

THE NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY
MINUTES OF THE FULL BOARD MEETING
THURSDAY SEPTEMBER 18, 2014 – 5:30 P.M.

The monthly meeting of the Board of the Non-Flood Protection Asset Management Authority of the Orleans Levee District was held on Thursday, September 18, 2014 at 5:30 p.m., in the Lake Vista Community Center, 2nd Floor, 6500 Spanish Fort Blvd., New Orleans, Louisiana after due legal notice of the meeting was sent to each Board member, the news media, and a copy of the call was posted.

Chairman Scott called the meeting to order at 5:34 p.m. and led in the Pledge of Allegiance. The roll was called which constituted a quorum.

PRESENT:

Chairman Nyka Scott
Vice Chairman Ernst
Secretary Romona Baudy
Commissioner Wilma Heaton
Commissioner Carlton Dufrechou
Commissioner Pearl Cantrelle
Commissioner Michael Stack
Commissioner Stan Brien
Commissioner Darrel Saizan
Commissioner Eugene Green
Commissioner Thomas Fierke
Commissioner William Settoon

ABSENT:

Commissioner Patrick DeRouen
Commissioner Dieter Hugel

STAFF:

Louis Capo - Executive Director
Sharon Martiny – Non-Flood
Fred Pruitt – Airport Director
Dawn Wagener – Non-Flood

ALSO PRESENT:

Gerard Metzger - Legal Counsel
Al Pappalardo – Real Estate Consultant
Walter Baudier – Design Engineering, Inc.
Steve Nelson – Stuart Consulting
Chris Fenner – Stuart Consulting
Bill Griffin – URS
Richard Speer – URS
Jim Martin – Design Engineering, Inc.
Brent Russell – Hawthorne

OPENING COMMENTS

Chairman Scott informed the Board that committee appointments were given last month due to the loss of some Board members. Nothing in the By-Laws permits consolidating committees and adding people to prevent quorum issues. Board members will be selected for committees as to their expertise.

ADOPT AGENDA

Commissioner Heaton advised the Board of two items to be added to the Agenda. The two items address grants that were previously discussed by the Airport Committee and received this afternoon.

Mr. Metzger advised the first motion to add to the Agenda is to accept FAA Grant No. 3-22-0038-027-2014, Rehabilitation of Taxiways C, D, E, F and H along with the adjacent ramp (Phase II Construction). The second item is FAA Grant No. 3-22-0038-028-2014, which is a study to improve the airport drainage system. Both grants are a 90% (federal government) 10% (State) split. The deadline for both grants is September 22, 2014 and the Board must pass a Resolution accepting the grant.

Commissioner Heaton offered a motion to amend the Agenda, seconded by Commissioner Saizan and unanimously adopted by a roll call vote. Commissioner Heaton offered a motion to adopt the Agenda as amended, seconded by Commissioner Dufrechou and unanimously adopted.

APPROVE MINUTES

Commissioner Cantrelle offered a motion to approve the minutes of the July 24, 2014 and August 21, 2014 Board meetings, seconded by Commissioner Baudy and unanimously adopted.

REPORT BY EXECUTIVE DIRECTOR

Mr. Capo advised the Board that the RFP for the South Shore Harbor Terminal Building site plus additional parking is due by 2:00 p.m. on October 31, 2014. The RFP was advertised in the New Orleans Advocate, Daily Journal of Commerce and on a website called Marina Dock Age via e-mail blast. An Addendum will answer several questions that have been asked regarding the RFP.

Walter Baudier, DEI, updated the Board regarding the status of lighting on Lakeshore Drive. The Flood Authority paid for and contracted to repair all lights along Lakeshore Drive. The lights along the seawall on Lakeshore Drive will be under the control and operation of the Flood Authority as they are safety lights. The lights are operational between Landry's and the Orleans Canal and lights between Marconi and Bayou St. John are expected within 30 days. The Flood Authority has spent close to \$1 million repairing the lights.

