

On **Thursday, December 1, 2022**, the **CONSTRUCTION FINANCE OVERSIGHT COMMITTEE** of the Greater Orlando Aviation Authority met in the Carl T. Langford Board Room, Orlando International Airport, and One Jeff Fuqua Boulevard Orlando, FL 32827. Chairperson Sharman called the meeting to order at 11:32 a.m. The meeting was posted in accordance with Florida Statutes with quorum participating. Office of the Governor, Executive Order Number 20-69.

**Committee Members Present:**

Kathleen Sharman, CFO and Chair  
Bradley Friel, Director of Planning & Development  
Scott Shedek, Director of Construction

**Also Present:**

Marie Dennis, Director of Finance  
Ksenia Merck, K Merck & Associates  
Laini Schultz, CCS  
Karen Ryan, Nelson Mullins  
Alex Sorondo, HNTB  
Robert Brancheau, Anser Advisory  
Tracey Goff, Anser Advisory  
Hameedah McCondichie, Sr. Admin. Assistant  
Chayla German, AECOM, Recording Secretary

**LOBBYIST DISCLOSURE**

*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, Ms. Yovannie Rodriguez, with questions at (407) 825- 7105.*

Chairperson Sharman asked the Committee 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. No Violations were reported.

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## 1. Minutes and Old Business

A. *Intentionally Left Blank- Deferred*

## 2. Start-Up Packages and Ratification Items

A. W-00432 – Design Services Taxiway G&H Rehab, Ph. 1&2

## 3. ACTION ITEMS

### A. Recommendation to Approve Funding Request for E-00283 – Runway 18L/36R Vault Work

Mr. Sorondo presented a memorandum dated December 1, 2022, requesting the committee to approve funding request for E-00283 – Runway 18L/36R Vault Work. The vault that houses the electrical equipment for Runway 18L/36R has had several projects to upgrade the components within the vault. Several upgrades to the components within the Runway 18L/36R has had several projects to upgrade the components within the vault. The estimated cost for these improvements is \$300,000. Capital Expenditure funds have been identified in Fiscal Year (FY) 2017 CIR00015 – Airfield Electrical Upgrades in the amount of \$145,177 and in FY 2023 CIR00523 – Airfield Manhole to Plaza Can Conversions in the amount of \$154,823.

GOAA Maintenance had budgeted funds to convert airfield manholes to plaza cans, as part of an airfield upgrade project. However, based on the current priority of needs, GOAA Maintenance believes that the vault conversion is more critical at this point. The Runway 18L/36R vault building could be left as is. The fiscal impact of this request is \$300,000 of Capital Expenditure funds.

Chairperson Sharman stated there are not enough funds to complete other projects at this time. Mr. Sorondo confirmed, stating this is a part of airfield electrical upgrades. Mr. Sorondo stated there will not be enough money left in the CIR to complete manhole covers, however maintenance has indicated this will be addressed in future years. Chairperson Sharman asked if there is any danger and if maintenance is comfortable with delaying this to a future year. Mr. Sorondo stated maintenance is comfortable, while mentioning changing from manholes to deposit covers is just to bring it up to today's standard. Mr. Sorondo stated instead of having LED lights, there will be fluorescent lights. Mr. Shedek stated it will be easier to maintain.

**The Construction Finance Oversight Committee reached a consensus to (a) approve the transfer of previously approved Capital Expenditure funds from Fiscal Year 2017 CIR00015 – Airfield Electrical Upgrades in the amount of \$145,177 to E-00283 - Runway 18L/36R Vault Work; (b) approve the transfer of previously approved Capital Expenditure funds from Fiscal Year 2023 CIR00523 – Airfield Manhole to Plaza Can Conversions in the amount of \$154,823 to fund balance; (c) recommend to the Aviation Authority Board to (1) approve the transfer of \$154,823 of Capital Expenditure funds from fund balance to E-00283; and (2) request concurrence from the City Council for this unbudgeted expenditure.**

### B. Recommendation to Approve Budget Transfer Request for H-00328 – Airside 3 Ramp Slab Rehabilitation

Mr. Sorondo presented a memorandum dated December 2, 2022, requesting the committee to approve Budget Transfer Request for H-00328 – Airside 3 Ramp Slab Rehabilitation. Each fiscal year, the Greater Orlando Aviation Authority's (GOAA) Maintenance Department budgets capital funding to match a Florida Department of Transportation (FDOT) grant to rehabilitate damaged concrete slabs caused by normal wear and tear on the various airside apron areas. As funding becomes available, GOAA Maintenance prioritizes the slabs to be rehabilitated. In 2019, GOAA Maintenance initiated a project to rehabilitate concrete slabs on the Airside 1 Apron under project H-00328. Due to COVID impacts, the project was put on hold and the funding was reserved within the project budget.

