

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 8th day of April, 2015,
6 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 April meeting to
3 order. If everyone could rise and join me in
4 the Pledge of Allegiance.

5 (Pledge of Allegiance)

6 MR. CRUSE:

7 Okay. We'll start with the roll call from
8 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 MR. SWARTZENDRUBER:

22 Todd Swartzendruber.

23 MR. PICOU:

24 Stephen Picou.

25 MS. AMY:

1 Debbie Amy.

2 MR. CRUSE:

3 Okay. I'll accept a motion for the minutes
4 of the regular meeting of March 11, 2015.

5 MR. SEGURA:

6 Move to accept the minutes.

7 MR. SKINNER:

8 Second.

9 MR. CRUSE:

10 We have a motion by Mr. Segura; a second by
11 Mr. Skinner. Any further comments or questions
12 from the Commission?

13 (No response.)

14 From the public?

15 (No response.)

16 All in favor?

17 COMMISSIONERS:

18 Aye.

19 MR. CRUSE:

20 All opposed?

21 (No response.)

22 Motion carries.

23 Okay. I don't have any comments on
24 anything that's not on the agenda tonight. If
25 there's any comments from the public from

1 anyone on an item that's not -- that does not
2 appear on the agenda for tonight, now is the
3 time to step up.

4 (No response.)

5 All right. Seeing none. Any comments from
6 my fellow commissioners?

7 (No response)

8 All right. Director's report.

9 MR. PICOU:

10 Thank you.

11 Good evening and thank you, Mr. Chairman
12 and fellow commissioners, or commissioners.

13 Thank you.

14 First item is the relocation of
15 administrative office and terminal upgrades.
16 We are looking at possibly moving the floor
17 people back to the terminal building. My goal
18 is to be closer to the public, to our
19 customers, have someone here that would be
20 looking at contracts and having a person
21 greeting people as they come in.

22 The area behind you is the area that we're
23 looking at. We have worked with MBSB to get
24 some pricing. I just wanted to let the
25 commission know that's where we -- we have no

1 prices; no firm funding yet on that. So, I
2 just wanted to get that as an agenda item for
3 you know that it will be coming and so we will
4 have those prices and present those at the next
5 meeting.

6 I don't want to spend a lot of money due to
7 the fact that we're getting ready to build a
8 new terminal, but I think it does -- us and our
9 public -- it's better customer service for our
10 customers and the public that are flying in and
11 out of this airport.

12 So, any questions on that? There are some
13 other terminal upgrades, some items are in the
14 security office that were addressed. We're
15 looking at that. And also to make some
16 upgrades to the business center. Currently
17 pulling out some of the current cabinets that
18 are located inside of there. That sink, making
19 that a charging station. And then the wall
20 closet that's located to the right-hand side is
21 actually securing it because it is our WiFi
22 connection. So, it is not in a secured
23 environment. Securing it in the closet.

24 We can't put it in the ceiling due to the
25 fact that the ceiling is -- limitations of

1 actually getting up there to try to reset it.
2 So, those are some of the items that you'll see
3 on that proposal that's coming.

4 MR. SKINNER:

5 Who do you plan on bringing up again?

6 MR. PICOU:

7 It would be myself, Ms. Renee Cotton, and
8 Ms. Debbie Amy.

9 MR. SKINNER:

10 Got you.

11 MR. PICOU:

12 So, that would be the three that would come
13 over. I would have an office here and an
14 office at the airport, at the current
15 administration area.

16 Okay. Next item is termination of contract
17 for GoDepot (sic). We appreciate the work
18 they've done. What we're going to try to do is
19 -- what we're going to do is go in-house.
20 We've notified them per the contract
21 stipulation and gave them thirty-day notice.
22 They've done a great job. We just are going to
23 try to move this in-house and move to a
24 methodology of not verbatim where we have been.
25 Cutting the package down. Give a synopsis of

1 what we are. And so we are moving that
2 direction. We are leaving on good terms in the
3 event that we -- it's more than what we can
4 handle or it's not exactly working out.
5 GoDepot (sic) has said they would come back.
6 So...

7 Next item is the press conference in April
8 17th, LUS Fiber. That's in your packet. There
9 is an advertisement for that. And I believe it
10 was sent out to each one of you today, earlier.
11 And it is included in the packet as you're
12 invited to a special announcement LFT the one
13 gig fiber service.

14 If you notice, some of our -- on many of
15 our big screens, all our big screens and some
16 displays out here are out of service. It's due
17 to the fiber cut over. There's some things
18 that are uploading onto the system at this
19 time. So, that should be back up and running
20 in no time.

21 MR. GUILBEAU:

22 Mr. Picou, I seen it had my name on there
23 as a -- I think the Chairman's name should be
24 replaced. And if he's not able to attend, then
25 I'll be here.

1 MR. PICOU:

2 Okay.

3 MR. GUILBEAU:

4 It should be as a participant.

5 MR. CRUSE:

6 I think that's perfectly fine. You're the
7 only one we know that will be here for sure
8 because that was your baby there, so.

9 MR. GUILBEAU:

10 If you're here, I'll defer to you.

11 MR. PICOU:

12 Okay. All right. The next item is Fly
13 Lafayette passenger statistics. SIDES, Robert
14 Callahan, I believe is going to give the report
15 on that.

16 MR. ROBERT CALLAHAN:

17 Well, because the meeting is fairly early
18 in this month, we do not have the March
19 enplanements from the airlines yet. But I did
20 include a recap of the February ones in the
21 packets.

22 As far as media exposure, we had coverage
23 from a variety of sources on the start of the
24 tax collection, the triangle disaster drill,
25 and some early month weather impacts.

1 Fly Lafayette Club update. We're up to
2 seven thousand seven hundred and fifty-five
3 members. Had fifty-two winners out of six
4 hundred and thirteen entries last month.

5 The last item I'm going to -- I have the
6 press conference there as a reminder, but the
7 last item is that the 2014 annual report will
8 be inserted into the Advertiser on April 22nd.
9 They're going to need twenty-three thousand
10 copies. Then May 1st it will inserted into the
11 Independent, which is another fifteen thousand.

12 So, we'll get a good coverage of people and
13 people can see how last year was for the
14 airport.

15 That's all I have.

16 MR. GUILBEAU:

17 Robert or staff, do we have any gauge on
18 the Denver flight? I've had quite a few people
19 ask me with the downturn in the oil industry
20 it's probably a little early to tell.

21 MR. ROBERT CALLAHAN:

22 It's still -- it's still -- load factors
23 are still over eighty percent, so that's pretty
24 good. The airline is really making money at,
25 you know, sixty percent and over. So, they're

1 happy. I think they've -- like to see it
2 stabilize around eighty-five. So, that's what
3 we're going to push for.

4 Thank you.

5 MR. PICOU:

6 In addition to the Fly Lafayette, we were
7 contacted by another airport about our program.
8 And directed them to Robert. Robert's helped
9 them out in getting started. So, that's a good
10 thing. Other airports are looking at how we
11 run that program and how they can have a
12 program or make theirs better. So, that's
13 good. We're leading -- we're a leader on that.

14 Also, you'll see in your packet the
15 financials. Basically operations are --
16 revenues are up and expenses are down. So, six
17 percent up on operation receipts and
18 disbursements down by ten percent. So, that's
19 good. We're running in the right direction.
20 There's no indication right now with the
21 downturn in the oilfield that this would impact
22 us right now. Everything's still holding
23 steady and growing.

24 Any questions with those?

25 (No response.)

1 Oh, that's right. And in the financials
2 also -- I'm sorry, I got that out of order.
3 Yeah. There's a request to -- information
4 about the fees that were paid to the attorney
5 company. And those are included in your
6 packet, as well.

7 MR. CRUSE:

8 Scheduled business.

9 MR. PICOU:

10 All right.

11 A. First item is Approval of New Hires, LAC
12 Staff (Maintenance).

13 At March 23rd we met with the Internal
14 Affairs committee. The recommendation was to
15 authorize to go ahead and add two new workers:
16 One would be a maintenance worker and one the
17 maintenance worker two. Their job descriptions
18 are updated and then put in here.

19 What I've done with working with staff is
20 we've come up with an area depository or
21 repository, I should say, of areas where all of
22 our job descriptions will be online or
23 electronic. They were all in some old versions
24 that we couldn't really -- so they were all in
25 -- redone, retyped and things like that. So --

1 and they were going to be kept on our open
2 drive, our "O" drive, which is our public drive
3 for us. And those -- that's where they'll be
4 deposited.

5 So, in the future there's no, okay, let's
6 try to find. So, we're going to do that with
7 all the job descriptions. Right now the
8 maintenance worker, which is what's in front of
9 you, it's been cleaned up and also the
10 maintenance worker technician is also in there.

11 MR. SKINNER:

12 I would just add that these are
13 replacement. Although they're new, they're
14 just filling in vacancies.

15 MR. PICOU:

16 That's correct. These are vacancies.
17 These are not new positions. They're
18 vacancies.

19 The next item is approval of a new hire for
20 LAC staff operations. Oh, I'm sorry.

21 MR. GUILBEAU:

22 I move that -- well, I guess I shouldn't
23 since I'm a member of Internal Affairs, but
24 I'll move that we approve the recommendation of
25 Internal Affairs including the job description.

1 MR. SKINNER:

2 Second.

3 MR. CRUSE:

4 Motion by Mr. Guilbeau; a second by Mr.
5 Skinner. Any further comments or questions
6 from the Commission?

7 (No response.)

8 From the public?

9 (No response.)

10 Hearing none. All in favor?

11 COMMISSIONERS:

12 Aye.

13 MR. CRUSE:

14 All opposed?

15 (No response.)

16 Motion carries.

17 Next item.

18 MR. PICOU:

19 B. Approval of a New Hire for Operations.

20 We have an individual that's leaving us at
21 the end of April, who's going to serve in the
22 military. And this is an operation specialist.
23 We have three currently. And this would be a
24 replacement of Joe when he does leave.

25 So, it came out of the Internal Affairs

1 committee to go ahead and hire one individual.
2 That has been advertised. And also is the new
3 job description that's behind it. That's also
4 placed on the "O" drive for ease of access.

5 MR. SKINNER:

6 I think we're going to have a little bit of
7 overlap in training period, assuming we can get
8 the person in here on time.

9 MR. PICOU:

10 That's the goal is to have some overlapping
11 training, so Joe can have some time with the
12 new person.

13 MR. CRUSE:

14 Okay. Just as a note on this. I met with
15 Steven this morning and we're going to refer it
16 to the Internal Affairs committee for a review,
17 but we do need to -- we need to address our pay
18 plan and how everyone falls into it, to make
19 sure that, you know, our plan that we currently
20 have was adopted by the Commission. We just
21 haven't fully implemented it yet.

