

**LOUISVILLE REGIONAL AIRPORT AUTHORITY  
BOARD MEETING  
JANUARY 16, 2019**

The regular meeting of the Board of the Louisville Regional Airport Authority was held on January 16, 2019. Chairman Jim Welch convened the meeting at 2:59 p.m. in the Boardroom of the Louisville Regional Airport Authority, Louisville, Kentucky.

Those in attendance were: Mr. Dale Boden, Mr. Bill Byrley, Ms. Toni Clem, Ms. Mary Rose Evans, Mayor Greg Fischer, Ms. Nikki Jackson, Mr. Earl Jones, Mr. Pat MacDonald, Ms. Lesa Seibert and Mr. Jim Welch. Not in attendance: Mr. John A. Moore. Mr. Tom Halbleib attended as counsel to the Board.

Staff Members in attendance were: Ms. Brenda Allen, Ms. Pat Apone, Mr. Josh Ball, Ms. Sara Brown, Ms. Natalie Chaudoin, Mr. Dwight Clayton, Mr. Bill DeGraw, Ms. Melissa French, Mr. Anthony Gilmer, Mr. Sean Guihan, Ms. Noel Jolly, Mr. Dan Mann, Mr. Curtis Monroe, Mr. Jeff Nall, Ms. Antissa Riley, Ms. Jessica Sims, Mr. Brian Sinnwell, Ms. Megan Atkins Thoben, Mr. Adam Thomas and Mr. Jason Wheeler.

Also in attendance: Mr. Bobby Campbell, Mr. Andrew Chernoff, Mr. Zach Crabtree, Mr. Seth Dixon, Mr. Dustin Duncan, Mr. Taylor Durden, Mr. Marty Finely, Mr. Chris Gould, Mr. Marcus Green, Mr. Jonathon Gregg, Mr. Wade Hardo, Ms. Ellen Heslen, Mr. Miles Jackson, Ms. Jeanie Kahnke, Mr. Eric King, Mr. Billy Korbin, Mr. Bob McAndrews, Mr. Chad Mills, Mr. Clair Nichols, Ms. Jean Porter, Ms. Sadiqa Reynolds, Ms. Sydney Reynolds, Mr. James Rile, Mr. Matt Stone, Mr. Todd Tabor, Ms. Julie Taylor, Ms. Melissa Vasher, and Ms. Mary Ellen Wiederwohl.

**CONSIDERATION OF MINUTES**

The minutes of the regular board meeting held November 28, 2018 were reviewed and, upon motion duly made and seconded, unanimously approved. Ms. Nikki Jackson and Mr. Earl Jones were not present for the approval of the minutes.

**MARKETING REPORT**

Mr. Anthony Gilmer presented the air service report. Our load factor for November and December 2018 traffic was 76% which was down 1% from the same period last year. Capacity grew on 23 routes with Washington Dulles capacity up 150%, Houston capacity up 123%, Philadelphia capacity up 83% and LaGuardia capacity up 52%. On January 7, 2019, Southwest Airlines launched service from Louisville International to Dallas Love Field (CVG does not have Southwest Airlines service to DAL or HOU). Dallas Love Field is a strategically important airport for Southwest Airlines and the route is performing well. Enplanements for 2018 totaled 1,936,403, an increase of 11.4% from 2017 and SDF's highest year-over-year growth since Southwest entered the market in 1993. 2018 was our 2nd best year ever for enplanements. During 2018 SDF added 10 new nonstop flights, which included seven new destinations. Enplanements for September through December 2018 were the highest ever for those months. Capacity is up 10.4% for the first quarter of 2019, with United capacity up 10.4% or 16,500 seats, American capacity up 18% or

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23,850 seats, and Southwest up 8% or 12,041 seats. Marketing and launch planning efforts continue for the inaugural American Airlines' nonstop flight to LAX on April 3, 2019.