Erosion control between Lakeshore Drive and the seawall from Landry's to the Industrial Canal was also provided by the Flood Authority. Phase 1B of the erosion control project, which includes striping, is ongoing. There are issues with PCCP contractors using street cleaners on the new striping. The contractor expects completion in April and Reach 2 will be bid shortly followed by Reach 3 (between London Avenue Canal and Pontchartrain Beach) and completing portions of Reach 1 (between the Lighthouse and the end of Reach 1B). The work will be ongoing for the next three years.

The Flood Authority will repair Lake Terrace Parkway as far as erosion control, which stops at the back of the curb. Utilities are in place, but there has been no decision on whether lights will be placed in that area and the street will not be repaired. Electrical service to the Shelters is in, but water is not due to backflow preventer issues with the Sewerage & Water Board. The Corps requested backflow preventers on all water crossing levees, which is a \$110,000 Change Order that the Corps will not pay.

COMMITTEE REPORTS

Airport Committee – Commissioner Heaton advised that a proposal was received on the McDermott Hangar. Other items will be addressed accordingly.

Marina Committee –The Marina Committee was cancelled.

Commercial Real Estate Committee – The Commercial Real Estate Committee meeting was cancelled.

Recreation/Subdivision Committee – Commissioner Ernst advised that PCCP Constructors is using a street sweeper to clean the street and possibly wearing away the new striping. There is no commitment from PCCP to repair striping once the project is complete. Chairman Scott requested a letter be sent putting PCCP on notice of potential damage. The second issue discussed was a drain line that feeds Orleans Marina which has to be moved due to construction of the new pump station.

Legal Committee – The Legal Committee meeting was cancelled.

Finance Committee – Commissioner Stack advised that there are no issues or surprises regarding the budget.

NEW BUSINESS

Motion 01-091814 – Approve contract with Commander Corporation (repairs to Apron and Drainage System on Landmark leasehold - \$25,900.00)

This contract with Commander Corporation is for repairs to the apron and drainage system on Landmark’s leasehold at Lakefront Airport. The contract amount is \$25,900. Repairs will correct slab failures where concrete has broken off resulting in a safety issue. The area is coned off and unusable.

Chris Fenner, Stuart Consulting, advised that this project was bid approximately 45 days ago and came in at \$25,900. Two additional quotes were received from Durr Heavy Construction (\$28,400) and MST (\$48,984). Commander Corporation is a DBE firm located on A.P. Tureaud Avenue in New Orleans. Chairman Scott suggested all FBOs submit a list of necessary repairs for each facility. It is important that the Authority respond and treat all FBOs in the same manner. Any issues submitted by Flightline, Landmark and Hawthorne should be reviewed at the next Airport Committee meeting.

Commissioner Heaton offered a motion to approve a contract with Commander Corporation in the amount of \$25,900 for repairs to the Apron and Drainage System on the Landmark leasehold at New Orleans Lakefront Airport, seconded by Commissioner Saizan and unanimously adopted to wit:

MOTION: 01-091814
RESOLUTION: 01-091814
BY: COMMISSIONER HEATON
SECONDED: COMMISSIONER SAIZAN

September 18, 2014

RESOLUTION

WHEREAS, the Non-Flood Protection Asset Management Authority (“Management Authority”) is a political subdivision of the State of Louisiana and the governing authority of the non-flood protection assets of the Orleans Levee District (“District”);

WHEREAS, the New Orleans Lakefront Airport is one of the non-flood assets of the District under the management and control of the Management Authority (“Airport”);

WHEREAS, the Executive Director of the Management Authority solicited quotes from contractors for repairs required to the apron and drains on the leasehold of Landmark Aviation at the Airport in accordance with Bidding Documents prepared by Stuart Consulting Group, Inc. dated July 25, 2014 (the “Landmark apron and drainage repairs”);

WHEREAS, the lowest quote for the Landmark apron and drainage repairs was submitted by Commander Corporation, a domestic corporation, for the price and sum of \$25,900.00;

WHEREAS, the Management Authority resolved that it was in the best interest of the Orleans Levee District to approve a contract with Commander Corporation for the Landmark apron and drainage repairs at the Airport.