22 So, I don't want to delay the hiring of
23 somebody coming in, but I do want us to address
24 that issue because we need to move one way or
25 the other. We either need to follow the plan

1 that was adopted or we need to look at another
2 option. But it was adopted so, in my opinion,
3 we need to take a look at moving towards
4 adhering to the policy, so.

5 I'll accept a motion for item Bravo.

6 MR. ROBICHAUX:

7 Move to accept.

8 MR. CRUSE:

9 We have a motion by Mr. Robichaux.

10 MR. SKINNER:

11 Second.

12 MR. CRUSE:

13 Second by Mr. Skinner. Any other comments
14 or questions from the Commission?

15 (No response.)

16 From the public?

17 (No response.)

18 All in favor?

19 COMMISSIONERS:

20 Aye.

21 MR. CRUSE:

22 All opposed?

23 (No response.)

24 Motion carries. Next item.

25 MR. PICOU:

1 C. Next item is 100 John Glenn Drive-Hangar 9
2 Demo-MBSB Group-Agreement and
3 Discussion/Action.

4 As everyone knows that we have a hangar
5 that's located, Hangar 9, it's currently
6 occupied by UPS. It is somewhat of an eyesore.
7 And the building needs to be removed and taken
8 down. So, after meeting, we have a
9 recommendation to go ahead -- a discussion and
10 agreement with MBSB to -- for Eight Thousand
11 One Hundred and Thirty-six Dollars (\$8,136.00)
12 to do -- approval and agreement presented to do
13 construction bidding to remove that building.

14 UPS also, some side information, is UPS
15 will be in a temporary location next to that
16 11, correct? Is that right, Daniel? Eleven or
17 ten?

18 MR. DANIEL ELSEA:

19 Eleven.

20 MR. PICOU:

21 Eleven. They're at gate 11. And so we're
22 working with them the bid and relocation
23 process that goes out to UPS, allowing them in
24 the next day or two, saying option for first
25 they will be out.

1 MR. SKINNER:

2 And where are they going now?

3 MR. PICOU:

4 They're going to go to a temporary modular
5 building.

6 MR. SKINNER:

7 Oh, okay.

8 MR. PICOU:

9 And that will be located next to Gate 11.
10 Gate 11 was picked due to the fact that if the
11 terminal building -- when the terminal building
12 starts, if --

13 MR. SKINNER:

14 That's the gate over here by Hangar 11?

15 MR. PICOU:

16 Right. There's utilities there and also
17 it's not in the way of any terminal building
18 projects.

19 MR. SKINNER:

20 How is that going to impact the rental
21 cars?

22 MR. PICOU:

23 It's going to be minimum. We have eighteen
24 spots. I believe it's eighteen.

25 MR. SKINNER:

1 Well, they're parking in there now anyway.

2 MR. PICOU:

3 The rental cars?

4 MR. SKINNER:

5 No. I mean UPS is in there now.

6 MR. PICOU:

7 UPS. Yes. UPS. And there's -- I think
8 it's twenty slots, actually. And they'll be on
9 the far side of the parking lot closest to the
10 gate. And rental car will be in that lot.

11 MR. CRUSE:

12 It'll actually make the situation better.

13 MR. SKINNER:

14 Yeah. Pretty much.

15 MR. SKINNER:

16 So they're going to store their equipment
17 on the ramp, I guess?

18 MR. PICOU:

19 That's correct. For now.

20 MR. GUILBEAU:

21 I move that we accept staff recommendation.

22 MR. CRUSE:

23 Okay. We have a motion from Mr. Guilbeau.

24 MS. GARRETT:

25 Second.

1 MR. CRUSE:

2 Second by Ms. Garrett. Any other comments
3 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. Next item.

14 MR. PICOU:

15 D. Runway 4 Right-22 Left Improvements-Phase V
16 Overlay-Strategic Committee Outcome-
17 Discussion/Action.

18 The strategic committee met and was
19 recommendation came from the strategic
20 committee that we hire a third-party firm to
21 actually go out and take a look at Runway 4/22
22 -- 422 Right -- 4 Right/22 Left, the popout
23 situation.

24 That firm is actually onboard right now.
25 They arrived today. They are on the airfield

1 at this time studying what's going on. At this
2 point the firm will look at documentation
3 paperwork. There are no destructive or non-
4 destructive testing scheduled at this point.
5 At some point I perceive that's going to be the
6 recommendation, is to go that direction.

7 So they are a third-party independent firm
8 that is going to give us a view, an overall
9 view of the condition of the pavement of that
10 overlay; if it meets specifications, if it does
11 not meet specifications.

12 MR. SKINNER:

13 What's the timeframe on their completion of
14 this, the first phase?

15 MR. PICOU:

16 I would say -- I'm speaking for him, so I
17 would say within fourteen days.

18 MR. SKINNER:

19 So, we'll have a report back?

20 MR. PICOU:

21 We should have something, initial report.
22 I'm sure the initial report will indicate that
23 there needs to be some type of testing done of
24 the substance, of the --

25 MR. SKINNER:

1 So, we can start planning just to fast
2 track this thing. I mean if we're going to
3 assume that something is coming, can we at
4 least plan for it? And I'm interested in -- I
5 think we all are -- in getting something done
6 quick.

7 MR. PICOU:

8 Sure. That's why we're moving ahead.
9 We're trying to get something done and have
10 that neutral third party come in and give an
11 assessment of that pavement.

12 MR. ROBICHAUX:

13 Do we know what the cost of the third party
14 is?

15 MR. PICOU:

16 It's Six Thousand One Hundred Dollars
17 (\$6,100.00).

18 MR. SKINNER:

19 Did you send that out in an email or was
20 that in --

21 MR. PICOU:

22 I sent it out to the strategic committee.

23 MR. SKINNER:

24 Strategic committee, okay.

25 MR. SEGURA:

1 The issue was in the strategic committee,
2 it was comprised of myself as the Chairman, Mr.
3 Guilbeau as the -- Mr. Skinner. Was there was
4 a request by AECOM -- I believe there is, what,
5 Six Hundred Thousand Dollars (\$600,000.00)
6 about left to pay Diamond B from the original
7 contract. And so the letter was a request to
8 release those -- release all of those funds but
9 Twelve Thousand Five Hundred Dollars
10 (\$12,500.00), which was -- I'm -- I just got
11 the paperwork, so I'm trying to refresh my
12 memory.

13 The Twelve Thousand Five Hundred
14 (12,500.00) was for the various costs of --

15 MR. SKINNER:

16 I think administrative cost and maybe some
17 -- mostly administrative cost.

18 MR. SEGURA:

19 Then there was some additional costs
20 associated with the job that staff had
21 recommended, had put up. Fifteen Thousand
22 (15,000.00)?

23 MR. PICOU:

24 Yes. There was some cost associated with
25 staff.

1 MR. SEGURA:

2 Well, let me ask you. I'm trying to
3 refresh my memory. What was the -- oh, yeah.
4 Fifteen Thousand One Hundred and Ninety-nine
5 Dollars and Eighty-six Cents (\$15,199.86),
6 which those costs included LAC staff costs,
7 legal fees, inspection fees for the popout
8 repair, construction management, inspection,
9 materials and testing, but there was also
10 Forty-five Hundred Dollars (\$4,500.00) in --
11 from being late on completing the repairs. Was
12 that right? Seven Hundred and Fifty Dollars
13 (\$750.00) a day, if I recall.

14 MR. PICOU:

15 I don't recall right offhand.

16 MR. SEGURA:

17 So, anyway, there was Six Hundred Thousand
18 Dollars (\$600,000.00) that, you know, that was
19 being -- is still being held, that was being
20 asked to release everything but the Twelve
21 Thousand Five Hundred (12,500.00) by AECOM was
22 recommending. Staff was recommending the
23 Fifteen One Hundred Ninety-nine (15,199.00)
24 plus the Forty-five Hundred (4,500.00). Was
25 it? Am I right? If I'm not --

1 MR. PICOU:

2 That's correct.

3 MR. SEGURA:

4 So, but there begins some other discussions
5 about, you know, the popouts took a little
6 longer than they thought. The other thing was
7 when they started there was two thousand
8 popouts. When they finished, there was three
9 or four thousand. And so, you know -- and we
10 had mentioned about, you know, this repair
11 being some sort of compromise for what went on
12 with the deficiencies in the runway.

13 So, our question was, and we had some
14 discussion -- Todd was there as well -- about
15 our original warranty, and then our warranty --
16 am I saying it right? The warranty for the
17 repairs and what covers what. That the
18 warranty for the repairs probably only covers
19 popouts that are coming up, right?

20 MR. SWARTZENDRUBER:

21 Correct.

22 MR. SEGURA:

23 But the warranty for the substantial
24 completion of the project only covers --

25 MR. SWARTZENDRUBER:

1 Well, it will cover everything.

2 MR. SEGURA:

3 Yeah. But for only one year.

4 MR. SWARTZENDRUBER:

5 Right.

6 MR. SEGURA:

7 But if you recall the repairs, they
8 guaranteed three years with two one-year
9 options. So, but that's only concerning these
10 popout issues. So, what happens if we have
11 some other problems beyond the year?

12 Then in AECOM's letter there was a note of
13 -- I'm trying to find it. About some
14 unevenness or a dip in the runway that some of
15 the pilots --

16 MR. PICOU:

17 Yeah.

18 MR. SEGURA:

19 An additional issue has been recently
20 identified that we would wish to call the
21 commission attention to. The LAC staff reports
22 that several pilots have offered evidence
23 regarding a surface discontinuity in the form
24 of a dip on the northern end of the runway.
25 With the staff's assistance AECOM personnel

1 reviewed both plans and conditions of the
2 field. Our conclusion is that there is some
3 evidence that the area in question does not
4 meet the surface smoothness criteria of the
5 specification. We recommend that correction of
6 this issue, if required, be handled under the
7 project warranty provision.

8 So, as you can see, there's a lot of
9 different issues concerning the runway. And
10 there was some concern in the committee meeting
11 that, okay, we fixed the popouts, but you know,
12 is this going to be an ongoing problem and is
13 there something wrong with the original
14 integrity of the job so that we -- the
15 committee just decided to hold off on paying
16 and also staff recommended maybe that we get a
17 -- or we did. I can't remember if we did that
18 in that meeting -- get an outside party to come
19 give us an evaluation of what we're dealing
20 with and what direction we should go.

21 MR. PICOU:

22 That's correct. In that meeting we
23 discussed all of those items and actually the
24 item of hiring a third party, an independent
25 third party.

1 MR. ROBICHAUX:

2 Question. In your additional cost,
3 construction management, inspection and
4 materials testing, is that Sixty-one Hundred
5 (6,100.00) included in that Nine Thousand
6 (9,000.00)?

