

On **WEDNESDAY, JUNE 17, 2020**, the **GREATER ORLANDO AVIATION AUTHORITY** met in regular session virtually and through Cisco WebEx, with the meeting live streamed on YouTube (OrlandoAirports). Chairman Sanchez called the meeting to order at 2:03 p.m. The meeting was posted in accordance with Florida Statutes with a quorum participating. *Office of the Governor, Executive Order Number 20-69*

Authority members present,

Domingo Sanchez, Chairman
M. Carson Good, Vice Chairman
Dr. Jason Pirozzolo, Treasurer
Mayor Jerry Demings
Mayor Buddy Dyer
Ralph Martinez

Also present,

Phillip N. Brown, Chief Executive Officer and Secretary
Dayci S. Burnette-Snyder, Director of Board Services and Assistant Secretary
Dan Gerber, Interim General Counsel

For individuals who conduct lobbying activities with Aviation Authority employees or Board members, registration with the Aviation Authority is required each year prior to conducting any lobbying activities. A statement of expenditures incurred in connection with those lobbying instances should also be filed prior to April 1 of each year for the preceding year. As of January 16, 2013, lobbying any Aviation Authority Staff who are members of any committee responsible for ranking Proposals, Letters of Interest, Statements of Qualifications or Bids and thereafter forwarding those recommendations to the Board and/or Board Members is prohibited from the time that a Request for Proposals, Request for Letters of Interests, Request for Qualifications or Request for Bids is released to the time that the Board makes an award. As adopted by the Board on September 19, 2012, lobbyists are now required to sign-in at the Aviation Authority offices prior to any meetings with Staff or Board members. In the event a lobbyist meets with or otherwise communicates with Staff or a Board member at a location other than the Aviation Authority offices, the lobbyist shall file a Notice of Lobbying (Form 4) detailing each instance of lobbying to the Aviation Authority within 7 calendar days of such lobbying. As of January 16, 2013, Lobbyists will also provide a notice to the Aviation Authority when meeting with the Mayor of the City of Orlando or the Mayor of Orange County at their offices. The policy, forms, and instructions are available in the Aviation Authority's offices and the web site. Please contact the Director of Board Services with questions at (407) 825-2032.

CHAIRMAN'S OPENING REMARKS

Chairman Sanchez stated that before we proceed with the agenda, he wanted to remind the public that if anyone wished to speak on any of the items on the agenda today, we asked that you send a request to speaker.request@goaa.org a minimum of one hour before this meeting. If you have not done so, send the request and it will be filed on the record. We are doing our best under this environment to stay transparent and accessible to the public. This meeting is being conducted in accordance with Governor DeSantis' Executive Order 20-69 which allows the Aviation Authority to utilize communications media technology, such as telephonic and video conferencing, to hold Sunshine meetings. He asked those speaking today to avoid repetition and, if many people want to speak on a topic who share a point of view or want to make the same point, that those views are presented by a limited number of speakers. Each speaker has the allotted time of 3 minutes. Mr. Gerber further outlined the process for speakers.

CONSENT AGENDA

1. Item J was pulled for separate consideration. Motion was made by Vice Chairman Good, seconded by Mayor Demings. Following a roll call vote by Mr. Brown, vote carried to adopt a resolution as follows: It is hereby resolved by the Greater Orlando Aviation that the following consent agenda items are approved, accepted, and adopted and execution of all necessary documents is authorized by the Aviation Authority's Officers or Chief Executive Officer:

A. accept for filing the following minutes: April 6 and April 20, 2020, Concessions/Procurement Committee; March 24 and March 31, 2020, Construction Committee; February 26, 2020 (two sets), March 10 and March 24, 2020, Professional Services Committee, and April 7, 2020, Construction Finance Oversight Committee;

B. accept the recommendation of the Construction Committee to approve an Addendum to the ORL Taxiways F and G Rehabilitation, and Taxiway E4 Construction Agreement with C&S Engineers, Inc. for Design Phase A/E Services for BP No. 00045, ORL Taxiways F and G Rehabilitation, and Taxiway E4 Construction, at the Orlando Executive Airport, for a total amount of \$245,850, which includes a lump sum fee amount of \$201,008, a not-to-exceed fee amount of \$37,937, and a not-to-exceed reimbursable expense amount of \$6,905, with funding from a 100% FAA Grant, which includes both AIP and CARES Act funding (Orlando City Council concurred to accept the grant and associated contracts on June 1, 2020); and, authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100823**];