THEREFORE BE IT HEREBY RESOLVED, that the Management Authority approves a contract with Commander Corporation for the Landmark apron and drainage repairs at the New Orleans Lakefront Airport for the price and sum of \$25,900.00.

BE IT FURTHER HEREBY RESOLVED, that the Management Authority Chairman or Executive Director be and is hereby authorized to execute any and all documents necessary to accomplish the above.

YEAS: SCOTT, ERNST, BAUDY, HEATON, DUFRECHOU, CANTRELLE, STACK, BRIEN, SAIZAN, GREEN, FIERKE, SETTOON

NAYS:

ABSTAIN:

ABSENT: DeROUEN, HUGEL

RESOLUTION ADOPTED: YES

Motion 02-091814 – Authorize Executive Director to submit the Lakefront Airport Master Plan prepared by URS Corporation to the Federal Aviation Administration

Commissioner Heaton informed the Committee that in 2008 Lakefront Airport was under the management and control of the Division of Administration. At that time the FAA funded a grant for preparation of an Airport Master Plan. In 2011 URS gave a status update regarding the Master Plan. URS completed the work in mid-2012 and the last payment under the grant was issued October 31, 2012. The grants added to tonight’s Agenda are the last two the Authority will receive from the FAA until this Authority has a current Airport Layout Plan and has closed and submitted the grant to the FAA. URS will contact Mr. Pruitt to amend items needing corrections through 2012. A current Airport Layout Plan must be inserted as required by law. Passage of the Resolution accommodates FAA requirements. The Master Plan can be supplemented with the FAA as it is a living document that will be revised in the future.

Commissioner Heaton offered a motion to authorize the Executive Director to submit the Lakefront Airport Master Plan prepared by URS Corporation to the Federal Aviation Administration, seconded by Commissioner Ernst and unanimously adopted to wit:

MOTION: 02-091814
RESOLUTION: 02-091814
BY: COMMISSIONER HEATON
SECONDED BY: COMMISSIONER ERNST

September 18, 2014

RESOLUTION

WHEREAS, the Non-Flood Protection Asset Management Authority ("Management Authority") is a political subdivision of the State of Louisiana and the governing authority of the non-flood protection assets of the Orleans Levee District ("District");

WHEREAS, the Management Authority manages, operates and administers the New Orleans Lakefront Airport, which is a non-flood protection asset owned by the Orleans Levee District, located on the south shore of Lake Pontchartrain in the Parish of Orleans, State of Louisiana, ("Airport");

WHEREAS, the Management Authority and the District have been recognized jointly as airport sponsors of Lakefront Airport by the Federal Aviation Administration ("FAA") for grants provided by Federal and State agencies, including Federal Airport Improvement Program Grants;

WHEREAS, in 2008 the New Orleans Lakefront Airport was under the management and control of the Division of Administration of the State of Louisiana ("Division of Administration") and at that time the FAA funded a grant for the preparation of a Master Plan for the New Orleans Lakefront Airport;

WHEREAS, master plans for airports funded by the FAA include an airport sponsor's objectives for the airport, an inventory of airport facilities, the socioeconomic growth in the surrounding area, a description of the aviation use of the airport, an airport layout plan, an airport aviation demand forecast and a summary/recommendation for improvements of the airport;

WHEREAS, after the FAA grant was issued, the Division of Administration, on behalf of the District, in 2008 selected URS Corporation ("URS") to prepare a Master Plan for the Airport and URS began work on the Master Plan in 2009 (the "Master Plan");

WHEREAS, the preparation of the Master Plan by URS was done in cooperation with the United States Department of Transportation, FAA, Federal Highway Administration, and the Louisiana Department of Transportation and Development;

WHEREAS, on March 1, 2011 the representatives of URS made a report on the Master Plan to the Airport Committee of the Management Authority;

WHEREAS, the Management Authority made its final payment to URS for the Master Plan on or about October 31, 2012;

WHEREAS, the FAA requires the public sponsor of an airport to have an up-to-date master plan and airport layout plan;

WHEREAS, representatives of URS made a presentation on the Master Plan at the August 2014 Meeting of the Airport Committee of the Management Authority; and,

WHEREAS, the Management Authority after considering the Master Plan prepared by URS in 2012 resolved that it was in the best interest of the Airport and the Orleans Levee District to submit the Master Plan to the FAA.

