:

16 And this is the abbreviated version.

17 MR. CRUSE:

18 Yeah. But, I mean, in reality, I mean,
19 that's really better than what I thought as far
20 as I didn't think we would have a contractor on
21 board probably until --

22 MR. ADAMS:

23 Ostensibly, depending on the model that we
24 recommend to you.

25 MR. CRUSE:

1 Yeah.

2 MR. SEGURA:

3 But that's part of the CMAR, is having a
4 contractor help you in the design.

5 MR. ADAMS:

6 Well, CMAR, Construction Manager At Risk.
7 They're at risk for the bottom line; therefore,
8 it's our contention that they need to not just
9 have the input into the design, they need to
10 control the design.

11 MR. SEGURA:

12 Right.

13 MR. CRUSE:

14 So we'll be putting together the RFD and
15 the RFQ for the entire processes?

16 MR. ADAMS:

17 We will. And this model, from the
18 manager's handbook, really addresses that, that
19 you can close it from thirty-four to twenty-
20 eight weeks by making that one uniform process.
21 And basically we do that anyway, you just go
22 through a lot of analysis and then you crank up
23 the proposal process. It's kind of ridiculous.
24 You need to -- whoever's going to submit for
25 their qualification needs to understand the

1 entire process and what's going to be required
2 and how it's going to be scored very
3 transparently. So, that's how we would
4 recommend it happen in any type of project of
5 this scope.

6 MR. CRUSE:

7 Okay.

8 MR. GUILBEAU:

9 One more comment that you touched on from
10 Picou's information. I was asked this
11 afternoon if we have a link on our website when
12 the progress would start that people could go
13 to look at.

14 MR. PICOU:

15 That's correct. We'll have a link. I
16 already have one for the terminal for the tax.
17 That was already there, so we'll use that same
18 link. So there will be a link on our web page.

19 MR. ADAMS:

20 There's one final recommendation I make and
21 I've discussed with Mr. Picou as well as Todd.
22 There are very, very strict rules with Code of
23 Federal Regs in terms of communication with any
24 employee, anybody directly, indirectly, any
25 Commission member, any selection member, having

1 any contact from the point you make the
2 decision that you are going to release an RFP
3 or you're going to have a competition for these
4 types of services. Communication has to be
5 isolated. And they're -- Steve and both Todd
6 have these documents that I suggest they
7 distribute to everybody, but it would preclude
8 any vendors, anyone trying to approach this
9 body from this point forward or the point where
10 you move to move forward with this process, for
11 any communication whatsoever.

12 I further recommend that all communication
13 in that regard be directed solely to the
14 Executive Director who will file it
15 electronically and it will be there.

16 MR. SKINNER:

17 Let me ask you a question on that, Walt. I
18 mean we interact with a lot of these guys in
19 the community now, so is that including just
20 general conversation or just specific to the
21 airport? It's going to be hard for a lot of us
22 not to --

23 MR. ADAMS:

24 Well, let me give you an example. Let's
25 say, you know, people are going to approach

1 you. Obviously, they're trying to develop
2 their business and there are people in the
3 community that are interested and they'd like
4 to have a piece of -- I'm not suggesting that
5 that be totally closed off, I would just
6 recommend you be very careful. Anything in
7 writing, anything that can be recorded is
8 discoverable and it's not so much that you're
9 going to do something that's inappropriate,
10 it's more in my mind where I've seen it, the
11 major problem, is when you have someone
12 disgruntled because they felt they were
13 disadvantaged in the process, they bring that
14 to light, share it with the media and then
15 you've got a serious problem on your hands.

16 That's just good policy to just direct it
17 to the Director.

18 MR. CRUSE:

19 Question on the time line. So we have
20 April 27th as the point where we can advertise
21 the RFQ and RFP. In order to meet that
22 deadline, how -- is that an achievable
23 deadline? And if it is achievable, I mean, how
24 much -- I want to kind of define -- let's take
25 baby steps and define that process first.

1 MR. ADAMS:

2 Okay.

3 MR. CRUSE:

4 Is that something -- I'm guessing that the
5 first steps probably need to be yourself,
6 Steven, staff, get together and start
7 structuring the RFQ. And then at some point
8 you're going to need the terminal sub-committee
9 involvement to validate your, the process more.

10 MR. ADAMS:

11 Not only validate the process, but more
12 importantly validate the --

13 MR. CRUSE:

14 Scope.

15 MR. ADAMS:

16 -- the scope. You know, what is it you
17 want to build here. You've got a lot of -- you
18 have a lot of great information that's been
19 generated to help you make that decision, but
20 that decision hasn't been made. You haven't
21 made a selection based on what you can afford
22 at this point. So there's a financial model
23 there and obviously I would think you would
24 want to build as fine and serviceable a
25 terminal as you could possibly build with what

1 you have. So, it's -- I think we've got to key
2 in on the scope issue right up front and at the
3 same time we're probably going to work the
4 Terminal Committee a little bit because I don't
5 think we could possibly do this if we didn't
6 have contact with staff and them at least twice
7 a week, you know, to go through where we're at
8 in the stages.

9 This is doable. It has a lot to do with
10 the availability of who's involved. I have no
11 lack of confidence that -- just having the
12 interaction with staff this past week, I've got
13 to tell you, Dan Elsea has just done a yeoman's
14 job of pulling all kinds of documents and
15 records together for us. And they're, you
16 know, they're going to do their part. And we
17 can, you know -- if we were to say we're going
18 to come back to you every month and report
19 where we're at, you're not going to make the
20 schedule. There's going to have to be called
21 meetings. There's going to have to be
22 committee meetings and strategy sessions to get
23 where you want to be.

24 MR. CRUSE:

25 Okay.

1 MR. ADAMS:

2 In terms of the format and the language
3 and, you know, the outlines of the RFP's,
4 that's the easy part. The tough part is
5 setting the grading scales and weighting those
6 to something that makes sense for you. What
7 makes sense in Kansas may not make sense in
8 Louisiana. Catch my drift? It just depends on
9 what your objectives are.

10 We almost having to have a little planning
11 retreat here, how you're going to do this.

12 MR. SEGURA:

13 And let me ask you, Walt, while the
14 advertisement of the RFQ will what the
15 intention is to seek as many qualified parties
16 to do this work, you do want to define the
17 scope so that you don't get everybody and his
18 brother that has no business or doesn't even
19 know how to build a --

20 MR. ADAMS:

21 Right.

22 MR. SEGURA:

23 -- or tackle a job like this. So that it
24 kind of weeds out -- I don't want to say weed
25 out, but you know what I mean, that you don't

1 get just every proposal from literally
2 everyone.

