

**ADDENDUM NO. 8
TO THE AGREEMENT DATED OCTOBER 1, 2021
BETWEEN GREATER ORLANDO AVIATION AUTHORITY
AND HDR ENGINEERING, INC.**

Project: Professional Transportation Planning Services for W-483 Traffic Congestion Management Study, Orlando International Airport

THIS ADDENDUM is effective this 1st day of August, 2023, by and between the **GREATER ORLANDO AVIATION AUTHORITY** ("Authority"), and **HDR ENGINEERING, INC.** ("Consultant").

WITNESSETH:

WHEREAS, by Agreement dated October 1, 2021 Authority and Consultant entered into an agreement for Consultant to provide Continuing Transportation Planning Consulting Services; and

WHEREAS, under the Agreement, Consultant agreed to perform such additional services for the Authority as are contained in any additional scope of work established by the Authority in any addendum to the Agreement and accepted in writing by the Consultant; and

WHEREAS, the Authority and the Consultant desire to enter into this Addendum to the Agreement to provide for additional services to be rendered by the Consultant under the terms of said Agreement.

NOW, THEREFORE, in consideration of the premises and the mutual covenants herein contained, the Authority and the Consultant do hereby agree as follows:

1. Consultant shall perform additional services in accordance with the terms of the Agreement and the attached Exhibit "A." Consultant shall be paid for such additional services according to the payment terms set forth in the Agreement.
2. Consultant shall be compensated for such additional services in the **LUMP SUM** amount of **TWO HUNDRED TWO THOUSAND THREE HUNDRED EIGHTY-EIGHT AND NO/100 DOLLARS (\$202,388.00)**, broken down as follows:

| | | |
|-------------------------------|-------------|----------------------|
| Professional Fees: | NTE: | \$0.00 |
| Professional Fees: | LS: | \$202,388.00 |
| Reimbursable Expenses: | NTE: | <u>\$0.00</u> |
| Total: | | \$202,388.00 |

3. A. Consultant hereby certifies that it is not on the Scrutinized Companies that Boycott Israel List and is not engaged in a boycott of Israel, as defined in Florida Statutes § 287.135, as amended;

AND

B. (applicable to agreements that may be \$1,000,000 or more) - Consultant hereby certifies that it is: (1) not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List as defined in Florida Statutes § 287.135; and (2) not engaged in business operations in Cuba or Syria, as defined in Florida Statutes § 287.135, as amended.

4. Authority may terminate the Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel.

In the event the Agreement is for One Million Dollars (\$1,000,000.00) or more, Authority may terminate this Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or is engaged in business operations in Cuba or Syria.

5. Except as expressly modified in this Addendum, the Agreement dated October 1, 2021 and all prior addenda will remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto by their duly authorized representatives, have executed this Addendum this day of Aug 10, 2023.

GREATER ORLANDO AVIATION AUTHORITY



By:

box SIGN #WB0921-15Q9L7PL

Max Marble
Sr. Vice President, Capital Programs
Construction Committee Chair

**Approved as to Form and Legality
(for the benefit of GOAA only)
this day of Aug 4, 2023**



By:

box SIGN 1JBRLK51-15Q9L7PL

**NELSON MULLINS BROAD AND
CASSEL, Legal Counsel
Greater Orlando Aviation Authority**

HDR ENGINEERING, INC.



By:

box SIGN 1JRPLK29-15Q9L7PL

Signature (Duly Authorized Rep.)

Katie E Duty

Printed Name

Vice President

Title



Orlando International Airport
One Jeff Fuqua Boulevard
Orlando, Florida, 32827-4392
(407) 825-2001

Memorandum

To: Members of the Construction Committee

From: Brad Friel, Sr. Vice President of Multi-Modal Planning and Environmental
(Prepared by Alex Sorondo)

Date: August 1, 2023

Re: Request for Approval of an Addendum to the Continuing Transportation Planning Services Agreement with HDR Engineering, Inc. for Professional Transportation Planning Services for W-00483 Traffic Congestion Management Study at Orlando International Airport

Consultant's proposal, dated July 24, 2023, is to provide a Congestion Management Study for the Orlando International Airport campus. The study is proposed to be completed in several tasks that build on each other, with the tasks proposed to be completed in FY23 identified within the consultant's proposal. Pending results of the tasks performed in FY23, subsequent tasks will be considered at a future construction committee meeting. If approved, these services would be effective the date of Construction Committee Approval.

This continuing consultant was selected for this task based on (☒ all that apply):

☒ Experience ☒ Available Personnel ☒ Current Workload
☒ Expertise ☐ Equitable Distribution ☐ Other: _____

Consultant shall, with each monthly invoice, certify that the assigned work and services are on schedule to be completed within the contracted lump sum price, or provide at time of certification a written notice to the Aviation Authority of any deviations.

The MWBE/LDB participation has been reviewed by the Office of Small Business Development. Their findings and recommendation are attached.