THEREFORE, BE IT HEREBY RESOLVED, that the Management Authority authorizes the Executive Director of the Management Authority to submit the Master Plan for the New Orleans Lakefront Airport prepared by URS Corporation to the Federal Aviation Administration.

BE IT HEREBY FURTHER RESOLVED, that the Chairman or Executive Director be and he is authorized to sign any and all documents necessary to carry out the above.

AYES: SCOTT, ERNST, BAUDY, HEATON, DUFRECHOU, CANTRELLE, STACK, BRIEN, SAIZAN, GREEN, FIERKE, SETTOON

NAYS:

ABSTAIN:

ABSENT: DeROUEN, HUGEL

RESOLUTION ADOPTED: YES

Motion 03-091814 - Request that the Louisiana Department of Transportation and Development, Division of Aviation to provide funds to complete airport improvements at New Orleans Lakefront Airport described in the Capital Improvement Program Application for State Financial Assistance dated August 1, 2014

Mr. Metzger advised that a similar Resolution was passed last September. The Resolution is a pro forma matter that must be completed to submit requests for projects in the application. Mr. Pruitt added that the Authority is requesting DOTD match 10% of the grant funding received from the federal government. Commissioner Stack noted that the DOTD is a caretaker of all federal funds so there are federal requirements involved.

The Non-Flood Authority aggressively pursues money for maintenance on airports and received a 100% state grant for pilot control lighting last year, which project was completed.

Commissioner Heaton offered a motion to request the Louisiana Department of Transportation and Development, Division of Aviation provide funds to complete airport improvements at Lakefront Airport described in the Capital Improvement Program Application for State Financial Assistance dated August 1, 2014, seconded by Commissioner Ernst and unanimously adopted to wit:

MOTION: 03-091814
RESOLUTION: 03-091814
BY: COMMISSIONER HEATON
SECONDED: COMMISSIONER ERNST

September 18, 2014

RESOLUTION

WHEREAS, the Non-Flood Protection Asset Management Authority ("Management Authority") is a political subdivision of the State of Louisiana and the governing authority of the non-flood protection assets of the Orleans Levee District ("District");

WHEREAS, the New Orleans Lakefront Airport ("Airport") is one of the non-flood assets of the District under the management and control of the Management Authority;

WHEREAS, Title 2 of the Louisiana Revised Statutes of 1950 provides that cities, towns, parishes, and other political subdivisions of this State may separately or jointly acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate, and police airports and landing fields for the use of aircraft;

WHEREAS, the State of Louisiana, Department of Transportation and Development, Division of Aviation (formerly the LA DOTD-OAPT) is charged by Title 2 with the responsibility for the development of aviation facilities within the State to foster air commerce and to safeguard the interests of those engaged in all phases of the aviation industry and of the general public;

WHEREAS, the Non-Flood Protection Asset Management Authority, hereinafter referred to as "Sponsor", has completed an FAA and DOTD approved Master Plan, Action Plan, and/or Airport Layout Plan which outlines the specific future development of the New Orleans Lakefront Airport; and, the Sponsor is desirous of implementing a portion of the approved Plan recommendations which provide for the critically needed improvements as stated below to substantially improve the safety and usability of the Airport, but does not have sufficient funds of its own required for completing the needed improvements; and,

WHEREAS, the LA DOTD, Division of Aviation is authorized by Title 2 to expend funds for the construction or enlargement of airports for the safety and advancement of aeronautics.

NOW, THEREFORE, BE IT RESOLVED:

SECTION I

That the Sponsor does hereby formally request that the LA DOTD, Division of Aviation provide funds required to complete the airport improvements at the New Orleans Lakefront Airport specifically as described in the Capital Improvement Program Application for State Financial Assistance dated August 1, 2014:

SECTION II

That the said LA DOTD, Division of Aviation be and is hereby assured that all necessary servitudes, rights-of-way, rights of ingress and egress and means thereof will be furnished by the Sponsor and the titles thereto will be valid and indefeasible, and that the Sponsor will assume ownership, financial reporting, and complete responsibility for the maintenance and upkeep of the airport after completion of said improvement.