3 MR. ADAMS:

4 Well, that's the reason --

5 MR. SEGURA:

6 That doesn't have the qualifications.

7 MR. ADAMS:

8 Yeah, the RFQ has to be written so
9 succinctly that that's not possible. I mean,
10 lots of people respond that aren't qualified,
11 but the purpose of I would say both the
12 Advisory Committee and the Terminal Committee
13 as those come in, you know, we weed through
14 those as quickly and whittle it down to a
15 manageable size. And then there's a very
16 structured interview process. There's a, you
17 know, analysis period.

18 The things that aren't malleable, can't be
19 any less than you see here, are the periods of
20 advertisement and review.

21 MR. SEGURA:

22 Right.

23 MR. ADAMS:

24 Those are not -- you can't change those up.

25 MR. CRUSE:

1 Because one of the things I saw in the
2 state statute as it relates to CMAR is we're
3 going to have to -- it's very definitive on who
4 is a part of that selection committee. You
5 know, it actually defines --

6 MR. ADAMS:

7 Yes.

8 MR. CRUSE:

9 It's got to be one of the members of the
10 committee has to be a contractor that does
11 similar work, that's not interested in bidding
12 on this project. You know, I mean so we're
13 really going to have to --

14 MR. ADAMS:

15 We're just -- we're just pulling that stuff
16 together right now.

17 MR. CRUSE:

18 Yeah, okay, so.

19 MR. ADAMS:

20 And it will take a little bit to make sure
21 we've got all those bases covered. But you're
22 correct and I think --

23 MR. CRUSE:

24 I guess do they don't have to be involved
25 with the -- I guess our homework is to define

1 the scope and write the RFP and RFQ. They get
2 involved --

3 MR. SEGURA:

4 From an advisory standpoint as he mentioned
5 earlier.

6 MR. ADAMS:

7 Yeah, in the analysis phase analysis and
8 recommendation, you know.

9 MR. CRUSE:

10 Yeah.

11 MR. ADAMS:

12 On the selection --

13 MR. SKINNER:

14 Right. The committee, the Selection
15 Committee is ultimately responsible for voting
16 on the criteria such -- all the criteria and
17 scope, so I think what you're saying is the
18 terminal committee will come up with it, but
19 the selection committee will have to adopt it
20 and vote on it.

21 MR. CRUSE:

22 So the same selection committee that will
23 be responsible for evaluating --

24 MR. ADAMS:

25 That's correct.

1 MR. CRUSE:

2 -- the RFQs --

3 MR. ADAMS:

4 Right. That's the authority.

5 MR. CRUSE:

6 Okay.

7 MR. SKINNER:

8 That's the ultimate authority, so whatever
9 the terminal committee does, you can just make
10 the selection committee the same as the
11 terminal committee and --

12 MR. CRUSE:

13 Well, no, because, I mean, there are --

14 MR. SKINNER:

15 We'd have to add some independent
16 consultants.

17 MR. CRUSE:

18 There's actually very few members of the
19 this commission that will be part of that
20 selection committee from the way I read it.

21 MR. ADAMS:

22 Right, right. I think that -- I think that
23 you can -- as long as they're not paid and as
24 long as they have no connection or any benefit
25 from the selection process, you can certainly

1 involve and appoint ad hoc committee members in
2 the selection process. It's done every day on
3 major projects with the state universities and
4 so forth. They purposefully draw in that
5 talent and it also provides a degree of
6 insulation from any appearance of impropriety
7 to have that much community involvement in it.
8 But you've got the expertise in Lafayette to do
9 this, without a doubt.

10 MR. CRUSE:

11 Yeah. I just want to make sure we don't
12 start doing something and we have to backtrack
13 and --

14 MR. ADAMS:

15 Right.

16 MR. CRUSE:

17 And Todd actually has a -- can you read
18 the?

19 MR. SWARTZENDRUBER:

20 Yeah, I have the statute of -- I think it's
21 just --

22 MR. CRUSE:

23 As it relates to the members of the --

24 MR. SWARTZENDRUBER:

25 Right.

1 MR. CRUSE:

2 -- committee.

3 MR. SWARTZENDRUBER:

4 What we're looking at here is because the
5 statute says you're going to pick the design
6 professional the way you normally do. So
7 that's going to go through the Commission's
8 normal Selection Committee. As far as picking
9 the CMAR, that contractor, the committee shall
10 consist of no more than five individuals as
11 follows: One design professional in discipline
12 of, but not involved in the project; one
13 licensed contractor in the discipline of, but
14 not involved in the project; one representative
15 of the owner, which is the Airport Commission;
16 two members at large. And that's it, five
17 people; only one of which is going to be from
18 the Airport Commission.

19 MR. SKINNER:

20 We're looking at two separate Selection
21 Committees then?

22 MR. SWARTZENDRUBER:

23 This is what the CMAR for the contractor,
24 the construction manager at risk.

25 MR. CRUSE:

1 Or could it be --

2 MR. ADAMS:

3 Well, I think -- Well, that's one of the of
4 the things that we'll have to run to ground,
5 but I think in combination those statutes may
6 not address the single source accountability
7 issue there. That doesn't mean it's not
8 qualified, but I think you'd have to merge
9 those requirements into one, but I think you
10 can accomplish that with what we're suggesting
11 at this point. We're going to make sure with
12 Counsel that's the case. But I would also say
13 that whatever -- our recommendation is the
14 Terminal Committee and the Ad Hoc Advisory
15 Committee bring to the full Board a
16 recommendation. And it takes the full Board to
17 make that decision at several intervals in this
18 process.

19 It's just that the full Board is not
20 burdened with an awful lot of day-to-day
21 minutia to get to those decisions.

22 MR. CRUSE:

23 Okay, well, we'll get to -- then we'll
24 start it immediately and we'll make it happen.
25 So, you're going to get with staff --

1 MR. ADAMS:

2 If that's your directive.

3 MR. CRUSE:

4 -- soon. Yeah, absolutely. I mean, let's
5 start the process.

6 MR. ADAMS:

7 Okay.

8 MR. CRUSE:

9 And then as needed we will put the Terminal
10 Committee or any substitutes in there to get a
11 subcommittee of three of us together as quickly
12 as possible whenever necessary to try to drive
13 this -- try to put somebody driving the bus,
14 so.

15 MR. ADAMS:

16 Well, we'll put it full bore and make sure
17 that what we can do will happen. We won't
18 delay anything, but we want to be cautious and
19 thorough in terms of what we advise you to.
20 Again, I think that both Steve and Todd have
21 those, these regs that they'll distribute to
22 you directly.