Funding is from previously approved FY23 Operations and Maintenance fund 301.711.170.5310013.000.000000. Funding source verified by _____ of Construction Finance on ___/___/___ as correct and available.

It is respectfully requested that the Construction Committee approve an Addendum to the Continuing Transportation Planning Services Agreement with HDR Engineering, Inc. for the services contained herein and amount as shown below:

| | |
|---------------------------------------|---------------------|
| Not to Exceed Fees | \$0.00 |
| Lump Sum Fees | \$202,388.00 |
| Not to Exceed Expenses | \$0.00 |
| TOTAL | \$202,388.00 |
| AAC – Compliance Review Date | 7/26/23 |
| AAC – Funding Eligibility Review Date | 7/26/23 |

Greater Orlando Aviation Authority (Rev. 1/6/22)
Construction Committee Memorandums EDC-18b

EXHIBIT A

CC
ITEM IV-D
8/1/2023

ATTACHMENT A
FINANCE FORM

| | | | |
|--------------------------------|-----------------------------------------|------------------------------------|----------------------------------------------------|
| Date: | <u>July 25, 2023</u> | Requestor's Extension: | <u>3139</u> |
| Requestor's Name: | <u>Brad Friel</u> | Preparer's Extension: | <u>3142</u> |
| Preparer's Name: | <u>Alex Sorondo</u> | Solicitation #: | <u>N/A</u> |
| Requestor's Department: | <u>Multi-Modal Planning and Enviro.</u> | Contract # / Name: | <u>Continuing Transportation Planning Services</u> |
| Description: | <u>Engineering Services</u> | Procurement Committee Date: | <u>August 1, 2023</u> |
| Vendor: | <u>HDR Engineering</u> | Agenda Item #: | <u></u> |

NON-PROJECT FUNDS: O&M

| Account Code Format: xxx.xxx.xxx.xxxxxxx.xxx.xxxxxx | FY 23 Amount | FY24 Amount | FY25 Amount | FY26 Amount | FY27 Amount | TOTAL CONTRACT |
|--------------------------------------------------------|-----------------|----------------|----------------|----------------|----------------|-------------------|
| 301.711.170.5310013.000.000000 | \$202,388.00 | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Total Requisition: | \$202,388.00 | | | | | |
| Requisition Number: | 94641 | | | | | |

| | |
|--------------------------|----------------------|
| Funding Approver: | <u>Andrea Harper</u> |
| OMB Notes: | |

| Number | Line | Dist | Charge Account | Item | Description | Amount |
|--------|------|------|--------------------------------|------|------------------------------|------------|
| 94641 | 1 | 1 | 301.711.170.5310013.000.000000 | | W-00483 HDR Engineering Inc. | 202,388.00 |



GREATER ORLANDO AVIATION AUTHORITY

Orlando International Airport
5850-B Cargo Road
Orlando, Florida 32827-4399

MEMORANDUM

To: Members of the Construction Committee

From: Edelis Molina, Sr. Small Business Administrator

Date: August 01, 2023

Re: Request for Approval of an Addendum to the Continuing Transportation Planning Services Agreement with HDR Engineering, Inc. for Professional Transportation Planning Services for W-00483 Traffic Congestion Management Study at Orlando International Airport

We have reviewed the qualifications of the subject contract's MWBE/LDB/VBE specifications and determined that, due to the limited scope of the services to be provided, HDR Engineering, Inc. does not propose small business participation on this addendum.

Our analysis indicates that HDR Engineering, Inc. is eligible for award of the subject addendum.



July 24, 2023

Mr. Brad Friel, A.A.E
Greater Orlando Aviation Authority
Orlando International Airport
One Jeff Fuqua Boulevard
Orlando, FL 32827-4399

Re: Addendum to Continuing Transportation Planning Services Agreement dated October 1, 2021: MCO Landside Congestion Management Study

Dear Brad:

HDR Engineering, Inc. is pleased to submit this proposal to provide professional transportation planning services associated with Orlando International Airport (MCO) Landside Congestion Management Study for work to be completed during fiscal year (FY) 2023. The terms and conditions of the Agreement for Professional Services for Continuing Transportation Planning Services Orlando International and Executive Airports dated October 1, 2021, will apply to this addendum. If you have any questions, please contact Jamie Krzeminski at (407) 420-4250. We look forward to working with you.

Sincerely,
HDR ENGINEERING, INC.

A handwritten signature in blue ink that reads 'Katie E. Duty'.

Katie E. Duty
Vice President

A handwritten signature in blue ink that reads 'James M. Krzeminski'.

James M. Krzeminski, PE, PTOE
Project Manager

JMK:jmk

C: Matthew Wiesenfeld, Andrew Cadmus (HDR); HDR Accounting Department



Exhibit A - Scope of Services

MCO Landside Congestion Management Study

BACKGROUND AND PURPOSE

The purpose of this scope is to advance a project to reduce congestion on the landside access roads at Orlando International Airport (MCO) and Greater Orlando Aviation Authority's (GOAA) property. Tolling has been identified as a viable solution to manage demand for the roadway and reduce congestion.

