

On **THURSDAY, MARCH 18, 2021**, the **CAPITAL MANAGEMENT COMMITTEE** of the Greater Orlando Aviation Authority met in Conference Room Lindbergh of the Greater Aviation Authority offices in the main terminal building at the Orlando International Airport (MCO), One Jeff Fuqua Boulevard, Orlando, Florida. Chairman Phillip N. Brown called the meeting to order at 10:30 a.m. The meeting was posted in accordance with Florida Statutes and a quorum was present in the room.

Committee members present, Phillip N. Brown, Chairman
Thomas Draper, Senior Director of Operations
Davin Ruohomaki, Senior Director of Construction and Engineering

Also present, Kathleen Sharman, Chief Financial Officer
Alejandro Sorondo, HNTB
Karen Ryan, Legal Counsel, Nelson Mullins
Larissa Bou, Recording Secretary

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 Chief Administrative Officer with questions at (407) 825-7105.

MINUTES

1. The Committee was in consensus to approve the meeting minutes of January 28, 2021, as written.

RECOMMENDATION TO APPROVE THE DELIVERY METHOD FOR FURNISHING AND INSTALLATION OF OVERHEAD ROADWAY WAYFINDING SIGNS, PHASE 2 OF THE OVERHEAD ROADWAY SIGNAGE PLAN FOR THE SOUTH TERMINAL COMPLEX (STC)

2. Mr. Sorondo presented the item.

The Greater Orlando Aviation Authority (Aviation Authority) Master Roadway Signage Program has been established to improve wayfinding around the Orlando International Airport (MCO) campus. Contained within the Aviation Authority Master Roadway Signage Program, which is included within the Aviation Authority Capital Improvement Program (CIP) at 50% Florida Department of Transportation (FDOT) / 50% General Airport Revenue Bonds (GARF) funding, are roadway signs associated with and necessary for wayfinding to the STC.

To ensure the required signs are installed prior to the opening of the STC, the STC Overhead Roadway Signage program has been divided into two phases; Phase 1 has been procured under BP-S00192 - GMP 5S.7 South Terminal C Phase 1 Landside Overhead Roadway Signage and Phase 2 is proposed to be competitively procured by the Aviation Authority in accordance with its procurement policies and Florida Department of Transportation (FDOT) funding requirements.

The estimated cost of the Phase 2 portion of the signage program is approximately \$4 million. Design for these signs would need to start in late summer of 2021, to support a final installation window of late 2021/early 2022.

To allow the STC Design Team and Construction Management at Risk (CMAR) Team to concentrate on their primary objective of timely completion of the South Terminal Complex, it is recommended that Phase 2 of the Roadway Signage Program be procured using contractors outside of the CMAR team. The delivery method used for Phase 2 of the Roadway Signage Program must support the timelines of designing and installing the signs in a reasonable amount of time to the Phase 1 installation.

The Planning Department and Engineering & Construction Department propose to use the Design/Build (D/B) delivery method for this Project. The design concept has been completed with the types and locations of signs mostly determined. The roadway signage design must follow the standard FDOT Roadway Signage design criteria and it is typical for signage

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contractors to complete the remainder of the design details as delegated engineering shop drawings. The D/B delivery method will also result in a faster construction schedule, as it will avoid the time that would be required for separate design, bidding and construction phases.

The selection of the D/B contractor would follow Florida Statutes Section 287.055, the Consultants Competitive Negotiations Act (CCNA) and the Aviation Authority's standard policies for the procurement of D/B contracts. The Advertisement and Submission Requirements will be prepared by Aviation Authority's staff supported by Aviation Authority's General Consultant serving as the Design Criteria Consultant (DCC). The Aviation Authority's Professional Services Committee (PSC) will evaluate the Statement of Qualifications (SOQ) based upon criteria allowed by the CCNA and Aviation Authority policy, which includes preferred past experience with the Aviation Authority and/or past experience with municipalities or private overhead roadway signage facilities. Past experience of similar work at MCO will be highly preferred but not mandatory. The PSC will shortlist the proposers based upon the published selection criteria. Upon Aviation Authority Board approval of the shortlisted selection, the Aviation Authority will solicit bids from the shortlisted firms and will enter into a contract with the lowest bidder. The Aviation Authority has, for reference, the Phase 1 pricing, which was recently competitively procured in February 2021, as another good indicator of competitive market pricing.

It is not recommended that a Dispute Review Board be appointed for this Project.

The CMC may select another delivery method, such as design-bid-build, which would require the procurement of a design consultant in accordance with the CCNA and a separate procurement for the contractor after the design has been completed.

The CMC may also select another procurement method, such as the D/B competitive proposal method whereby price proposals would be submitted and considered as part of the selection criteria.

The estimated cost of the Phase 2 portion of the Roadway Signage Program is approximately \$4 million and it is included in the current Capital Improvement Plan.

It was respectfully requested that the Capital Management Committee reach a consensus to accept staff's recommendation to use the Design/Build delivery method for Phase 2 of the Roadway Signage Program and procure the contract following the CCNA's qualifications-based selection method.

Mr. Ruohomaki provided further information regarding the location of the signage. Mr. Sorondo added that this is the signage included in Phase 2 and Phase 2A.

Chairman Brown asked if the signage is for both North and South Jeff Fuqua Boulevard. Ms. Sorondo responded that Phase 2 includes signage for both the North and South. Chairman Brown followed up by asking if these signs are static. Mr. Sorondo responded in the affirmative.

By question from Chairman Brown regarding this item being part of the Capital Improvement Plan (CIP), Ms. Sharman responded that the way this is presented in the CIP is 50% FDOT and 50% GARB, considering that it qualifies for FDOT money. Ms. Ryan confirmed that staff will follow CCNA and FDOT rules. Mr. Brown clarified that the Design/Build delivery method is permitted by FDOT, but has to go through CCNA process.

Continuing, Chairman Brown asked if the grant application process had been initiated. Ms. Sharman answered in the affirmative. Mr. Sorondo confirmed that he communicated with FDOT.

Discussion ensued regarding the information that should be included in the request for funds, and next steps to take in the application process.

Chairman Brown asked if there were any further comments or questions. Hearing none, the Committee was in consensus of the recommendation.

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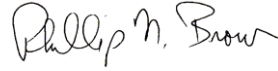
ADJOURNMENT

3. There being no further business to be considered, Chairman Brown adjourned the meeting at 10:38 a.m.

(Digitally signed on April 5, 2021)



Larissa Bou
Recording Secretary



Phillip N. Brown
Chairman