

On **WEDNESDAY, SEPTEMBER 16, 2020**, the **GREATER ORLANDO AVIATION AUTHORITY** met in regular session virtually through Cisco WebEx, with the meeting live streamed on You Tube (OrlandoAirports). Chairman Good called the meeting to order at 2:00 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,

M. Carson Good, Chairman
Ralph Martinez, Vice Chairman
Mayor Jerry Demings, Treasurer
Mayor Buddy Dyer

Also present,

Phillip N. Brown, Chief Executive Officer and Secretary
Kathleen Sharman, Chief Financial Officer
Larissa Bou, Executive Assistant of Board Services and Recording 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. 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. 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. 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 Good 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 2 minutes. Mr. Gerber further outlined the process for speakers.

Before proceeding with business, Mr. Gerber, asked the Board to report any conflicts of interest or violations of the Aviation Authority's Code of Ethics and Business Conduct; lobbying activities policy; or the Florida Sunshine law with regard to any agenda item. None were expressed by any Board member.

APPROVAL OF MINUTES

1. Upon motion by Vice Chair Martinez, second by Mayor Demings, motion passed unanimously by roll call vote to accept the July 15, 2020 minutes as written, and the August 19, 2020 minutes, subject to correction of Mr. Brown's statement under Item 14, regarding design completion of STC Phase 1 and STC Phase 1 Expansion projects.

CONSENT AGENDA

2. Consent Agenda Items O and Q were considered separately. Upon motion by Vice Chair Martinez, second by Mayor Demings, motion passed unanimously by roll call vote to adopt a resolution as follows: It is hereby resolved by the Greater Orlando Aviation Authority 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: August 10, 2020, Capital Management Committee; July 16, 2020, Ad Hoc Committee (03-21 Supplemental Auditing and Attestation Services); July 16, 2020, Professional Services Committee; February 25, 2020, Design Review Committee; August 4 and August 11, 2020, Construction Finance Oversight Committee;

B. accept the recommendation of the Construction Committee to (1) approve an Addendum to the Continuing Program and Project Management Services (OAR Prime Entity)

CONSENT AGENDA (con't)

Agreement with AECOM Technical Services, Inc. for FY 2021 Tenant/Concessions Projects OAR/PM Oversight Services, for a total not-to-exceed fee amount of \$905,032, with funding from Operations and Maintenance Fund 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. 100884**];

C. accept the recommendation of the Construction Committee to (1) approve Amendment No. 2 to Addendum No. 18 to the Continuing Program and Project Management Services (OAR Prime Entity) Agreement with WSP USA, Inc. for Additional Construction Phase OAR Services for W-S00209, Rail Oversight, at the Orlando International Airport, for a total amount of \$843,672, which includes a not-to-exceed fee amount of \$687,672 and a not-to-exceed reimbursable expense amount of \$156,000, with funding from Rail Company Contributions 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. 100885**];

D. accept the recommendation of the Construction Committee to (1) approve Amendment No. 1 to Addendum No. 24 to the Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement with Turner-Kiewit Joint Venture for BP No. S00148, South Terminal C, Phase 1, Landside Terminal Finishes (GMP No. 7-S.2), for a total negotiated deductive GMP amendment amount of (\$2,004,646), which includes a deductive amount of (\$1,730,441) to Allowances, a deductive amount of (\$179,889) to Owner Contingency, a deductive amount of (\$13,311) to Performance and Payment Bonds, and a deductive amount of (\$81,005) to the CM@R's fee (4.211%), resulting in a revised total GMP amount of \$89,331,410, with funding credited to Passenger Facility Charges to the extent eligible, and General Airport Revenue Bonds 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. 100886**];

E. accept to the recommendation of the Construction Committee to (1) approve an Addendum to the Continuing Transportation Planning Services Agreement with HNTB Corporation, for FY 2021 Staff Extension Services for Transportation Planning and Related Tasks, for a total not-to-exceed fee amount of \$313,632, with funding from Operations and Maintenance Fund 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. 100887**];

F. accept the recommendation of the Construction Committee to (1) approve a Job Order Construction Services Addendum to the Continuing Low Voltage Construction Services Agreement with Quality Cable Contractors, Inc. for Construction Services for Project L-00055, On-Call Low Voltage Services (FY21-QCC), at the Orlando International Airport, for the total direct-negotiated amount of \$300,000, with funding from Operations and Maintenance Fund 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. 100888**];

G. accept the recommendation of the Construction Committee to (1) approve a Job Order Construction Services Addendum to the Continuing Low Voltage Construction Services Agreement with Orion Management Services, LLC for Construction Services for Project L-00056, On-Call Low Voltage Services (FY21-ORION), at the Orlando International Airport, for the total direct-negotiated amount of \$300,000, with funding from Operations and Maintenance Fund 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. 100889**];

H. accept the recommendation of the Construction Committee to (1) approve a Job Order Construction Services Addendum to the Continuing Low Voltage Construction Services Agreement with Orlando Business Telephone Systems, Inc. for Construction Services for Project L-00057, On-Call Low Voltage Services (FY21-OBTS), at the Orlando International Airport, for the total not-to-exceed amount of \$300,000, with funding from Operations and Maintenance Fund 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. 100890**];

I. accept the recommendation of the Construction Committee to (1) approve an Addendum to the Construction-Engineering-Financial Consulting Services Agreement with R. W. Block Consulting, LLC for FY 2021 Program Compliance Services to the Finance Department, for a total not-to-exceed fee amount of \$510,626, with funding from Operations and Maintenance Fund 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. 100891**];

J. accept the recommendation of the Construction Committee to (1) approve an Addendum to the Construction-Engineering-Financial Consulting Services Agreement with R. W. Block Consulting, LLC for FY 2021 Oversight Committees Support Services for the Engineering and Construction Department, for a total not-to-exceed fee amount of \$401,568, with funding from Operations and Maintenance Fund and (2) authorize an

CONSENT AGENDA (con't)

Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100892**];

K. accept the recommendation of the Construction Committee to (1) approve Change Order No. BP-00486-06 in the amount of \$249,546.98 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 (copy on file); (2) approve Change Order No. V-00943-04 in the amount of \$779.70 and a 30 calendar day time extension to Substantial Completion, with funding as outlined in Attachment A; and, (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the change order(s) following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100893**];

L. accept the recommendation of the Professional Services Committee to (1) approve an Addendum to the IT Consulting Services Agreement with Barich, Inc. for FY 2021 Information Systems Staff Augmentation to the Information Technology Department for South Terminal C, Phase 1, Construction and Other IT Related Projects Support Services, at the Orlando International Airport, for a total not-to-exceed fee amount of \$371,360, with funding from General Airport Revenue Bonds and Operations and Maintenance Fund; (2) approve an Addendum to the IT Consulting Services Agreement with Barich, Inc. for FY 2021 On-Call MCO Cares Website Support Services, at the Orlando International Airport, for the total not-to-exceed fee amount of \$80,000, with funding from Operations and Maintenance Fund; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel. [**FILED DOCUMENTARY NO. 100894-100895**];

M. accept the recommendation to increase the contract value for PS-613 Investment Advisory Services with Public Trust Advisors, LLC for the agreed upon amount of \$250,000 per year for the initial 36-month term of the agreement, for a total not-to-exceed contract value of \$750,000 [**FILED DOCUMENTARY NO. 100896**];

N. accept recommendation to (1) approve the contract value for Professional Services Agreement PS-644 for Hotel Consulting Services in a not-to-exceed amount of \$533,268 for the base 3 year term of the Agreement with services to commence on or about October 1, 2020, and with the Aviation Authority having options to renew the Agreement for 2 additional periods of 1 year each, upon mutual agreement; (2) authorize funding from Operations and Maintenance Fund; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents, following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100897**];

O. considered separately;

P. accept the recommendation to modify the Aviation Authority's Operational Policies and Procedures Section 450.01, Purchasing Introduction and Definitions; Section 450.02, Competitive Procurements; Section 450.03, Non-Competitive Procurements; Section 450.04, General Procedures and Approval Authorizations; and Section 450.11, Property Control;

Q. considered separately;

R. accept the recommendation to (1) approve the Cost Sharing Agreement by and between the Greater Orlando Aviation Authority and the City of Orlando and (2) authorize an Aviation Authority Officer or the Chief Executive Officer to execute all documents related to the Cost Sharing Agreement subject to satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100898**];

