

**MINUTES OF
LAKEFRONT MANAGEMENT AUTHORITY
REGULAR MEETING OF THE AIRPORT COMMITTEE
HELD ON TUESDAY, September 13, 2022, at 2:30 PM**

PRESENT: Chair Renee Lapeyrolerie
Commissioner Brian Egana
Commissioner Wilma Heaton

ABSENT: Vice-Chair Patricia Meadowcroft
Commissioner Carlos Williams

STAFF: Louis Capo – Executive Director
Vanessa McKee - Exec. Assistant to the Executive Director/Board Secretary
Adam Gulino– Director of Engineering and Operations
Bruce Martin – Director of Aviation

ALSO

PRESENT: Gerard G. Metzger – Legal Counsel to the LMA
Jeff Dye - Legal Counsel to the LMA
Anthony Marino – ICE
Doug Hambrect – ICE

The Airport Committee of the Lakefront Management Authority met on Tuesday, September 13, 2022, at the New Orleans Lakefront Airport at 6001 Stars and Stripes Blvd., New Orleans, LA 70126.

Chair Lapeyrolerie called the meeting to order at 2:34 P.M. and led in the pledge of allegiance.

Director Capo called the roll, three members were present and a quorum was established.

IV. Opening Comments:

Chair Renee Lapeyrolerie started her comments by reiterating, for clarity, the importance of board members receiving requested information from staff promptly.

V. Motion to Adopt Agenda:

A motion was offered by Commissioner Egana, seconded by Commissioner Heaton, and was unanimously approved to adopt the agenda.

VI. **Motion to Approve Minutes**

1. **Airport Committee Minutes - July 19, 2022 - Approved**
A motion was offered by Commissioner Egana, seconded by Commissioner Heaton, and was unanimously approved.
2. **Airport Committee Minutes – August 16, 2022 – Deferred**
A motion to defer by Commissioner Heaton, seconded by Commissioner Egana.

VII. **Public Comments:** NONE

VIII. **Director’s Report from Bruce Martin, Director of Aviation** for the Lakefront Airport reported the following.

- **Fuel Sales:** As of August 2022 fuel sales are slightly down at 147,000 gallons sold which is average for the past 8 years. We expect a rebound in September due to the Saints’ home games as long as we do not encounter any storms.
- **Hot Spot Removal Project:** Pre-Construction meetings took place earlier today with Cycle Construction and ATC Tower. We are excited to get the Hot Spot project underway starting with the mitigation of numbers one and three and then number two.

Grants have been signed and awarded to us for Hot Spot construction and the design for phase one of drainage. ICE is here to give a presentation on drainage and pumping station. This is desperately needed and will set us up for success and attract business in the future.

We have met with the FBOs to ensure they understand how the project would impact their businesses.

- **Sustainable Aviation Fuel:** Bruce Martin reported that he has researched Sustainable Aviation fuel and could not find any General Aviation airports that are currently using it.

Airlines have started purchasing and using it. We currently do not purchase fuel as an airport we only store it for the FBOs.

We would need to meet with the FBOs to encourage them to start purchasing to get ahead of the power curve. They could give some pushback because it’s a more expensive fuel. Phillips 66 is big in this market and they are the fuel provider for Flightline.

Signature has expressed interest for the past 9 months in moving towards a greener flying scale.

Mr. Martin added that there would be no retrofitting will be required to make the change at the fuel farm. We are in a position to move forward when time presents itself.

- **Balthazar Electric** understands grant-seeking opportunities. We have been in discussions with them on two potential projects.

Upgrading Airport Lights with an energy smart grant to bring costs down. Balthazar works with the energy smart program. However, the state will not issue a grant at this time due to drainage problems and fear of the lights going underwater. Again we are addressing that issue with the drainage project.

Electrical Vehicle Charging Spots: We have also been in talks with Balthazar to acquire maybe two electrical vehicle charging stations. They would acquire all of the equipment for us. We look forward to working with them on these projects.

Commissioner Heaton suggested that staff be mindful of the timeframe; that it's September and now is the time to consider what you want to request in Capital Outlay funds. The state is limited to \$2 billion in requests and \$200 billion in bond capacity.

Mr. Martin added that we are in the process of working with Kutchins and Groh on the Capital Improvement Plan which is our way to ask for funding from the state. We hope to have something to circulate to this committee in the coming weeks about what we are working on. The focus is on completing the drainage and taxiway Bravo is also part of that.

Commissioner Egana asked for clarity on the following

- The process and status of requesting funds for Capital Outlay and Capital Projects
- Does the city give any resources and do we have ongoing communication as to when and how the funds are awarded?
- How do we submit requests for Capital Outlay funding?
- This board is appointed by various government bodies so how do we engage the legislators who have to vote on items of interest?