### **FINANCIAL REPORT**

Ms. Pat Apone presented the financial report for the month ending December 31, 2018. There were no significant changes from last month. Operating revenues are exceeding the actuals from last year and the budget. Landing fee revenue is up and is exceeding projections. Parking revenue is up and is exceeding projections. Overall, expenses are under budget. Expenses related to retirement benefits are steady, professional consulting services and contract services expenses are down. Revenue related to landing fees is up and cargo activity and cargo related activity has also increased.

### **CONSTRUCTION REPORT**

Mr. Brian Sinnwell presented the construction report.

At Louisville International Airport the Airfield Electrical Upgrade, Phase 10 project to remove and replace Taxiway in-pavement centerline light fixtures and transformers and remove and replace airfield guidance signs is substantially complete. The contractor continues to address equipment warranty issues. The Airfield Electrical Upgrade, Phase 11 project continues our efforts to maintain the airfield electrical system by replacing aged electrical cables, airfield lighting and signs. Work will continue through winter as weather permits. For the Airfield Pavement Rehabilitation Project 2019 A, a contract was awarded to complete reconstruction of concrete pavement slabs on the east runway. Work will begin in early spring. For the Airfield Pavement Rehabilitation Project 2019 B, design work is nearing completion for a pavement reconstruction project on the west runway and Taxiway B, to be bid later this winter with work to begin in summer 2019. For the Terminal Renovation and Enhancement Project, finishes are being selected for the Mother's Room in Concourse "A" with construction to begin in February. Design work continues for Phase II of the Terminal Renovation, with building systems inspections and evaluations. Terminal design concepts including parking configurations are being considered. The contract change order for the continuation of the terminal connector theme wall work has been executed, pre-construction work is under way and the project schedule is being discussed. A preconstruction meeting was held for the Terminal Electrical Switchgear project, shop drawing and submittal work is underway and the Notice to Proceed should be issued soon. Design contracts were issued for the Terminal Emergency Generator project and the Maintenance Building Emergency Generator project to design emergency generators for the Terminal and the Maintenance Building. For the Airport Master Plan, efforts continue with facility inventory, forecasting and facility interviews. The planning process is on schedule with a forecasting milestone due to the FAA in late February. Design efforts are underway to realign and reconstruct Taxiway G. This taxiway is parallel to Runway 11-29 and is critical for the efficient movement of aircraft from east to west on the airfield. The pavement is old, nearing the end of its useful life and does not meet all Group VI standards. This project will increase separation, eliminate FAA designated hot spots and create new access points to the terminal area. Planning, design and environmental work will continue through summer. LG&E is completing a project to abandon and replace the terminal natural gas line and improve metering and distribution equipment. This project will also provide capabilities for



natural gas in all areas of the terminal including airside concessions and emergency generators. This project is 100% LG&E funded. Work on the Surface Parking Lot Asphalt Seal Coat project to seal the surface lot to extend the life of the asphalt pavement and to restripe the parking lot lines has been suspended until spring.

At Bowman Field, a construction contract was awarded for the Airfield Electrical, Phase 1 project to replace airfield cable and lighting. Rehabilitation of the lighting system is under way, and work will continue through the winter as weather permits. Design work has begun for the Airfield Electrical, Phase 2 project to replace airfield signage and update equipment in the airfield electrical vault and the lighting controls in the Air Traffic Control Tower. The project will be advertised for construction bids in the next few months. A contract was awarded for the Airfield Fence Replacement project to replace a section of fence north of the Administration Building continuing along Dutchmans Lane and around the south T-Hangar development area with architectural fence. Materials are on site and installation will begin soon. For the Administration Building, construction planning is underway with LG&E to remove aged electrical distribution equipment from the basement of the building. This project is funded 90% by LG&E. In addition, a project to control moisture infiltration and improve the exterior condition of the building is being formulated. An assessment of the building's HVAC, roof and lighting is also underway. For Hangar #3, a project to replace the roof is planned for construction this summer, and work to improve the sanitary sewer line has begun. A project to rehabilitate asphalt pavement on the airfield and to correct aged, cracked, spalled and heaved pavement at various locations on the airfield will be advertised for and bid and will be completed early this summer. For the Airport Area Safety Program, work continues to install trees and landscaping as part of the Phase 2 restoration and mitigation project.