7 MR. PICOU:

8 No, sir. Not at this time.

9 MR. SEGURA:

10 That, I believe, just dealt with the
11 repairs and the popouts.

12 MR. PICOU:

13 Repairs.

14 MR. SEGURA:

15 Repairs of the popouts.

16 MR. ROBICHAUX:

17 And I don't know what -- I guess that --

18 MR. SWARTZENDRUBER:

19 If you notice this letter is dated --

20 MR. ROBICHAUX:

21 This is the first I've seen the letter.

22 MR. PICOU:

23 Yeah.

24 MR. SEGURA:

25 The letter probably should have been in the

1 package, but it was given to us at the
2 committee meeting. That's what we kind of --
3 our whole --

4 MR. ROBICHAUX:

5 Okay.

6 MR. PICOU:

7 -- discussion --

8 MR. CRUSE:

9 Well, there's no action required tonight.

10 MR. PICOU:

11 Yeah.

12 MR. CRUSE:

13 We can't do anything until we get the
14 results back from the third-party inspection.

15 MR. ROBICHAUX:

16 Is there anything in our contract with
17 Diamond B or whoever to make them responsible
18 for that Sixty-one Hundred Dollars (\$6,100.00)
19 for our inspection fees?

20 MR. PICOU:

21 I believe that that would be something I
22 would have to defer to legal counsel for. I
23 would have to review that.

24 MR. SWARTZENDRUBER:

25 I'd have to look at the contract to see if

1 there's any provision in there for additional
2 expenses incurred.

3 MR. ROBICHAUX:

4 Can you please do that?

5 MR. SWARTZENDRUBER:

6 Sure.

7 MR. ROBICHAUX:

8 Also, I'm just looking at this letter for
9 the first time. Is this the correct date that
10 they were scheduled to complete the work on
11 November 21, 2013? And the final walk-thru was
12 November 25, 2013?

13 MR. SEGURA:

14 No. That -- I think that was probably
15 should have been '14.

16 MR. CRUSE:

17 No. It's the correct date.

18 MR. PICOU:

19 That's correct?

20 MR. CRUSE:

21 '13 is the correct date, yeah.

22 MR. SEGURA:

23 Of the original work. Okay.

24 MR. PICOU:

25 Yeah.

1 MR. SEGURA:

2 I thought we were talking about, popouts.

3 MR. ROBICHAUX:

4 So this job was supposed to be completed --

5 MR. CRUSE:

6 It was completed.

7 MR. PICOU:

8 It was and the thing is, we're still having
9 popouts.

10 MR. CRUSE:

11 We still -- I mean we still --

12 MR. PICOU:

13 That's a misconception. It was completed
14 then that's when the popouts started.

15 MR. SEGURA:

16 But there was -- the repair took longer
17 than we expected as well.

18 MR. ROBICHAUX:

19 Todd, would you just check into that
20 additional cost in case we incur some more
21 additional costs?

22 MR. SWARTZENDRUBER:

23 Sure.

24 MR. SEGURA:

25 Anyway, I just wanted to explain what went

1 on at the meeting so you have an idea what we
2 were up against or deciding.

3 MR. CRUSE:

4 We can do that.

5 MR. GUILBEAU:

6 Mr. Chairman, I'll make a motion that we
7 ratify the committee's recommendation so the
8 director can spend the money and have a report
9 for us hopefully at the May meeting.

10 MR. CRUSE:

11 Okay. We have a motion by Mr. Guilbeau.

12 MR. SEGURA:

13 Second.

14 MR. CRUSE:

15 Second by Mr. Segura. Any other comments
16 or questions from the Commission?

17 MR. ROBICHAUX:

18 So it would be Six Thousand (6,000.00) or
19 Fifteen Thousand (15,000.00) or --

20 MR. GUILBEAU:

21 Well, it would be Six Thousand (6,000.00)
22 plus any testing if they're required to do any.

23 MR. ROBICHAUX:

24 So, what amount are we voting on?

25 (indiscernible - multiple speakers)

1 MR. ROBICHAUX:

2 I was not at the meeting. I have not seen
3 anything on it. What am I voting on?

4 MR. SEGURA:

5 He's voting on ratifying -- well, you tell
6 him. You made the motion. He's voting on
7 ratifying the -- the committee made a
8 recommendation --

9 MR. ROBICHAUX:

10 Sixty-one Hundred (6,100.00).

11 MR. SEGURA:

12 -- and the recommendation was to not pay
13 any of the money and to get this third party.
14 We didn't know the amount of the inspection at
15 the time of the committee meeting. Now, we do.

16 MR. ROBICHAUX:

17 Right. I was not at this meeting. I don't
18 know what we're voting on. I would like to
19 know what we're voting on. What y'all
20 ratified. I'm not going to vote on a
21 ratification --

22 MR. SEGURA:

23 That's what I explained. AECOM was asking
24 to release the Six Hundred Thousand
25 (600,000.00) that's being held except for

1 Twelve Thousand Five Hundred Dollars
2 (12,500.00).

3 MR. SKINNER:

4 Weren't they asking for a substantial
5 completion as well?

6 MR. CRUSE:

7 Right. That's what they were asking for.

8 MR. SKINNER:

9 So they were asking for substantial
10 completion which releases the retained --

11 MR. SEGURA:

12 Right.

13 MR. ROBICHAUX:

14 Todd, shouldn't the motion state what we're
15 voting on, just not just ratification of the
16 strategic committee's meeting since I was not
17 at the meeting? Shouldn't it specify what I'm
18 voting on. I'm ratifying something, but I
19 don't know what I'm voting.

20 MR. SWARTZENDRUBER:

21 It can or the discussion can say what was
22 done at the strategic meeting.

23 MR. SEGURA:

24 I thought I explained that.

25 MR. ROBICHAUX:

1 It's three different amounts so far. One
2 was Sixty-one Hundred (6,100.00). Now we're
3 talking about not paying them the Six Hundred
4 Thousand (600,000.00). I wasn't at the meeting
5 so I don't know what we're talking about.

6 MR. CRUSE:

7 Okay. So the recommendation was not to
8 grant substantial completion and to authorize
9 the expenditure of Six Thousand One Hundred
10 (\$6,100.00) something dollars to go towards a
11 third-party inspection. Now, I would recommend
12 that we don't cap it at Sixty-one Hundred
13 (6,100.00) because we already know that there's
14 probably going to be some non-destructive
15 and/or destructive testing required on a
16 portion of that, that if we don't -- if we
17 don't authorize that then we're going to be
18 sitting here at the meeting in May still with
19 no answer.

20 MR. GUILBEAU:

21 I would have to make a motion that we say
22 not to exceed Twenty Thousand (20,000.00).
23 That should take care of the testing too, if
24 it's required. And just to be fair, Mr.
25 Robichaux, I'm looking for reimbursement of all

1 of our expenses.

2 MR. SEGURA:

3 But none of those costs of this third party
4 was discussed at the committee meeting because
5 we didn't know those at the time. What went on
6 at the committee meeting was AECOM was asking
7 us to grant substantial completion, release all
8 of the Six Hundred Thousand Dollars
9 (\$600,000.00) except for Twelve Thousand Five
10 Hundred Dollars (\$12,500.00) because of these
11 three items here. And the staff was also
12 recommending another Fifteen Thousand One
13 Hundred and Ninety-nine Dollars and Eighty-six
14 cents (\$15,199.86) be held back, which was --
15 I'm sorry. Nineteen Thousand Six Hundred and
16 Ninety-nine Dollars and Eighty-six Cents
17 (\$19,699.86) in addition to the Twelve Thousand
18 Five Hundred (12,500.00).

19 So, in our discussion we -- the committee
20 decided to not give substantial completion and
21 not release any of the funds, and that we would
22 get a third party to inspect. So that's what
23 Mr. Guilbeau's motion was, is to ratify the
24 committee's action, which I've just explained,
25 and then I guess you explained to cover these

1 costs for the inspections.

2 MR. GUILBEAU:

3 Yeah, being that the cost wasn't discussed.
4 And I would put Twenty Thousand (20,000.00)
5 tops for the third-party inspection and any
6 necessary testing.

7 MR. ROBICHAUX:

8 Twenty Thousand (20,000.00) plus Fifteen
9 (15,000.00)?

10 MR. SEGURA:

11 No. The Fifteen Thousand (15,000.00) was
12 only an amount to be held back from the Six
13 Hundred (600,000.00).

14 MR. ROBICHAUX:

15 We're holding more than that. We're
16 holding Six Hundred (600,000.00). Six Hundred
17 Thousand (600,000.00).

18 MR. SEGURA:

19 That's not a payment. That's just cost
20 that were incurred by us for the repairs.

21 MR. CRUSE:

22 So to clarify your motion, and correct me
23 if I'm wrong, it's not granting substantial
24 completion and an amount not to exceed Twenty
25 Thousand Dollars (\$20,000.00) for third party

1 testing of the runway.

2 MR. SKINNER:

3 I'll second it.

4 MR. CRUSE:

5 Is that correct, Mr. Guilbeau?

6 MR. GUILBEAU:

7 Yes.

8 MR. SEGURA:

9 Which is to accept the committee's
10 recommendation, was what that -- was what it's
11 doing.

12 MR. CRUSE:

13 Okay. We have a motion by Mr. Guilbeau and
14 a second from Mr. Skinner.

15 MR. SKINNER:

16 Correct.

17 MR. CRUSE:

18 Any other comments or questions from the
19 Commission?

20 MR. SKINNER:

21 Yeah. One comment. Can we, as soon as the
22 report is back, I would like the strategic
23 committee to meet immediately after that;
24 review those and then move forward as quick as
25 we can.

1 MR. CRUSE:

2 I agree.

3 MR. PICOU:

4 And whatever comes out of that strategic
5 committee, we'll make sure it gets to all the
6 commissioner.

7 MR. ROBICHAUX:

8 I would appreciate that. Like this letter
9 was in the meeting, that's the first I've ever
10 seen it, so I don't know what I'm voting on,
11 really. I understand now, but I shouldn't have
12 to come to a meeting --

13 MR. PICOU:

14 Right.

15 MR. ROBICHAUX:

16 -- and get explained what I'm voting on.
17 It should be in the packet.

18 MR. SKINNER:

19 I think that -- wasn't that letter in the
20 last package --

21 MR. PICOU:

22 It was.

23 MR. SKINNER:

24 -- at the last meeting?

25 MR. PICOU:

1 That letter was last month's package.

2 MR. SKINNER:

3 Yeah. Because we -- it was in the last
4 package and we deferred it to the strategic
5 committee.

6 MR. SEGURA:

7 It would have been nice to have it and have
8 what the committee's recommendation was in the
9 package, so that the other members that didn't
10 attend would know.