SECTION III

That the Sponsor will save and hold the said LA DOTD, Division of Aviation, its officers, agents, and employees harmless from any liability or claim for damages arising out of the project, including death or injuries to third parties including, but not limited to, liability or claim for damages out of the negligence of said LA DOTD, Division of Aviation, its officers, agents, or employees, and expressly agrees to defend any suit of any nature brought against the LA DOTD, Division of Aviation as a result of this project.

SECTION IV

That the Chairman of the Sponsor be and is hereby authorized and directed to evidence this agreement by affixing his signature at the place provided therefore on this resolution and on subsequent related documents/agreements as required by the rules and regulations of the Federal Aviation Administration and the State of Louisiana and the Secretary of the Authority is hereby authorized to attest said execution.

SECTION V

That this resolution shall be in full force and effect from and after its adoption.

The Non-Flood Protection Asset Management Authority met in regular session on this date. The aforesaid resolution was offered by Commissioner Heaton and seconded. The aforesaid resolution, having been submitted to a vote, the vote thereon was as follows:

YEAS: SCOTT, ERNST, BAUDY, HEATON, DUFRECHOU, CANTRELLE, STACK, BRIEN, SAIZAN, GREEN, FIERKE, SETTOON

NAYS:

ABSTAIN:

ABSENT: DeROUEN, HUGEL

RESOLUTION ADOPTED: YES

Discussion regarding Wedell Hangar alternate projects

Commissioner Heaton stated that the Board made a decision not to rebuild the James Wedell Hangar due to insurance costs. The money from the James Wedell Hangar could be used for the Airport due to the tremendous needs at that facility, but we are trying to be fair on how to best use the money. Money was leveraged to get the Terminal Building up, and all other properties suffered and did not get the maintenance needed.

Chairman Scott informed the Board that no vote will be taken on this issue tonight. The Authority is anticipating \$2-3 million from the Wedell Hangar, which is low. Chris Fenner, Stuart Consulting, advised the Board that two things are impacting monies received from the Walter Wedell Hangar. The first issue was a deficit of wind insurance deductions on all Katrina PWs (approximately \$1.3 million). The Non-Flood Authority received more money than was deducted from the PWs so this PW fixes that deficit. FEMA estimated wind insurance when the PWs were written and assigned. How much insurance goes to each property is a discretionary decision. The Non-Flood Authority received \$10 million from Hartford, but FEMA deducted only \$8.7 million from all of the PWs. Part of the \$1.3 million was reduced by another PW. Approximately \$700-\$800,000 will be taken.

The second issue is this is an alternate project so there is a 25% deduction, which is a large amount on a multi-million dollar PW. The Walter Wedell Hangar has a current PW value of \$4.5 million, but an additional \$2.5 million is being requested for the scope. The Non-Flood Authority is requesting \$6.5 million. The requested for the additional \$2 million is currently in the process, and Stuart is pushing FEMA on the issue. If the Authority received \$7 million for the Walter Wedell Hangar all insurance deductions would be deducted and the Authority would take a 25% hit for the alternate project.

Mr. Fenner advised the Board that a new version request could not be submitted for the alternate projects until FEMA obligates the current version to increase the amount. Stuart would like a priority list of projects on hand the day the version is obligated so the next version request can be submitted immediately. Chairman Scott informed the Board that projects have been recommended from each Committee. The latest project request is silt build-up at South Shore Harbor Marina, which is a huge amount of money. Steve Nelson, Stuart Consulting, advised the Board that an estimate was prepared and requested a priority list for the October Board meeting. The priority list will be used to ID as many projects as possible for the alternate request. This will give us the flexibility to move forward quickly. Money will be capped for large projects. With multiple smaller projects, the Authority risks overruns, and the Authority will then be responsible for the extra funding. Chairman Stack noted the Authority could set aside \$1 million for existing building repairs. Before anything new is built, the Authority should maintain existing properties. Mr. Nelson advised that the Stafford Act may not allow using the money as a percentage match of another funding source. Of the \$6-\$7 million PW there are insurance deductions and a 25% reduction. There is funding the Authority will receive as cash for money put into the Terminal Building. The Authority will have \$2-\$3 million in bricks and mortar projects. Mr. Fenner noted that some money recovered will be used for operational expenses.