Mr. Sinnwell reported on the Relocation Program. A contract for the demolition of several residential properties was issued and two residential units have been demolished. The former Sound Insulation Program house that burned down in late 2018 will also be demolished.

For the Residential Sound Insulation Program, for the sound insulation of residences within the DNL 65 contour on the 2021 Noise Exposure Map, the recommended program boundary and acoustical testing plan have been sent to the FAA for review and approval, and program policies and procedures are being updated. An initial review of cultural resources in areas northeast of Louisville International Airport is also underway. The Authority is awaiting FAA concurrence on the recommended program boundary and Acoustical Testing Plan. For the University of Louisville Noise Mitigation Project, Phase II of the project, which includes an Environmental Assessment (EA) and design work for noise mitigation measures is underway. On October 17, 2018 the FAA issued a determination of No Adverse Effect under Section 106 of the National Historic Preservation Act (NHPA). Currently the FAA is completing their final review of the EA, and the consultant is coordinating with the University of Louisville on design efforts for several buildings.

Coordination and planning of a project to improve access to the Renaissance South Business Park in conjunction with our consultant, Louisville Metro, the Kentucky Transportation Cabinet, the Federal Highway Administration and other agencies has begun. A grant application for

construction funding will be submitted in spring while planning, environmental and traffic studies are completed for the analysis of design alternatives.

## **BOARD CONSENT ITEMS**

### **1. Lawn Care and Landscaping Services, Terminal, Landside Grounds and Authority Offices — Contract Award**

This service consists of providing regularly scheduled weekly Lawn Care and Landscaping Maintenance Services for Louisville International Airport, Landside Grounds, the Authority Administrative Office Grounds and Maintenance Facility. Currently, grass cutting and landscaping are managed under separate contracts set to expire March 31, 2019. This solicitation combined the services for grass cutting, mulching, weed control, and landscaping for more than 44 acres of Authority property into one contract for streamlined operational efficiencies, contract oversight and management. An Invitation to Bid was advertised in *The Courier-Journal*, the *Louisville Defender* and was posted to the Authority's and Tri-State Minority Supplier Development Council websites. Bids were received from GreenScapes, Klausing Group and Greenway Landscaping Services.

Bids were evaluated by Authority maintenance staff on a number of award criteria, including but not limited to: qualifications, experience, proposed maintenance program, price, supplier history, and previous experience with the Authority. Staff recommends an award to Klausing Group. Budgeted funds are available to fund this service.

Mr. Mann recommended the Board approve a three (3) year Lawn Care and Landscaping Maintenance Contract to Klausing Group in the not-to-exceed amount of \$697,464.00; and, authorize the Executive Director to execute the necessary contract documents subject to review and approval by counsel as to legality of form and content. On motion duly made and seconded, the Board approved Mr. Mann's recommendation.

### **2. Aero Louisville, LLC — West Airfield Lease Agreement Amendment No. 2 — Approval**

The Authority and Federal Express Corporation ("FedEx") are parties to a West Airfield Area Lease Agreement, dated March 8, 1999 (the "West Airfield Area Lease Agreement"). The West Airfield Area Lease Agreement contemplated the lease of approximately 24 acres and the issuance of \$15,500,000 Authority Special Facilities Revenue Bonds, 1999 Series A, dated May 1, 1999.

Pursuant to an Assignment and Assumption of Lease Agreement dated March 8, 1999 (the "Assignment"), FedEx assigned to Airis Louisville, LLC ("Airis Louisville") and Airis Louisville assumed FedEx's rights and obligations under the West Airfield Area Lease Agreement.

Pursuant to a Sublease dated March 8, 1999 (the "Sublease"), Airis Louisville subleased the premises under the West Airfield Area Lease Agreement back to FedEx and agreed to construct the financed improvements to FedEx's specifications.



Pursuant to an Assignment and Assumption of Ground Lease dated March 1, 2004 (the "Second Assignment"), Airis Louisville assigned to Aero Louisville, LLC ("Aero Louisville") and Aero Louisville assumed Airis Louisville's rights and obligations under the West Airfield Area Lease Agreement.