Additional slabs have been identified on the Airside 3 Apron that are in need of rehabilitation. There are two recent projects that have been completed; H-00337 - MCO Aircraft Parking Apron Rehabilitation (Airside 1) and H-00343 - Airside 1 Slab and Joint Rehabilitation. These projects have uncommitted funding available in a total amount of \$37,916. There is no fiscal impact.

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Chairperson Sharman stated the Capex balance on this project shown on Table 1 is \$1.39 million and the unused Capex from H-00337 and H-00343 is being transferred to the project. Chairperson Sharman asked if the Capex will be swapped out if the \$500,000 grant is received. Mr. Sorondo stated the FDOT grant is on the board's agenda for acceptance. Mr. Sorondo stated yes, it's the \$500,000 a year which is the 50/50 match and the \$1.39 million will be used as a match towards the FDOT grant, which is not reflected in the table. Chairperson Sharman stated the project is bigger than what is on the table. Mr. Sorondo stated it will be \$1.9 million. Mr. Sorondo stated that \$45,000 can be used for design work.

**The Construction Finance Oversight Committee reached a consensus to approve the transfer of (a) \$13,577 of Capital Expenditure funds from H-00337 - MCO Aircraft Parking Apron Rehabilitation to H-00328 – Airside 3 Ramp Slab Rehabilitation; (b) \$8,577 of Florida Department of Transportation (FDOT) funds from H-00337 to H-00328; (c) \$7,881 of Capital Expenditure funds from H-00343 – Airside 1 Slab and Joint Rehabilitation to H-00328; and (d) \$7,881 of FDOT funds from H-00343 to H-00328.**

### **C. Recommendation to Approve Funding Reduction Request for W-S00145 – Owner Furnished Furniture, Fixtures and Equipment and Information Technology Items, South Terminal C**

Ms. Merck presented a memorandum dated December 1, 2022, requesting the committee to approve funding Reduction Request for W-S00145 – Owner Furnished Furniture, Fixtures and Equipment and Information Technology Items, South Terminal C. On February 7, 2020, the Construction Finance Oversight Committee (CFOC) approved the establishment of the overall W-S00145 - Owner Furnished Furniture, Fixtures and Equipment (FF&E) and Information Technology (IT) Items budget based on a detailed 750 line-item estimate. This included a five percent (5%) contingency above the initial cost estimate bringing the total amount requested to \$64,645,664. The Project Management Team in coordination with Aviation Authority staff agree that \$476,104 of W-S00145 FF&E/IT project budget can be released to PPA to fund other construction needs.

On November 15, 2022, a budget reduction to W-S00145 in the amount of \$476,104 was presented to the Construction Committee for approval, subject to CFOC approval. This includes a reduction of \$264,166 to STC-P1 and \$211,937 to STC-P1X. The Project Team is confident that the remaining balances in W-S00145 of \$29,829,080 for STC-P1 and \$3,179,048 for STC-P1ZX will be sufficient to complete the projects based on current information. There are no reasonable alternatives under consideration. There is no overall impact to the South Terminal C program budget, however the STC-P1 and STC-PX1 PPA will increase by a total of \$264,166 and \$211,937 respectively, for a combined STC program PPA increase of \$476,104.

Chairperson Sharman stated there has been a request from Senior Management to have additional furniture in Terminal C. Ms. Merck stated there's still remaining contingency, while mentioning conducting a site visit to look at areas that need additional furniture. Ms. Merck stated from her understanding it's concessions and related areas around the concourses. Ms. Merck stated a site walk will be done with concessions and purchasing to make an assessment on what's needed, then a package will be put together. Chairperson Sharman asked are you confident there is enough in the budget. Ms. Merck confirmed there would be enough.