Louis Capó stated that we submit Capital Outlay requests to the state's Division of Administration. We obtain a letter from the project's district, Senator, and Representative.

Commissioner Egana expressed that this is an educational opportunity for him as a A newer member to understand this process and be able to take information back to his appointing authority as should all board members.

Chair Lapeyrolerie called for new business and an introduction of the ICE presenters.

IX. New Business

1. Infrastructure Consulting Engineers (ICE) Presentation

Bruce Martin introduced Mr. Anthony Marino of Infrastructure Consulting Engineers (ICE) who went on to address the Airport Committee by introducing Doug Hambrecht.

Mr. Anthony Marino thanked the Airport Committee and staff for allowing them time to present the status of where they are with the drainage project.

Mr. Marino stated that he is well aware of the FAA and that the drainage is critical to this airport because of the frequent rain events, moving water off the airport, as well as the line that goes under the levee that's controlled by other parties of government that have affected this airport's far as flooding is concerned.

The ICE team has taken these projects seriously from a standpoint of working out a way of moving the water off of the airport.

Mr. Marino closed by stating that he has 21 years of experience as the Director of the Baton Rouge Airport and can speak from a management standpoint. He turned the presentation over to Doug Hambrecht, Project Manager of the Aviation Division to speak from the engineering team's standpoint.

Doug Hambrecht thanked the board for the opportunity to present the projects they will be working on and introduced some of the other ICE team members who will be working on the

- Jeff Sumner, Hot Spot Construction manager
- Bobby Mullens, Hot Spot Construction Inspector

- **Drainage Improvement Project**

Mr. Hambrecht went on to discuss in detail the Drainage Improvement Project which embodies the entire field. In his slide presentation, he pointed out several issues with the existing drainage including areas that flood, and shallow pipes that are undersized and full of water. Infield areas will require re-grading.

Commissioner Heaton asked if Mr. Hambrecht knew the age of the pipes.

Mr. Hambrecht did not know but could find out. He believes the pipes may go back to when the airport was first built. His team has found that there are a lot of mismatched additions where catch basins have been placed in a small section of plastic pipe most likely to alleviate some flooding.

The drainage project will be completed in phases. The first phase will be to add a pumping station. He showed an approximate location of pump station number one (red block) which will be centrally located. It will be able to drain the north and south of the airport. This is a continuation of the GEC Stormwater Master Plan back in 2019.

Mr. Hambrecht discussed drainage considerations

- Eliminating rainfall flooding of pavements

- Major tidal storm events will not be solved. If you have a hurricane and water comes over the sea wall, there is no way to pump the water back out.
- FAA/Airport Nav aids
- Utilizing existing pipes to redirect the flow
- Minimize Utility Cts across pavements
- Minimize Runway closures
- Considerer structure buoyancy
- Size pumps to slowly draw down

Chair Lapeyrolerie asked were the pipes good as-builts did we have to go in with cameras; how good do we feel about knowing where everything is located.

Mr. Hambrecht stated that there was a study done back in 2016 by AECM who did an extensive survey of all the drainage structures which you paid a lot for. We feel good about the survey and are using it to the best of our ability. However, we will need to do some additional investigation on a few pipes and catch basins that are underwater and don't appear to be going anywhere.

Jeff Dye asked will ICE's work involve any work to the stop walls on the west side of the main runway.

Mr. Hambrecht appreciated the question and addressed their work plan for the stop walls using his presentation slides to show where work would take place.

Jeff Dye added that as the counsel for the LMA, he has done extensive research on this topic as well and is willing to share his information should the ICE team see fit.

Mr. Hambrecht went on to say we've signed a contract to begin Phase I, which is one of the most critical areas of the drainage project, once the primary design is complete. Andy Velayos (FAA - Airports Planning and Development) has said we would have to build something that would be immediately usable if funds aren't available in 2024. \$10 million for 2023.

Commissioner Egana asked how much funding is allocated for this project.

Bruce Martin stated that is a \$400,000 grant from the state which brought us up to 30% and then there was another \$700,000 for this final design. No money has been allocated. \$10 million has been earmarked for the construction of the project. But there is no grant for the project construction to date.

Commissioner Egana asked how much funding has been allocated t this project and do we have any of the money on hand.

Bruce Martin stated that we do have the \$400,000 in hand and have begun to draw down on those funds through the FAA grant that was recently signed.

Commissioner Egana stated that while this is definitely a step in the right direction, LMA does not have all of the resources to date to fulfill this project. The public needs to know that this will definitely be a process.

Mr. Hambrecht continued his slide presentation by outlining again that \$10 million has been earmarked for **Phase I** which is a partial solution where legislators would be more apt to fund subsequent phases. The objective is to utilize the first \$10 million on hand to install one pump station, some sections of the main drainage trunk line, and inlets to strengthen the infrastructure.