S. accept the recommendation to: (1) approve the Airport Concession Disadvantaged Business Enterprise (ACDBE) Goal and Methodology for Fiscal Years 2021-2023 of 20% for Non-Car Rental Concessions and 10% for Car Rental Concessions and (2) enforce the ACDBE Non-Car Rental and Car Rental Concession goals for Fiscal Years 2021-2023;

T. accept the recommendation to: (1) approve Amendment No. 4 to extend the lease with USDA, APHIS Unit for five years and (2) authorize an Aviation Authority Officer or the Chief Executive Officer to execute all necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100899**];

U. accept the recommendation of the Concessions/Procurement Committee to (1) approve Amendment No. 4, second and final renewal option to Purchasing Contract No. 06-17, Trash Removal Services, with Republic Services of Florida, LP; (2) authorize funding in the not-to-exceed amount of \$437,370 from Operations and Maintenance Fund; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100900**];

V. accept the recommendation of the Concessions/Procurement Committee to (1) allow multiple purchase orders to be issued to various landfill facilities; (2) authorize funding in the not-to-exceed amount of \$364,800 from Operations and Maintenance Fund; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100901**];

CONSENT AGENDA (con't)

W. accept the recommendation of the Concessions/Procurement Committee to (1) approve Amendment No. 2, second and final renewal option to Purchasing Contract No. 12-17, Vehicle Towing and Storage Services, with Stepp's Towing Service, Inc.; (2) authorize funding in the not-to-exceed amount of \$329,450 from Operations and Maintenance Fund; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 100902**];

X. accept the recommended appointments to Organizational Policies Section 120.10, Professional Services Committee; Section 120.03, Construction Committee; Section 120.13, Capital Management Committee; Section 120.091 Construction Finance Oversight Committee; and Section 120.08, Retirement Benefits Committee, as outlined; and

Y. accept the recommendation to (1) find the property listed in this memorandum 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 OF THE FINANCE COMMITTEE TO AWARD PURCHASING PROPOSAL 03-21 SUPPLEMENTAL AUDITING AND ATTESTATION ENGAGEMENT SERVICES, LOCAL DEVELOPING BUSINESS

3. Mr. Brown presented the item. He stated that on March 16, 2020, the Aviation Authority released a Request for Proposals (RFP) for Purchasing Proposal 03-21 Supplemental Auditing and Attestation Engagement Services. The two responding firms were Covington & Associates CPA, Inc. and L.F. Harris & Associates, CPA, P.A., both are local developing businesses.

On July 16, 2020, the Ad Hoc Committee met to evaluate proposals based on experience and qualifications of the proposed Engagement Team Members in performing supplemental auditing and attestation services; Proposer's compliance with the Aviation Authority's LDB requirements; Proposer's reputation, including the reputation of Engagement Team Members; and Proposer's hourly billing rates.

At its meeting on August 19, 2020, the Finance Committee voted unanimously to accept the Ad Hoc Committee's recommendation to select both Covington & Associates CPA, Inc., and L.F. Harris & Associates, CPA, P.A., for the award of Purchasing Proposal 03-21 Supplemental Auditing and Attestation Engagement Services. These services are conducted by our local development business for the benefit of the Office of Small Business Development, Commercial Properties Department, and Internal Audit Department. These firms conduct audits on behalf of the Aviation Authority; in many cases, they are revenue audits of contractors on the airport or operational audits internally with the departments.

It was respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Finance Committee to: (1) award Purchasing Proposal 03-21 Supplemental Auditing and Attestation Engagement Services to both Covington & Associates CPA, Inc., and L.F. Harris & Associates, CPA, P.A., for a Contract term of thirty-six (36) months with the initial service to commence on or about October 1, 2020, and with the Aviation Authority having options to renew the Contract for two additional periods of one-year each, upon mutual agreement; (2) approve a total not-to-exceed Contract value of \$550,000 for the base Contract term of 3 years to be allocated from Operations and Maintenance Fund; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to enter into one or more agreements for Supplemental Auditing and Attestation Engagement Services, following satisfactory legal review.

Chairman Good asked Mr. Gerber to explain to the attendees how the speaker portion of this meeting would flow. Mr. Gerber stated that we received speaker requests for Consent Agenda Items O and Q. He explained that during the public comment portion of those items, he will call the name of each pre-registered speaker twice, then the speaker and translator (if applicable) will be unmuted. Mr. Gerber indicated that we received approximately 20 speaker requests for Consent Agenda Item Q; therefore, he strongly encouraged speakers to consolidate their comments as much as possible, pursuant to the long-standing practice of the Aviation Authority. Furthermore, Mr. Gerber indicated that we received various written comments, which he will read into the record.

Mr. Gerber called on Ms. Sandra Rivera and her translator, Mr. Raul Vidaurre. Due to technical difficulties on Ms. Rivera's end, Mr. Vidaurre read Ms. Rivera's statement, which referenced her employment status with Eulen America during the COVID-19 pandemic.

RECOMMENDATION OF THE FINANCE COMMITTEE TO AWARD PURCHASING PROPOSAL 03-21 SUPPLEMENTAL AUDITING AND ATTESTATION ENGAGEMENT SERVICES, LOCAL DEVELOPING BUSINESS (con't)

Chairman Good asked if the Board had any further questions or comments regarding this item. There was no response to his inquiry.

Upon motion by Mayor Dyer, second by Vice Chair Martinez, motion passed unanimously by roll call vote to accept the recommended action [**FILED DOCUMENTARY NO. 100903**].

RECOMMENDATION FOR FINAL ADOPTION OF THE FISCAL YEAR 2021 AVIATION AUTHORITY BUDGET

4. Mr. Brown stated that at the last Board meeting he presented the Aviation Authority's preliminary budget for Fiscal Year 2021 for Orlando International Airport (MCO) and Orlando Executive Airport (ORL). As required by the Aviation Authority's Enabling Act, Orlando City Council held a public hearing on September 8, 2020, on the Aviation Authority's budget.

He moved on to review some of the highlights of the budget presentation provided to the Board at the August meeting, such as departing passenger activity from March through August; passenger traffic estimates based on weighted average ratio; comparison of FY 2021 to FY 2020 rates and charges; airline and non-airline revenue; and ORL preliminary budget breakdown.

It was respectfully requested that the Aviation Authority Board resolve to accept the recommendation to: (1) adopt the Resolution to approve the budget of \$443,356,263 for Orlando International Airport and \$4,083,000 for ORL and (2) authorize an Aviation Authority Officer or the Chief Executive Officer to execute any necessary documents, following satisfactory review of legal counsel.

By question from Mayor Demings regarding the use of CARES Act funds, Mr. Brown clarified that the overall allocation for both MCO and ORL is \$170 million in CARES Act funding. Different from the City and the County, where money is received for CARES Act, we get an allocation, where in order to receive the funds we have to expend the money and then request a reimbursement. Based on our operating forecast and debt service, we expect to use those funds over the next three budget-years, in order to offset the lack of revenue.

In response to Mayor Demings question regarding the current budget reflecting revenue of CARES Act funds for FY 2021, Mr. Brown indicated that we are anticipating gross revenue of approximately \$83 million in CARES Act funds, which we will expend and request reimbursement for in FY 2021.

Chairman Good asked Mr. Gerber to review the framework for public comments and to open the call for individuals who submitted a request to speak on this item. Mr. Gerber reiterated that he will call the name of each pre-registered speaker twice and then the speaker and translator (if applicable) will be unmuted. Mr. Gerber indicated that because of the amount of speakers registered for this item, each speaker will be given 2 minutes to comment. He strongly encouraged speakers to consolidate their comments as much as possible, pursuant to the long-standing practices of the Aviation Authority. There were various written comments received, which Mr. Gerber will read into the record. Lastly, if for some reason, the individual cannot be unmuted; we ask that they email their statement to speaker.request@goaa.org and the comments will be recorded on file.

Mr. Gerber called Mr. Delaun Stokes, who spoke against HMS Host, his furloughed work status, his request for a fair recall policy, and his opposition to the approval of the Aviation Authority's budget.

Ms. Wilna Destin was not registered as an attendee.