23 MR. SKINNER:

24 And what's your recommendation? Who can we
25 refer everybody to? Will it be the --

1 MR. ADAMS:

2 The executive director.

3 MR. SKINNER:

4 Okay. All right.

5 MR. ADAMS:

6 Any questions?

7 MR. CRUSE:

8 Thanks, Walt, I appreciate it.

9 MR. ADAMS:

10 Thank you.

11 MR. GUILBEAU:

12 Mr. Chairman, I have one quick question.

13 What if we amended the selection committee?

14 Are we a selection committee as a whole, the

15 whole commission? Is that what happens?

16 MR. SKINNER:

17 We amended the policy, but that policy can

18 have up to all the commissioners --

19 MR. CRUSE:

20 Up to all.

21 MR. SKINNER:

22 -- it can be fewer.

23 MR. CRUSE:

24 We're not restricted to only three. What

25 we may -- we need to make sure that we don't

1 start down a road to find out that we may have
2 gone a little bit too far before we brought on
3 other people that have -- are mandatory members
4 of the selection committee, so I just want to
5 make sure we don't do that.

6 MR. GUILBEAU:

7 I just want the Director to tell us where
8 we've got to turn in our cell phones when this
9 starts.

10 MR. CRUSE:

11 No personal emails.

12 Okay, next item.

13 MR. PICOU:

14 C. Item C, Home Bank Fiscal Agent ATM
15 Operations Renewal.

16 Make a motion that that be moved due to the
17 fact that -- not a motion, I'm sorry, make a
18 recommendation that it be removed. There was
19 some more information that came out and that we
20 learned through this and so we were going to
21 hold out.

22 MR. SWARTZENDRUBER:

23 We don't need any action.

24 MR. PICOU:

25 We don't need action.

1 MR. SWARTZENDRUBER:

2 We've just decided not to take it up.

3 MR. CRUSE:

4 Okay. We'll table it and move on.

5 MR. PICOU:

6 D. Item D, 2016-2017 FAA Capital Improvement
7 Plan.

8 This Capital Improvement Plan presents,
9 outlines, proposed funding for capital
10 expenditures for 2015 through 2019. CIP as a
11 plan and in no way serves as an obligation for
12 the Commission or designated allocations
13 specifically with regards to future debt
14 service.

15 We recommend, staff recommends approval and
16 the CIP to be submitted to the FAA for
17 inclusion in the Airport Capital Improvement
18 Plan, as well as basis to begin the process for
19 garnering appropriations through the other --
20 through other requested funding agency. Inside
21 of that you'll see in your documentation we
22 were notified by FAA that we needed to get some
23 information filled and from Daniel, FAA, and
24 Louisiana Department of Transportation, we need
25 something to them by March 15. So that was

1 just came to us last -- late last week, and so
2 Daniel worked and got this together.

3 As you look through the documentation, you
4 can see there are many funding sources that
5 Daniel looked at and recommended that we look
6 forward to -- move forward in trying to reach
7 out and get those funding sources. They're
8 outside of just the FAA normal lines, so lines
9 of where we get funding normally get funding.

10 So if there are any questions on that?

11 MR. GUILBEAU:

12 I move to approve.

13 MR. CRUSE:

14 We have a motion to approve by Mr.
15 Guilbeau.

16 MR. SKINNER:

17 Second.

18 MR. CRUSE:

19 Second by Tim, okay, Mr. Skinner. Any
20 further comments or questions from the
21 Commission?

22 (No response.)

23 From the public?

24 (No response.)

25 All in favor?

1 COMMISSIONERS:

2 Aye.

3 MR. CRUSE:

4 All opposed?

5 (No response.)

6 Motion carries. Next item.

7 MR. PICOU:

8 Okay.

9 E. Next item is Runway 4 Right-22 Left

10 Improvements-Overlay-Diamond B-Change Order
11 #10.

12 This Change Order provides for additional
13 work hours not anticipated in the original pop
14 out Change Order #9. Two additional days were
15 allowed to complete the work. The substantial
16 completion walk-through is scheduled for March
17 6th, which occurred and will verify the repair
18 work completion.

19 Mr. Cruse was privy to the development and
20 approval of Change Order 10, so recommend
21 ratification of the Chairman's actions.

22 MR. CRUSE:

23 Yeah. If anyone has any questions, Daniel
24 can answer them. Daniel and I kind of worked
25 on this. This was in the period when Mike was

1 gone and basically there was -- I think there
2 was a weather issue that pushed them back and,
3 you know, plus they needed a couple of
4 additional days to get it done. So, we made
5 the decision to move forward and to get it
6 done.

7 MR. SKINNER:

8 I'll make a motion that we accept the
9 ratification Change Order #10.

10 MR. CRUSE:

11 Motion by Mr. Skinner. Do we have a
12 second?

13 MR. GUILBEAU:

14 Second.

15 MR. CRUSE:

16 Second. Was that you?

17 MR. GUILBEAU:

18 Yeah.

19 MR. CRUSE:

20 Second by Mr. Guilbeau. Any further
21 comments or questions from the Commission?

22 MR. ROBICHAUX:

23 Are we going to have any additional costs
24 involved in this? Staff or -- for two more
25 days?

1 MR. PICOU:

2 On this particular project?

3 MR. CRUSE:

4 Not for the repairs of the pop outs. The
5 contractor is paying -- is doing that at their
6 own cost and they're paying the engineer for
7 their time and services for those repairs.

8 MR. ROBICHAUX:

9 What about staff? Do we have anybody on
10 staff that's at projects? On weekends do we
11 have to call somebody out on overtime?

12 MR. ELSEA:

13 One of the requests that were -- Daniel
14 Elsea with LAC staff. One of the requests that
15 was made to compile the costs that we have
16 incurred from November of '13 when we first did
17 the original substantial completion walk-
18 through to the point where we are at now, we've
19 worked with AECOM and compiled the costs for
20 them, for us, for legal fees and that was an
21 item to be brought up in the next agenda item,
22 but we'll wait for that action.

23 But we have -- it's in the neighborhood of
24 Fifteen Thousand Dollars (\$15,000.00).

25 MR. CRUSE:

1 Yeah. So, let's address -- we're going to
2 address -- it's going to be addressed in two
3 separate items. Any further comments or
4 questions from the Commission?

5 (No response.)

6 From the public?

7 (No response.)