**The Construction Finance Oversight Committee reached a consensus to approve the transfers as reflected in Exhibits 1 and 2.**

### **D. Recommendation to Approve Budget Transfer Request for W-S111CA – Construction Phase Program and Project Management Services, South Terminal C**

Mr. Brancheau presented a memorandum dated December 1, 2022, requesting the committee to approve budget transfer request for W-S111CA – Construction Phase Program and Project Management Services, South Terminal C. Following the successful opening of Terminal C on

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September 20, 2022, the South Terminal C (STC) Project Team is working in support of finalizing work products, punch list items, and related project and program closeout efforts. Program and Project Management services are required to continue through March 31, 2023. Project W-S00116CA – Miscellaneous Soft Costs has uncommitted available balances of \$312,272 in STC-P1 and \$96,276 in STC-P1X which are no longer anticipated to be needed.

Therefore, it is requested that these funds be transferred to W-S111CA. The project team is confident that these transfers will provide sufficient funds to complete the projects based on conditions known at this time. There are no reasonable alternatives at this time. There is no fiscal impact to the overall STC-P1 and STC-P1X programs. The proposed actions will decrease Soft Cost Reserve by \$672,081 in the total and decrease Program Price Allowance by \$365,951 in total.

Chairperson Sharman stated originally the target date was in July and these OAR costs were to complete the project based on that date. Chairperson Sharman stated Table 3 identifies where the funds are coming from, but wanted to confirm that additional funds are not needed and funds can be moved from soft cost reserves.

**The Construction Finance Oversight Committee reached a consensus to approve the budget transfers as reflected in Exhibits 1 and 2.**

### **E. Recommendation to Approve Budget Transfer Request for W-S00110GTF – Architect of Record and W-S00120GTF – Financial Oversight Services, Ground Transportation Facility Pedestrian Bridge**

Mr. Brancheau presented a memorandum dated December 1, 2022, requesting the committee to approve a budget transfer request for W-S00110GTF – Architect of Record and W-S00120GTF – Financial Oversight Services, Ground Transportation Facility Pedestrian Bridge. On August 18, 2021, the Aviation Authority Board (Board) approved an update to the Capital Improvement Program (CIP) that included \$28.6 million for the restart of the Terminal C Ground Transportation Facility (GTF) Pedestrian Bridge program that was previously removed from the CIP as part of COVID scope deferrals during fiscal year (FY) 2020. Subsequently, on October 20, 2021, the Board authorized execution of a Purchased Transportation Grant Agreement (PTGA) with the Florida Department of Transportation (FDOT) in the amount of \$14.3 million, providing 50% funding to complete the construction of the deferred portions of the GTF to provide passenger connectivity between the South Automated People Mover (SAPM), the Intermodal Terminal Facility (ITF), and South Terminal C (STC).

On April 5, 2022, the Construction Finance Oversight Committee (CFOC) approved the establishment of initial early works budgets to complete the federal bid and award process. In June 2022, the design team completed the design update and the Aviation Authority issued a request for bids for BP-S00198 - Terminal C GTF Pedestrian Bridge, with bids due by August 2, 2022. On October 25, 2022, the Construction Committee (CCM) accepted staff recommendation to reject all bids, and re-package the scope of work and re-advertise. In October 2022 the Aviation Authority submitted a request for Bipartisan Infrastructure Law (BIL) Airport Terminal Project (ATP) FY 2023 competitive funding for the GTF Pedestrian Bridge project in the amount of \$48 million. There are no reasonable alternatives. There is not overall impact to the GFT Pedestrian Bridge Program budget. However, the proposed action will decrease soft cost reserve but \$500,000.

Chairperson Sharman stated Table 1 shows the CIP, budget, and the funding plan. Chairperson Sharman stated in the ATP application budget and funding plan expanded project to \$125 million, because we proposed an expanded scope. Chairperson Sharman stated there is an additional 36,000 sq. ft. for rental car lobby that may be added, while mentioning it's a significant amount of space. Chairperson Sharman stated this is being done to maximize funding with respect to the ATP availability. Chairperson Sharman stated according to the information in the notice of funding opportunity (NOFO) provided by the FAA, Intermodal Projects will be given a preference. Chairperson Sharman believes this project will compete well, therefore, the scope was redefined. Chairperson

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Sharman stated we are waiting for the outcome of the grant award to upade the CIP. Chairperson Sharman stated we will prepare a sheet for the next meeting, so we don't spend over our current budget and funding authority.