Further, in connection with the construction of Taxiway Alpha, the West Airfield Area Lease Agreement was amended on July 28, 2010 to update the Premises on Exhibit A (the First Amendment).

The West Airfield Area Lease Agreement expires March 7, 2019. The Authority anticipates soliciting for proposals for the lease of the air cargo facility in the summer of 2019. Staff recommends extending the West Airfield Area Lease Agreement to December 31, 2019.

Mr. Mann recommended the Board approve the Second Amendment to the West Airfield Area Lease Agreement between the Louisville Regional Airport Authority and Aero Louisville, LLC which extends the term of the West Airfield Area Lease Agreement through December 31, 2019 with rent for such extension period at the same rate as applied during the last two years of the term; and, authorize the Executive Director to execute the necessary contract documents subject to review and approval by counsel as to legality of form and content. On motion duly made and seconded, the Board approved Mr. Mann's recommendation.

### **BOARD ACTION ITEMS**

#### **3. Parking Management Concession — Louisville International — Contract Award**

On September 28, 2018, the Authority solicited proposals from companies to manage and operate the parking and shuttle bus operations at Louisville International Airport. The Authority established the following objectives for the Parking Management Concession listed in no particular order: (i) improve operational efficiency, (ii) provide outstanding customer service, (iii) use of contemporary technologies which provide for an enhanced airport parking experience, (iv) provide exemplary quality control for revenue control and reporting and (v) a seamless transition from the current Authority managed parking management.

Proposals were received from Imperial Parking (U.S.), LLC ("Impark"), LAZ Parking Midwest, LLC and SP Plus Corporation ("SP Plus"). The proposals were reviewed by staff and Impark and SP Plus made presentations to staff. Based on a number of factors, staff selected Impark as the recommended company to be awarded the Parking Management Concession Agreement (the "Agreement"). At its November 28, 2018 Board of Directors Meeting, the Board awarded the Agreement to Impark which was to commence January 1, 2019. The Authority submitted the Agreement (which was included with the Proposal Documents) to Impark for review on December 4, 2018.

On December 10, 2018, it was announced that ParkJockey and Mubadala Capital had entered into a definitive agreement to acquire Imperial Parking Corporation (and its subsidiaries) from a subsidiary of Ontario Teachers' Pension Plan and had acquired Citizens Parking, Inc. The Impark transaction is subject to regulatory approvals and other customary closing conditions with a close

expected in the first half of 2019. Impark requested material changes to the Agreement which conflict with the terms specified in the Proposal Documents. On December 19, 2018, Impark indicated that they could not execute the Agreement and forfeited their \$50,000.00 Proposal Guaranty to the Authority.

Therefore, staff is recommending SP Plus be awarded the Parking Management Concession Agreement. SP Plus proposes (i) concession fees in the amounts of 82.0% of gross receipts from \$0.00 to \$7,250,000.00, 84% of gross receipts from \$7,250,001.00 to \$14,250,000.00 and 87.5% of gross receipts in excess of \$14,250,000.00, or a minimum annual guarantee of \$13,100,000.00 for agreement years 1 – 5 and \$13,500,000.00 for agreement years 6 - 10, whichever is greater, and (ii) an initial capital investment in the amount of \$1,500,000.00. As proposed, SP Plus will meet the Authority's ACDBE goal of 1.5% by partnering with Jacobsen Daniels Associates, LLC, which is a certified ACDBE in the Commonwealth of Kentucky.

Mr. Mann recommended the Board revoke their prior authorization of the award of the Parking Management Concession to Impark and award the Parking Management Concession Agreement to SP Plus Corporation for a term of 10 years, at the terms and conditions described above; conditioned upon, Jacobsen Daniels Associates, LLC submitting documentation and agreements to the Authority's ACDBE Liaison Officer demonstrating that SP Plus Corporation meets the ACDBE goal of 1.5%, and the Authority receiving the Federal Aviation Administration's final approval of the agreements; and, authorize the Executive Director to execute the necessary contract documents subject to review and approval by counsel as to legality of form and content. On motion duly made and seconded, the Board approved Mr. Mann's recommendation.