8 All in favor?

9 COMMISSIONERS:

10 Aye.

11 MR. CRUSE:

12 All opposed?

13 (No response.)

14 Motion carries. Next item.

15 MR. PICOU:

16 F. Item F, Runway 4 -- Runway 4 Right-22 Left
17 Improvements-Overlay-Diamond B-Substantial
18 Completion.

19 Mr. Chairman, I recommend we defer this to
20 the Strategic Committee for further discussion.

21 MR. GUILBEAU:

22 I move.

23 MR. CRUSE:

24 Okay. We have a motion by Mr. Guilbeau to
25 defer this to the Strategic Committee for --

1 MS. GARRETT:

2 Second.

3 MR. CRUSE:

4 -- further discussion. And a second by Ms.
5 Garrett. Any further comments or questions
6 from the Commission?

7 (No response.)

8 From the public?

9 (No response.)

10 All in favor?

11 COMMISSIONERS:

12 Aye.

13 MR. CRUSE:

14 All opposed?

15 (No response.)

16 Motion carries. Next item.

17 MR. PICOU:

18 G. Mr. Chairman, Item G is Solicitation of
19 Request for Proposals for Runway 11-29
20 Rehabilitation.

21 Staff requests approval for a solicitation
22 of request for proposal to design the
23 rehabilitation of Runway 11-29 in accordance
24 with the State DOTD line item appropriation for
25 2013-2014. The solicitation will be a dual-

1 phased approach, with phase one involving a
2 pavement condition study to determine the
3 correct methodology of rehabilitation. Phase
4 two would encompass the design of the project
5 based on the recommendations from the pavement
6 study, consideration of funding, state statutes
7 mandates a grant process before June, 2016.

8 Would you like me to go through the next
9 one?

10 MR. SKINNER:

11 I'm going to have questions on this one.

12 Can we just go through this one first?

13 MR. GUILBEAU:

14 I would suggest we handle them separately.

15 MR. CRUSE:

16 Yeah, we can separate them.

17 MR. GUILBEAU:

18 And maybe Mr. Picou, just maybe next time
19 on the agenda separate them, so we're going on
20 them individually.

21 MR. PICOU:

22 Okay. Yes, sir. Got it.

23 MR. GUILBEAU:

24 Thank you.

25 MR. CRUSE:

1 Okay. So, you want to make a motion or ask
2 your question first?

3 MR. SKINNER:

4 I've got a question on the second one.

5 MR. CRUSE:

6 On the second one? Okay. Any questions --
7 well, let's -- I'll take a motion on the first
8 item. I'll accept a motion for approval.

9 MR. SKINNER:

10 I move that we approve the Runway 11-29
11 rehabilitation request for proposal, or
12 solicitation for request for proposal.

13 MR. CRUSE:

14 Okay, we have a motion by Mr. Skinner.

15 MR. ROBICHAUX:

16 Second.

17 MR. CRUSE:

18 Second by Mr. Robichaux. Anyone comments
19 or questions from the Commission?

20 MR. GUILBEAU:

21 One quick question, Tim. The selection of
22 that's going to be as per we just discussed, it
23 could be the whole -- it could be the total of
24 the whole Commission?

25 MR. CRUSE:

1 Could be.

2 MR. SKINNER:

3 What we've done in past is the Chairman
4 appoints the Committee and then the Commission
5 approve that Committee, I believe.

6 MR. GUILBEAU:

7 Well, I just want to make sure we abide by
8 the amendment.

9 MR. SKINNER:

10 We have -- the Committee has to be
11 appointed by the Director, by the Chairman,
12 himself, according to the new policy.

13 MR. GUILBEAU:

14 Okay, I'm good.

15 MR. SKINNER:

16 And my recommendation would be to stick
17 with what we did in the past. One
18 commissioner, one staff member, and one
19 independent person on this particular one.

20 MR. SEGURA:

21 But the motion is just to solicit the
22 proposals.

23 MR. CRUSE:

24 Yes.

25 MR. ROBICHAUX:

1 But they've got to start them.

2 MR. SKINNER:

3 So we have to put the committee together to
4 do it.

5 MR. CRUSE:

6 Any other comments or questions from the
7 Commission?

8 (No response.)

9 From the public?

10 (No response.)

11 All in favor?

12 COMMISSIONERS:

13 Aye.

14 MR. CRUSE:

15 All opposed?

16 (No response.)

17 Motion carries.

18 MR. PICOU:

19 Next item under G was North GA Aviation
20 Improvement Phase III, which we will
21 separate out next time into -- that will be
22 next letter down.

23 Staff requests approval for solicitation of
24 RFP to design the third phase of improvement
25 for North GA Aviation apron in accordance with

1 the State DOT line item appropriations for
2 2014-2015. Solicitation will be a dual
3 approach. Phase I will only consist of
4 alternative market analysis to recently
5 completed master plan.

6 This analysis will seek to determine the
7 specific future uses of the improvement area,
8 integrating current tenant demand and aircraft
9 constraints, developing an airport based
10 subdivision parts of development. Pending
11 consensus of the analysis findings, Phase II
12 will encompass the design of the apron
13 improvement.

14 MR. SKINNER:

15 Daniel, come on up. This is something
16 that's been recommended a long time ago and
17 then we kind of put it on hold because we were
18 trying to figure out what we were going to do
19 on the North GA ramp and build a new hangar.
20 So, what's the status of our current hangar
21 request? Are we still working on it?

22 MR. ELSEA:

23 I think there was an application to lease,
24 but I don't think we're any further along than
25 we were.

1 MR. SKINNER:

2 Okay. So, what I -- and I'm assuming you
3 wrote this?

4 MR. ELSEA:

5 I did, yes.

6 MR. SKINNER:

7 Okay, so the intention is to get the -- to
8 figure out what we need to do there first?

9 MR. ELSEA:

10 Yeah. I would say that we, admittedly,
11 don't have the expertise in house to determine
12 if we need a subdivision plan.

13 MR. SKINNER:

14 Right.

15 MR. ELSEA:

16 We did reach out to certain consultants and
17 they say that's not a good idea, other
18 consultants say it is. But they're basing on
19 other airports' approaches. We have things
20 that are unique here. You know, you're seeing
21 a shift in larger aircraft, but that might not
22 precipitate 100 x 100 foot subdivision, so it's
23 best to look at it outside house. And I think
24 there was a budget amendment back in September
25 allocating -- it wasn't dedicated to this, but

1 it was Fifty Thousand Dollars (\$50,000.00). My
2 intention is to go after State funding to pay
3 for it --

4 MR. SKINNER:

5 Right.

6 MR. ELSEA:

7 And if not, the market analysis will be
8 covered by us.

9 MR. SKINNER:

10 Okay. That was one of my other questions.
11 We did budget out specifically for that
12 project, but if you can run it through the
13 State, now I think that would be better and we
14 can put that money somewhere else. Are we
15 going to request a plan first?