Phase II will be the next priority of the project on the north side of the airport. The priority of this phase will be some analysis to do some re-grading to eliminate the low spots in the infield areas where a lot of flooding occurs because (a) it's low and (b) water blows over the seawall.

Phase III, further south near the Charlie and Delta area near the RTR. It establishes some trunk line east/west near the terminal apron which will pull a lot of water from the drainage system, currently under the apron which is susceptible to the flood valve. As the system backs up, it will reverse direction and flow to the north. One of our priorities is to save the infrastructure.

The overall total cost of the project is estimated at 28.9 million dollars.

Commissioner Egana asked if staff will be managing the design of the contract.

Bruce Martin stated that ICE submits it to us and we go over it with the FAA who is heavily involved as well as the state Dept. of DOTD which contributes 10% of the funding. Andy Velayos (FAA- Airports Planning and Development) is also an engineer as well.

Chair Lapeyrolerie asked if there is a schedule slide in the presentation. In terms of the \$28.9 million; can either of you put the phases into a calendar year? In phases, can you tell us how many years will it take to spend the total of \$28.9 million.?

Bruce Martin stated at this time the FAA has only committed to funding Phase I. We cannot commit to a statement regarding the receipt of additional funds. The expectation is that we will go out to bid again sometime in March 2023.

Chair Lapeyrolerie repeated her appreciation of the information she heard. Great, we won't have it all at once but we will have workable material and build on this system from there.

Chair Lapeyrolerie asked if there is a completion date for Phase I construction.

Mr. Hambrecht could not give an estimated completion date at this time.

- **Hotspot Pavement improvements**

Mr. Hambrecht moved on to presenting the second portion of his slide presentation on three Hotspot Pavement improvements.

1. Foxtrot, Charlie, Delta (middle). FAA agreed to fund
2. Foxtrot (east end). FAA decided not to fund Hotspot #2
3. Open ramp access to 18-right and 36-left. FAA agreed to fund

Chair Lapeyrolerie asked whose system was getting the text and capturing the words at the bottom of the presentation. She thought it would be great for the minutes.

(Mr. Capo had the closed caption feature turned on which transcribed Mr. Hambrecht's speech into text during his presentation. This feature does not transcribe voice or recordings for taking minutes).

Mr. Hambrecht showed an improvement solution that they came up with to address Hotspot number two should the FAA decide to fund it in subsequent years.

He also mentioned that they would be by taking up a section of concrete by eliminating the pavement and replacing it with green space.

Chair Lapeyrolerie asked Mr. Hambrecht to define "taking up the pavement".

Mr. Hambrecht reiterated that they would be removing the concrete and replacing it with green space.

Chair Lapeyrolerie stated that we are looking for some aggregate for another project.

Mr. Hambrecht said that they would be able to crush the concrete and repurpose it as aggregate for the other project.

The bids were opened on August 2nd. We had the pre-construction meeting today. The original bid was \$1.4 million with Cycle Construction and we were able to negotiate down to \$1.2 million. We signed contracts today and I believe we should receive The Notice to Proceed this week.

Commissioner Egana asked how many bids have we received.

Mr. Hambrecht stated we only received one bid.

Commissioner Egana does the staff make the determination or does the board have the authority to readvertise for another two weeks just to see if any other bids will come in?

Bruce Martin stated that the first thing we did was to consult with the FAA, who is the funding agency to vet if the one bid was satisfactory given the type of job this is. They agreed to the receipt of one bid and also the amount of the bid as well.

Commissioner Egana asked if Mr. Martin could notate this type of information in his reports in the future for consistency. He thanked Mr. Martin for his explanation.

Mr. Hambrecht gave a timeline for the duration of construction of 45 day assembly period. Currently, there is a great deal of lead time on materials. Once the notice to proceed is received,

they will have 45 days to mobilize the material equipment there will be a 60-day closure to runway 927 while the repairs are done. The expected completion date is the end of December 2022.

Chair Lapeyrolerie thanked Bruce Martin and Mr. Hambrecht for their time and effort in putting this very detailed presentation together.

Chair Lapeyrolerie asked for comments from the committee.

Commissioner Egana commented that he thinks it is extremely important for those of us who are familiar with infrastructure to continue discussions on important topics such as funding for Capital Outlay Projects, Ponchartrain Beach, and such. While we seem to have the attention of Congress and the White House; has anyone made the pitch or asked for the resources that former Mayor Landrieu has administered?

He further said that Bruce Martin did an outstanding job of educating us about the functionality of our airport, especially during disasters. He questioned that after having looked at other airports our size in the state and around the country; do we get our fair share of infrastructure dollars

Mr. Capo replied that AECOM, under contract with the Flood Authority, gave a presentation on additional funding resources that will be available from former Mayor Landrieu. We are researching how to tap into funding resources for our infrastructure needs at the airport.