Mr. Cody Hughes did not respond.

Ms. Jerrica Dolle was not registered as an attendee.

Mr. Gerber proceeded to call on Ms. Illiana Lopez (translation by Ms. Gonzalez); Ms. Kourtney Monroe; Ms. Amarelis Medina; Ms. Jasmin McLaughlin; Ms. Wanda Velad (translation by Ms. Gonzalez); all who spoke against HMS Host, their furloughed work status, their request for a fair recall policy, and their opposition to the approval of the Aviation Authority's budget.

RECOMMENDATION FOR FINAL ADOPTION OF THE FISCAL YEAR 2021 AVIATION AUTHORITY BUDGET
(con't)

Mr. Gerber read into the record Ms. Lacrechia Lewis' statement as follows:

My name is Lacrechia Lewis. I work as a barista at HMSHost Starbucks in the Main Terminal. I am against approving this GOAA Budget because it is built on injustice to airport workers and their families. On August 19th, Board member Dyer said "I am extremely sympathetic to the furloughed workers...But we are also sympathetic to our business partners, the concessionaires at the airport." How can you be sympathetic to the furloughed workers while giving millionaire companies a break? We can barely afford our necessities. Your actions show me you are only worried about the businesses instead of the people who work at the Orlando airport. You don't think of the workers as your equal "partners" in the success of this airport, but you do think about the businesses as your equal "partners". That is disrespectful of the value of our hard work and years of service.

Moving on, Mr. Gerber called Ms. Annixasbelle Torres and her translator Ms. Maria Gonzalez. Besides being a translator for a few speakers, Ms. Gonzalez also submitted a speaker request. Both Ms. Torres and Ms. Gonzalez spoke against HMS Host, their furloughed work status, their request for a fair recall policy, and their opposition to the approval of the Aviation Authority's budget.

Mr. Gerber continued by reading Mr. Ramon Ortiz Melendez's statement into the record as follows:

I am Ramon Ortiz Melendez and I've worked at Outback Steakhouse for 10 years. I am against approving this GOAA Budget because it is built on injustice to airport workers and their families. Mayor Dyer on Aug 19th you said "I'm extremely sympathetic to furloughed workers... But we are also sympathetic to our business partners." The concessionaires at the airport. It would seem Mayor Dyer what you meant to say was that you are "More" sympathetic to your business partners. We don't need your sympathy we need our Jobs!

Mr. Gerber then read Ms. Carol Sepulveda's statement into the record as follows:

My name is Carol Sepulveda. I work at HMSHost in the commissary. I want to go back to my job when the business improves, whenever that happens. Mayor Demings, you said on September 1st: "I have received a notification from HMSHost by way of a letter to me dated August 11, 2020 from a principal within the company, of their intent to lay off some 782 different employees here locally, and that is directly related to their financial condition at this time." Mayor Demings, why do you believe the company when they say they are ending our employment permanently for financial reasons? It costs the company nothing to keep us on layoff status. I can't think of any reason they would do this to us on October 15, unless they are planning to replace us with new workers they hire from outside after that. Big corporations act this way all the time. They shed their workers while getting government handouts. It's shameful that they are doing this even during this tragic pandemic. Why can't you see clearly what they are doing to us and to this city? The concession companies have benefited from millions in rent relief from GOAA, but this assistance has not helped the airport workers. We don't have the money to pay our rent or to buy enough food. Tell me, who are you supporting when you cast your vote here? This all shows me that the concession workers and our families don't matter to you.

Next, Mr. Gerber read into the record Ms. Rae Zucaro's statement as follows:

I am against approving this GOAA budget because it is built on injustice to airport workers and their families

RECOMMENDATION FOR FINAL ADOPTION OF THE FISCAL YEAR 2021 AVIATION AUTHORITY BUDGET
(con't)

Aug 19 Mayor Buddy Dyer said "I don't understand the disconnect...it puzzles me that HMS Host says one thing and the workers say something different". HMSHost is an international company with more than a billion dollars in assets yet they still accept any and all aid GOAA is willing to give them. The disposable employees of this company have not received any direct aid from this company. We have simple things an assurance we will get our jobs back a safe working environment and most of all RESPECT. We are the people who show up 365 days a year. Tourism in Orlando is an enormous industry we are the fuel of this industry.

Mr. Gerber proceeded to read Ms. Valerie Cantoral's statement into the record as follows:

I am Valerie Cantoral and I work at Outback Steakhouse. I am against approving this GOAA Budget because it is built on injustice to airport workers and their families. Dan Gerber you said on August 19th "the ask here is to discriminate against a single concessionaire hms host". Mr. Gerber this is False. If you took the time to read the policy you would know it was to recall all concession workers not just HMS Host.

Mr. Gerber continued by reading Ms. Archelene Alversseau's statement into the record as follows:

My name is Archelene Alversseau. I've worked for HMSHost at Burger King in the Orlando airport for 3 years. I came to this country to live the American Dream. Getting my job with HMSHost was not easy but I made it through with the help of other workers because there is a family environment there and everyone helps each other. This Board approved a budget that is not the dream of me and my family. In this Budget only the companies benefit. Dan Gerber, on August 19th you stated that we were asking the Board to discriminate against a single concessionaire, HMSHOST. That was not what we asked at all, it was only your perception. We only want to be allowed to return to our jobs by seniority as the business picks up. The difference between you and me is that I am more concerned about the significant losses suffered by hard working people, including losing our jobs and health insurance. I need this board to Please do something to keep my dream alive.

Next, Mr. Gerber read Ms. Olivia Williams's statement into the record as follows:

My name is Olivia Williams and I work at Starbucks. I am against approving this GOAA budget because it is built on injustice to airport workers and their families. On September 8, 2020, Phil Brown said: "This is the first time I frankly have heard there is anything else other than HMS Host at issue here. The position was that we would not be able to single out any one entity under FAA regulations to provide relief or conditions..." Thank you for taking the time to read our Fair Recall Policy. Unfortunately, I believe you misunderstood the language in the document. The Fair Recall Policy clearly STATES that ALL concessionaires, meaning every vendor that operates in the airport is covered. It was never our intention to create a policy that would single out any one entity. Please take the time to re-read the Fair Recall Policy in its entirety. Thank You.

RECOMMENDATION FOR FINAL ADOPTION OF THE FISCAL YEAR 2021 AVIATION AUTHORITY BUDGET
(con't)

Mr. Gerber then read Ms. Claudia Segura's statement into the record as follows:

My name is Claudia Segura. I work at HMSHost in the commissary. I want to go back to my job when business improves, whenever that happens. Mayor Dyer, you said at the last meeting. I am very understanding with the dismissed workers ... but also sympathetic to the companies ... "I received a notification from HMSHost through a letter dated August 11, 2020 from a director of the company and which is directly related to their financial situation at this time." They dispose of their workers while receiving handouts from the government. It is shameful that they are doing this even during this tragic pandemic. Why can't you see clearly what they are doing to us and this city? Concessionaires have benefited from millions in GOAA rents, but this assistance has not helped. to the airport workers. We don't have the money to pay the rent or to buy enough food. Tell me, who are you supporting when you vote here? I have almost 2 years working in HmsHost in the commissary, I do not see that you are helping the workers so it does not help me to work so hard so that the Government only helping the multimillion dollar companies. All of this shows me that the concession workers and our families don't care.

Lastly, Mr. Gerber called Ms. Yanina Ochoa, who spoke against HMS Host, her furloughed work status, her request for a fair recall policy, and her opposition to the approval of the Aviation Authority's budget.

Mr. Gerber invited those who were not able to speak due to technical difficulties to submit their statements to speaker.request@goaa.org and their comments will be recorded on file.

Chairman Good asked Mr. Gerber to provide his legal opinion with regard to the discussion. Mr. Gerber stated that, as discussed in the previous Board meeting, Florida Statute 218.077 clearly states that a political subdivision may not establish, mandate, or otherwise require an employer to provide employment benefits not otherwise required by state or federal law. The definition of "employment benefits" under the Florida Statutes is expansive. It means "anything of value", and it lists a number of items that are not exclusive such as sick leave, vacation, retirement benefits, etc. Mr. Gerber stated that the Miami International Airport (MIA) attempted to mandate an appointment of benefits to workers at the airport and they lost the case. That case is controlling over this airport. Therefore, it does not matter if the recall policy was requested for one concessionaire or all concessionaires, the opinion remains the same. The legislative analysis that led the legislature to pass the aforementioned Statute in 2013 stated, "Private employers will not be required by political subdivisions to provide employment benefits not required by state or federal law". It also speaks of a policy requiring uniformity across the state regarding this policy. Mr. Gerber made a point to mention that this amendment to the Statute, which led this language to be included, passed the Florida House of Representatives by a vote of 107-4.