CONSENT AGENDA (con't)

C. accept the recommendation of the Construction Committee to approve Amendment No. 4 to Addendum No. 3 to the Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement with Hensel Phelps Construction for BP No. S00142, South Terminal C, Phase 1, Airside Terminal Foundations (GMP No. 6-S) at the Orlando International Airport, for a total negotiated deductive GMP Amendment amount of (\$242,156), which includes a deductive amount of (\$180,260) for CM@R Contingency, a deductive amount of (\$46,615) for Owner Contingency, a deductive amount of (\$1,598) for Performance and Payment Bonds, and a deductive amount of (\$13,683) for the CM@R Fee (6.031%), resulting in a revised GMP amount of \$21,699,986, with funding from Passenger Facility Charges to the extent eligible and General Airport Revenue Bonds; and authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100824**];

D. accept to the recommendation of the Construction Committee to approve Amendment No. 5 to Addendum No. 16 to the Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement with Hensel Phelps Construction, for BP No. S00168, South Terminal C, Phase 1, Airside Terminal Interiors Finishes and Specialties (GMP No. 6-S.4) at the Orlando International Airport, for a total negotiated deductive GMP Amendment amount of (\$906,284), which includes a deductive amount of (\$849,096) for Owner Contingency, a deductive amount of (\$5,979) for Performance and Payment Bond, and a deductive amount of (\$51,209) for the CM@R Fee (6.031%), resulting in a revised GMP amount of \$63,319,376, with funding from Passenger Facility Charges to the extent eligible and General Airport Revenue Bonds; and authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100825**];

E. accept the recommendation of the Construction Committee to: (1) approve Change Order No. BP-00482-04 in the amount of \$167,868.19 and a 97-calendar daytime extension to Substantial Completion, with funding as outlined in Attachment A; (2) approve Change Order No. BP-00486-03 in the deductive amount of (\$155,984.37) and no time extension, and request Orlando City Council and Federal Aviation Administration (FAA) concurrence (as required because of FAA funding), with funding as outlined in Attachment A; (3) approve Change Order No. R-S00001-02 in the deductive amount of (\$25,000) and a 146-calendar daytime extension to Substantial Completion, with funding as outlined in Attachment A; (4) approve Change Order No. V-00867-03 in the amount of \$63,240.42 and a 124-calendar daytime extension to Substantial Completion, with funding as outlined in Attachment A; (5) approve Change Order No. V-S00008-06 in the amount of \$1,966.50 and a 267 calendar day time extension to Substantial Completion, with funding as outlined in Attachment A; and, (6) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the change order(s) following satisfactory review by legal counsel;

F. accept the recommendation to: (1) approve an amendment to the Lease Agreement, at Colonial Promenade, Orlando Executive Airport, with DMANSR Enterprises Inc., to extend the length of the Lease Agreement for 12 months, through May 31, 2021, for 1,271 square feet, at the annual rental rate of \$13 per square feet, plus taxes and (2) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100826**];

G. accept the recommendation to: (1) approve Amendment No. 1 to the Automated Retail Concession Agreement, at Orlando International Airport, with Prepango, LLC, to increase the premises by 192 square feet, from 256 square feet to 448 square feet, for the sale of Personal Protective Equipment and supplies only and (2) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100827**];

H. accept the recommendation of the Concessions/Procurement Committee to: (1) deem the Bid received from Archive Corporation as non-responsible; (2) award Purchasing Contract No. 08-20, Offsite Records Storage Services, to VRC Companies LLC, as the lowest responsive and responsible bidder, for an initial five-year term, in an amount not-to-exceed \$324,755.20; (3) authorize funding from the Operations and Maintenance Fund in an amount not-to-exceed \$324,755.20; (4) authorize funding from the Operations and Maintenance Fund for payment to Retrievox, Inc., for an end of contract transfer fee, in the amount not-to-exceed \$85,650; and (5) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents, following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100828**];

I. accept the recommendation to: (1) approve User Fee Facility Full Cost Recovery with U.S. Customs and Border Protection for Customs Services at Orlando Executive Airport; (2) authorize funding from previously-approved Operation and Maintenance Fund estimated at \$216,700 per year; and (3) authorize the Chief Executive Officer to renew the MOA annually, following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100829**];

J. considered separately;

CONSENT AGENDA (con't)

K. accept the recommendation to: (1) find the property listed in the memorandum (copy on file) no longer necessary, useful, or profitable in the operation of the Airport System; (2) request Orlando City Council concurrence and resolution of this finding; and (3) authorize staff to dispose of this property in accordance with the Aviation Authority's Policies and Procedures.