Mr. Fenner advised that the silt that needs to be excavated extends from near the entrance south and will cost approximately \$185,000. Commissioner Cantrelle noted that Municipal Yacht Harbor received money prior to Katrina to do silt removal. Commissioner Stack added that DOTD received money from FEMA after Katrina, Gustav and Isaac to do silt removal on two locks at the end of the Mississippi River.

Commissioner Heaton noted her observations regarding the following alternate project requests:

Silt Removal

The silt must be removed. It is a bad situation with sailboats getting stuck in the silt. Excavation costs were reformatted from \$500,000 to \$2.2 minimum with a \$5.3 million max. Leo Richardson, State Marina Debris Coordinator for disaster recovery, advised there may be money available for silt removal. If there was no PW for silt removal post Katrina at South Shore Harbor and there is a baseline showing what the silt level was within a few years of the storm, there may be funding for silt removal through FEMA. There may be funding through Wallop-Breaux funds, Corps of Engineers or Wildlife & Fisheries. There may be other pockets of money for silt removal that the Authority could aggressively pursue other than using monies from the James Wedell Hangar.

Transient Boater Facility

The transient boater facility is sorely needed as it is hampering success at South Shore Harbor. There is a grant for that, which is something to take into consideration when making the priority list.

Build-out of Hangar 101

Staff should be placed on the Airport property. Hawthorne has ground floor built-out space and may be willing to negotiate with the Authority, eliminating the need to spend any capital investment. A budget cost will be determined, and if it is revenue neutral staff could use that space. It is a top priority to get staff located at the Airport, but it is not a top priority to spend \$735,000 to build out Hangar 101. There are areas in which the Authority does not have to spend capital investment and alternatives to achieve the same thing.

Lake Vista Community Center

Commissioner Heaton stated that \$350,000 is low for repairs at the Lake Vista Community Center due to existing foundation issues.

Fuel Dock

South Shore Harbor desperately needs a fuel dock, but that could be attracted through private investment. A fuel dock is not a top priority. Mr. Capo advised that boaters currently get fuel from the Seabrook Marina.

Ship Store

The ship store would be wonderful as it is sorely needed, but that too could be from a private investment after other issues are addressed. If boats cannot enter South Shore Harbor due to silt there will be no private investors.

Meeting Room at South Shore Harbor

This project is down on the list of priorities as compared to other projects. Mr. Capo advised that an RFP was issued for a fuel dock prior Katrina. Approximately \$100,000 had been approved for a temporary fuel site, but it was not a draw to the old Board. Prior to Katrina the Marina was 85-90% occupied and there was trouble at that time getting a fuel company to come to South Shore Harbor. Commissioner Heaton stated that a fuel truck could be purchased at the State auction. South Shore Harbor cannot be tied to the past. This is post-Katrina and people want to get in there, but amenities are needed to grow the Marina.

Commissioner Ernst suggested that each committee consider the top priorities and submit a list at the October Committee meetings for consideration by the Board. Commissioner Heaton noted the projects are something the Board should decide. Commissioner Stack stated that he was opposed to anything that has the potential to cost the Authority operating expenses.

Motion 04-091814 – Motion to accept and sign the grant offer for project identified as Airport Improvement Program AIP Project No. 3-22-0038-027-2014, DUNS No. 065505927

Mr. Capo advised that the grant application was filed August 5, 2014. The Resolution is filed when the grant is received. The grant was delivered today with a deadline of September 22, 2014.