Mr. Gerber continued by indicating that a seniority-based right of recall is a negotiated benefit of employment. The United States Supreme Court stated, as early as 1984, that seniority recall systems are one of many employment benefits that can be negotiated between employees and employers. Union representatives advocate for this benefit in other states; however, members of the Aviation Authority Board are obligated to follow the law, based on Florida Statute Section 218.077.

In response to Chairman Good's question regarding the ability of the Board to pass a recall policy for one or all concessionaires, Mr. Gerber explained that this was an ancillary point that arose at the last Board meeting. The main point is that based on Florida Statute 218.077, the Board does not have the authority to grant the recall rights and benefits that HMS Host employees are seeking.

Upon motion by Vice Chair Martinez, second by Mayor Demings, motion passed unanimously by roll call vote to accept the recommended action **[FILED DOCUMENTARY NO. 100904]**.

RECOGNIZING YEARS OF SERVICE

5. Mr. Brown recognized the following employees who have served the Aviation Authority for 20 years: Mr. Corey Retter, Mr. Christopher Frankboner, Ms. Daniele Shearer, Mr. Janak Patel, Mr. Johnny Metcalf, Mr. Lionel Sepulveda Breban, Ms. Michelle Boone, Mr. Roberto Pineiro and Ms. Zaira Rodriguez. He also recognized the following employees who have served for 25 years: Mr. Bruce Gant, Ms. Marjorie Callahan, and Mr. Paul "Greg" Watson. He thanked all for their years of service to the Aviation Authority.

Mr. Brown indicated that the following five items pertain to the South Terminal Complex, Phase 1 program and will be presented in the following order: New Business Items A, D, C, B, and G. Each of the items has an individual memorandum included in the board agenda package and each has a detailed recommendation with the action requested by the Aviation Authority Board.

One motion was taken for the next five presentations

Mr. Brown presented all the new business items.

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE AMENDMENT NO. 2 TO ADDENDUM NO. 19 TO THE CONSTRUCTION MANAGEMENT AT RISK (CM@R) ENTITY SERVICES FOR SOUTH TERMINAL C, PHASE 1, AGREEMENT WITH TURNER-KIEWIT JOINT VENTURE, FOR PROJECT BID PACKAGE (BP) NO. S00147, SOUTH TERMINAL C, PHASE 1 LANDSIDE TERMINAL, REMAINING STRUCTURE AND SYSTEMS (GUARANTEED MAXIMUM PRICE (GMP) NO. 7-S.1) AT THE ORLANDO INTERNATIONAL AIRPORT

6. Mr. Brown indicated that on May 18, 2016, the Aviation Authority Board approved the award of a Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement to Turner-Kiewit Joint Venture.

On October 10, 2018, the Aviation Authority Board approved Addendum No. 19 to the Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement with Turner-Kiewit Joint Venture for BP No. S00147, South Terminal C, Phase 1, Landside Terminal, Remaining Structure and Systems (GMP No. 7-S.1), for a total negotiated GMP amount of \$158,731,417.

Since 2018, the Aviation Authority Board approved Amendment No. 1, resulting in a revised GMP amount of \$171,264,210.

Amendment No. 2 increases the owner contingency, associated bonds and fees for pending and anticipated contingency requests for GMP 7-S.1, for a GMP Amendment amount of \$4,235,228. Mr. Brown indicated that when combining Amendments for GMP 7-S.1 and GMP 7-S.3, there are about 822 items that we are anticipating will be needed for contingency, and even though not all may be approved, we track these items on a daily basis to ensure control of the project and to manage the budget. Mr. Brown further stated that with the approval of Amendment No. 2, the revised GMP amount will be \$175,499,438.

The proposed GMP Amendment does not have any impact on the small business participation.

The fiscal impact is \$4,235,228 with funding 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 to (1) approve Amendment No. 2 to Addendum No. 19 to the Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement with Turner-Kiewit Joint Venture for BP No. S00147, South Terminal C, Phase 1 Landside Terminal, Remaining Structure and Systems (GMP No. 7-S.1), for a total negotiated GMP amendment amount of \$4,235,228, which includes \$4,035,967 for Owner Contingency, \$28,122 for Performance and Payment Bonds, and \$171,139 for the CM@R's fee (4.211%), resulting in a revised total GMP amount of \$175,499,438, with funding from General Airport Revenue Bonds, and Passenger Facility Charges to the extent eligible 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. 100905**].

Motion taken at the end of Item 10

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE AMENDMENT NO. 3 TO ADDENDUM NO. 20 TO THE CONSTRUCTION MANAGEMENT AT RISK (CM@R) ENTITY SERVICES FOR SOUTH TERMINAL C, PHASE 1, AGREEMENT WITH TURNER-KIEWIT JOINT VENTURE, FOR PROJECT BID PACKAGE (BP) NO. S00173, SOUTH TERMINAL C, PHASE 1 LANDSIDE TERMINAL MECHANICAL/ELECTRICAL/PLUMBING (MEP) SYSTEMS – FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) (GUARANTEED MAXIMUM PRICE (GMP) NO. 7-S.3) AT THE ORLANDO INTERNATIONAL AIRPORT

7. Mr. Brown stated that on October 10, 2018, the Aviation Authority Board approved Addendum No. 20 to the Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement with Turner-Kiewit Joint Venture for BP No. S00173, South Terminal C, Phase 1 Landside Terminal Mechanical/Electrical/Plumbing (MEP) Systems – FDOT (GMP No. 7-S.3), for a total negotiated GMP amount of \$112,987,835.

Since 2018, the Aviation Authority Board approved Amendments No. 1 and 2, resulting in a revised GMP amount of \$128,761,285.

Amendment No. 3 increases the owner contingency, related to mechanical, electrical and plumbing systems for GMP No. 7-S-3, for GMP Amendment amount of \$2,317,855. Mr. Brown stated that with the approval of this Amendment, the revised GMP amount will be \$131,079,140.

The proposed Amendment does not have any impact on the small business participation.

The fiscal impact is \$2,317,855 and 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 to (1) approve Amendment No. 3 to Addendum No. 20 to the Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement with Turner-Kiewit Joint Venture for BP No. S00173, South Terminal C, Phase 1, Landside Terminal Mechanical/Electrical/Plumbing (MEP) Systems – FDOT (GMP No. 7-S.3), for a total negotiated GMP Amendment amount of \$2,317,855, which includes \$2,208,804 for Owner Contingency, \$15,391 for Performance and Payment Bonds, and \$93,660 for the CM@R's fee (4.211%), resulting in a revised GMP amount of \$131,079,140, with funding from FDOT Grants to the extent eligible, Passenger Facility Charges to the extent eligible, and General Airport Revenue Bonds 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. 100906**].

Motion taken at the end of Item 10

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE AN ADDENDUM TO THE CONSTRUCTION MANAGEMENT AT RISK (CM@R) ENTITY SERVICES FOR SOUTH TERMINAL C, PHASE 1, AGREEMENT WITH TURNER-KIEWIT JOINT VENTURE, FOR PROJECT BP NO. S00169, SOUTH TERMINAL C, PHASE 1 – TURNER-KIEWIT GENERAL CONDITIONS FOR FISCAL YEAR (FY) 2021 (GUARANTEED MAXIMUM PRICE (GMP) NO. 4-S.5) AT THE ORLANDO INTERNATIONAL AIRPORT

8. Mr. Brown stated that the scope of work of BP No. S00169 (GMP No.4-S.5) provides construction management staff for FY 2021. BP No. S00169 will provide staff and general conditions necessary to manage and maintain continuity through all GMPs related to the Landside Terminal and related scope under Turner-Kiewit Joint Venture's CM@R Agreement for the South Terminal C Program.