#### **4. Supplemental Airfield Consultant Services — Louisville International and Bowman Field — Contract Award**

The Authority requires the services of an additional airfield consultant to maintain aggressive responsiveness to stakeholders and to FAA requirements. The Authority advertised a Request for Qualifications in *The Courier-Journal* and the *Louisville Defender*, on the American Association of Airport Executives website and on the Airport Authority's website. A total of four qualified firms submitted proposals for the Authority's careful consideration.

A consultant selection working group independently reviewed the proposals and unanimously recommends HNTB as the most qualified consultant to carry out these professional services. The selection process consisted of a qualification-based selection of planning, design, construction management and inspection consultant services for both non-federal and federally funded projects in accordance with the FAA Advisory Circulars and as identified in the Louisville Regional Airport Authority's 5-Year Capital Improvement Program and on the Airport Layout Plans for Louisville International Airport and Bowman Field. The contract expiration of this supplemental airfield consultant will be on a different rotation than our existing airfield consultant to help schedule and maintain the flow of critical projects.

A fee schedule consistent with FAA and engineering standards will be negotiated with HNTB. This fee schedule will be utilized for individual projects and each project and its cost will be presented to the Board for approval. The indefinite delivery Supplemental Airfield Consultant



contract will be in effect for a three-year period with an option for an additional, mutually agreed upon two-year term.

Mr. Mann recommended the Board approve the award of a three-year contract for Supplemental Airfield Consultant Services to HNTB as the most qualified consultant with one two-year renewal option; and, authorize the Executive Director to execute the necessary contract documents subject to review and approval by counsel as to legality of form and content. On motion duly made and seconded, the Board approved Mr. Mann's recommendation.

### **OTHER BUSINESS**

Chairman Welch introduced the other business with the following remarks:

I would like to introduce the next subject, which is a report from the Board's Naming Committee, which will provide its assessment and recommendation with respect to changing the name of Louisville International Airport.

In June 2016, every single person in our community was reminded of the extraordinary popularity; and, indeed, the global iconic status of our fellow citizen Muhammad Ali. For days, the eyes of the world were upon us as we all celebrated the life and legacy of The Champ. In the aftermath of this extraordinary event, it was logical that the community began to ask the question: Is there a way that we can both honor Ali and benefit from his extraordinary global awareness and popularity?

There was dialogue, first in the community, then in the press, and eventually in the Mayor's Office and among board members. And the question was: What would it say about us and our community to name our airport, our front door, after this iconic man?

So, the decision was made in November 2017 to seriously consider the question. An airport committee was formed and chaired by Dale Boden. Numerous meetings were held for over a year as the committee quietly and objectively considered the issue. The committee is now poised to report to the full board on its findings, conclusions, and recommendation. So, without further ado, let me turn it over to Dale for his report.

Mr. Boden thanked the Chairman and provided the following report to the Board:

For the past year, a working group of Board members took time to consider the name of Louisville International Airport and thoroughly assess the possibility of incorporating Muhammad Ali into its name.

I'd like to begin by thanking the other group members – Nikki Jackson, Earl Jones and Pat MacDonald for their time and input on this topic over the past months.

This group came about at the request of the Mayor combined with the desire within the community to meaningfully honor, acknowledge and recognize Muhammad Ali as Louisville's native son.

We were very intentional and diligent in our discussions and thoughtful in our process while assessing all aspects of incorporating Ali's name in that of the airport. Our purpose was to assess the following: what this means for the community as a whole; the public's reaction; and, the administrative logistics of changing the airport's name.

We felt it was essential to have a strong and credible understanding of public perception and what the realistic impacts to travelers may be before we could consider making a recommendation on the topic. To do so, we worked with IQS Research, who surveyed both local and national audiences to determine what people thought, and how this may affect their perception of and the travel pattern for Louisville International. The data showed that Muhammad Ali is universally recognized by people nationally and remembered very positively by the vast majority. It also revealed that Ali's profile is much more recognizable than that of Louisville, and that the majority of people did not know that our city is his hometown. However, it's important to note that it also showed having the Ali name as part of our airport will likely have little impact on passenger traffic.