Commissioner Heaton offered a motion to accept and sign the grant offer for project identified as Airport Improvement Program AIP Project No. 3-22-0038-027-2014, DUNS No. 065505927, seconded by Commissioner Ernst and unanimously adopted to wit:

MOTION: 04-091814
RESOLUTION: 04-091814
BY: COMMISSIONER HEATON
SECONDED: COMMISSIONER GREEN

September 18, 2014

RESOLUTION

WHEREAS, the Non-Flood Protection Asset Management Authority (“Management Authority”) is a political subdivision of the State of Louisiana and the governing authority of the non-flood protection assets of the Orleans Levee District (“District”);

WHEREAS, the Management Authority manages, operates and administers the New Orleans Lakefront Airport, which is a non-flood protection asset owned by the Orleans Levee District, located on the south shore of Lake Pontchartrain in the Parish of Orleans, State of Louisiana, (“Airport”);

WHEREAS, the Management Authority and the Orleans Levee District are the Public Sponsors of the Airport for Louisiana Department of Transportation and Development, Aviation Division (LADOTD) and U.S. Department of Transportation, Federal Aviation Administration (FAA) grant funding;

WHEREAS, the LADOTD and the FAA provide grant funding, either jointly or separately, for the purpose of effecting capital improvements to airports, and these grants are awarded in response to formal applications submitted by the public sponsors of airports;

WHEREAS, the Management Authority and the District submitted a Project Application, dated August 5, 2014, to the FAA, for a grant of Federal funds for a project at the Airport identified as “Rehabilitate Taxiways C,D,E,F,H and Adjacent Ramp: Phase II Construction” (the “Project”);

WHEREAS, the FAA will provide up to 90% of the necessary funding and the LADOTD will provide up to 10% of the necessary funding for this Project;

WHEREAS, the FAA has approved this Project for the Airport and on September 17, 2014 issued a Grant Offer for the Project identified as Airport Improvement Program (AIP) Project No. 3-22-0038-027-2014, DUNS No. 065505927, a copy of which is attached hereto, (the “Grant Offer” and “Grant Agreement”);

WHEREAS, for the Grant to be valid and in order to properly enter into this Grant Agreement with the FAA, the Management Authority, by no later than September 22, 2014, must adopt a resolution and accept the Grant Offer, and provide the Certificate of the Sponsor’s Attorney required to be signed under the conditions of the Grant Offer; and,

WHEREAS, the Management Authority has resolved that it is in the best interest of the Airport to accept the Grant Offer for this Project at the Airport in accordance with all of the terms and conditions in the Grant Offer.

THEREFORE, BE IT RESOLVED, that the Management Authority, on its behalf and on behalf of the Orleans Levee District, as the Public Sponsors of the Airport, accepts the Grant Offer for the Project identified as Airport Improvement Program (AIP) Project No. 3-22-0038-027-2014, DUNS No. 065505927, and ratifies and adopts all assurances, statements, representations, warranties, covenants, and agreements in the Project Application and incorporated in the Grant Offer and agrees to comply with all terms and conditions in the Grant Offer and Project Application.

BE IT FURTHER RESOLVED, that the Management Authority Chairman or Executive Director be and is hereby authorized to accept and sign the Grant Offer for the Project identified as Airport Improvement Program (AIP) Project No. 3-22-0038-027-2014, DUNS No. 065505927, a copy of which is attached hereto, and any other documents necessary to carry out the above.

BE IT FURTHER RESOLVED, that the Management Authority’s Legal Counsel be and is hereby authorized to sign the Certificate of Sponsor’s Attorney required to be signed under the terms and conditions of the Grant Offer.

YEAS: SCOTT, ERNST, BAUDY, HEATON, DUFRECHOU, CANTRELLE, STACK, BRIEN, SAIZAN, GREEN, FIERKE, SETTOON

NAYS:

ABSTAIN:

ABSENT: DeROUEN, HUGEL

RESOLUTION ADOPTED: YES

Motion 05-091814 - Motion to accept and sign the grant offer for project identified as Airport Improvement Program AIP Project No. 3-22-0038-028-2014, DUNS No. 065505927

Commissioner Heaton offered a motion to accept and sign the grant offer for project identified as Airport Improvement Program AIP Project No. 3-22-0038-028-2014, DUNS No. 065505927, seconded by Commissioner Ernst and unanimously adopted to wit:

MOTION: 05-091814
RESOLUTION: 05-091814
BY: COMMISSIONER HEATON
SECONDED: COMMISSIONER FIERKE

September 18, 2014

RESOLUTION

WHEREAS, the Non-Flood Protection Asset Management Authority (“Management Authority”) is a political subdivision of the State of Louisiana and the governing authority of the non-flood protection assets of the Orleans Levee District (“District”);

WHEREAS, the Management Authority manages, operates and administers the New Orleans Lakefront Airport, which is a non-flood protection asset owned by the Orleans Levee District, located on the south shore of Lake Pontchartrain in the Parish of Orleans, State of Louisiana, (“Airport”);

WHEREAS, the Management Authority and the Orleans Levee District are the Public Sponsors of the Airport for Louisiana Department of Transportation and Development, Aviation Division (LADOTD) and U.S. Department of Transportation, Federal Aviation Administration (FAA) grant funding;

WHEREAS, the LADOTD and the FAA provide grant funding, either jointly or separately, for the purpose of effecting capital improvements to airports, and these grants are awarded in response to formal applications submitted by the public sponsors of airports;

WHEREAS, the Management Authority and the District submitted a Project Application, dated August 4, 2014, to the FAA, for a grant of Federal funds for a project at the Airport identified as “Improve Airport Drainage: Study Design Only” (the “Project”);

WHEREAS, the FAA will provide up to 90% of the necessary funding and the LADOTD will provide up to 10% of the necessary funding for this Project;

WHEREAS, the FAA has approved this Project for the Airport and on September 17, 2014 issued a Grant Offer for the Project identified as Airport Improvement Program (AIP) Project No. 3-22-0038-028-2014, DUNS No. 065505927, a copy of which is attached hereto, (the “Grant Offer” and “Grant Agreement”);

WHEREAS, for the Grant to be valid and in order to properly enter into this Grant Agreement with the FAA, the Management Authority, by no later than September 22, 2014, must adopt a resolution and accept the Grant Offer,

and provide the Certificate of the Sponsor's Attorney required to be signed under the conditions of the Grant Offer; and,

WHEREAS, the Management Authority has resolved that it is in the best interest of the Airport to accept the Grant Offer for this Project at the Airport in accordance with all of the terms and conditions in the Grant Offer.

THEREFORE, BE IT RESOLVED, that the Management Authority, on its behalf and on behalf of the Orleans Levee District, as the Public Sponsors of the Airport, accepts the Grant Offer for the Project identified as Airport Improvement Program (AIP) Project No. 3-22-0038-028-2014, DUNS No. 065505927, and ratifies and adopts all assurances, statements, representations, warranties, covenants, and agreements in the Project Application and incorporated in the Grant Offer and agrees to comply with all terms and conditions in the Grant Offer and Project Application.

BE IT FURTHER RESOLVED, that the Management Authority Chairman or Executive Director be and is hereby authorized to accept and sign the Grant Offer for the Project identified as Airport Improvement Program (AIP) Project No. 3-22-0038-028-2014, DUNS No. 065505927, a copy of which is attached hereto, and any other documents necessary to carry out the above.

BE IT FURTHER RESOLVED, that the Management Authority's Legal Counsel be and is hereby authorized to sign the Certificate of Sponsor's Attorney required to be signed under the terms and conditions of the Grant Offer.

YEAS: SCOTT, ERNST, BAUDY, HEATON, DUFRECHOU, CANTRELLE, STACK, BRIEN, SAIZAN,
GREEN, FIERKE, SETTOON

NAYS:

ABSTAIN:

ABSENT: DeROUEN, HUGEL

RESOLUTION ADOPTED: YES

NEXT BOARD MEETING

The next full Board meeting of the Non-Flood Protection Asset Management Authority is scheduled for Thursday, October 23, 2014 at 5:30 p.m.

ADJOURNMENT

Commissioner Ernst offered a motion to adjourn, seconded by Commissioner Heaton and unanimously adopted. The meeting adjourned at 6:35 p.m.