**The Construction Finance Oversight Committee reached a consensus to approve the budget transfers reflected in Exhibit 1.**

**F. Recommendation to Approve the Funding Reallocation of Florida Department of Transportation Public Transportation Grant Agreement funds from Terminal C Gates C250-253 Ramp, RON & Airfield to Terminal C Airside Concourse Gates C250-C253**

Mr. Brancheau presented a memorandum dated December 1, 2022, requesting the committee to approve the funding reallocation of Florida Department of Transportation Public Transportation Grant Agreement funds from Terminal C Gates C250-253 Ramp, RON & Airfield Terminal C Airside Concourse Gates C250-C253. On May 18, 2022, the Aviation Authority Board authorized acceptance of a Florida Department of Transportation (FDOT) Public Transportation Grant Agreement (PTGA) 448578-1-94-01, Amendment #2, executed and dated May 27, 2022. The scope of this PTGA supports Terminal C expansion efforts and it is awarded in the amount of \$1 million with a 50 percent local match requirement. On October 25, 2022, the Construction Committee approved the staff recommendation to reject all bids for BP-S00196 construction to repackage the scope of work and re-advertise later this fiscal year (FY). To expend the \$1 million PTGA supplemental funds provided by FDOT in May 2022 in a timely manner, it is recommended that these funds be transferred to the Terminal C Airside Concourse (ASC) Gates expansion program. Aviation Authority staff is actively coordinating with FDOT staff on future year FDOT Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grants (AIG) match requirements.

There are no reasonable alternatives at this time. There is no fiscal impact to the overall Terminal C ASC Gates C250-C253 Program or to the Terminal C Gates C250-253 Ramp, RON, & Airfield Program. The proposed change results in a \$1 million increase in FDOT funds for the Terminal C ASC Gates Expansion Program and a \$1 million decrease in future General Airport Revenue Bonds (GARBs). This variance will be incorporated into the next CIP update.

**The Construction Finance Oversight Committee reached a consensus to approve the budget transfers reflected in Exhibit 1 and release the existing Florida Department of Transportation (FDOT) Public Transportation Grant Agreement 448578-1-94-01 funding in the amount of \$1 million to be replaced with future FDOT funding for the Terminal C Gates C250-253 Ramp, Remain Overnight, and Airfield Program.**

**G. Recommendation to Approve Budget Transfer Request for W-S00111RRAACG – Program and Project Management Services, W-S00120ACG – Financial Oversight Services, and BP-S00195ACG – Terminal C Airside Concourse Gates C250-C253**

Mr. Brancheau presented a memorandum dated December 1, 2022, requesting the committee to approve a budget transfer request for W-S00111RRA – Program and Project Management Services, W-S00120ACG – Financial Oversight Services, and BP-S00195ACG – Terminal C Airside Concourse Gates C250-253. On October 19, 2022, the Aviation Authority Board authorized a contract award for BP-S00195 – Terminal C Airside Concourse (ASC) Gates C250-C253 expansion to Hensel Phelps (HP) for the total bid amount of \$277,006,000. The project scope will include concrete, masonry, waterproofing, fireproofing, doors, frames and hardware, tile, resilient tile and carpet, fire suppression, plumbing and Heating, Ventilation, Air Conditioning (HVAC), electrical and low voltage work, elevators, an escalator, and all work required by the bid documents to complete the project.

In support of the HP NTP issuance in December 2022, on November 22, 2022, the Construction Committee recommended approval of the following efforts, subject to CFOC approval of required budget transfers and Aviation Authority Board approval, as applicable. The BP-S00195 construction budget is fully committed with the initial construction award. There are no reasonable alternatives.

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There is not overall fiscal impact to the program. However, this will reduce Soft Cost Reserve by \$3 million and will reduce Program Allowance by \$5 million.

Chairperson Sharman stated if the PMO contract is not awarded by April, they may go back for more funding. Mr. Shedek stated there is an additional round of soft cost to get HP started, but GOAA has decided to procure a PMO. Mr. Shedek stated while this is happening, HP will continue to build so there is minimal staffing. Mr. Shedek stated if there is a delay to the PMO there will be a small extension. Mr. Brancheau stated for BP-S00195 there is a request to establish a \$5 million budget to accommodate change orders that may occur for following a notice to proceed. Chairperson Sharman asked if there is a sense of what some of the items are. Ms. Merck stated early work items to coordinate and position the project to keep HP moving without delay. Chairperson Sharman stated the projects were bid in anticipation for all of them happening at the same time. Chairperson Sharman stated now that we are delaying the Apron piece there may be some early work that has come. Mr. Merck stated early work that will be done through an H project that will be presented on January 3<sup>rd</sup> CFOC meeting, in addition to early works that need to be accomplished through a change order. Mr. Shedek stated this ensures we can accommodate any coordination issues that would have been between the airfields. Mr. Shedek stated since the airfield is not moving forward today, there are some things HP needs to do to stay on schedule.