Using visual aid (copy on file), Mr. Brown presented a table which showed Turner-Kiewit Joint Venture's compensation for BP-S00169 proposed services, as follows:

| | |
|--------------------------------|---------------------|
| CM@R Staff and Benefits | \$28,654,207 |
| MWBE/LDB Partners | \$ 3,775,531 |
| Total GMP Addendum Cost | \$32,429,738 |

Services will be provided from October 1, 2020, through September 30, 2021.

For this GMP No. 4-S.5, Turner-Kiewit Joint Venture proposes 15.4% MWBE and 3.1% LDB/VBE participation on BP No. S00169 for Construction Management Services. Turner-Kiewit Joint Venture is committed to the established small business goals of 20% MWBE and 3% LDB participation for Construction Management Services.

Mr. Brown indicated that the fiscal impact is \$32,429,738 with funding from Passenger Facility Charges to the extent eligible, Customer Facility Charges to the extent eligible, and General Airport Revenue Bonds.

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE AN ADDENDUM TO THE CONSTRUCTION MANAGEMENT AT RISK (CM@R) ENTITY SERVICES FOR SOUTH TERMINAL C, PHASE 1, AGREEMENT WITH TURNER-KIEWIT JOINT VENTURE, FOR PROJECT BP NO. S00169, SOUTH TERMINAL C, PHASE 1 – TURNER-KIEWIT GENERAL CONDITIONS FOR FISCAL YEAR (FY) 2021 (GUARANTEED MAXIMUM PRICE (GMP) NO. 4-S.5) AT THE ORLANDO INTERNATIONAL AIRPORT (con't)

It was respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to (1) approve an Addendum to the Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement with Turner-Kiewit Joint Venture for BP No. S00169, South Terminal C, Phase 1 - Turner-Kiewit General Conditions for FY 2021 (GMP No. 4-S.5), for a total negotiated GMP amount (Lump Sum) of \$32,429,738, which includes \$28,654,207 for CM@R Staff and Benefits, and General Requirements (Lump Sum), and \$3,775,531 for MWBE/LDB Partners and Consultants (Lump Sum), with funding from General Airport Revenue Bonds, Customer Facility Charges to the extent eligible, and Passenger Facility Charges to the extent eligible 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. 100907].

Motion taken at the end of Item 10

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE AN ADDENDUM 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. S00167, SOUTH TERMINAL C, PHASE 1, HENSEL PHELPS GENERAL CONDITIONS FOR FISCAL YEAR (FY) 2021 (GUARANTEED MAXIMUM PRICE (GMP) NO. 16-S.5), AT THE ORLANDO INTERNATIONAL AIRPORT

9. Mr. Brown informed the Board that on March 19, 2017, the Aviation Authority's Finance Committee approved the award of a Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement to Hensel Phelps Construction.

The scope of BP No. S00167 (GMP No. 16-S.5) provides construction management staff for FY 2021. BP No. S00167 will provide staff and general conditions necessary to manage and maintain continuity through all GMPs related to the Airside Terminal and related scope under Hensel Phelps Construction's CM@R Agreement for the South Terminal C Program.

Using visual aids (copy on file), Mr. Brown presented the Board a table showing Hensel Phelps compensation for the proposed services for BP-S00167, as follows:

| | |
|--------------------------------|---------------------|
| CM@R Staff/Benefits | \$13,989,836 |
| MWBE/LDB Partners | \$ 7,752,799 |
| Total GMP Addendum Cost | \$21,742,635 |

Services will be provided from October 1, 2020, through September 30, 2021. There is no impact to the program schedule, as work will be completed by February 2022.

Mr. Brown stated that for this GMP No. 16-S.5, Hensel Phelps Construction proposes 28.3% MWBE and 5.6% LDB/VBE participation on BP No. S00167 for Construction Management Services. Hensel Phelps Construction is committed to the established small business goals of 25% MWBE and 6% LDB participation for Construction Management Services. Currently, Hensel Phelps Construction's estimated cumulative achievement for the overall Program is 24% MWBE and 6% LDB/VBE participation for Construction Management Services.

The fiscal impact is \$21,742,635 with funding from Passenger Facility Charges to the extent eligible, Customer 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 and approve an Addendum to the Construction Management at Risk (CM@R) Entity Services for South Terminal C, Phase 1, Agreement with Hensel Phelps Construction for BP No. S00167, South Terminal C, Phase 1 - Hensel Phelps General Conditions for FY 2021 (GMP No. 16-S.5) at the Orlando International Airport, for a total negotiated GMP amount (Lump Sum) of \$21,742,635, which includes \$13,989,836 for CM@R Staff/Benefits and General Requirements (Lump Sum), and \$7,752,799 for MWBE/LDB Partners and Consultants (Lump Sum), with funding from General Airport Revenue Bonds, Customer Facility Charges to the extent eligible, and

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE AN ADDENDUM 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. S00167, SOUTH TERMINAL C, PHASE 1, HENSEL PHELPS GENERAL CONDITIONS FOR FISCAL YEAR (FY) 2021 (GUARANTEED MAXIMUM PRICE (GMP) NO. 16-S.5), AT THE ORLANDO INTERNATIONAL AIRPORT (con't)

Passenger Facility Charges to the extent eligible; 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. 100908**].

Motion taken at the end of Item 10

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE AN ADDENDUM TO THE PROGRAM AND PROJECT MANAGEMENT SERVICES FOR SOUTH TERMINAL C, PHASE 1, AGREEMENT WITH KRAUS-MANNING, INC. FOR FISCAL YEAR (FY) 2021 CONSTRUCTION PHASE OWNER'S AUTHORIZED REPRESENTATIVE (OAR) CONSTRUCTION MANAGEMENT SUPPORT AND CONCEPTUAL ESTIMATING SERVICES FOR W-S00111, SOUTH TERMINAL C, PHASE 1 – PROGRAM AND PROJECT MANAGEMENT SERVICES (OAR), AT THE ORLANDO INTERNATIONAL AIRPORT

10. Mr. Brown indicated that in 2015, the firms providing Program and Project Management Services for South Terminal C Program were selected through a competitive award process. These services are paid for on an annual basis through program duration. On October 21, 2015, the Aviation Authority Board approved a Program and Project Management Services Agreement for the South Terminal C, Phase 1, at the Orlando International Airport, with five firms: Geotechnical Consultants International, Inc. dba GCI, Inc.; Cost Management Inc. dba CMI; CMTS Construction Management Services, LLC; NV5, Inc. (formerly known as Page One Consultants, LLC); and Kraus-Manning, Inc., which is the subject of this specific item.

Mr. Brown stated that a fee has been negotiated with Kraus-Manning, Inc. for a total amount of \$1,381,899.65 for Construction Phase OAR Construction Management Support and Conceptual Estimating Services for FY 2021 for W-S00111, South Terminal C, Phase 1 – Program and Project Management Services. These services will provide support services for the construction management efforts and cost estimating services, and will include, but limited to, assisting with GMP evaluation, extended Construction Management at Risk support services, design production estimates, value engineering support, overall program budget, and change management pricing evaluation efforts. Services will be provided from October 1, 2020, through September 30, 2021.

The Aviation Authority has reviewed the proposals, and determined that, due to the specialized nature of the required services, small business participation is not proposed on the addendum with Kraus-Manning, Inc.

The fiscal impact is \$1,381,899.65 with funding from General Airport Revenue Bonds and Passenger Facility Charges to the extent eligible.

It was respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to (1) approve an Addendum to the Program and Project Management Services Agreement for South Terminal C, Phase 1, Program, with Kraus-Manning, Inc. for FY 2021 Construction Phase OAR Construction Management Support and Conceptual Estimating Services for W-S00111, South Terminal C, Phase 1 – Program and Project Management Services (OAR), at the Orlando International Airport, for a total not-to-exceed fee amount of \$1,381,899.65, with funding from General Airport Revenue Bonds and Passenger Facility Charges to the extent eligible 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. 100909**].

Upon motion by Mayor Dyer, second by Vice Chair Martinez, motion passed unanimously by roll call vote to accept the Construction Committee recommended actions for Items 6, 7, 8, 9, and 10 as outlined on the memoranda.