11 MR. CRUSE:

12 Okay. 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 carries. Next item.

24 MR. PICOU:

25 E. Next item is the New Terminal Initiative-

1 Recommendation for Procurement of Design
2 and Construction Service. Mr. Walt Adams
3 with EnGarde Consulting will have a
4 presentation.

5 MR. WALT ADAMS:

6 Good evening. This is in your packet. And
7 it's titled, "The Recommendation for the
8 Procurement of Design and Construction
9 Services," which really addresses the process
10 in which to do that, as well as the specific
11 methods. The background, just to refresh your
12 memory, you had previously tasked us with or
13 charged us with review of the master service
14 agreements that were in place or are already in
15 place for architectural engineering planning
16 services that were originated in June of 2011,
17 and to make recommendations as to their
18 continued validity.

19 We determined that the expiration of the
20 three-year contract terms and one-year contract
21 extensions of those agreements will coincide
22 with the RFQ and RFP solicitation schedule as
23 mandated by all relative governing authorities.

24 We were then tasked with developing the
25 most expeditious methods of procurement of new

1 design and construction professional services
2 utilizing optimal contracting model for
3 efficient delivery of the new terminal and all
4 related facilities.

5 I will note as an aside here, it's not my
6 area of concern, but just as we work on that
7 analysis with staff, you're existing MSAs will
8 expire this fall. Just to remind you of that.
9 And the work that I'm addressing in this
10 recommendation does not include all the other
11 peripheral work that will be going on at that
12 terminal at the same time the terminal is being
13 designed.

14 So, that needs to be addressed in terms of
15 whether you're going to extend it another year
16 or you're going to go out for the services
17 separately. But this recommendation is
18 specifically for the terminal and the directly
19 related facilities only.

20 The project definition was a little bit of
21 a challenge to get our arms around because
22 there are a lot of different documents, a lot
23 of ideas, a lot of things published. But I'm
24 going to read to you what we've come up with as
25 a basic project definition that we'll build on

1 this in the RFP/RFQ.

2 The new terminal and related facilities,
3 which includes, but is not limited to the
4 aircraft parking area and terminal apron,
5 passenger terminal building, terminal curb
6 frontage, automobile parking, and other support
7 facilities will constitute a separate capital
8 improvement program apart from ongoing
9 engineering and design and construction
10 programs occurring on Lafayette Regional
11 Airport property during the same term.

12 The new terminal and related terminal
13 facilities will provide the community and its
14 visitors the best function with the following
15 key attributes: Appropriate size and capacity
16 based on current and future demand for terminal
17 area forecast, TAF, and other related current
18 data and projections for the usable lifespan of
19 the new construction.

20 User experience is defined as the location
21 and arrangement of each new terminal facility
22 we establish to allow the best ingress and
23 egress for users. The ingress and egress wraps
24 will provide any new or returning visitors and
25 community visitors a great first and last

1 impression of Lafayette. Ingress and egress
2 wraps will incorporate the new I-49 corridor
3 changes, existing airport facilities, available
4 land, and other relevant issues.

5 And just as miscellaneous notes, we also
6 picked up that, you know, it will be mandatory
7 that those that would participate or be
8 selected review all preliminary programs and
9 all previous studies regarding the new terminal
10 airport master plan prepared by others that
11 must be performed for purpose and for
12 orientation.

13 The following design must allow for
14 construction to occur with the least amount of
15 disruption to airport operations.

16 I'm not asking you to validate or ratify
17 that, but I'm just giving you an update as to
18 where the definition sits tonight.

19 2.0 is the procurement recommendation.
20 It's the design and construction delivery
21 model. The recommended delivery model
22 illustrated below, which is -- it's a very
23 conventional organization, illustrates what I
24 would term a conventional architecture and
25 engineering design team working in tandem with

1 a construction manager at risk.

2 Both entities contract directly with the
3 owner to perform in close coordination the
4 maximize process efficiency and the value of
5 the facilities to be delivered. In the past
6 most owners have relied on the experience of
7 the designer to provide a complete and
8 responsible set of contract documents.

9 Recently, more and more owners which plan
10 programs of this complexity and speciality,
11 have found the value in utilizing advice and
12 expertise of those with overall process program
13 and construction management knowledge during
14 the design phase, not after. The scenario is
15 allowable under all governing authorities that
16 you're dealing with here, affords the owner the
17 advantages of pre-construction services in the
18 form of schedule budget constructability advice
19 during the project planning and design phase
20 and then additionally enables you to fast track
21 the program with early construction components
22 such as any demolition required, site work,
23 foundation packages, and the like prior to the
24 complete design taking place. So you gain a
25 substantial amount of schedule performed.

1 The specific selection process and award of
2 contract we spent a lot of time with the FAA
3 requirements, Louisiana Airport Manager
4 Association's recommended guidelines, LADOTD
5 aviation section guidelines and, of course, the
6 facilities plans and construction division of
7 division of administration for the state of
8 Louisiana. And we tried to wash through all of
9 those and make sure none of them were
10 conflicting with the other.

11 And our recommendation is that the
12 procurement schedule that follows on the next
13 page will last approximately twenty-eight
14 weeks, as prescribed by those organizations.
15 It's very detailed in terms of the steps you
16 have to go through and the durations for those
17 periods. I'm not saying we might not improve
18 upon that time line, but all the steps have to
19 take place and that's their recommendation for
20 the most expeditious schedule. There is
21 another one for thirty-four weeks.

22 We're recommending that the design and
23 services time line for picking the design team
24 proceeds the construction selection,
25 construction manager selection by about two

1 weeks, just to offset the workload for those
2 two committees over that twenty-eight week
3 period.

4 We're also recommending that following a
5 meeting with FDNC that the design services
6 procurement requirements will be based on the
7 specification mandated by LA Code 35. I won't
8 go into the detail of that, but basically it's
9 the state guideline for selection of
10 professional services for public contracts, to
11 the extent practical.

12 In other words, their process requires
13 utilization of their selection committee in
14 Baton Rouge that's appointed on an annual
15 basis. We're not suggesting that. But in
16 talking with them, we think the same guidelines
17 that committee goes through, apply here, and
18 apply both to the CMAR as well.

19 The -- to give you a little bit of detail,
20 the selection committee for both design
21 services and construction services shall
22 consist of no more than five individuals as
23 follows: One licensed design professional in
24 the discipline, but not involved in the
25 project; one licensed contractor in the

1 discipline, but not involved in the project;
2 one representative of the owner, which we
3 assume and suggest that would be Steven Picou,
4 your executive director; and then two members
5 at large. And it's recommended that community
6 stake holders be chosen.

7 That we concur with that recommendation.
8 We think that's a manageable selection
9 committee size. I'll caution you that I think
10 until that selection committee is formed, and
11 I'm not sure how you're going to go about
12 forming or selecting those committee members,
13 but I think everything we're recommending in
14 terms of the process for delivering the
15 construction and design needs to be discussed
16 in detail with that committee and have them
17 also endorsed to you that this is the
18 appropriate delivery model for the airport, for
19 the new terminal.

20 If you were to start, if you want to take a
21 look at the time line, if you were to start
22 tomorrow, this is what I -- this is a
23 perspective time line. You would finish
24 selection and design services, including
25 execution of the contract somewhere in mid

1 October.

2 I've listed down at the bottom all the
3 commission meetings so you can have an idea of
4 what would be -- we would be asking you to
5 identify or we would give you an update at each
6 one of those meetings as to where this process
7 is progressing.

8 The -- and then with the construction
9 agreement sometime in mid November. Again, if
10 we can economize on that and -- for instance --
11 I'm sorry. It's showing a creation of twenty
12 work days to create the RFQ and RFP, but we've
13 already begun that work. I don't know of any
14 reason why that has to -- we have to do that.
15 The advertising duration is the short list.
16 You know, we're dealing with recommended
17 guidelines here until we go back to those
18 agencies and say, "Here's our actual schedule.
19 Do you concur?" I'm basically giving you the
20 worst case scenario here.

21 And with that, I realize that you -- that's
22 a lot of information to digest. I'm not
23 necessarily asking you to approve that tonight.
24 That's up to Mr. Cruse and Mr. Picou, but I
25 will tell you that I have gotten the message

1 loud and clear that this is a matter of
2 expedience. It needs to move forward as soon
3 as possible. There's an expectation in the
4 community regarding taxes collected and the
5 opportunity to move forward is apparent.

6 So, we are prepared to do just that and
7 start tomorrow, but I would say the first two
8 weeks of the process should be focused on the
9 selection of the selection committee and a
10 thorough understanding of the process and the
11 contract models. There are many different
12 documents that refer to CMAR or refer to the
13 design services. And the articulation of those
14 very specific documents and all the language
15 within those will take a bit of time for
16 everyone to understand before you select
17 someone.

18 If you have any direct questions right now,
19 I'll be glad to take those. If not --

20 MR. SKINNER:

21 I've got a few of them. Did you have any
22 matrix or anything comparing all delivery
23 methods? I envisioned this would be a much
24 more complex issue trying to come up with the
25 pros and cons of each delivery method.

1 MR. WALT ADAMS:

2 We utilized, not only all covering agency
3 requirements, and the advantage of this, you
4 know, but basically we based our opinion most
5 directly on the CMAA, which stands for the
6 Construction Management Association of
7 America's project -- owner's project delivery
8 recommendations in terms of different models.

9 MR. SKINNER:

10 So, was that specific to airports or
11 terminal buildings?

12 MR. WALT ADAMS:

13 It's specific to any complex project.

14 MR. SKINNER:

15 I think what I was looking for was some
16 comparison to other model so we can truly see
17 where the pros and con or the risks, whether it
18 benefits other different models, just picking
19 one.

20 MR. WALT ADAMS:

21 Well, my suggestion that we would give that
22 very detailed review, which could be hours, in
23 terms of the selection of the selection
24 committee once that is organized and
25 established. And then once they comprehend the

1 complexity of the decision and understand it
2 and are prepared to recommend it to the full
3 commission, I think that's -- I would suggest
4 that would be the process.

5 If you want us to -- I mean it's very -- I
6 would be happy to provide a compendium of the
7 information it was based on, but that's not --

8 MR. SKINNER:

9 Yeah. I got to look at more for comparing
10 to the other delivery models, so we can truly
11 see what are the true benefits of this model
12 versus other models.

13 MR. WALT ADAMS:

14 Well, I can attempt to speak to that
15 tonight if you like. I mean it was basically
16 three models. You have design bid, which is
17 the mostly lengthy, the most conventional, the
18 most time tested. It works quite well. It
19 also has a whole host of down sides. And
20 mostly they're dealing with the progression of
21 work and the time line to produce the work.
22 It's not optimal at all. It is the most
23 commonly used. And it's --

24 MR. SKINNER:

25 I understand the different methods and the

1 pros and cons in general. You know, I'm more
2 interested in how the different models affect
3 this specific project. So, I understand the
4 general pros and cons, but I was more
5 interested in seeing the different models as it
6 pertains to this contract or to this deal,
7 including funding, you know, different funding
8 sources.