**The Construction Finance Oversight Committee reached a consensus to approve the budget transfers as reflected in Exhibit 1.**

### **H. Recommendation to Approve Budget Transfer Request W-S00111RRA – Program and Project Management Services and W-S00120RRA – Financial Oversight Services, Terminal C Gates C250-253 Ramp, RON, & Airfield**

Mr. Brancheau presented a memorandum dated December 1, 2022, request the committee to approve a budget transfer request for W-S00111RRA – Program and Project Management Services and W-S00120RRA – Financial Oversight Services, Terminal C Gates C250-253 Ramp, Remain Overnight, & Airfield. On April 5, 2022, the Construction Finance Oversight Committee (CFOC) approved the establishment of initial early works budgets to complete the bid and award process. In June 2022 the design team completed design update and the Aviation Authority issued a request for bids for BP-S00196 - Terminal C Gates C250-253 Ramp, RON, and Airfield with bids due by August 2, 2022. On August 2, 2022, the Aviation Authority received five bids for BP-S00196. The lowest responsive bid is Kiewit Infrastructure South in the amount of \$70,446,050. On October 25, 2022, The Construction Committee (CCM) accepted staff recommendation to reject all bids, re-package the scope of work, and re-advertise.

The CCM has recommended approval, subject to CFOC and Aviation Authority Board approval as applicable, fees for continued early works on the Ramp, RON, and Airfield program. There are no reasonable alternatives. There is no fiscal impact to the overall program budget. The proposed budget. The proposed budget actions results in a \$500,000 decrease in Soft Cost Reserve.

**The Construction Finance Oversight Committee reached a consensus to approve the budget transfers as reflected in Exhibit 1.**

### **I. Recommendation to Approve a Budget Realignment of Aviation Authority Funds and General Airport Revenue Bonds for the Terminal C – Phase 1 Program**

Ms. Dennis presented a memorandum dated December 1, 2022, requesting the committee to approve a budget realignment of Aviation Authority Funds and General Airport Revenue Bonds for the Terminal C- Phase 1 Program. The Aviation Authority evaluates the Capital Improvement Program (CIP) on an annual basis to ensure resources are allocated in the most effective and appropriate manner to manage the passenger traffic and demands of the facilities at the Orlando International Airport. On September 21, 2022, the Aviation Authority Board accepted the recommendation of the Capital Management Committee to approve the update of the Orlando International Airport Fiscal Year 2021-

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2027 CIP.

On October 3, 2017, the Aviation Authority issued 2017A AMT General Airport Revenue Bonds (GARBs), primarily for the purpose of providing funds to finance a portion of the Phase I of the Terminal C – Phase 1, which included a 16-gate (now 15-gate) facility planned to accommodate both international and domestic air traffic. As the Terminal C – Phase 1 Program is approaching financial closeout over the next several months, all of the 2017A AMT GARBs and the interest earnings accumulated in the 2017A Project Fund should be fully expended to advance the closeout of the bonds. Staff has performed an evaluation of funding and has identified interest earnings within the 2017A AMT GARBs fund balance in the amount of \$294,527 which are available for appropriation. Staff recommends the transfer of 2017A AMT GARBs from the fund balance available for appropriation to the Terminal C – Phase 1 Program as reflected in Table 1.

There are no reasonable alternatives at this time. This action would reduce the 2017A AMT GARB fund balance available for appropriation as of September 30, 2022, from \$294,527 to \$0. There is no overall change to the current CIP, however, this action would change the funding composition of the Terminal C – Phase 1 Program via the replacement of \$294,527 of unexpended Authority Funds with 2017A AMT GARBs.

Chairperson Sharman stated this is a huge project and it was funded over several different bond deals, starting back in 2017. Chairperson Sharman stated we are trying to spend the money within 5 years, while mentioning we are at the end of the 5<sup>th</sup> year. Chairperson Sharman stated this item is to requests approval to keep spending as we earn and report interest.