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE A JOB ORDER CONSTRUCTION SERVICES ADDENDUM TO THE CONTINUING LOW VOLTAGE CONSTRUCTION SERVICES AGREEMENT WITH QUALITY CABLE CONTRACTORS, INC. FOR PROJECT E-00235, NORTH TERMINAL COMPLEX PUBLIC ADDRESS (PA) SYSTEM UPGRADE, AT THE ORLANDO INTERNATIONAL AIRPORT

11. Mr. Brown stated that Project E-00235 will consist of the upgrade of the Airside 2 Public Address (PA) system at the Orlando International Airport. Old Innovative Electronic Designs (IED) parts from the existing system will be salvaged as

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE A JOB ORDER CONSTRUCTION SERVICES ADDENDUM TO THE CONTINUING LOW VOLTAGE CONSTRUCTION SERVICES AGREEMENT WITH QUALITY CABLE CONTRACTORS, INC. FOR PROJECT E-00235, NORTH TERMINAL COMPLEX PUBLIC ADDRESS (PA) SYSTEM UPGRADE, AT THE ORLANDO INTERNATIONAL AIRPORT (con't)

spare parts. The scope includes the replacement of all head-end equipment and channelization of existing fiber to the landside equipment for interface of new devices and equipment, and all existing ceiling speakers throughout the transfer level, re-work of existing infrastructure, and modifications of existing ceiling system for a complete and operational PA system.

He indicated that in 2019, seven firms providing Continuing Low Voltage Construction Services for the Aviation Authority were selected through a competitive award process.

Mr. Brown moved on to explain that low voltage is a service pivotal to the airport, as it connects data communication and deals with the technical aspects of the PA system connections throughout the airport.

On June 22, 2020, the Aviation Authority solicited bids for E-00235 from its continuing electrical and continuing low voltage contractors. On July 22, 2020, Quality Cable Contractors, Inc. (QCCI) was the only bid submitted in response to the solicitation. Review of the bid submitted by QCCI determined that the bid was missing various bid forms and contained unacceptable exclusions. A Post Bid interview with the design team and QCCI determined that the scope of work proposed in the QCCI bid satisfactorily fulfilled the project design intent.

On August 11, 2020, the Construction Committee rejected the bid from QCCI due to missing information in the bid package, and authorized staff to direct negotiate with one of the Aviation Authority's continuing contractors to complete the project as designed, in accordance with state statutes. Aviation Authority staff entered into negotiations with QCCI, who provided a proposal that captured all of the required scope as well as performance and payment bonds.

The construction is scheduled to start in September 2020 and be completed in March 2021

QCCI has proposed a total direct-negotiated amount of \$1,319,133 for construction services for E-00235. The price proposed by QCCI has been reviewed and determined to be reasonable, and the scope has been verified. QCCI will be able to complete the project for the amount proposed and within the Aviation Authority's schedule.

On September 1, 2020, the Construction Committee recommended approval of a Job Order Construction Services Addendum to the Continuing Low Voltage Construction Services Agreement with QCCI for E-00235, North Terminal Complex Public Address (PA) System Upgrade, at the Orlando International Airport, as outlined in the memorandum.

The Aviation Authority established 2% MWBE and 1% LDB/VBE participation goals for this project. The Aviation Authority has reviewed the proposal from QCCI and determined that QCCI proposes to achieve 1% MWBE and 2% LDB/VBE participation on this construction contract.

The fiscal impact is \$1,319,133 with funding from previously-approved Capital Expenditure Funds.

It was respectfully requested that the Aviation Authority Board resolve to (1) accept the recommendation of the Construction Committee; (2) approve a Job Order Construction Services Addendum to the Continuing Low Voltage Construction Services Agreement with Quality Cable Contractors, Inc. for E-00235, North Terminal Complex Public Address System Upgrade, at the Orlando International Airport, for the total direct-negotiated amount of \$1,319,133, with funding from previously-approved Capital Expenditure Funds; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

Upon motion by Mayor Dyer, second by Mayor Demings, motion passed unanimously by roll call vote to accept the Construction Committee recommended action [**FILED DOCUMENTARY NO. 100910**].

RECOMMENDATION OF THE CONSTRUCTION COMMITTEE TO APPROVE AN ADDENDUM TO THE CONTINUING PROGRAM AND PROJECT MANAGEMENT SERVICES (OAR PRIME ENTITY) AGREEMENT WITH PSA MANAGEMENT, INC. FOR FISCAL YEAR (FY) 2021 STAFF EXTENSION SUPPORT SERVICES RELATED TO SECURITY INFRASTRUCTURE/TECHNOLOGY OVERSIGHT AND SPECIAL SYSTEMS INTEGRATION

12. Mr. Brown provided some background information indicating that in 2017, five firms providing Continuing Program and Project Management Services (OAR Prime Entity) for the Aviation Authority were selected through a competitive award process. On March 15, 2017, the Aviation Authority Board approved a Continuing Program and Project Management Services agreement with A2 Group, Inc.; AECOM Technical Services, Inc.; Geotechnical Consultants International, Inc. dba GCI, Inc.; PSA Management, Inc.; and WSP USA, Inc. (formerly known as Parsons Brinckerhoff, Inc.).

A fee has been negotiated with PSA Management, Inc. for a total amount of \$1,258,640 for FY 2021 Staff Extension Support Services related to Security Oversight and Special Systems Integration. Mr. Brown indicated that we have a number of security projects that are funded from Capital Expenditure Funds. The Aviation Authority works with the Florida Department of Transportation (FDOT) compliance officials and inspectors to ensure that we maintain adequate security, and that we have the fiscal infrastructure needed. Additional services include performing specialized and advanced staff extension support services related to security oversight and special systems integration activities, such as technology OAR support services, field inspection and oversight of low voltage system activities, and schedule and purchase of Information Technology procurement items. Services will be provided from October 1, 2020, through September 30, 2021.

On August 25, 2020, the Construction Committee recommended approval of an Addendum to the Continuing Program and Project Management Agreement (OAR Prime Entity) with PSA Management, Inc. For FY 2021 Staff Extension Support Services related to Security Oversight and Special Systems Integration.

The Aviation Authority has reviewed the proposal from PSA Management, Inc. and determined that due to the specialized scope of the required services, PSA Management, Inc. does not propose any MWBE/LDB/VBE participation on this Addendum. However, as a prime contractor, PSA Management, Inc. is a MWBE company.

The fiscal impact is \$1,258,640 with funding from Operations and Maintenance Fund.

It was respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to (1) approve an Addendum to the Continuing Program and Project Management Agreement (OAR Prime Entity) with PSA Management, Inc. for FY 2021 Staff Extension Support Services related to Security Infrastructure/ Technology Oversight and Special Systems Integration, for a total not-to-exceed fee amount of \$1,258,640, with funding from Operations and Maintenance Fund; and (2) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

Upon motion by Vice Chair Martinez, second by Mayor Dyer, motion passed unanimously by roll call vote to accept the Construction Committee recommended action [**FILED DOCUMENTARY NO. 100911**].

Mr. Brown indicated that the next two items are to be considered in one motion. [After the presentations, items were considered separately].

RECOMMENDATION OF THE PROFESSIONAL SERVICES COMMITTEE TO APPROVE MULTIPLE ADDENDA TO THE INFORMATION TECHNOLOGY CONSULTING SERVICES AGREEMENT WITH FAITH GROUP CONSULTING, LLC FOR FISCAL YEAR 2021 DIGITAL CONTENT AND INNOVATION CONSULTING SERVICES, AND FY 2021 ON-CALL MCO MOBILE APPLICATION SUPPORT AND MAINTENANCE SERVICES, AT THE ORLANDO INTERNATIONAL AIRPORT

13. In 2018, four firms providing Information Technology Consulting Services for the Aviation Authority were selected through a competitive award process. On June 20, 2018, the Aviation Authority Board approved an Information Technology Consulting Services Agreement with Advanced IT Concepts, Inc.; Barich, Inc.; Faith Group Consulting, LLC; and Technology Management Corporation dba Technology Management Corporation - 1 Incorporated.