Commissioner Egana added that Congressman Carter seems to be very successful in his freshman year in congress. Has he been here to take a tour of the facility? I think we should take advantage of inviting him here to tour the facility to get a clear understanding of our need for funding some of these projects.

Commissioner Heaton stated that as Congressman Carter's appointee, he is very well-versed in this airport.

Commissioner Egana added that he has seen Congressman Carter be successful in assisting with funding resources after having taken tours where the staff made a pitch on their facility's needs. Also, are we a part of the presentation that AECOM had with Flood?

Mr. Capo stated we are not under contract with AECOM. We will however put together our infrastructure plan to see how we can become part of that. The primary reason is that Orleans Levee District owns the assets we can maybe partner with them to move some of these needs forward; especially with infrastructure.

Chair Lapeyrolerie asked because these are Flood Authority assets that we manage, is the Flood Authority seeking funds for something that we might benefit from?

Commissioner Heaton clarified, for the record that there is some confusion amongst the public. These are not Flood Authority assets. These are Non-Flood assets that are owned by the Orleans

Levee District and governed by the Lakefront Management Authority. The Flood Authority does not own the airport. It gets dicey to solicit federal, state, or local funds when it's a flood project on the Airport that the \$75 million local cost share is being put up by the Flood Authority because it's a flood project. We have been pursuing flood protection for this airport, nonstop, for at least 10 to 12 years. Congressman Carter and many US Senators have been in collaboration to heavily pursue federal infrastructure funds. Additionally, she said she distributed the board's priority list not only to the City but also to every elected official. Maybe we, as a board, should revisit, update and recirculate the priority list.

Commissioner Egana stated that his only point was how do we put our heads together collectively to initiate the conversation with legislators who are currently in a position to help fund additional federal resources regarding the infrastructure needs of the airport.

Chair Lapeyrolerie pointed out that this is a leadership question and asked for any other comments from the commissioners.

Commissioner Egana announced that he will not be in attendance at the board meeting next Thursday. He asked about an email received from former commissioner Cohn stating that he is on a list of interested persons receiving notices. Is there a list of interested persons receiving notices?

Vanessa McKee replied by law, there is a General Public Notification email listserve where anyone who would like to receive this body's meeting agenda is welcome. Former Commissioner Cohn as well as others asked to be placed on the Public Notice listserve once their term had ended.

Commissioner Egana expressed that he thinks every commissioner should receive notices for all committee meetings regardless of their assignment. That way everyone has equally informed on the items that require a vote at the full board meeting.

Chair Lapeyrolerie asked if all commissioners could be placed on the public notice list.

Mr. Capo stated if the members want to be notified of all meetings, they will be added going forward.

Commissioner Egana stated he definitely would like to be added to receive all meeting notices. Finally, one last question regarding the email from former Commissioner Cohn. Does legal counsel, Gerry Metzger and Jeff Dye work for the Board or the agency?

Gerry Metzger stated that counsel works for the board that engages us.

Jeff Dye stated that The client is the Lakefront Management Authority (the organization). this is a hybrid answer. In terms of the contract, who worked on the contract, and who approved the contract it is the board and our contracts are approved by the AG.

Commissioner Egana stated that going back to one of his first meetings where he received a letter that was sent out regarding how information should be requested or flow. Does he, as a commissioner, have the authority to direct counsel to something; Or should it be a board action or staff decision?

Gerry Metzger stated under his contract, he reports to the executive director and the chair, and the legal committee.

Jeff Dye added that this question has come up a number of times. An individual board member could not ask or direct counsel to perform duties.

Commissioner Egana stated as it should. Therefore, it is my understanding that any work you have performed as counsel, historically is done so at the direction of the executive director or the chair. Is it correct that it is at the chair's discretion to direct counsel without the board's support? He further stated that the bylaws did not state that the chair or vice-chair could direct counsel which would make it an internal governance decision to give a directive without their colleague's permission.

Commissioner Egana asked, for example, if we decided to pursue litigation, the chair couldn't just contact counsel to move forward, the board would have to vote on that.

Both Gerry Metzger and Jeff Dye agreed with the exception of very minor actions such as evictions.

Commissioner Egana asked for clarification on the authority of the chair. Is the chair required to get board authority before giving a directive to counsel?

Jeff Dye stated that the bylaws do provide very specific authorities, obligations, and duties for both.

X. Announcement of the next Airport Committee Meeting
1. Tuesday, October 18, 2022 – 2:30 P.M.

XI. Adjourn

Chair Laeyrolerie asked for a motion to adjourn.

A motion to adjourn was offered by Commissioner Egana and seconded by Commissioner Heaton. The meeting adjourned at 3:35 PM