**The Construction Finance Oversight Committee reached a consensus to (a) approve the transfer of \$84,102 of 2017A AMT General Airport Revenue Bonds (GARBs) from the fund balance available for appropriation to W-S110CA – Architect of Record; (b) approve the transfer of \$210,425 of 2017A AMT General Airport Revenue Bonds (GARBs) from the fund balance available for appropriation to ZC-256TER – Program Price Allowance, Terminal; (c) approve the transfer of \$84,102 of unexpended Discretionary Funds from W-S110CA to fund balance; (d) approve the transfer of \$55,134 of unexpended Discretionary Funds from ZC-256TER to fund balance; (e) approve the transfer of 155,291 of unexpended Capital Expenditure funds from ZC-256TER to fund balance; and (f) authorize Construction Finance to continue moving 2017A AMT GARBs from the fund balance available for appropriation to unexpended projects (i.e. projects with unexpended Authority Funds, 2019 GARBS, or 2022 GARBs) within the Terminal C – Phase 1 Program. If permission is granted, Construction Finance will report to CFOC on a monthly basis via an Info Item to disclose the amount of 2017A AMT GARBs that were transferred into the Terminal C – Phase 1 Program during the month.**

**J. Recommendation to Approve Request to Add 2015A AMT General Airport Revenue Bond Funds to the Airsides 2 and 4 Automated People Mover Replacement Program**

Ms. Dennis presented a memorandum dated December 1, 2022, requesting the committee to approve request to Add 2015 General Airport Revenue Bond funds to the Airsides 2 and 4 Automated People Mover Replacement Program. During the 2014 to 2016 time frame, the Aviation Authority undertook several major construction renovation programs including the Airsides 1 & 3 Automated People Mover (APM), Airside 4 Renovation, and Ticket Lobby Improvements projects. However, at the time construction bids well exceeded the estimates due to soaring construction prices. When the bids came in for the FIS portion of the Airside 4 Improvements renovation, the costs were 17% to 47% over the estimates.

Although there are \$1,708,693 of construction proceeds and \$692,381 of investment earnings remaining available as of August 31, 2022, 2015A Bonds Fund Balance Analysis, certain projects within the original bond scope are still ongoing and expected to expend a portion of the remaining funds. The Aviation Authority is currently undertaking the replacement of the Airsides 2 & 4 APM cars. Due to the similarity of the Airsides 1 & 3 and the Airsides 2 & 4 programs, the Aviation Authority

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requested a review of the Series 2015A Bond project description, TEFRA, and the new Airsides 2 & 4 project description by a nationally recognized bond counsel firm. Because the projects are similar in nature, it is requested that 2015A GARBs totaling \$664,226, plus any future investment earnings, be transferred to ZC-347 - Airsides 2 & 4 CIP Unallocated.

As another fund source needs to be reduced in order to maintain the total program budget according to the approved CIP, Staff also request that the CFOC approve a decrease in the future GARBs in the amount of \$664,226. There are no other feasible alternatives that will expend the remaining bond funds quicker. There fiscal impact is the utilization for \$664,226 of 2015A construction proceeds and investment earnings and a reduction of future GARBs in the Airsides 2 & 4 APM Program.

Chairperson Sharman stated we have the Ticket Lobby wrap up and unexpended funds in Table 1. Chairperson Sharman stated we have made it a priority to close these out and identify projects to spend these remaining funds. Chairperson Sharman stated we have looked at what the bonds were originally issued for, APM Airside 1 & 3, which has a similar scope to Airside 2 & 4. Chairperson Sharman stated once we check with bond counsel to ensure it's an appropriate use of funds, we can use these funds on Airside 2 & 4, which will reduce the need to borrow money for the Airside 2 & 4 project.

**The Construction Finance Oversight Committee approve (a) the closure of the 2015A General Airport Revenue Bond (GARB) funds within projects ZC-175 - Ticket Lobby Improvements Contingency in the amount of \$426,425, ZC-213 - Capital Improvement Program (CIP) Unallocated in the amount of \$94,859, ZC-213B - CIP Unallocated Airside 4 90s Wing in the amount of \$10,766, ZC-213C - CIP Unallocated Airside 4 Central Energy Plant in the amount of \$20,442, and ZC-234F – Airside 4 Renovations – Future Soft Costs in the amount of \$21,048 to Fund Balance; (b) the transfer of \$664,226 of 2015A GARBs from Fund Balance to ZC-347 - Airsides 2 & 4 CIP Unallocated; (c) the reduction of future GARBs in the ZC-347 - Airsides 2 & 4 CIP Unallocated project by \$664,226; and (d) the transfer of future 2015A GARB investment earnings to the ZC-347 - Airsides 2 & 4 CIP Unallocated project along with the reduction of future GARBs in the same amount.**