16 MR. CRUSE:

17 It wasn't budgeted for that project, it was
18 budgeted for basically looking at and doing an
19 analysis of that area, but not as it relates to
20 the apron, specifically.

21 MR. SKINNER:

22 Well, it was part of it.

23 MR. ELSEA:

24 And we can integrate other portions. We've
25 looked at where the self-serve fuel tank is,

1 would it be financially feasible to move that
2 somewhere else and put a hangar there; would be
3 something on our master plan that shows
4 development moving out towards where the T
5 hangars are. There were some talks of covered
6 tie downs. I think there are a lot of things
7 that the master plan that we just finished was
8 limited in scope. We could have progressed in
9 that alternative, but the budget wasn't there.
10 So, this is taking that out and looking at it
11 like Walt said, holistically. Just looking at
12 that project.

13 MR. SKINNER:

14 So we look at just at the right there by
15 Hangar 11 would be the only section?

16 MR. ELSEA:

17 Well, it's phase three. I think we can --
18 that was the next approach. The pavement there
19 is somewhat in bad condition, but doesn't
20 necessitate that we use it there. We can use
21 it by the T hangars -- there's options.

22 MR. SKINNER:

23 Our intention was to do this analysis to
24 figure out where we could put everything:
25 Future T hangars, shade hangars, regular

1 hangars.

2 MR. ELSEA:

3 If we want that in the scope, sure.

4 MR. SKINNER:

5 I mean, that was our intention and that's
6 what I like to see.

7 MR. ELSEA:

8 Okay.

9 MR. SKINNER:

10 And then the second phase of this would be
11 to actually do the design work for whatever
12 they come up with?

13 MR. ELSEA:

14 I would say to focus on -- there was Two
15 Million Dollars (\$2,000,000.00) appropriated in
16 the '14-'15 priority program as to how to
17 appropriately use that funding. So, if it's to
18 do a subdivision plans, asphalt, concrete, if
19 that's the plan or whatever comes out of the
20 study, that most effectively uses that.

21 MR. SKINNER:

22 So then my final question would be: Could
23 this be added onto the master plan update or do
24 we need to do this separate?

25 MR. ELSEA:

1 At this point, it's probably best to do it
2 separately.

3 MR. SKINNER:

4 Do it separate. Okay. I'm good.

5 MR. ELSEA:

6 We paid for the master plan mostly in
7 house. We sought Five Thousand (5,000.00) for
8 State monies. We could reach out to them and
9 ask if we can use Domingue and Szabo and RS&H
10 to do that and just do an amendment to the
11 contract. It's something we could ask.

12 MR. SKINNER:

13 I mean, they've already done the GA ramp
14 analysis, you know, it would be nice if they
15 could do the rest of them. I mean, it would be
16 easy for them to come in and do.

17 MR. ELSEA:

18 We can look into it.

19 MR. SEGURA:

20 I'll make a motion to approve staff's
21 recommendation with the solicitation of the
22 request for proposal.

23 MR. CRUSE:

24 We have a motion by Mr. Segura.

25 MR. ROBICHAUX:

1 Second.

2 MR. CRUSE:

3 Second by Mr. Robichaux.

4 MR. GUILBEAU:

5 I have one question for the Commission.

6 How did the Fifty Thousand (50,000.00) get in
7 the budget?

8 MR. CRUSE:

9 As long as we're just joking, you can put a
10 port-a-let -- you can put a port-a-let in place
11 of that self-serve fuel tank and it would get
12 used more than the self-serve fuel tank would
13 by the way, so.

14 Okay. Any further comments or questions
15 from the Commission?

16 MR. SEGURA:

17 We need a second.

18 MR. CRUSE:

19 We already seconded it.

20 MR. SEGURA:

21 Okay.

22 MR. CRUSE:

23 From the public?

24 (No response.)

25 All in favor?

1 COMMISSIONERS:

2 Aye.

3 MR. CRUSE:

4 All opposed?

5 (No response.)

6 Motion carries. Next item.

7 MR. PICOU:

8 Okay, Mr. Chairman. The next item is

9 Scheduled Business Consensus Items.

10 H. H is request for Bell Helicopters-Renaming
11 of Tower Drive to Jet Ranger X.

12 I. And the item is Daily Landscape Management-
13 Exercise of First Option.

14 J. J is Lafayette Coca-Cola Bottling Company-
15 One Year Contract Extension.

16 K. PHI, Inc.-118 Shepard Drive-6th Year Option
17 Renewal.

18 L. Southern Sweets-One Year Contract
19 Extension.

20 M. La Petite Cajun Café and Bar-Month-to-Month
21 Contract-Approval.

22 MR. SKINNER:

23 I've got some individual questions, I don't
24 want to pull any out.

25 MR. CRUSE:

1 Okay.

2 MR. SKINNER:

3 That Coke machine, that's the same one
4 that's always empty? Does anybody know?

5 MR. ROBICHAUX:

6 The one in security?

7 MR. SKINNER:

8 I know we've got one that's always empty.
9 I get pictures of it all the time.

10 MR. PICOU:

11 Where is it located?

12 MR. CRUSE:

13 It's in the secure area.

14 MR. SKINNER:

15 And that's the one that's always empty.

16 MR. CRUSE:

17 Yeah.

18 MR. PICOU:

19 Okay.

20 MR. SKINNER:

21 So, I mean, should we maybe do something --
22 well, then I tell you, I want to pull J.

23 MR. CRUSE:

24 Okay.

25 MR. SKINNER:

1 And then L, Southern Sweets, are they in
2 that secure area? Is that the same? Who are
3 they?

4 MR. PICOU:

5 Downstairs near bag claim.

6 MR. SKINNER:

7 Okay. All right, I'm good.

8 MR. ROBICHAUX:

9 Question on M.

10 MR. CRUSE:

11 Okay.

12 MR. ROBICHAUX:

13 We're going to go on the café month to
14 month. What's the notification time on month
15 to month? Does it go revert back to the
16 original lease on notification of wanting to
17 cancel? Is it sixty days or?