We felt a clear takeaway was that the profile of our city would be greatly enhanced by associating Ali's name with our airport. Additionally, we would be enhancing awareness – especially nationally and internationally – of Louisville from a much broader community perspective by including Ali's name. However, there are things we know it will not impact.

First, the three-letter airport identifier, SDF, would remain the same and will not change.

Second, we understand a name change will have little impact on passenger traffic, but it will greatly help with awareness. Awareness is essential to showcase all the exciting opportunities that we offer to visitors. And third, the great things happening at Louisville International will continue to move forward, including the \$100-plus million in terminal improvements, and other on-going capital planning and airfield improvements.

Nicknamed "The Greatest," Ali was a great man, both in and out of the boxing ring. He did great things across the globe as an activist and philanthropist. Louisville is a great city, one that is aspirational. And each day we strive for our community to be as respected and as recognized as Ali was by people across the globe. We have a great airport - as seen with the growth in the past year: more nonstop destinations, an increase in passengers and strong customer amenities.



Mr. Boden then requested that Mr. Mann discuss the administrative aspects of the name change. Mr. Mann advised the Board there are a few things that must happen to permit the name change. First, the Authority must notify the FAA of the intent to change the airport name, but the 3-letter identifier will not change. The second step is to finalize the agreement with Muhammad Ali Enterprises. Mr. Mann anticipates the Authority can finalize and execute the agreement sometime in the next two weeks if the name change is approved by the Board. Finally, the Authority will need to communicate and promote the name change, to change how people talk about Louisville and the Airport and to increase our profile nationally and internationally. The Authority will commit \$100,000 to changing the branding and the messaging. The goal is to promote awareness of Louisville to drive tourism to Louisville and increase use of the Authority's facilities. The majority of the airport specific changes for the name and brand change, and the costs of the name change will be incorporated into the Master Plan and the Terminal renovation project, including in the international port of entry.

Mr. Boden then introduced committee member Ms. Nikki Jackson, who made the following remarks:

So, as you might imagine, with a role like mine working with and for the Federal Reserve, I've had a number of opportunities to serve on committees and various boards. And I will tell you, it has been my highest honor to serve on this particular committee for a couple of reasons. One, it was very clear to me at the outset that this name change in recognition of who Muhammad Ali is and what he represents globally is incredibly powerful in this community. There is a brand that is undeniably associated with him that speaks to inclusion, it speaks to diversity, it speaks to the greatest good for the greatest number. I think that as a city that is absolutely who we are and certainly who we are continually becoming as we evolve. I think there are just so many powerful synergies here.

I will tell you from the Federal Reserve lens as your local Fed leader the importance of being able to use this moment to amplify the brand, if you will, of this region is incredibly important. It's not lost on us from the Federal Reserve's perspective, and so we are very excited about that.

Finally, let me just speak very personally as a black woman who is a resident of Louisville and has been for sixteen or seventeen years. My professional standing in the community notwithstanding, I am always looking for opportunities for people who look like me to be validated, exalted and celebrated. It doesn't happen a whole lot. So, for me, as a resident of this great city this is incredibly important, and it means a lot. I think it definitely indicates who we are, our values, our core as a city, I think this is very much in line with all of it. I think we are sending a very clear message to all Louisvillians, not just some, as we move forward through this dialogue and hopefully decide to move forward with this name change. I applaud this committee, and, Dale, your leadership has been exemplary, and I am very pleased to have been part of this dialogue.