**K. Recommendation to Approve Budget Transfer Request for W-00420 – Specialty Consultant Services, Airsides 2 & 4 Automated People Mover Replacement**

Mr. Shedek presented a memorandum dated December 1, 2022, requesting to committee to approve a budget transfer request for W-00420 – Specialty Consultant Services, Airsides 2 & 4 Automated People Mover Replacement. The existing cars for the Airsides 2 Automated People Mover (APM) system were placed into operation in 2000, and the existing cars for the Airside 4 APM system were placed into operation in 2008. On October 1, 2019, the Aviation Authority entered an additional five-year contract (with two 1-year options) with Alstom (formerly known as Bombardier), to extend the service life of the APM systems while the Aviation Authority develops and executes a replacement program. On January 19, 2022, the Aviation Authority Board approved the award of Addendum #3 in the amount of \$388,638 to Lea & Elliott, Inc., to develop the design criteria package for the overall replacement of the Airsides 2 & 4 APM Systems.

Lea & Elliott's current scope of work is to develop the design criteria package for BP-00477 – Airsides 2 and 4 APM Improvements. Additional design criteria and specialty APM consulting services will be required through the bidding process and the award of the project. There are no reasonable alternatives. There is no fiscal impact to the Airsides 2 and 4 APM Replacement Program. However, CIP Unallocated will be reduced by \$455,000.

**The Construction Finance Oversight Committee reached a consensus to approve the Airsides 2 & 4 Automated People Mover (APM) Replacement Program transfer of \$455,000 of General Airport Revenue Bond (GARB) funds and/or Line of Credit to be Reimbursed from Future GARB funds from ZC-347 - Airsides 2 & 4 APM Replacement Capital Improvement Plan (CIP) Unallocated to W-00420 – Airsides 2 & 4 APM Replacement Specialty Consultant Services.**



**L. Recommendation to Approve Budget Transfer Request for V-S00033 – Miscellaneous Landside Regulatory, Changing Regulatory Requirements Program**

Ms. Merck presented a memorandum dated December 1, 2022, requesting the committee to approve a budget transfer request for V-S00033 – Miscellaneous Landside Regulatory, Changing Regulatory Requirements Program. The U.S. Customs and Border Protection (CBP) Final Design review for the South Terminal C (STC) resulted in the “One List” dated December 2019. This was followed by an Aviation Authority and CBP Leadership meeting held on December 18, 2019, where the changes and Rough Order of Magnitude (ROM) costs were agreed upon. A Scope Modification Form (SMF) was prepared including a ROM cost of \$4,600,000. Similar meetings were held with the Transportation Security Administration (TSA) and the design changes were outlined in an approved SMF which included a ROM of \$4,400,000.

The STC successfully opened September 20, 2022. Interagency coordination efforts between the Aviation Authority and the partner regulatory agencies are ongoing in support of providing the required workspace and infrastructure. The scope of work is intended to install, replace, and modify spaces under regulatory control, including CBP, TSA, and other spaces as needed to meet changing regulatory requirements or regulatory agency requests. In anticipation of issuance of a supplemental Job Order for additional regulatory agency requirements, it is requested that an additional \$100,000 be transferred to V-S00033 from ZC-252 - U.S. CBP Regulation Contingency, as reflected in Exhibit. There is no overall fiscal impact to the Changing Regulatory Requirements program, however, the contingency will be reduced by \$100,000.

**The Construction Finance Oversight Committee reached a consensus to approve the transfers of \$100,000 of General Airport Revenue Bond (GARB) funds from ZC-252 – U.S. Customs and Border Protection Regulation Contingency to V-S00033 – Miscellaneous Landside Regulatory.**