RECOMMENDATION TO APPROVE OPERATIONAL POLICY, SECTION 730.03, COVID-19 PROTECTIVE MEASURES

2. Mr. Gerber recognized the speakers in the following order:

Employees of HMSHost at MCO, Mr. Delaun Stokes, Ms. Annixasbell Torres, Ms. Yanina Ochoa, spoke concerning working conditions and CDC guidelines.

Mr. Gerber read into the record sections of Ms. Zulmarie Alvarado statement that totaled the allotted time of 3 minutes. The entire statement is provided below:

I work for HMSHost as a cashier at Chick-Fil-A in the Main food Court. I have not been laid off. I still work three shifts a week at Chick-Fil-A. Before the Covid-19 crisis, I worked full time. I work from 530 am to 130 pm. I am concerned that HMSHost management is not doing enough to protect public health at the airport. Each day I arrive at work, I am directed to start working immediately at 5:30 am. There is no wellness check when I arrive. One supervisor and one co-worker also arrive at this time. The three of us set up Chick-Fil-A to get it ready to open, stocking supplies and readying the machines. AFTER we have been working for at least 30 minutes, one supervisor usually takes us to the kitchen AFTER we finish setting up the restaurant, takes our temperature and asks us some questions about how we are feeling. That supervisor fills out a form and puts it in a folder. However, when a different supervisor is working there with us, that supervisor in my experience does not do any wellness check at all. HMSHost written materials say that wellness checks are performed before employees start working. That is not true at my restaurant. I wash my hands frequently during my shift. I decided on my own to try to wash my hands after every 2 or 3 customers, if there is a lull in the business and no line of customers waiting to order. There is no hand sanitizer at the cash registers where I work. I want hand sanitizer at the register but the managers do not provide it. That way I could use hand sanitizer in between customers and not have to leave my post. There are plastic sneeze-guard barriers in front of each of the registers. However, many customers move to the left or right of that barrier while ordering, to talk to me or while waiting for their food. The barriers are very narrow and I want them to be wider to cover more space on either side of the registers. About 5 weeks ago, a HMSHost manager met with two of my co-workers and I, and demonstrated how to put on a face shield, how to put on gloves, and how to take our own temperature. This demonstration took about 15 minutes. A few days later, another manager met with us, and demonstrated how to wash hands, how to use a paper towel to turn off the faucet, and how to do social distancing between workers by stepping in and stepping out. This took about 10 minutes. After this, I was asked to sign some forms stating that I had been trained. After that I have not received any follow-up to that training, nor any additional training. The social distancing protocol of stepping in and stepping out is not being followed in my restaurant. I believe that HMSHost needs to provide better equipment, and more and ongoing training about ways to minimize the spread of the coronavirus. Especially because more workers coming back will increase the risk of the virus being spread in our communities. I want to be protected from the coronavirus and I don't want to bring it home to my children and family.

Ms. Carmen Arroyo, representing UNITE HERE, spoke about working conditions and CDC guidelines not being followed by HMSHost.

Mr. Brown stated that last week, in conjunction with the health department, there were 500 COVID-19 tests performed over a three-day period. Of the 500 tests, there have been two positive results. In addition, the Aviation Authority has worked with the OrangeCounty Health Department since mid-March in receiving data on positive tests for employees at MCO. Over the last two and a half months (mid-March to June 6), there were 260 individuals that tested positive. However, only 132 are employed at Orlando

RECOMMENDATION TO APPROVE OPERATIONAL POLICY, SECTION 730.03, COVID-19 PROTECTIVE MEASURES (con't)

International Airport. The remaining 128 were linked to those individuals. This information was provided by Dr. Raul Pino, Orange County Health Director. The positivity test ratio at MCO is 0.4%. Mr. Brown continued by stating that two different sets of data have been conflated in the past 18 hours or so. He emphasized the efforts taken by the Aviation Authority to maintain social distancing and wearing of facial masks. The proposed policy being considered is a collaboration of the City of Orlando (Mayor Dyer), Orange County (Dr. Pino), and the Aviation Authority. The policy was a result of employees not adhering to the CDC guidelines. He and Mr. Draper personally walked all the concession spaces today that were open. There were instances where employees needed to be advised to raise their masks over their nose and when they asked a HMSHost employee if they had sufficient number of masks, the answer was a positive yes. Mr. Brown said that this is an ongoing effort. This policy gives us the basis to request that employees adhere to social distancing and the wearing of facial masks.