18 MR. SWARTZENDRUBER:

19 Typical month-to-month, I believe it's a
20 ten-day notice period or maybe it's thirty.
21 I'd have to look in the code to see, but it
22 wouldn't be more than thirty days or one month.
23 And the reason -- I don't know, the reason I
24 guess it says it in here is because we needed
25 to request a proposal because this lease is up

1 again, so in order to keep them running until
2 that process is done, that's why it's going to
3 be month to month.

4 MR. PICOU:

5 Mr. Robichaux, our plan is to go out to get
6 the RFP out on the street for a concessionaire
7 -- the concessionaire come in and do a
8 nationwide search.

9 MR. ROBICHAUX:

10 My major concern is I hate to get a thirty-
11 day notice and we be without anybody in there
12 for three, four, five months.

13 MR. PICOU:

14 There would be a transition. We would not
15 give the thirty-day notice until we had the
16 other team in place --

17 MR. CRUSE:

18 If they give us --

19 MR. ROBICHAUX:

20 No, if they gave us --

21 MR. PICOU:

22 Oh, if they give us -- Yeah.

23 MR. ROBICHAUX:

24 Tomorrow we got thirty days, we can't have
25 anybody in place to even serve coffee.

1 MR. PICOU:

2 There's been indication that she is
3 interested in making a proposal to us, so the
4 current vendor is interested in continuing
5 those operations under a new contract.

6 MR. SEGURA:

7 But they could walk in thirty days?

8 MR. PICOU:

9 They could.

10 MR. CRUSE:

11 Let's pull it.

12 MR. SEGURA:

13 What's their cancellation requirements now?

14 MR. ROBICHAUX:

15 That's what I was asking.

16 MR. SEGURA:

17 The lease, to serve out the term of the
18 lease?

19 MR. CRUSE:

20 The lease is up.

21 (Indiscernible - Cross Talk.)

22 MR. PICOU:

23 We'd have to look it up. We can get that.

24 MR. ROBICHAUX:

25 In fact we can -- I'd like to pull it and

1 request from Mr. Hebert and Ms. Hebert about
2 possibly doing a ninety-day extension while
3 we're in the process of doing the RFQ's or
4 whatever we have RFP's.

5 MR. PICOU:

6 Okay.

7 MR. ROBICHAUX:

8 So we can have that in place and not take a
9 chance of not having anybody in there for
10 thirty days, sixty days.

11 MR. SWARTZENDRUBER:

12 What we can do is do a lease amendment,
13 whether it's month to month or ninety days or
14 whatever, similar to what we did with the
15 rental car agencies. We're going to have
16 something in writing. We're not just going to
17 let those go month to month under operation of
18 law so, you know, we can put something in there
19 to protect the Commission as far as notice
20 requirements for termination.

21 MR. ROBICHAUX:

22 That's what I would like, either that or
23 see if they would do a ninety-day extension.
24 To me that would be the easiest way to do it,
25 just have them do a ninety-day extension.

1 MR. GUILBEAU:

2 Commissioner Robichaux, she called me on
3 this and obviously I referred it to Mr. Picou,
4 but she related to me she knows it's going to
5 the RFP. She related to me that her liquor
6 license expires in November and December, which
7 would fit in with the RFP. Her insurance was
8 due April 1st. She knows she can get a rebate
9 on that and she told me there was no -- you
10 know, she has no concern of giving it up and
11 submitting to RFP. But I agree with Todd, you
12 know, if we need to go legal. She was afraid
13 she'd renew liquor license and couldn't get
14 reimbursed.

15 MR. ROBICHAUX:

16 What we're doing by either the ninety days
17 or something, we're protecting us and we're
18 protecting her, basically, giving her ninety
19 days instead of month to month. That helps her
20 make up her mind on liquor license --

21 MR. CRUSE:

22 We'll pull that motion -- we'll pull that
23 item and then make a motion to authorize staff
24 to execute a ninety-day term.

25 MR. ROBICHAUX:

1 We didn't make a motion yet.

2 MR. CRUSE:

3 Well, that's what -- but we've got to pull
4 it and handle it separate.

5 MR. ROBICHAUX:

6 Okay, let's pull it.

7 MR. SKINNER:

8 I make a motion that we approve H, I, K and
9 L. Pull K and M.

10 MR. ROBICHAUX:

11 Second.

12 MR. CRUSE:

13 Okay, motion by Mr. Skinner, second by Mr.
14 Robichaux. Any further comments or questions
15 from the Commission?

16 MR. GUILBEAU:

17 I would just like to inform the Commission
18 on the H. I guess, Brian -- Ryan Martin has
19 been communicating with me and the renaming has
20 been approved by zoning, but they also
21 requested that their address be 505. I don't
22 know if Mr. Picou's aware, but they want to
23 change it to a 500. That poses a problem with
24 911. They went to 911. The fire chief
25 happened to call me today, so he's the Chairman

1 of 911 so I broached the subject and that's
2 going to change all of the other numbering.
3 But zoning was concerned that when the fire
4 truck would turn in, they're looking for a one
5 hundred number. And the fire chief assured me
6 there would be no problem.

7 MR. CRUSE:

8 They look for the smoke, huh?

9 MR. GUILBEAU:

10 So all the numbers are going to change
11 including the street. So it looks like it's a
12 done deal.

13 MR. ROBICHAUX:

14 Would that affect the tower? Is the tower
15 -- do we have to talk to FAA about that?

16 MR. CRUSE:

17 Already done. It's going to cost a fortune
18 to redo all of their stationary and everything,
19 but Bell's paying for it.

20 MR. SEGURA:

21 But it will take two years for them to
22 approve it.

23 MR. CRUSE:

24 Yeah. Any other comments or questions from
25 the Commission?

1 (No response.)

2 From the public?

3 (No response.)

4 All in favor?

5 COMMISSIONERS:

6 Aye.

7 MR. CRUSE:

8 All opposed?

9 (No response.)

10 Motion carries.

11 Item J.

12 MR. SKINNER:

13 J, I guess -- I mean, that machine's always
14 up there. I don't know if we need to renew
15 with these guys. I don't know if there's
16 anybody else that can do it.

17 MR. SEGURA:

18 My question is does Coca-Cola have other
19 machines right now?

20 MR. CRUSE:

21 It's in a secure area.

22 MR. SEGURA:

23 I mean, you know, why deny them if they
24 just have other machines. I understand the
25 point.

1 MS. COTTON:

2 The vending machines on the first floor
3 that's in the baggage area are contracted to
4 the Commission. The vending machines in the
5 stairwell area and the vending machines in the
6 area next to the restaurant are contracted to
7 the restaurant owner, so she is in charge of
8 those.