**4. PROGRAM BUDGET STATUS WORKSHEETS**

**A. North Terminal Baggage Handling System MAC Projects**

No Changes

**B. North Terminal Baggage Handling System**

No Changes

**C. Closed Circuit Television Improvements**

No Changes

**D. Changing Regulatory Requirements**

Reflects October 1, 2022 CFOC Action

**E. Airsides 2 & 4 APM System Update**

No Changes

**F. Airside 2 & 4 APM Replacement**

No Changes

**G. North Terminal Restrooms Upgrade – Phase 1**

No Changes

**H. North Terminal Road Widening Approaching A & B Curbs\***

Reflects CIP Approved by the Board September 2022

**I. North Terminal Security Checkpoints**

No Changes

- J. **Passenger Processing Efficiency Systems**  
No Changes
- K. **Airline Terminal Improvements**  
Reflects November 1, 2022 CFOC Action
- L. **Security Enhancement Program**  
No Changes
- M. **North Terminal Signage**  
No Changes
- N. **Health & Safety Renovations 2018-2025**  
Reflects November 1, 2022 CFOC Action
- O. **North Terminal Buildings' Roof Replacement**  
No Changes
- P. **North Terminal Vertical Circulation Improvements**  
No Changes
- Q. **North Terminal Renovations – Phase 1**  
No Changes
- R. **North Terminal Building Systems Upgrades**  
No Changes
- S. **Airfield Pavement CIP Rehabilitation**  
No Changes
- T. **Rental Car Projects**  
No Changes
- U. **Rental Car Quick-Turn-Around Projects**  
No Changes
- V. **Roadway Improvements Program**  
No Changes
- W. **Roadway Signage 2018-2025**  
No Changes
- X. **Employee Parking Lot**  
No Changes
- Y. **Ground Transportation Facility Pedestrian Bridge**  
No Changes
- Z. **Parking Improvements**  
No Changes
- AA. **Fiber Infrastructure Program**  
No Changes
- BB. **Wildlife Attractant Removal**

**MINUTES OF THE CONSTRUCTION FINANCE OVERSIGHT COMMITTEE MEETING**

**December 1, 2022**

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No Changes

**CC. Authority Support Outbuildings**

No Changes

**DD. Building Renovations**

No Changes

**EE. Security Detection System Improvement**

No Changes

**FF. Environmental Mitigation**

No Changes

**GG. Master Stormwater Planning**

No Changes

**HH. New OIA Masterplan**

No Changes

**II. South Terminal C Phase 1 2015-2020**

Reflects November 1, 2022, CFOC Actions

**JJ. South Terminal C Phase 1 Expansion**

Reflects November 1, 2022 CFOC Actions

**KK. Terminal C Phase 2 Design**

No Changes

**LL. Terminal C Airside Concourse Gates C250-C253**

No Changes

**MM. Terminal C Gates 250-253 Ramp, Remain Oversight (RON), & Airfield**

No Changes

**NN. Terminal C Day 2 Projects**

No Changes

**OO. South Computer Room Buildout**

Reflects CIP Approved by the Board September 2022

**PP. Hyatt Regency Hotel**

Reflects FY 2023 Approved Budget Actions

**QQ. ORL Active Projects**

No Changes

**RR. Rail Infrastructure Oversight**

No Changes

**5. INFORMATIONAL/DISCUSSION ITEMS**

A. 2022 CFOC Meeting and Memo Deadline Schedule

B. 2022 CFOC Meeting and Deadline Calendar

C. INFO ITEM-11.01.22 CFOC 3A

**MINUTES OF THE CONSTRUCTION FINANCE OVERSIGHT COMMITTEE MEETING**

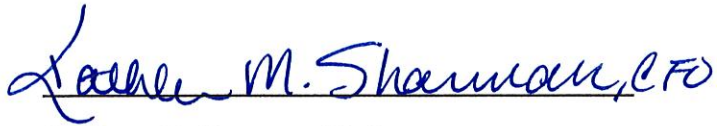
**December 1, 2022**

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Chairperson Sharman mentioned the next scheduled CFOC meeting will be held Tuesday, January 3, 2023, at 9:30 a.m. The CFOC memorandum deadline is December 20, 2022, at 10:00 a.m. CFOC memos should be submitted to [cfoSubmissions@goaa.org](mailto:cfoSubmissions@goaa.org). The CFOC agenda review meeting will be held on December 22, 2022, at 2:00 p.m. via GoToMeeting.

**ADJOURNMENT**

Having no further business to conduct, the meeting was adjourned at 12:31 p.m.

A handwritten signature in blue ink that reads "Kathleen M. Sharman, CFO". The signature is written in a cursive style and is positioned above a horizontal line.

**Kathleen M. Sharman, Chairperson**  
Construction Finance Oversight Committee  
Chief Financial Officer