Mayor Demings asked if the Aviation Authority heard from the Governor's office. Mr. Brown responded that Ms. Carolyn Fennell, Senior Director of Public Affairs and Community Relations has been in discussions with the Governor's press office. They have issued some clarifications. He added that we have been in contact with local media. We issued a bulletin with clarifying information, which the Board should have received a copy. The information previously published has been clarified that it was not Orlando International Airport. Dr. Pino has been very complimentary of the efforts undertaken at MCO by the Aviation Authority to address the COVID-19.

Motion was made by Mr. Martinez, seconded by Mayor Dyer, to approve the adoption and implementation of Operational Policy, Section 730.03, COVID-19 Protective Measures, effective June 1, 2020. Following roll call vote by Mr. Brown, vote carried [**FILED DOCUMENTARY NO.100830**].

Before Mr. Brown began the presentations, Chairman Sanchez reviewed the framework for speakers who want to address the Board on these items. Mr. Brown will present each item. After his presentation and before Board consideration, Mr. Brown will identify any speakers who have registered to address the Board on the item. Some speakers elected to submit a statement for the record. The statement will be read into the record for the allotted time of 3 minutes.

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE AMENDMENT NO.6 TO ADDENDUM NO. 13 TO THE CONSTRUCTION MANAGEMENT AT RISK (CM@R) ENTITY SERVICES FOR SOUTH TERMINAL C, PHASE 1, AGREEMENT WITH HENSEL PHELPS CONSTRUCTION, FOR PROJECT BID PACKAGE (BP) NO. S00144, SOUTH TERMINAL C, PHASE 1, AIRSIDE TERMINAL ENCLOSURES AND EXTERIOR FINISHES (GUARANTEED MAXIMUM PRICE (GMP) NO. 6-S.2) AT THE ORLANDO INTERNATIONAL AIRPORT

3. Mr. Brown presented the item.

On June 20, 2018, the Aviation Authority Board approved Addendum No. 13 to the Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement with Hensel Phelps Construction for Project BP No. S00144, South Terminal C, Phase 1, Airside Terminal Enclosures and Exterior Finishes (GMP No. 6-S.2), for a total negotiated GMP amount of \$104,107,463. Since 2018, the Aviation Authority Board approved Amendment Nos. 1, 2, 3, 4 and 5 resulting in a revised GMP amount of \$139,335,906. Amendment No. 6 increases the owner contingency, associated bonds and fees for anticipated subcontract modifications as a result the progression of electrical design and other components of the work for GMP No. 6-S.2. This amendment is from the reallocation of funding from BP No. S00142 (GMP No. 6-S) and BP No. S00168 (GMP No. 6-S.4), prior Consent Items C & D. There is no impact to the program schedule, as work will be completed by February 2022. With the approval of Amendment No. 6, the revised GMP amount will be \$140,484,346.

Referencing the slide deck, Mr. Brown pointed out the original GMP budget, the current GMP budget, the proposed GMP amendment, and the proposed revised GMP. The proposed GMP Amendment to BP No. S00144 does not have any impact on the small business participation. Fiscal impact is \$1,148,440 reallocated from BP No. S00142 (GMP No. 6-S) and BP No. S00168 (GMP 6-S.4). Funding is from Passenger Facility Charges to the extent eligible and General Airport Revenue Bonds.