9 MR. ROBICHAUX:

10 That's what I thought. The restaurant's in
11 charge of the ones in secure area also.

12 MR. SKINNER:

13 Okay, so the Coca-Cola Bottling on the
14 downstairs?

15 MS. COTTON:

16 Yes, that's the machines --

17 MR. SKINNER:

18 And we've had no problems with those?

19 MS. COTTON:

20 Had no problems.

21 MR. SKINNER:

22 Okay. You should have said that earlier, I
23 could have --

24 MR. SEGURA:

25 You didn't ask.

1 MR. SKINNER:

2 These contract is going to one machine
3 downstairs?

4 MR. PICOU:

5 The one machine -- the machines downstairs.

6 MR. SEGURA:

7 Move.

8 MR. GUILBEAU:

9 Second.

10 MR. CRUSE:

11 Okay. Motion by Mr. Segura, second by Mr.
12 Guilbeau. Any other comments or questions from
13 the Commission?

14 (No response.)

15 From the public?

16 (No response.)

17 All in favor?

18 COMMISSIONERS:

19 Aye.

20 MR. CRUSE:

21 All opposed?

22 (No response.)

23 Motion passes.

24 Item M.

25 MR. ROBICHAUX:

1 Mr. Chairman, I'd like to make a motion
2 that staff approach La Petite Café and see if
3 they'll do a ninety day, a ninety-day extension
4 to their lease, in place of a month to month.

5 MR. SKINNER:

6 Do we have time for that? Is there
7 adequate time?

8 MR. CRUSE:

9 April 8th is when it expires.

10 MR. SKINNER:

11 When?

12 MR. CRUSE:

13 April 8th.

14 MR. SKINNER:

15 Okay. So we can have it in by the next
16 one. No, we can't have it in by the next one.

17 MR. ROBICHAUX:

18 We can do an extension with --

19 MR. SWARTZENDRUBER:

20 Do you want to authorize the extension to
21 be signed before the next meeting as well or do
22 you still want the?

23 MR. ROBICHAUX:

24 That would be fine.

25 MR. CRUSE:

1 I mean, if there's no change in terms.

2 MR. ROBICHAUX:

3 If there's no change in terms, the Chairman
4 has the authority to sign it.

5 MR. SWARTZENDRUBER:

6 So, ninety-day extension.

7 MR. ROBICHAUX:

8 Ninety-day extension from April, May, June
9 to July. And in the meantime we can put out
10 the RFPs, and we should have that -- when could
11 we put our RFPs?

12 MR. PICOU:

13 I would say within the next --

14 MR. ROBICHAUX:

15 Next ten days?

16 MR. PICOU:

17 Yes, ten days.

18 MR. ROBICHAUX:

19 That takes six weeks?

20 MR. GUILBEAU:

21 I know you had a goal in mind, does that
22 give you time, Steven, to accomplish what you
23 had in mind or do you need more than ninety
24 days while we doing it?

25 MR. PICOU:

1 We're working on it together.

2 MS. COTTON:

3 Probably ninety days, we should be able to
4 do it in ninety days.

5 MR. CRUSE:

6 Why don't you make it one hundred twenty
7 days just to cover yourself?

8 MR. ROBICHAUX:

9 I mean, whatever it takes, let's make --
10 I'd just rather, prefer it not to go on month
11 to month. That puts us both -- and it doesn't
12 protect her and it doesn't protect us. If I
13 remember right, I was on the Commission the
14 last time we did the restaurant deal and I
15 think we had two RFPs and it was tough to get
16 those two.

17 MR. SEGURA:

18 Month to month and she has to have a
19 hundred and twenty day cancellation.

20 MR. CRUSE:

21 Okay. So, a motion by Mr. Robichaux for
22 one-hundred-twenty-day extension with no change
23 in terms.

24 MR. SKINNER:

25 Second.

1 MR. CRUSE:

2 Second by Mr. Skinner. Any further
3 comments or questions from the Commission?

4 (No response.)

5 From the public?

6 (No response.)

7 All in favor?

8 COMMISSIONERS:

9 Aye.

10 MR. CRUSE:

11 All opposed?

12 (No response).

13 Motion carries. Reports.

14 MR. PICOU:

15 Reports.

16 N. Item N. Ms. Bobbi Hess is our grant
17 facilitator and I think she has a quick
18 presentation for you at this time.

19 MS. HESS:

20 Good evening. Just quickly. You have my
21 monthly report in your thing. This last month
22 we did have to submit our annual ACBBE Report,
23 which is all of the vendors within the
24 terminal, the only non-concessionaire or non-
25 car rental was the café and, of course, she did

1 not have any DBE vendors and it's -- DBE
2 vendors for this area are very limited.

3 The car rental agencies, they exceeded
4 again. We base that on historical data and the
5 goal was supposed to be seventeen percent
6 (17%). They were able to achieve a twenty
7 eight point five percent (28.5%) DBE
8 participation. So, they do a good job in that
9 sense of working to try to get that.

10 I think what significantly for this area
11 and everything to note, too, that they have to
12 report their gross revenue and for last federal
13 fiscal year, the six agencies reported that
14 they brought in or accrued about Nine and a
15 half Million Dollars (\$9,500,000.00) in gross
16 revenues from just those six car rent for this
17 area. So, almost Ten Million Dollars
18 (\$10,000,000.00) of revenue from six car rental
19 agencies for this area. So, that's a nice
20 impact when you think about, you know, do they
21 really do? Yeah, they're doing a good business
22 here.

23 So that basically -- they did achieve, they
24 worked hard at getting their DBE of vendors as
25 best they can. They're making good revenue and

1 so that's a good thing. I did get a chance to
2 meet with Mr. Picou and Daniel yesterday and, I
3 mean -- yeah, yesterday. And it was a nice
4 meeting just to get to know each other and talk
5 about not just DBE but, you know, the grant
6 funding. And it's going to be an exciting
7 couple of years coming up with everything.

8 One of the things with the DBE, just
9 quickly, that we are going to be in the
10 process, every three years we have to renew the
11 goal. This is our year to do it. And it's
12 going to be, I guess, a lot more intense
13 because of the terminal project. Normally,
14 when we've done our DBE goal, the projects have
15 been very similar and much smaller.

16 We've never had this large of a project.
17 And, of course, it's going to be national in
18 scope. So the DBE goal is going to take a lot
19 more involvement of calculating the methodology
20 of it and how it will look. It will be totally
21 different. But in a good way, it's a good
22 thing that it's happened, the timing is
23 happening because if we had already established
24 one last year and bring in this new project, we
25 would have had to redo it anyway.