Mr. Brown indicated that a fee has been negotiated with Faith Group Consulting, LLC for a total amount of \$1,399,999.92 for FY 2021 Digital Content and Innovation Consulting Services. These services will provide digital content and innovation services for the visual ecosystem at the Orlando International Airport (MCO). Services will include,

RECOMMENDATION OF THE PROFESSIONAL SERVICES COMMITTEE TO APPROVE MULTIPLE ADDENDA TO THE INFORMATION TECHNOLOGY CONSULTING SERVICES AGREEMENT WITH FAITH GROUP CONSULTING, LLC FOR FISCAL YEAR 2021 DIGITAL CONTENT AND INNOVATION CONSULTING SERVICES, AND FY 2021 ON-CALL MCO MOBILE APPLICATION SUPPORT AND MAINTENANCE SERVICES, AT THE ORLANDO INTERNATIONAL AIRPORT (con't)

but are not limited to, the content maintenance and contract administration, new content strategies and execution, and visual communication innovations for the optimization of the ecosystem. Services will be provided from October 1, 2020, through September 30, 2021.

Additionally, a fee has been negotiated with Faith Group Consulting, LLC for a total amount of \$84,180 for FY 2021 On-Call MCO Mobile Application Support and Maintenance. Services include, but are not limited to, daily operational monitoring and maintenance support services of the available MCO mobile applications. Services will be provided from October 1, 2020, through September 30, 2021.

The Aviation Authority has reviewed the proposal from Faith Group Consulting, LLC and determined that, due to the specialized nature of the required services, Faith Group Consulting, LLC does not propose any MWBE/LDB/VBE participation on this Addendum.

The fiscal impact is \$1,484,179.92 with funding from Operations and Maintenance Fund.

It was respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Professional Services Committee to (1) approve an Addendum to the IT Consulting Services Agreement with Faith Group Consulting, LLC, for FY 2021 Digital Content and Innovation Consulting Services, for a total lump sum fee amount of \$1,399,999.92, with funding from Operations and Maintenance Fund; (2) approve an Addendum to the IT Consulting Services Agreement with Faith Group Consulting, LLC, for FY 2021 On-Call MCO Mobile Application Support and Maintenance, at the Orlando International Airport, for the total amount of \$84,180, which includes a not-to-exceed fee amount of \$56,580 and a not-to-exceed reimbursable expenses amount of \$27,600, with funding from Operations and Maintenance Fund; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

Upon motion of Vice Chair Martinez, second by Mayor Demings, motion passed unanimously by roll call vote to accept the Professional Services Committee recommended action [FILED DOCUMENTARY NO. 100912-100913].

RECOMMENDATION OF THE PROFESSIONAL SERVICES COMMITTEE TO APPROVE AN ADDENDUM TO THE INFORMATION TECHNOLOGY CONSULTING SERVICES AGREEMENT WITH TECHNOLOGY MANAGEMENT CORPORATION DBA TECHNOLOGY MANAGEMENT CORPORATION – 1 INCORPORATED FOR FISCAL YEAR (FY) 2021 INFORMATION SYSTEMS STAFF AUGMENTATION SUPPORT, AT THE ORLANDO INTERNATIONAL AIRPORT

14. Mr. Brown stated that a fee has been negotiated with Technology Management Corporation dba Technology Management Corporation - 1 Incorporated for a total amount of \$1,925,580 to provide FY 2021 Information Systems Staff Augmentation Support for Senior Project/Program Manager, Senior IT Systems Specialists/IT Systems Specialists/Junior IT Systems Specialist, Telecom Engineer/Analysts, Service Desk Representative, and Application Programmer/Analyst Support Services. These services will provide ongoing staff augmentation support to the IT Department, and include, but are not limited to, IT network and server support monitoring and telecommunications monitoring services of various Aviation Authority systems; monitoring of over 700 users of the Microsoft Windows business enterprise environment supporting a mission-critical network; and receiving user Service Desk calls, documenting user's requests and providing telephone assistance for troubleshooting, installation and configuration of Aviation Authority computers and software. Services will be provided from October 1, 2020, through September 30, 2021.

The Aviation Authority has reviewed the proposal from Technology Management Corporation dba Technology Management Corporation - 1 Incorporated and determined that Technology Management Corporation dba Technology Management Corporation - 1 Incorporated proposes 13.8% MWBE participation on this Addendum.

The fiscal impact is \$1,925,580 with funding from Operations and Maintenance Fund.

It was respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Professional Services Committee to (1) approve an Addendum to the IT Consulting Services Agreement with Technology Management Corporation dba Technology

RECOMMENDATION OF THE PROFESSIONAL SERVICES COMMITTEE TO APPROVE AN ADDENDUM TO THE INFORMATION TECHNOLOGY CONSULTING SERVICES AGREEMENT WITH TECHNOLOGY MANAGEMENT CORPORATION DBA TECHNOLOGY MANAGEMENT CORPORATION – 1 INCORPORATED FOR FISCAL YEAR (FY) 2021 INFORMATION SYSTEMS STAFF AUGMENTATION SUPPORT, AT THE ORLANDO INTERNATIONAL AIRPORT (con't)

Management Corporation - 1 Incorporated for FY 2021 Information Systems Staff Augmentation Support, for a total not-to-exceed fee amount of \$1,925,580, with funding from Operations and Maintenance Fund and (2) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

Upon motion by Mayor Dyer, second by Vice Chair Martinez, motion passed unanimously by roll call vote to accept the Professional Services Committee recommended action [**FILED DOCUMENTARY NO. 100914**].

RECOMMENDATION OF THE PROFESSIONAL SERVICES COMMITTEE TO APPROVE ADDENDUM NO. 2 TO THE W-00396, VIRTUAL RAMP CONTROL (VRC) AGREEMENT WITH SAAB, INC. FOR DESIGN AND IMPLEMENTATION SERVICES FOR W-00396, VIRTUAL RAMP CONTROL (VRC), AT THE ORLANDO INTERNATIONAL AIRPORT

15. Moving on to the next item, Mr. Brown stated that the Aviation Authority controls, operates and maintains the Orlando International Airport (MCO), which consists of the existing North Terminal Complex (NTC) and the South Terminal C, Phase 1 (STC-P1), which is currently under design and construction and is scheduled to open in 2022. The VRC will be included in STC-P1, which will include up to 24 aircraft gates/parking positions and will undergo future expansions, which may expand the VRC operations up to 60 gates, including shared Multiple Aircraft Ramp System (MARS) gates and multiple remote hardstand aircraft parking positions. The VRC will enable ramp control personnel to manage aircraft movements in the non-movement area in all-weather conditions on a 24-hours-per-day, 7-days-per-week basis.

The VRC will operate out of a single control room (VRC Center). The VRC Center will house all necessary equipment and ramp control personnel for the STC. VRC operations will rely on multiple technologies and systems. The scope of services shall include design, integration, testing, implementation and installation of a VRC system and training, and may also include the purchase and provision of equipment, software, hardware and all other items necessary for, or incidental to, a VRC system and VRC Center.

On January 15, 2020, the Aviation Authority Board approved (1) a No-Cost Base Agreement with Saab, Inc. (formerly known as Saab Sensis Corporation) for the award of W-00396, Virtual Ramp Control (VRC), at the Orlando International Airport and (2) Addendum No. 1 to the Base Agreement with Saab, Inc. for Joint Application Design (JAD) Sessions, and System, Definition and Implementation Scope (SDS) documentation for the VRC for the total negotiated amount of \$422,782.

A fee has been negotiated with Saab, Inc. for a total lump sum amount of \$3,982,460, to provide Design and Implementation Services for W-00396, Virtual Ramp Control (VRC), at the Orlando International Airport. These services will include, but are not limited to, providing Project Management and Site Survey/Implementation Plans; System Design Documents for all VRC Subsystems; draft Concept of Operations and Support/ Maintenance Plans, and Construction Design documentation. Additionally, the scope of services will include ordering and assembling all equipment and hardware; completion of factory production acceptance test; completion of all civil/site preparation work for equipment installation; installation of all VRC equipment; optimization of the VRC System; integration of Aerobahn software; conducting the Site Acceptance Testing; and, Software Licensing, Software as a Service (SaaS), and support of the first twelve months post-Go Live.