Mr. Boden asked Mr. Earl Jones if he had any remarks. Mr. Jones stated:

I will just echo what Nikki said. I would like the Board to understand that the committee did look at this very thoroughly. I was particularly impressed by the work that the survey company did, which revealed a lot of things that came as a surprise to me, including the fact that Louisville's profile is not exactly well known and often not well regarded outside of the city. I think this may be an opportunity, particularly in combination with the activities of Louisville Tourism, as well as the city, to take actions to rectify that. We can actuate this name change opportunity for the airport to then work to talk about the city itself and its profile, where it fits in the world, and its global aspirations. I feel this opens that opportunity.

Mr. Boden then introduced Mayor Fischer. Mayor Fischer stated he appreciated the work of the committee and everyone involved. He indicated this is an incredible opportunity for the city and made the following remarks:

Muhammad Ali belonged to the world, but he only had one hometown, and fortunately that is our great city of Louisville. Muhammad became one of the most well-known people to ever walk the Earth and has left a legacy of humanitarianism and athleticism that has inspired billions of people.

When PBS announced that famed filmmaker Ken Burns will be producing a four-hour documentary on Muhammad Ali, Burns described Muhammad as "maybe the most iconic figure of the 20th century," explaining, "He arrived at exactly the right moment, amidst the tumult and upheaval of the 1960s, and he shaped his times with his powerful voice, mesmerizing presence, and achievements in the ring."

It is time that we, as a city, further champion The Champ's legacy, and the airport renaming is a wonderful next step. It signals to people the world over that we proudly honor and celebrate this global humanitarian icon – our fellow Louisvillian. This is not just an airport initiative. It is one piece of a much broader community effort to share and celebrate Muhammad's Louisville ties. As the city of Ali's birth, and the place that throughout his life he proclaimed as "the greatest city in the world," it is our obligation and opportunity to showcase the many stories and complexities that made up the man known as "The Greatest of All Time."

Research shows us that Muhammad Ali has enormous, positive name recognition – far more than Louisville, Kentucky. So even as we honor and celebrate him, we will also positively boost our city's global identity.

Muhammad loved this city, and he was never shy about bragging on us, so we should not be shy about bragging that he's part of us. Championing The Champ is consistent with the work that the Brookings Institute has identified as beneficial in growing Louisville's global identity. Louisville Tourism confirms that the city stands to reap economic benefits by boosting Ali-related tourism, much as the city has done in establishing Bourbonism as a global tourist experience.



Metro government will convene a working group to explore other ideas for building on the Louisville-Ali connection. Initial ideas range from building on existing events, like the I Am Ali Festival and Muhammad Ali Humanitarian Awards, to establishing an even greater connection between Ali and the work we're doing to accelerate achievement for young men and boys of color. Other ideas include Ali historical markers and trail to commemorate important sites in his life, and establishing Muhammad Ali boxing academies for youth development, where we focus on athleticism while also working to instill the Champ's values of Confidence, Conviction, Dedication, Giving, Respect and Spirituality. These values also complement the work we are doing around our city value of compassion.

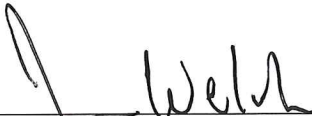
In closing, let's flashback to that week in early June 2016 when -- with the eyes of the world affixed on Louisville -- our entire community came together to embrace our native son, a man who was one of us and also a global icon. More than a billion people watched his memorial, when we celebrated not only the life of Muhammad Ali -- but for that brief moment, young and old, near and far, recognized and celebrated the potential for greatness in each and every one of us. May the addition of Muhammad Ali's name to Louisville International Airport serve as a rallying cry to help lift up our city and inspire people all over the world.

Mayor Fischer then made the following motion:

To honor the legacy of Muhammad Ali, Louisville's native son, I hereby move that the Louisville Regional Airport Authority rename the airport the Louisville Muhammad Ali International Airport; and, as part of this motion, I also move that the Board gives the staff the authority to enter and execute all agreements, obtain all approvals, and perform any actions necessary to effectuate this outcome.

Upon motion duly made and seconded, the Board approved the Mayor's recommendation. Vice Chair Mary Rose Evans noted she was present but not voting.

There being no further business, the meeting adjourned at 3:49 p.m.

  
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Jim Welch, Chairman  
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Dan Mann, Assistant Secretary