1 So that's a good thing, but it will be a
2 much more involved process getting this goal
3 set for the next three years because we've
4 never had such a large project that is going to
5 be part of that DBE goal.

6 And that's it. If you have any questions?

7 MR. ROBICHAUX:

8 Ms. Bobbi, ten million, you said, on the
9 rental cars. That's not just airport profit;
10 that's the Lafayette area?

11 MS. HESS:

12 That's what they reported, the six
13 agencies, as their gross revenues for here.

14 MR. ROBICHAUX:

15 For the airport or for Lafayette?

16 MS. HESS:

17 For here, for their airport operations
18 here. So, that's what they've reported for
19 their agencies here and what they purchased for
20 here in -- for these agencies here.

21 MR. ROBICHAUX:

22 Thank you.

23 MS. HESS:

24 Thank you.

25 MR. CRUSE:

1 Thanks, Bobbi.

2 MR. PICOU:

3 Next item.

4 O. Adams & Reese-Monthly Report. It's
5 included in your binder.

6 P. Item P is The Picard Group-Monthly report.
7 It's also in the binder. I believe we have
8 a representative of Picard tonight.

9 Q. Then item Q is the Airport Monthly Fiscal
10 Review, which is also in your binder.
11 These are non re-occurring expenditures for
12 February, so.

13 MR. CRUSE:

14 Okay. Project updates?

15 MR. PICOU:

16 Project updates.

17 R. Item R, Taxiway Mike (Parallel Taxiway)-
18 (DSA), ongoing

19 S. S is North GA Phase II-(DSA)

20 T. T is the Master Plan-(DSA)

21 U. RTR Cable Relocation-(DSA)

22 V. V is the John Glenn Drive Parking
23 Modifications-(DSA)

24 W. Noise Study-Work Order #8 (AECOM)-Update

25 X. X is Taxiway Seal Coat Project (AECOM)

1 Y. Runway 11-29 RSA Improvements (AECOM)
2 Z. Cargo Facility (MBSB)
3 AA. ATCT Interior Upgrades 2014 (MBSB)
4 AB. Alpha Bravo, Main Terminal Interior
5 Upgrades 2014 (MBSB)
6 AC. Alpha Charlie, LRA Signage Upgrades also.

7 MR. CRUSE:

8 Thank you. Any questions on project
9 updates?

10 MR. ROBICHAUX:

11 Question. On tab V, on the John Glenn
12 parking for rental cars.

13 MR. PICOU:

14 Yes, sir.

15 MR. ROBICHAUX:

16 Do we have, or who answered, do we have a
17 date of approximately when this is going to be
18 ready for to move the rental cars?

19 MR. PICOU:

20 We're moving ahead quickly. I know there's
21 some more -- go ahead. He's better at --

22 MR. THIBODEAUX:

23 Adam with Domingue Szabo and Associates.
24 The contractor has completed just about all the
25 work. He has to file one parking stop.

1 There's a truck in the way, so he has to wait
2 for that truck to move, then all the physical
3 work will be done. He might have a few punch
4 list items and he has to go back and grout the
5 little pin. So, what we were tasked to do with
6 the re-striping, that's complete. To get the
7 rental cars over, I don't know what they have
8 to do.

9 MR. ROBICHAUX:

10 We need -- I don't know if we've contacted
11 the Republic Parking yet, but we should contact
12 them so they can have someone either come down
13 or do a study on how we're going to put a gate
14 arm where the rental cars are now. We're going
15 to use that for short-term parking. That's an
16 open entrance. And they'll have to put an arm
17 or block that entrance and use another entrance
18 some kind of way. We have to get that ready
19 before we can use that lot.

20 MS. COTTON:

21 We have worked with Republic Parking on a
22 plan for the entrance and exit of that area.
23 The only thing we're waiting for now is to
24 complete the rental car bid process in order to
25 move the rental cars over. So, Republic is on

1 board. They know what the plan is for entrance
2 and exit on that area. Everything is just on
3 hold waiting for the rental car bid process to
4 be completed.

5 MR. ROBICHAUX:

6 Well, they'll have everything ready when
7 the rental car move?

8 MS. COTTON:

9 Yes.

10 MR. ROBICHAUX:

11 When they're moved, we'll have the gates up
12 with barricades, so they're on board?

13 MS. COTTON:

14 Yes, they're on board.

15 MR. ROBICHAUX:

16 Thank you.

17 MR. HEBERT:

18 Are we keeping the rental car agencies
19 apprised of the progress and any impending date
20 that they'll have to take action?

21 MR. PICOU:

22 Yes, we're working with them.

23 MR. HEBERT:

24 We're not just springing them.

25 MR. PICOU:

1 We're going to notify them in about five
2 minutes.

3 MR. ROBICHAUX:

4 Thank you. I move we adjourn.

5 MS. GARRETT:

6 Second.

7 MR. CRUSE:

8 We have a motion by Mr. Robichaux, a second
9 by Ms. Garrett. Any other comments or
10 questions from the Commission?

11 (No response.)

12 From the public?

13 (No response.)

14 All in favor?

15 COMMISSIONERS:

16 Aye.

17 MR. CRUSE:

18 All opposed.

19 (No response.)

20 Meeting is adjourned.

21 (Meeting adjourned at 6:49 p.m.)

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CERTIFICATE

1
2
3 This certification is valid only for a
4 transcript accompanied by my original signature and
5 original required seal on this certificate.

6 I, Lauren Alesi Gaspard, Certified Court
7 Reporter in and for the State of Louisiana, as the
8 officer before whom this hearing was taken, do
9 hereby certify that the LAFAYETTE AIRPORT
10 COMMISSION, did conduct a public hearing on the 11th
11 day of March 2015, at Lafayette, Louisiana, as
12 hereinbefore set forth in the foregoing 91 pages;
13 that this hearing was reported by me in the
14 stenomask reporting method, was prepared and
15 transcribed by me or under my personal direction and
16 supervision, and is true and correct to the best of
17 my ability and understanding; that the transcript
18 has been prepared in compliance with the transcript
19 format guidelines required by statute and rules of
20 the board, that I have acted in compliance with the
21 prohibition on contractual relationships, as defined
22 by Louisiana Code of Civil Procedure Article 1434
23 and rules of the board; that I am not related to
24 counsel or to any of the parties hereto, I am in no
25 manner associated with counsel for any of the

1 interested parties to this litigation, and I am in
2 no way concerned with the outcome thereof.

3 This 25th day of March 2015, Lafayette,
4 Louisiana.

5 Lauren Alesi Gaspard, CCR
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