9 MR. WALT ADAMS:

10 Well, we --

11 MR. SKINNER:

12 Or financing sources.

13 MR. WALT ADAMS:

14 Well, I would tell you that that was our
15 first -- first of all, we believe that the
16 construction management working in tandem with
17 the design team is the best method.

18 MR. SKINNER:

19 But we need proof. And I mean we're -- we
20 don't have the experience you do. We need the
21 proof. We need to be able to see the
22 comparisons of other processes so we can make
23 an informed decision. And without having the
24 information it's hard for us to vote on that.

25 MR. WALT ADAMS:

1 Well, I --

2 MR. CRUSE:

3 That's what he did in the first
4 presentation that he had last month.

5 MR. SKINNER:

6 Yeah. But I don't think it was --

7 MR. WALT ADAMS:

8 It wasn't to the detail I think you're
9 asking for now, but I would again suggest this
10 isn't the appropriate forum to try and do that.
11 And it is largely -- I mean there's a lot of
12 material to digest. And I think we would do
13 better from a half-day workshop, which I also
14 recommended that we try to do because I mean it
15 is -- I firmly believe this is the appropriate
16 recommendation; however, I understand --

17 MR. SKINNER:

18 We just need to validate it.

19 MR. WALT ADAMS:

20 -- your concern.

21 MR. SKINNER:

22 I mean it needs to be validated for us to
23 be able to vote on it, or at least for me to
24 vote.

25 MR. WALT ADAMS:

1 Well, again, I can provide a number of
2 documents highlighted with the pros and cons of
3 each. And I can --

4 MR. SKINNER:

5 I agree that in general I understand those,
6 but I'm more specific to this project, the type
7 of project, the timeframe, this -- you know, we
8 got three different funding sources. You know,
9 which one comes first. I mean to me there are
10 just a lot of questions. And I don't know all
11 the questions yet, but I'm starting to --

12 MR. WALT ADAMS:

13 Well, again, I think the way to do that is
14 to have a workshop and let us go through it.

15 MR. SKINNER:

16 I think we need to have a lot of workshops.
17 Let me ask you one other question. I was just
18 looking at the minutes from the last meeting.
19 In there you said that the subcommittee or the
20 board statutes firmly define the program scope.

21 MR. WALT ADAMS:

22 Yeah.

23 MR. SKINNER:

24 So it needs to be validated before we go to
25 the RFP/RFQ process or even before we decide

1 upon a delivery method. So I'm struggling with
2 that as well. I'm not sure that we know the
3 entire scope of the project. And to me I think
4 that's what we need to narrow down and focus on
5 and get comfortable with that. And then we can
6 move to the next thing.

7 MR. WALT ADAMS:

8 Well, the URS report, AECOM offered a
9 variety of options there. And the one that we
10 based our recommendation on I don't recall the
11 specific number. I think it was 9.4, but it is
12 very clear about the scope of the work at that
13 time. I would say that since that time the I-
14 49 corridor has gone from a concept to an
15 actual plan being designed. And I think it
16 would be imperative that there be a dedicated
17 exit into the airport rather than deal with
18 some of the things you're familiar with going
19 into the New Orleans airport, for instance.

20 But again, I think that's the -- I think
21 your terminal committee and your selection
22 committee really need to invest the time to go
23 through that. It's basically a process to make
24 that decision.

25 MR. SKINNER:

1 The selection committee you said for the
2 RFP and RFQ process could be the same as for
3 the selecting the contractor.

4 MR. WALT ADAMS:

5 I think the makeup of the selection
6 committee should be the same, yes.

7 MR. SKINNER:

8 Okay. So, and so we would not be able to
9 follow current policy on the RFQ and RFP
10 process. You know my question on there was,
11 was that mandated by the CMAR method?

12 MR. WALT ADAMS:

13 It is mandated by the CMAR method as it
14 relates to Louisiana Code. And that is very
15 specific for that. It's also adopted by the
16 others in the same manner, largely. It may not
17 be identical, but it is -- it's probably the
18 most rigid.

19 MR. SKINNER:

20 Okay. And then one final point. The FAA
21 funding, and I think this might be a question
22 for Daniel or Steven, the FAA funding does not
23 -- or FAA will not fund on CMAR projects.

24 MR. PICOU:

25 The initial response from FAA usually it's

1 the no, it will not. There are some
2 opportunity that we could work through the FAA
3 and through the various entities and work with
4 someone, but FAA says no, they do not do CMAR.

5 MR. SKINNER:

6 So, I think what we had talked about before
7 is maybe phasing thing where some of it was
8 done with the tax money and some of it's done
9 with the federal government money. That would
10 have to be done outside the CMAR method.

11 MR. WALT ADAMS:

12 Well, in discussion with staff, I can speak
13 to that and I think we've determined that your
14 best strategy would be to isolate the terminal
15 itself, the new terminal, from FAA purview as
16 it relates to funding. You have enough of
17 other conventional work that has to be
18 processed through the FAA. That will do one
19 major thing. It will lighten the burden of all
20 the agencies you have to go through for
21 approval that equates to time. You know, time
22 is money. And we have a tentative decision to
23 explore that, that FAA may not be involved in
24 the funding process for the terminal itself.

25 MR. SKINNER:

1 All right. But I mean I think first to
2 make a decision we need to -- we got an idea of
3 where it's coming from -- and surely you don't
4 want to get down the road and have to change
5 our delivery method. If in fact the FAA -- if
6 we need more FAA money or the FAA gives us more
7 money, we don't want it to be in a model that's
8 not going to allow us to use that money.

9 MR. WALT ADAMS:

10 Well, I would agree that you have a lot of
11 conflicting dynamics here.

12 MR. SKINNER:

13 Yeah. I agree. And that's why I'm -- I
14 mean I'm -- I don't want to say I'm confused.
15 I just don't feel that I'm fully informed, you
16 know, to be able to make a decision.

17 MR. WALT ADAMS:

18 Again, I don't -- I think a lot of
19 information to digest, but I think it's going
20 to be best digested in a workshop.

21 MR. SKINNER:

22 I agree, a bunch of them.

23 MR. SEGURA:

24 Walt, are you familiar with the Taylor
25 project at LSU?

1 MR. WALT ADAMS:

2 Yeah, Paul F. Taylor.

3 MR. SEGURA:

4 Yeah. And there was a problem there where
5 it's a CMAR project, where they had a problem
6 which the estimates were a lot more than what
7 they budgeted. With the picked designer and
8 the --

9 MR. WALT ADAMS:

10 In my opinion what happened --

11 MR. SEGURA:

12 -- contractors.

13 MR. WALT ADAMS:

14 -- and I discussed with FPNC last Monday in
15 detail, and looked at the actual contract
16 language in the model and what happened there.
17 In my opinion, it worked beautifully because
18 the construction manager or the CMAR at risk,
19 and I underscore at risk, had a requirement to
20 maintain the costing and the communication with
21 the design team. And there was a non-recourse
22 clause in the contract that said if you do not
23 do that we can say goodbye. And that's what
24 they did.

25 And they brought -- by their own policy,

1 they brought in the next bidder that was
2 originally the number two in that. And they're
3 now negotiating the project with him. They did
4 not release the design team. I don't think
5 there was an intention to do so. But that's
6 the reason why I recommend that the earlier the
7 contractor fall the better it is. They didn't
8 really pay much attention, in my -- this is
9 just my personal opinion. It's not technical.
10 From my question and discussing it with state
11 officials is that there wasn't the level of
12 communication that should have taken place and
13 that's the reason they diverge between the
14 project design and the actual cost of what was
15 being designed.

16 It takes a lot more, in my view, a much
17 more managed program of oversight to make those
18 two contracts work. And I think they would
19 agree with that today. But the good news is
20 they're not going to be Ten Million Dollars
21 (\$10,000,000.00) over budget. They have
22 another -- they have a methodology to get back
23 to the budget. And that's what I would
24 recommend here.

25 MR. SEGURA:

1 The point was, is that when they had a
2 problem such as that it wasn't a big, long,
3 drawn out argument on how to cut ties with one
4 and get -- and replace them with someone else.

5 MR. WALT ADAMS:

6 That's right. I mean because it's one of
7 those deals where you can spend years trying to
8 arbitrate or negotiate or litigate.

9 MR. SEGURA:

10 What was -- do you know the size of that
11 project?

12 MR. WALT ADAMS:

13 I'm going from memory. I believe it was
14 about Ninety-five Million (95,000,000.00) was
15 the budget and they came in somewhere over
16 closer to a -- within Ten Million
17 (10,000,000.00). I'm not certain of those
18 figures.

19 MR. CRUSE:

20 Walt, wouldn't you agree that regardless of
21 what methodology we choose for construction,
22 we've still got to pick a design firm. And
23 wouldn't it be helpful, in my opinion, for us
24 in the scope, definition, and actual layout of
25 the terminal if we had that -- if we worked

1 with that design firm in that process or is
2 that something that you think --

3 MR. WALT ADAMS:

4 I think the design firm needs to be fully
5 contracted with you and at your direction.
6 And, you know, I am recommending that we offset
7 in terms of how you select them slightly, but I
8 think the earlier -- I mean the actual code is
9 early contractor involvement is the actual
10 legislation that the State passed last year.

11 The earlier the involvement, the greater
12 the value of that type of contract. And that's
13 not to say that you couldn't go ahead and hire
14 a design team. Personally and professionally
15 my recommendation is that you don't sign ink on
16 either one of them. You don't put anything in
17 ink on either one of them until they know who
18 the other partner they're going to be married
19 to for the next five years is, rather than it
20 be a --

21 MR. SEGURA:

22 An arranged marriage?

23 MR. WALT ADAMS:

24 -- an arranged marriage downstream. That's
25 when communication problems originate.

1 So, I think going along with the process of
2 selecting a design team, get after it. If you
3 have some reservations or concerns about CMAR,
4 you can certainly go -- I mean the reason I'm
5 with CMAR is the word "at risk." If you're
6 just going to have an agency CM do this, you're
7 going to have an open -- you're going to have
8 an open-ended program in terms of how to
9 control a budget.

10 MR. SKINNER:

11 I just think there's a lot of unanswered
12 questions. I'll give you another one. How
13 would the bond rating companies rate the
14 different methods? Is there any --

15 MR. WALT ADAMS:

16 Very high. The bond rating companies like
17 as much control as they can get.

18 MR. SKINNER:

19 Okay. So, I mean those are the kinds of
20 things that I want to see. I want to
21 understand because if we select the wrong
22 method, there's a lot of things go wrong. If
23 our bond rating goes up because of a bad
24 selection process, it's going to cost us more
25 money. So that's -- I'm just -- there's so

1 many things that I don't see here that I would
2 like to see in some matrix that puts everything
3 out there, so we see all the pros and cons of
4 all the methods.