It was respectfully requested that the Aviation Authority Board resolve to: accept the recommendation of the Construction Committee; approve Amendment No. 6 to Addendum No. 13 to the Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement with Hensel Phelps Construction for BP No. S00144, South Terminal C,

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE AMENDMENT NO.6 TO ADDENDUM NO. 13 TO THE CONSTRUCTION MANAGEMENT AT RISK (CM@R) ENTITY SERVICES FOR SOUTH TERMINAL C, PHASE 1, AGREEMENT WITH HENSEL PHELPS CONSTRUCTION, FOR PROJECT BID PACKAGE (BP) NO. S00144, SOUTH TERMINAL C, PHASE 1, AIRSIDE TERMINAL ENCLOSURES AND EXTERIOR FINISHES (GUARANTEED MAXIMUM PRICE (GMP) NO. 6-S.2) AT THE ORLANDO INTERNATIONAL AIRPORT (con't)

Phase 1, Airside Terminal Enclosures and Exterior Finishes (GMP No. 6-S.2), at the Orlando International Airport; approve \$1,148,440 with funding from Passenger Facility Charges to the extent eligible and General Airport Revenue Bonds; and authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

There were no speakers on this item. Motion was made by Vice Chairman Good, seconded by Mayor Demings, to approve the recommended action. Following roll call vote by Mr. Brown, vote carried [**FILED DOCUMENTARY NO.100831**].

RECOMMENDATION OF THE PROFESSIONAL SERVICES COMMITTEE (PSC) TO RANK AND AWARD PROJECT W-S00146, SOUTH TERMINAL C – ORIGINAL EQUIPMENT MANUFACTURER (OEM) FOR PASSENGER BOARDING BRIDGES AND AFFILIATED EQUIPMENT, AT THE ORLANDO INTERNATIONAL AIRPORT

4. Mr. Brown started that procurement was originally for the manufacture and installation of 30 Passenger Boarding Bridges (PBBs) and affiliated equipment for use at the South Terminal C. The selected firm was to manufacture, deliver, install and maintain the PBBs and affiliated equipment for a period of 5 years.

In September 2019, the PSC ranked, pending further review by legal counsel and Small Business - (1) John Bean Technologies Corporation (JBT); (2) ThyssenKrupp Airport Systems, Inc. (TK); and (3) CIMC Tianda North America JV (CIMC). In October 2019, the PSC determined that JBT and CIMC failed to meet small business participation goals and that the TK bid exceeded the budget. In November 2019, the Board determined that award should not move forward due to failing to meet small business participation goals and budgetary constraints. Staff was directed to restructure the procurement. So in February 2020, following approval by the Capital Management Committee, staff modified the scope of the work to achieve increased small business participation, reduced cost, and initiated the "Best Value" procurement methodology for WS146.

In reviewing the issues, Mr. Brown mentioned the scope of the project to manufacture and deliver 30 PBBs and affiliated equipment along with two-year warranty, commissioning, testing and training. In March 25, 2020, three proposers responded to the advertised services as follows CIMC Tianda North America JV, JBT Aerotech Corporation, and ThyssenKrupp Airport Systems, Inc. On March 31, 2020, the Professional Services Committee (PSC) met to interview, evaluate and rank the three Proposers based on three categories - Qualifications and Project Approach, Technical Product and Production Schedule, and Price Proposal. He stated that prior to opening the price proposals, the PSC ranked the proposers as follows - CIMC Tianda NA JV with 6 points; JBT Aerotech Corporation with 2 points; and ThyssenKrupp Airport Systems, Inc. with 4 points. Following the opening of the price proposals, the combined rankings of qualifications, product/schedule, and price proposals were as follows: (1) JBT Aerotech Corporation; (2) ThyssenKrupp Airport Systems, Inc.; and (3) CIMC Tianda North America JV.

Following the decision of the Committee, the second-ranked proposer, ThyssenKrupp Airport Systems, Inc., submitted an appeal. Following an appeal hearing and evaluation, I (Mr. Brown) determined that the JBT Aerotech Corporation did not have an unfair competitive advantage by proposing Air Handling Units that were ETL-certified in lieu of UL-certified. Both certifications are from Nationally Recognized Testing Laboratories (NRT). As to small business participation, Mr. Brown mentioned that there are no requirements. This procurement is for the selection of the manufacturer for the purchase and delivery of the PBBs and affiliated equipment, which does not lend itself to Small Business participation. Installation of the PBBs and affiliated equipment, which will be procured under a separate selection process, will provide opportunities for Small Business participation. The fiscal impact is \$18,555,171. Mr. Brown noted that this pricing excludes the South Terminal C, Phase 1 Expansion (STC-P1X) bridges and affiliated equipment that is being deferred from the STC Program as part of the plan to reduce the Capital Improvement Plan. Pricing for STC-P1X PBBs (eight total and affiliated equipment) is \$6,770,026. Funding is from Passenger Facility Charges to the extent eligible and General Airport Revenue Bonds.