Mr. Brown indicated that when the work was completed on the JAD, only \$158,202 out of \$422,782 were expended; therefore, it is requested that Addendum No. 1 be amended to the \$158,202 amount. This results in a remaining amount of \$264,580, for which \$28,810 will be returned to the project, and \$235,770 will be added to Addendum No. 2. Using visual aids (copy on file), Mr. Brown provided a breakdown of Amendment No. 2 as follows:

| | |
|---------------------------|-------------|
| South Terminal C, Phase 1 | \$3,764,755 |
| North Terminal | 217,705 |
| TOTAL | \$3,982,460 |

RECOMMENDATION OF THE PROFESSIONAL SERVICES COMMITTEE TO APPROVE ADDENDUM NO. 2 TO THE W-00396, VIRTUAL RAMP CONTROL (VRC) AGREEMENT WITH SAAB, INC. FOR DESIGN AND IMPLEMENTATION SERVICES FOR W-00396, VIRTUAL RAMP CONTROL (VRC), AT THE ORLANDO INTERNATIONAL AIRPORT (con't)

On September 1, 2020, the Professional Services Committee recommended approval of (1) the company name change from Saab Sensis Corporation to Saab, Inc.; (2) the reduction of Addendum No. 1 from \$422,782 to \$158,202; and, (3) Addendum No. 2 to the W-00396, Virtual Ramp Control (VRC) Agreement with Saab, Inc. for Design and Implementation Services for W-00396, Virtual Ramp Control (VRC), at the Orlando International Airport, as outlined in the memorandum.

The Aviation Authority has not established MWBE/LDB/VBE goals because of the specialized nature of the services to be provided.

The fiscal impact is \$3,982,460 with funding from General Airport Revenue Bonds and previously-approved Capital Expenditure Funds.

It was respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Professional Services Committee and (1) approve the company name change from Saab Sensis Corporation to Saab, Inc.; (2) approve the reduction of Addendum No. 1 from \$422,782 to \$158,202; (3) approve Addendum No. 2 to the W-00396, Virtual Ramp Control (VRC) Agreement with Saab, Inc. for Design and Implementation Services for W-00396, Virtual Ramp Control (VRC), at the Orlando International Airport, for the total negotiated amount of \$3,982,460, with funding from General Airport Revenue Bonds and previously-approved Capital Expenditure Funds; and (4) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

Upon motion by Vice Chair Martinez, second by Mayor Dyer, motion passed unanimously by roll call vote to accept the Professional Services Committee recommended action [**FILED DOCUMENTARY NO. 100915**].

RECOMMENDATION TO APPROVE BENEFIT PLAN RENEWALS FOR ACTIVE AND RETIRED EMPLOYEES

16. Mr. Brown stated that the Aviation Authority transitioned from United Healthcare to CIGNA effective January 1, 2020. The Aviation Authority has fully insured plans for medical, dental, vision, Medicare supplemental and prescription drug, and life insurance and long-term disability. There is also an employee paid optional life insurance, and other services, which include short-term disability advisement (self-insured), and administrative services for the Flexible Spending Accounts (FSA).

Mr. Brown moved on to explain the cost sharing arrangements as follows:

- Employees:
10-15% contribution for employee-only coverage (based on Plan Type)
20-25% contribution for employee and dependent coverage (based on Plan Type)
- Retirees:
Hired on or before 9/30/2006, cost share is based on tenure
Hired after 9/30/2006, Retirees pay 100% of premiums
All Retirees pay 100% of premium for dependents.

Employees who provide proof of other group coverage may elect to opt-out of Aviation Authority provided medical and/or dental plans. Employees who opt-out of both plans receive \$1,118 for the Plan year. Currently, 79 employees have opted out of the medical plan and 54 have opted out of the dental plan.

Using visual aids (copy on file), Mr. Brown provided a detailed breakdown of the Transitional Relief Credit. He also presented a table that detailed the Aviation Authority's and employees' contribution for medical, dental, and vision benefits and the Aviation Authority's proposed absorption amount for active employees' benefits.

Due to impacts of COVID-19, Mr. Brown proposed that the Aviation Authority absorb the 2021 Active Employee medical, dental and vision increase. This would increase the Aviation Authority contribution \$306,157.

Additionally, assuming plan and opt-out elections remain the same as 2020, the Aviation Authority will contribute \$20,250 to the High Deductible/Health Savings Accounts and provide opt-out payments to employees totaling approximately \$86,375.

Funding is from Operations and Maintenance Fund.

RECOMMENDATION TO APPROVE BENEFIT PLAN RENEWALS FOR ACTIVE AND RETIRED EMPLOYEES
(con't)

It was respectfully requested that the Aviation Authority Board resolve to: (1) approve the proposed renewals with CIGNA for medical, vision, dental, life, long term disability, short term disability advice to pay services, and flexible spending account administration; (2) approve the continuation of the medical and/or dental opt-out program; (3) approve the CIGNA post-65 Medicare Supplemental and Part D Prescription Drug Plan; (4) approve the one-time absorption of the rate increases for medical, dental and vision for active employees; (5) authorize funding from previously approved Operations and Maintenance Fund; and (6) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following review by legal counsel.

Vice Chair Martinez asked if this is for one year only. Mr. Brown answered in the affirmative and further explained that, every year this item is presented to the Board for approval. Mr. Brown continue by stating that moving forward, circumstances will have to be evaluated, because next year's financial situation is unpredictable at this point.

Upon motion of Vice Chair Martinez, second by Mayor Dyer, motion passed unanimously by roll call vote to accept the recommended action [**FILED DOCUMENTARY NO. 100916**].

Before the meeting was adjourned, Mr. Brown provided an update on passenger traffic, and indicated that there continues to be an increase in passenger traffic; however, there is a combination of decreasing flights and load factors increasing, but at least we are maintaining the level of departing passengers. Mr. Brown indicated that we reached 28,000 passengers on two occasions, which is a highlight since March. There are some efforts on international flights, such as COPA airlines, which started back service from Panama City. There are also a number of scheduled international services in October; however, we remain in the situation where, even though the Centers for Disease Control (CDC) and Department of Homeland Security have removed the restriction on funnel airports (these are flights from European Union and Brazil can only fly in to one of 15 airports in the country. Here in Florida the assigned airports are Miami International Airport (MIA) and Fort Lauderdale International Airport (FLL)), there is also a presidential proclamation in place. Until the presidential proclamation is lifted, Customs and Border Protection advises they will continue to restrict flights coming into MCO to the current carriers that are not from any of the restricted areas.

Chairman Good asked if this means that there are foreign flights and foreign tourists that would like to come to Orlando, but because of the presidential proclamation, they have to go to MIA or FLL. Mr. Brown replied in the affirmative and indicated that there was a letter submitted to Department of Homeland Security and officials in the White House regarding this matter. Additionally, Governor DeSantis' office has been actively engaged for the last several weeks with these efforts, as well as several stakeholders in the community. Mr. Brown reiterated that the impediment has been the presidential proclamation; therefore, we are continuing our efforts to push for that change. Moreover, British Airways, Virgin Atlantic, and Lufthansa have expressed their interest to fly to MCO. Mr. Brown explained that this is a complicated situation because there are flight restrictions in the European Union, Brazil, and some Caribbean countries. Currently there are flights coming to MCO from Mexico, Panama, Dominican Republic, as well as Jamaica.

Chairman Good stated that our community relies on international travel and there are a lot of businesses and people suffering because of this. He indicated it would be very helpful if we could get the White House to lift that ban. Mr. Brown stated that we are working hard on this, as well as the community partners and Governor DeSantis' office.

By question from Chairman Good regarding the passenger traffic being at its highest since the start of COVID-19, Mr. Brown responded that, in terms of high watermark, last week we saw days with almost 30,000 departing passengers. Chairman Good stated that, normally, traffic drops at MCO from July through September and the fact that numbers are coming up now, is a great sign. Mr. Brown reiterated that there is a reduction on flights, not only this month, but schedules in October also show reduced flights. Mr. Brown further indicated that we are monitoring November and December's schedules closely; however, right now, airlines change their schedules almost on a weekly basis, as they are trying to figure out where the demand is and where to schedule.

Chairman Good commended Mr. Brown and the team for doing a great job during a tough time.

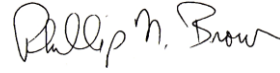
ADJOURNMENT

17. There being no further business to be considered, Chairman Good adjourned the meeting at 4:11 p.m.



Larissa Bou
Manager, Board Services

(Digitally signed on October 21, 2020)



Phillip N. Brown
Chief Executive Officer