5 MR. WALT ADAMS:

6 We have that data. We can put it into a
7 document for you. I think a more expedient
8 method would be two things. One is to let's
9 just have a workshop and go through it, just as
10 though it's a mini course in this. The other
11 thing is that I can, and certainly I haven't
12 had a chance to discuss this with Todd, but
13 there are some construction litigators out
14 there.

15 There are some construction counsels that
16 are specifically tailored to this level of
17 project and this vein of project that would be
18 -- I would recommend be brought on as a
19 subconsultant to your house counsel. And I
20 think they can articulate better than I with
21 the advantage of specific contract language.

22 MR. SKINNER:

23 I agree with that.

24 MR. SEGURA:

25 But it would seem what's important to get

1 moving is if there's a need for workshops to
2 better understand some of these processes,
3 that, but also get moving on formulating this
4 committee so that you can get this time line
5 moving. I think you can decide what method you
6 want, but --

7 MR. WALT ADAMS:

8 Before the RFQ/RFP, and it is a two-step
9 process, but it's one linear process, one
10 linear document, before that goes out, those
11 decisions have to be made and you have to have
12 confidence. I agree with Mr. Skinner that you
13 need to understand how that works and endorse
14 how that works.

15 But we have a little bit of time to get
16 there while we're putting it together.

17 MR. SKINNER:

18 I mean we need to define the scope and then
19 get to the RFQ.

20 MS. GARRETT:

21 So, it doesn't matter what process you
22 select, you're still going to have to have
23 those five people?

24 MR. WALT ADAMS:

25 Yes.

1 MS. GARRETT:

2 -- the same.

3 MR. WALT ADAMS:

4 Yes.

5 MS. GARRETT:

6 So, those five people are necessary no
7 matter what?

8 MR. WALT ADAMS:

9 Yes.

10 MR. SKINNER:

11 That's if we agree to that method.

12 MS. GARRETT:

13 Well, no. That's what I'm asking.

14 MR. WALT ADAMS:

15 Well, it would be our recommended method.

16 That's the most conservative method. That's
17 what we would recommend.

18 MS. GARRETT:

19 But so it's not those five people
20 regardless of the method. It's if you use this
21 method those five people?

22 MR. WALT ADAMS:

23 This one is specific --

24 MS. GARRETT:

25 That's my question.

1 MR. WALT ADAMS:

2 This method is utilized fairly commonly.

3 Okay? For where --

4 MS. GARRETT:

5 I understand, but that's not my question.

6 MR. WALT ADAMS:

7 When are you going to pause that buzzer?

8 It is -- if -- to answer your question, I don't
9 know that there's any way to determine any
10 other standard method of the selection
11 committee. Usually -- I mean I can tell you
12 how --

13 MS. GARRETT:

14 The question is --

15 MR. WALT ADAMS:

16 -- Lafayette should --

17 MS. GARRETT:

18 -- whether or not the standing committee,
19 that committee that you're talking about
20 creating, those five people, whether that
21 committee would be created regardless of what
22 method you used.

23 MR. WALT ADAMS:

24 In my view, yes.

25 MS. GARRETT:

1 Okay.

2 MR. SKINNER:

3 Then we can go by commission policy and use
4 our existing policy, which is different from
5 that.

6 MR. SEGURA:

7 Yeah. You're going to have some sort of
8 committee. The question is, is what is the
9 makeup of that committee. We had a policy that
10 we were trying to mirror as some of the FAA
11 circulars, I believe, and improve on what we
12 had before, but the CMAR requires some
13 different participants than that, right?

14 MS. GARRETT:

15 And that's what I'm trying to get at.

16 MR. WALT ADAMS:

17 It's actually it's just what's -- in my
18 view it's what is spelled out in their
19 requirements, but it's not unusual for that
20 type of committee. When you're dealing with
21 quasi-public agencies dealing in public money,
22 publically funded, that approach that are laid
23 out there seems to cover all the bases in terms
24 of their requirements. I believe that it does.

25 MR. SKINNER:

1 My only concern is that in essence the
2 commission will have a one-fifth vote in that
3 committee. So, as a commission, and I say a
4 vote, and if Steven is -- if we appoint Steven
5 to that position, he votes and the commission
6 has no say-so. So, we are taken out of the
7 process, period. I mean we cannot vote on
8 this. And if the recommendation --

9 MR. CRUSE:

10 That's correct. And if we go with the CMAR
11 method that is correct. And there's a thousand
12 different ways that we can take an easy process
13 and make it more difficult, which is exactly
14 what we're doing now. A thousand. We can make
15 -- we can turn this thing into the Taj Mahal
16 and make it the most difficult process ever
17 conceived on the planet or we can take it in
18 its most basic sense, take it step-by-step,
19 move forward, make a decision and at least be
20 moving in a direction and making some decisions
21 along the way or we can sit here and debate
22 this and end up in September, October, sitting
23 here at the same desk without a decision being
24 made, which is what I've seen over and over,
25 which is exactly what the road that we're going

1 to head down if we just keep pushing this off,
2 is exactly that.

3 MS. GARRETT:

4 Well, you got to make an informed decision.
5 Not to push off. You have to make an informed
6 decision --

7 MR. SKINNER:

8 That's right.

9 MS. GARRETT:

10 -- have some valid information to
11 substantiate what your decision is, but not a
12 decision that's going to create such convoluted
13 problems that you can't even get to the next
14 point. I understand what the Chairman is
15 saying, because he -- move is important. And
16 not just asking questions just or creating
17 problems to delay.

18 But you can answer my question, Todd, that
19 I asked earlier?

20 MR. SWARTZENDRUBER:

21 Yeah. As far as those specific five people
22 on that committee, that comes from the state
23 statute for the CMAR method. If you were to
24 use a different method, that statute wouldn't
25 apply.

1 MR. SKINNER:

2 We could use our process.

3 MR. SWARTZENDRUBER:

4 You wouldn't be stuck with that. You could
5 still use that process or that make up for that
6 committee.

7 MR. SKINNER:

8 So during that decision we need to decide
9 if we want to go the CMAR method of the
10 committee or do we stick with the commission's
11 policy?

12 MR. CRUSE:

13 And so what amount of information is it
14 going to take for you to make that decision?
15 Because Walt has provided us all that
16 information. Steven's got very concise chart
17 that outlines each method, the advantages, the
18 disadvantages. I believe it was in the
19 presentation from the last meeting we had. I
20 mean at some point we got to, you know, how
21 much information do we need. Is one workshop
22 going to be enough --

23 MS. GARRETT:

24 Okay.

25 MR. CRUSE:

1 -- or do we need ten?

2 MS. GARRETT:

3 Todd's trying to answer my question. If he
4 can finish?

5 MR. SWARTZENDRUBER:

6 I left one thing out, though. Those five
7 people, that's just for the committee to select
8 the construction manager at risk. That statute
9 doesn't require you to use that committee for
10 the design professionals.

11 MR. SKINNER:

12 I think Walt was saying otherwise.

13 MR. WALT ADAMS:

14 No. I'm saying I recommend you follow the
15 same guideline because of the level of profile
16 that this project will receive. I urge you to
17 be as conservative as possible. The reason
18 that they have outlined that five-person
19 committee, selection process is because any CM
20 at risk affords more control to the contractor.
21 Okay? It's not as conservative as a hard bid
22 scenario out there.

23 So, what they're trying to do is make sure
24 that no one can game the system. They want it
25 independent of any public body making a

1 decision itself or they don't want to fund it.
2 Now, let me just add, though, in terms of not
3 of the commission, the whole commission, not
4 being involved in my view is not the case.
5 This selection committee is a subcommittee.
6 And they're required to come back to you and
7 present their findings and their recommendation
8 and you ratify those. They are not in charge
9 of actually selecting and contracting that --
10 those entities; you are.

11 So, I think that -- and I would, even if it
12 weren't a requirement, I would recommend that.
13 I wouldn't want -- I wouldn't want to be
14 sitting in your place and not understand how
15 the decision was made and both the methodology
16 as well as the selection, but I think the
17 purpose of a subcommittee is to just an economy
18 of time that you can't do this on a monthly
19 basis and expect it to be -- to progress
20 anywhere.

21 So, I think if you select the selection
22 committee as close as -- if you want to use
23 CMAR in Louisiana and get the Seventeen Million
24 Dollars (\$17,000,000.00) I think that's
25 earmarked from the state on this project,

1 you'll have to follow that explicitly. If
2 you're not going to be concerned with that, and
3 you're going to -- any money that you're going
4 to get from FPNC, they're going to have some
5 similar guidelines in terms of their
6 involvement, oversight, and approval.

7 This is strictly their mandated and it's as
8 recommended by a number of other agencies.
9 They're saying this is the right way to make
10 the design selection.

11 MR. SEGURA:

12 And some of the state funding we will be
13 seeking will be through the state capital
14 outlay program, which is over sought by
15 facility planning.

16 MR. WALT ADAMS:

17 Right.

18 MR. SEGURA:

19 Who is overseeing --

20 MR. WALT ADAMS:

21 They have to -- they sign the check.

22 MR. SEGURA:

23 They're overseeing the LSU job --

24 MR. WALT ADAMS:

25 Right.

1 MR. SEGURA

2 -- as well, which is the Seymour (phonetic)
3 job.

4 MR. WALT ADAMS:

5 As well as the Two Billion Dollar
6 (\$2,000,000,000.00) medical center in New
7 Orleans. Same situation.

8 MR. ROBICHAUX:

9 With your experience, Walt, it says a
10 licensed design professional and a licensed
11 contractor not involved in the project.

12 MR. WALT ADAMS:

13 Right.

14 MR. ROBICHAUX:

15 How many hours do you think are involved in
16 that process to try to get a licensed design
17 professional and a licensed contractor to put
18 in numerous hours of their time with no
19 benefit, financial benefit? I mean we're
20 talking --

21 MR. WALT ADAMS:

22 They're going to have to meet a number of
23 times and go through some work, but it is an
24 extensive -- it's not for the full twenty-eight
25 weeks. It's at intervals. I would say that

1 the initial organization of the committee and
2 the protocols on how it wants to proceed is the
3 most time challenging. And then there will be
4 interview process on the final three or four
5 that you whittle it down to. And those --
6 that's time consuming. That's all day, a
7 couple of days, maybe three days, better part
8 of a week. But you know, I think the reason
9 they recommend that is you have community stake
10 holders that -- I would tell you that most of
11 the architects and engineers that I know and
12 constructors, if they're not involved, they
13 would cheerfully participate if they're not
14 conflicted out.