It was respectfully requested that the Aviation Authority Board resolve to: accept the recommendations of the Professional Services Committee and CEO; approve the ranking as follows - First: JBT Aerotech Corporation; Second: ThyssenKrupp Airport Systems, Inc.;

RECOMMENDATION OF THE PROFESSIONAL SERVICES COMMITTEE (PSC) TO RANK AND AWARD PROJECT W-S00146, SOUTH TERMINAL C – ORIGINAL EQUIPMENT MANUFACTURER (OEM) FOR PASSENGER BOARDING BRIDGES AND AFFILIATED EQUIPMENT, AT THE ORLANDO INTERNATIONAL AIRPORT (con't)

and Third: CIMC Tianda North America JV; award W-S00146, South Terminal C - Original Equipment Manufacturer (OEM) for Passenger Boarding Bridges and Affiliated Equipment, at the Orlando International Airport, to JBT Aerotech Corporation; approve \$18,555,171 with funding from Passenger Facility Charges to the extent eligible and General Airport Revenue Bonds; and authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

There were no requests to speak on this item.

Motion was made by Mayor Dyer, seconded by Martinez to approve the recommended action. Following roll call vote by Mr. Brown, vote carried [**FILED DOCUMENTARY NO. 100832**].

RECOMMENDATION OF THE CONCESSIONS/PROCUREMENT COMMITTEE TO AWARD INVITATION TO BID FOR PURCHASING CONTRACT NO. 23-20, SPECIALIZED COMMERCIAL CLEANING SERVICES, AT ORLANDO INTERNATIONAL AIRPORT, TO FLORIDA CLEANING SYSTEMS, INC.

5. Mr. Brown stated that Purchasing Contract No. 23-20 includes all labor, supervision, trucks, equipment, chemicals, materials and supplies required to provide interior and exterior window, skylights, canopy and specialty surface cleaning services and pressure washing services to remove gum, oil, soil, algae, grease, stickers and other foreign substances from roadway bridge abutments, knee-walls, piers, ticket and toll structures at the Orlando International Airport, including the South Terminal Automated People Mover, Intermodal Transport Facility and Passenger Lobby. The Purchasing Contract is scheduled to commence on August 1, 2020, with an initial three-year term and two additional one-year renewal terms that may be exercised by the Aviation Authority

On March 9, 2020, the Aviation Authority issued an Invitation to Bid for Purchasing Contract No. 23-20. Five hundred and eight vendors were invited; 50 viewed the invitation; 27 downloaded the invitation; and four attended the Pre-Bid Conference. The following bids were received: Florida Cleaning Systems, Inc. (\$1,365,389.40); D&A Window Cleaning Services, Inc. (\$1,897,432.00); and GPC Maintenance Systems, Inc. (no bid). Mr. Brown added that bids are based upon a three-year total. Staff and legal counsel reviewed the bids and determined that the bids were responsive and responsible.

This Contract includes a Minority and Women Business Enterprise (MWBE) participation goal of 20%. The Office of Small Business Development reviewed the bids and determined that the bids were responsive to the MWBE participation goals. The three-year fiscal impact is not-to-exceed \$1,365,389.40. Staff will continue to evaluate cleaning frequencies and adjust as appropriate. Funding is from Operations and Maintenance Fund.

It was respectfully requested that the Aviation Authority Board resolve to: approve the Concessions/Procurement Committee's recommendation to award Invitation to Bid for Purchasing Contract No. 23-20, Specialized Commercial Cleaning Services, at Orlando International Airport, to Florida Cleaning Systems, Inc., for an initial three-year term in the amount not-to-exceed \$1,365,389.40; authorize funding from the Operations and Maintenance Fund in the amount not-to-exceed \$1,365,389.40; and authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

Motion was made by Dr. Pirozzolo, seconded by Mayor Dyer to approve the recommended action. Following roll call vote by Mr. Brown, the vote carried [**FILED DOCUMENTARY NO. 100833**].


ADJOURNMENT

6. There being no further business to be considered, Chairman Sanchez adjourned the meeting at 2:45 p.m.

(Digitally signed on August 21, 2020)



Dayci S. Burnette-Snyder
Director of Board Services



Phillip N. Brown
Chief Executive Officer