15 The reason they would do so is the same
16 reason they serve on arbitration panels and
17 other things, is because it's for the community
18 good. I would -- to give you an idea of those
19 committee members at large who it could be, for
20 instance, and -- I think the local universities
21 and others have people that purchase large
22 amounts of design and construction on a regular
23 basis and are familiar with the high standards
24 of public procurement law. And I think --
25 think of it as a loaned executive for the

1 duration of the selection period. They may
2 come back and ask you to serve on their behalf
3 sometime.

4 But I would tell you the demographics here,
5 you know, there's not a huge pool of architects
6 and engineers that are capable to do this type
7 of work. There certainly are many here, but
8 whether they want to step aside and not compete
9 in for the work is something I can't answer. I
10 would concede that can be a challenge. If so,
11 we'll have to go out concentrically to other
12 areas of the state to find somebody that's
13 willing to do that.

14 I would not suggest that you compensate
15 them for this. You would create another layer
16 of problems.

17 MR. GUILBEAU:

18 Mr. Chairman, I've got a couple of
19 questions. And our earlier discussion, we
20 talked about a project manager. Is -- where
21 would that fall in if we proceed with that line
22 of thought?

23 MR. WALT ADAMS:

24 If you were to decide we're going to go
25 conventional design, bid, build route, you're

1 going to need somebody full time. And I'm torn
2 between full time employees, FTEs, or bringing
3 in a firm to do that, but you would definitely
4 have to have a PM.

5 The fact that, you know, we're talking
6 about a CM at risk this is a sophisticated
7 management organization where at that point my
8 personal view is you're being redundant paying
9 yet another fee for a PM to do that. If you're
10 going to staff up internally for it, which is
11 certainly an option, then I would have a
12 permanent place for that individual after the
13 project is completed because historically those
14 folks are hired for a period of time. And as
15 the project starts to sunset, they're looking
16 for another job at the key point you need full
17 attention to your project to wrap it up, punch
18 it out, and get it started up, but they're
19 gone.

20 So, I think if you're going to hire
21 internally, that's certainly a strong option if
22 you feel like you have enough ongoing work
23 beyond that point to retain them. But I
24 wouldn't hire a PM firm and a CMAR firm to do
25 basically -- it's a duplication of work.

1 MR. SKINNER:

2 I would like to know Mr. Picou's opinion,
3 what he -- based on what he's seen.

4 MR. PICOU:

5 In front of you -- Mr. Adams just to -- it
6 was distributed to the Commissioners as a
7 getting the best value of construction dollars
8 and primer for construction delivery methods of
9 various methods and the pros and cons. The
10 CMAR at risk or construction manager at risk
11 project, to be honest with you, Mr. Skinner,
12 this is a new process for me. We looked at it
13 about 2003 in Albuquerque and due to the
14 questions that you have, the uncertainties, it
15 was elected not to go with that.

16 CMR at risk has its pros and cons. I can
17 work in both the competitive bid and the CMR at
18 risk. It's just a learning curve on the CMR at
19 risk and it's something we can go and challenge
20 and take on. I think we need to define that
21 scope before we move on and pick a delivery
22 method.

23 That way, once we have that in place then
24 we have a better opportunity and better -- and
25 more education to pick the route that we need

1 to go.

2 MR. SKINNER:

3 I think that's what Walt was saying, is we
4 need to define the scope. We need to clearly
5 define the scope before we can move forward.
6 And I don't want to say everything comes to a
7 screeching halt, but we need to understand what
8 the scope is of everything and how it's going
9 to work.

10 MR. PICOU:

11 And we also need to understand that the
12 various delivery methods and the funding
13 sources.

14 MR. SKINNER:

15 We need to compare those. I agree. We
16 need to compare them and the different funding
17 sources, compare one to other on this project
18 and not just in general. I would like to see
19 how it compares on this particular -- specific
20 type of project.

21 And then I would love to see what other
22 airports who have successfully completed some
23 of the different projects, successfully. Not -
24 - I know New Orleans has used a CMAR but they
25 haven't completed it, so it would be nice to

1 see what ones have completed what they have to
2 say about it.

3 MR. PICOU:

4 I'm not familiar with any, but I'm sure
5 they're out there. I just have to do some
6 research and get back to you. I'll get back to
7 the commission as to ones that are -- that have
8 successfully completed CMAR projects.

9 MR. SKINNER:

10 So, my recommendation then is that we, at
11 subcommittees, whatever, that we get the scope
12 defined in a broad -- not in a general sense,
13 but in a very broad and a specific box as
14 possible. And then from their work on the
15 selection committee and then work on the
16 delivery method. I think we can do all those
17 fairly quickly.

18 MR. WALT ADAMS:

19 Concurrently or --

20 MR. SKINNER:

21 Well, you know, we -- as you said in last
22 meeting, we need to define the scope first. I
23 mean we have to do that before we move forward
24 on any other -- I don't have enough information
25 based on what we have on what method to use.

1 So, I think step one, let's get the scope
2 defined. And it would similar to what the
3 selection committee would be doing, right? The
4 selection committee defines the scope and the
5 criteria. There's no reason why we can't, as a
6 commission, try to figure that out.

7 MR. WALT ADAMS:

8 My suggestion would be that working with
9 you and the staff we can give enough direction
10 to the design committee to review something and
11 endorse it, if not improve upon it in terms of
12 the project definitions.

13 MR. CRUSE:

14 Well, and here's one thing I want to make
15 clear. I talked about this with Steven earlier
16 and Walt and I have discussed this, this
17 Commission has got to transition back to the
18 way that it was originally designed to operate.
19 I know that it's gotten away from that over the
20 past couple of years for necessity, but it is -
21 - this Commission's job is to set policy and
22 give direction. And then the staff's job is to
23 carry out that policy and direction.

24 So, the majority of the interaction between
25 -- that Walt needs to have and this process

1 moving forward in general needs to be done at
2 the staff level. That man right there we spent
3 a lot of time, put a lot of effort into hiring
4 the right person to come in here and run this
5 job. He's the CEO of this airport. And any
6 CEO of any corporation would be handling this.

7 We do not need to micro manage this from
8 the commission level on making every one of
9 these decisions. It needs to be done at the
10 staff level with a direction and a guidance and
11 policy from the commission down. And that's
12 it. I mean that's the way that it was designed
13 to operate and that's the way we need to shift
14 back and get to a point where that can happen.

15 So, I mean that's --

16 MR. SKINNER:

17 I agree with that.

18 MR. CRUSE:

19 It's got to. Otherwise, this whole process
20 will just be completely bogged down with trying
21 to get three, or four, or five of us who all
22 have paying jobs, and travel and everything
23 else, together to try to make a decision that
24 should be done at the CEO level.

25 MR. SEGURA:

1 I think we need to proceed forward. I have
2 my opinions on which method, but if you all
3 aren't ready to decide that and need to have
4 some workshops then I guess so be it, but I
5 think the important part is to proceed forward
6 and try to get this committee together, which
7 may take a little time as well. And I know,
8 Tim, your concern about our original committee
9 structure as opposed to this committee
10 structure, which this one isn't bad. And I
11 understand your concern.

12 In the past, Walt, you may not be aware
13 that we -- in particular with the design --
14 with the engineering companies that work for
15 us, because of the FAA issues, the way -- and
16 we probably didn't have our committee designed
17 like it should have been, but there was some
18 issues where the committee made the decision.
19 They made a recommendation to the commission,
20 but the commission pretty much had to pick what
21 the committee said.

22 So, you know, if we can -- if in the CMAR
23 process or these others, this structure that
24 you've outlined can do that with some sort of
25 approval by us, then I don't see what problem

1 there is in making the structure of this
2 committee much like the CMAR structure.

3 MR. SKINNER:

4 I'll agree to -- Like what you're saying,
5 let the executive director come to us with a
6 recommendation on how we should be handling it.

7 MR. SEGURA:

8 And you want to allow the director, but
9 mainly that committee to do what they were
10 charged to do without, you know, as Matt says,
11 messing with it.

12 MR. CRUSE:

13 Well, and we need to leave this meeting
14 with a clear path moving forward. So, from
15 what I'm hearing, and I agree, the scope of
16 this project needs to be more defined than what
17 it is at this point. So, in order to move in
18 that direction then you and Steven, and then
19 anyone else who wants to participate -- I mean
20 Steven, it's going to be your job to let the
21 other Commissioners know if you guys want to
22 participate. And we're going to have a meeting
23 and it's probably going to last four or five
24 hours or whatever, but we're going to sit down
25 and we're going to define the scope as much as

1 we can. And then at that point we also need to
2 be -- you need to continue working on the
3 RFP/RFQ, you know, putting together these --
4 the selection criteria because that is not
5 going to change --

6 MR. SEGURA:

7 Right.

8 MR. CRUSE:

9 -- regardless of what we chose. The
10 selection criteria is going to be the selection
11 criteria. So, we should have that nailed down
12 pretty soon, you know. And then that way at
13 least we'll get to a point where we have the
14 scope nailed down; you guys can hash out the
15 advantages and disadvantages of each of these
16 methods with the participation of any of the
17 Commission. And we need to get to a point
18 where we can actually make a decision and move
19 this thing forward.

20 MR. SEGURA:

21 I agree.

22 MR. ROBICHAUX:

23 I agree with the Chairman also. I look at
24 one project and I hate for this to end up like
25 that cargo facility. We got concrete sitting

1 out there that they tried to build three or
2 four years ago and we still sitting there with
3 a slab of concrete. This is going to end up
4 just like that if we let it -- if we keep doing
5 like we've been doing. I think we need to put
6 Mr. Picou in charge; let him make
7 recommendations; look at the recommendations;
8 we vote on them and we go from there.

9 MR. GUILBEAU:

10 Mr. Chairman, I had intended statements
11 here to make, but I kept my mouth shut because
12 most of them have been cured. But I do want to
13 go back -- I think the workshop concept,
14 whatever, when y'all come to a decision might
15 be a good idea. I think we got to make it
16 available to as many commissioners as possible.
17 And I would challenge my fellow commissioners
18 if you can't attend let the executive director
19 know that you can't attend because that creates
20 a lot of more work for them to try to find out
21 if we can make it or not.

22 I think it's something that's imperative.
23 And I want to say something about what the
24 Chairman said, directing everything through the
25 Executive Director. And that was one of my

1 comments. I've seen some emails going around
2 and it looks like you got different dogs
3 hunting different animals.

4 And I think that the Director should be the
5 man calling the shots if we need to talk to
6 Bobbi Hess, he makes that shot. If we need to
7 talk to Picard Group, he calls that shot. If
8 we need to call Reese and Adam, we need to have
9 one voice. And I've learned that in the
10 presentation for the sales tax. When we first
11 started, when we had more than one voice. And
12 I can tell you that was not working at all.
13 And when we got our act together, we ended up
14 in a very good situation.

15 So, I would challenge everybody let's go
16 through the Executive Director. If he has any
17 concerns, he'll get with the Chairman or
18 whoever and go forward. I do not want the
19 commissioners to think we can't funnel him any
20 information. I think it's our duty to do so.
21 But I would like for everything to go through
22 him and then he can put everything in
23 perspective and give us a good report.

24 MR. ROBICHAUX:

25 If we have a workshop, does that have to be

1 advertised?

2 MR. SWARTZENDRUBER:

3 If you have a quorum. If you have four or
4 more commissioners, yes.

5 MR. ROBICHAUX:

6 You would just need to know in advance so
7 we could advertise in the proper amount of
8 time.

9 MR. CRUSE:

10 Okay. Any other questions or comments for
11 Walt for anybody?

12 (No response.)

13 All right. Thank you, Walt.

14 MR. GUILBEAU:

15 Thank you.

16 MR. CRUSE:

17 Okay. Scheduled business.

18 MR. PICOU:

19 Okay.

20 F. On the next item is Runway 11-West-End
21 Construction-Authorization to Bid.

22 Basically, we authorized to accept bids for
23 Runway 11, West-End EMAS system. We're not
24 looking for any -- we're looking for funding
25 from FAA and LA DOTD with no intended match

1 from us. So that's a -- that ones going.

2 G. Taxiway Mike-Elliott Construction-Change
3 Order #3. It's inside of there.

4 Okay. And so G is Taxiway Mike, Elliott
5 Construction, Change Order #3.

6 H. H is 100 John Glenn Drive Parking Lot-DS&A-
7 Substantial Completion.

8 I. I, 224 Tower Drive (ARFF) Interior Upgrades
9 Contract (Flooring and Painting)-MBSB
10 Group-Approval.

11 J. 118 -- J is 118 Shepard Drive Exterior
12 Upgrades Contract (Metal Panels)-MBSB
13 Group-Approval.

14 K. K, Preventative Maintenance Contract
15 (Generators)-Award of Contract.

16 L. L is Purchase of Personnel Lift-Approval.

17 M. M is Purchase of Amplifier-Approval, in the
18 maintenance shop.

19 N. And N is purchase of the same type of
20 amplifier in the terminal, approval.

21 O. And O is purchase of a radio for my
22 vehicle.

23 Any questions on those items?

24 MR. CRUSE:

25 Does anybody have anything they want to

1 pull, individually?

2 MR. HEBERT:

3 I just have a quick question on H. If you
4 could tell me what's the time frame for
5 actually using the parking lot now that we've
6 accepted substantial completion?

7 MR. PICOU:

8 Mr. Hebert, what we're doing is we're --
9 this is -- I want to make sure I have the right
10 project.

11 MR. CRUSE:

12 The rental car lot.

13 MR. PICOU:

14 Right. We are looking at somewhere in the
15 June time frame, June 1st, first of June, to
16 actually transition. We're also going to be
17 putting out an RFP for rental car, to get
18 additional rental cars looking at that type of
19 information. So that will marry up at the same
20 time, June 1st time frame we're looking at
21 possibly being in that new lot for the rental
22 cars.

23 MR. CRUSE:

24 Okay. Any other questions?

25 MR. GUILBEAU:

1 Mr. Chairman, I move that we accept items F
2 through O.

3 MR. CRUSE:

4 We have a motion by Mr. Guilbeau.

5 MR. SKINNER:

6 Second.

7 MR. CRUSE:

8 Second by Mr. Skinner. Any other comments
9 or questions from the Commission?

10 (No response.)

11 From the public?

12 (No response.)

13 All in favor?

14 COMMISSIONERS:

15 Aye.

16 MR. CRUSE:

17 All opposed?

18 (No response.)

19 Motion carries. Reports.

20 MR. PICOU:

21 P. Mr. Chairman, Commissioners, inside of your
22 packet you have monthly reports by Bobbi
23 Hess, P.

24 Q. Q is Adams and Reese.

25 R. R is The Picard Group.

1 S. S is the Monthly Airport Fiscal Review for
2 March.

3 MR. CRUSE:

4 Project updates.

5 MR. PICOU:

6 On the project updates,

7 T. T is Taxiway Mike (Parallel Taxiway)-
8 Update. It's included.

9 U. North GA Phase II.

10 V. Master Plan.

11 W. RTR Cable Relocation.

12 X. John Glenn Parking Modifications.

13 Y. Perimeter Road.

14 Z. Runway 4-Right/22-Left Overlay, as we
15 discussed earlier.

16 AA. Taxiway Sealcoat Project.

17 AB. Runway 11-29 RSA Improvements.

18 AC. The Noise Study.

19 AD. Cargo Facility-Update.

20 AE. Cargo Facility-UPS Relocation.

21 AF. ATCT Interior Upgrade.

22 AG. Main Terminal Interior Upgrade.

23 AH. LRA Sign Upgrades.

24 AI. Main Terminal-Office Suite Upgrades.

25 MR. GUILBEAU:

1 Mr. Chairman, I would like to make a
2 comment on project update. I know Mr. Picou
3 has early on talked to me about this. How
4 would the commissioners feel that those updates
5 are sent to us by email and that we don't have
6 it on the agenda? We're cutting a lot of
7 trees. I can -- I'm good with getting it on
8 the email and not having it in the agenda
9 packet.

10 MR. HEBERT:

11 That's pretty much what we're doing now,
12 reviewing them.

13 MR. GUILBEAU:

14 Yeah, but it would save a lot of
15 reproduction.

16 MR. CRUSE:

17 Yeah. Would it still be in the packet, the
18 electronic packet?

19 MR. PICOU:

20 Yes.

21 MR. GUILBEAU:

22 No, yeah?

23 MR. CRUSE:

24 Okay. As long as it's accessible by the
25 public, you know, for the -- they have access

1 to the same documents we have.

2 MR. GUILBEAU:

3 That's not part of the requirement.

4 MR. CRUSE:

5 It's not?

6 MR. GUILBEAU:

7 It was added through the years.

8 MR. CRUSE:

9 Okay. I'm okay if it saves paper. Anybody
10 else?

11 MR. GUILBEAU:

12 Does that address your thoughts?

13 MR. PICOU:

14 Yes. And for clarification, so project
15 updates we'll remove from this packet, but we
16 will include them in the email electronic
17 version; is that correct?

18 MR. GUILBEAU:

19 Let's do it separate, maybe at the same
20 time, but a separate transmittal so it don't
21 end up in the packet.

22 MR. PICOU:

23 Okay.

24 MR. SWARTZENDRUBER:

25 I just have one question. Would they still

1 be on the agenda? The only reason I ask is if
2 you want to discuss something not on the
3 agenda, you would have to add it as additional
4 business.

5 MR. CRUSE:

6 Yeah. I think that is an -- that's an
7 issue because the purpose for having it is so
8 that if anybody has any questions about any of
9 the project updates we can ask them there. And
10 if we don't have it on the agenda then --

11 MR. GUILBEAU:

12 I was thinking they should email back to
13 the Director and get an answer.

14 MR. PICOU:

15 Just a sidebar on that, I know that the
16 commissioners voting on purchasing tablets.
17 We're going to go ahead and get those. And I
18 think that will help on cutting down some of
19 this and it all being electronic version. So
20 you will be able to scroll through it at that
21 point. It doesn't necessarily answer the
22 question at hand of do we have to keep it on
23 the agenda.

24 MR. GUILBEAU:

25 That solves the problem with cutting the

1 trees.

2 MR. PICOU:

3 Right.

4 MR. GUILBEAU:

5 Yeah. Okay.

6 MR. CRUSE:

7 All right. I'll accept a motion to
8 adjourn.

9 MR. SKINNER:

10 I've got just a couple more questions. Mr.
11 Steven, anything, any update on Deputy Director
12 search or what's your plans?

13 MR. PICOU:

14 On the Deputy Director --

15 MR. SKINNER:

16 You're definitely going to need some help
17 with all this stuff, I mean --

18 MR. PICOU:

19 Sure.

20 MR. SKINNER:

21 -- any way we can step that up.

22 MR. PICOU:

23 Right. I met with Mr. Cruse this morning
24 and within the next forty-five days we'll
25 actually put an advertisement out on the

1 street. And then we'll hire somebody. You're
2 right. My plate is very full at this point and
3 so --

4 MR. SKINNER:

5 It would be nice to have a --

6 MR. PICOU:

7 Right.

8 MR. SKINNER:

9 -- Deputy Director on board.

10 MR. PICOU:

11 And so my goal is to actually learn the
12 process before I brought someone in, kind of
13 immersion into this process. Now it's time to
14 move on to get a Deputy Director.

15 MR. GUILBEAU:

16 Include that in the Internal Affairs
17 committee meeting.

18 MR. PICOU:

19 Okay. Yes, sir.

20 MR. GUILBEAU:

21 I move.

22 MR. SKINNER:

23 Second.

24 MR. CRUSE:

25 A motion by Mr. Guilbeau; a second by Mr.

1 Skinner. Any other comments or questions from
2 the Commission?

3 (No response.)

4 From the public?

5 (No response.)

6 All in favor?

7 COMMISSIONERS:

8 Aye.

9 MR. CRUSE:

10 All opposed?

11 (No response.)

12 Meeting is adjourned.

13 (Adjourned at 7:01 p.m.)

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1 CERTIFICATE

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 testimony was taken, do
9 hereby certify that LAFAYETTE AIRPORT COMMISSION,
10 did conduct a public hearing on the 8th day of April
11 2015, at Lafayette, Louisiana, as hereinbefore set
12 forth in the foregoing 99 pages; that this testimony
13 was reported by me in the stenomask reporting
14 method, was prepared and transcribed by me or under
15 my personal direction and supervision, and is true
16 and correct to the best of my ability and
17 understanding; that the transcript has been prepared
18 in compliance with the transcript format guidelines
19 required by statute and rules of the board; that I
20 am informed about the complete arrangement,
21 financial or otherwise, with the person or entity
22 making arrangements for deposition services; that I
23 have acted in compliance with the prohibition on
24 contractual relationships, as defined by Louisiana
25 Code of Civil Procedure Article 1434 and rules of

1 the board; that I have no actual knowledge or any
2 prohibited employment or contractual relationship,
3 direct or indirect, between a court reporting firm
4 and any party litigant in this matter, nor is there
5 any such relationship between myself and a party
6 litigant in this matter; that I am not related to
7 counsel or to any of the parties hereto, I am in no
8 manner associated with counsel for any of the
9 interested parties to this litigation, and I am in
10 no way concerned with the outcome thereof.

11 This 24th day of April 2015, Lafayette,
12 Louisiana.

13 Lauren Alesi Gaspard, CCR
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