Currently there is substantial congestion on Jeff Fuqua Boulevard, which is expected to increase with additional planned development and increasing passenger activity. The congestion is negatively impacting customer experience at the airport. The potential connection between the Lake Nona Planned Development (PD) and Heintzelman Boulevard at MCO, as well as other roadway connections in the MCO Master Plan will introduce additional traffic burden on the airport roads and potentially have an adverse effect on the already high traffic on the airport roads.

A study was conducted in 2018 to explore options to toll under various scenarios. The scenarios were revisited and updated again in 2022. This scope is intended to build off the work done so far, to identify other strategies for congestion reduction, and to develop a plan for implementation

The scope provided in this document will advance the work previously done to develop a concept level solution. The study is proposed to address the following elements:

- Utilize previous studies to provide background on congestion mitigation strategies
- Advance the toll concept, preliminary toll siting analysis, and cost estimate
- Develop sketch-planning traffic and revenue estimates
- Perform financial feasibility analysis
- Document a recommended approach for implementation
- Develop a high-level concept of operations

This scope of services is divided into three (3) primary tasks as follows. A portion of this overall scope of services will be completed during FY23, and as such, descriptions are included in each task to note what will be completed during FY23.

Task 1 – Project Management and Meetings

Perform project management activities throughout the scope of the project. This will include:



- Project coordination
- Project meetings – up to three (3) one-hour virtual meetings
- Virtual workshops – up to two (2) two-hour virtual workshops
- Monthly invoices and progress reports

Products: Agendas and notes for up to five (5) meetings/workshops. Monthly invoices and progress reports. FY23 work will include one (1) meeting and one (1) workshop and project coordination/invoicing for two (2) months.

Task 2 – Congestion Management Study Report

HDR will advance concepts for congestion mitigation and develop an approach to implement selected concepts. These efforts will be documented in a congestion management study Final Report. Below are the major elements of that report:

Task 2.1 Develop Project Goals and Evaluation Framework

The intent of this task is to provide some high-level ideas on how to reduce congestion at the airport such as alternative parking locations with shuttles, rail transit, roadway expansion, and tolling. Those ideas will be evaluated and discussed in the report. This task will include:

- Establishing project goals and objectives
- Developing evaluation framework for congestion management alternatives
 - Feasibility
 - Timeframe
 - Cost/Revenue
 - Customer Impact
 - Compatibility with Future
- Discussing approach to congestion management and recommendation for tolling concept

No travel demand modeling, traffic forecasting, or capacity analyses are assumed for this initial qualitative assessment, which will be based largely on existing available materials provided by GOAA and focused on elements from the evaluation framework.

This subtask will be completed during FY23.

Task 2.2 Advance the Tolling Concept

The previous papers and tolling alternatives will be used to advance the current concept for tolling. The current concept is shown in Table 1 below. The current concept will be advanced with business rules, conceptual drawings, preliminary toll siting analysis, and cost estimates.



- Define the tolling concept
- Establish locations for tolling
- Develop preliminary conceptual drawings on aerial photographs
- Perform preliminary toll siting analysis
 - Explore potential locations for placing toll infrastructure
 - Preliminary coordination with roadway, drainage, utilities, ITS, lighting and other disciplines to avoid conflicts
 - Complete preliminary toll siting exhibits
- Develop the capital, and operations and maintenance cost estimates

Table 1: Phased Tolling Plan

| Phase | Letter | From | To | Lanes | Shoulders | Direction |
|-------|--------|----------------------|----------------------|-------|-----------|-----------|
| 1 | A | Jeff Fuqua Blvd. (N) | Jeff Fuqua Blvd. (S) | 5 | 2 | South |
| 1 | C | Jeff Fuqua Blvd. (S) | Jeff Fuqua Blvd. (N) | 2 | 2 | North |
| 2 | B | Heintzelman Blvd. | Jeff Fuqua Blvd. (S) | 3 | 1 | South |
| 3 | D | Tradeport Dr. | Boggy Creek Rd. | 2 | 0 | South |
| 3 | G | Tradeport Dr. | Jetport Dr. | 3 | 0 | North |
| 3 | E | Binnacle Way | Tradeport Dr. | 2 | 0 | East |
| 3 | F | Express St. | Tradeport Dr. | 2 | 0 | East |
| 3 | H | E Landstreet Rd. | Tradeport Dr. | 2 | 0 | East |
| 3 | I | Denton Hall Rd. | Tradeport Dr. | 3 | 0 | East |

This subtask will be completed during FY23.

Task 2.3 Develop Sketch-Planning Level Traffic and Revenue

The sketch-planning evaluation will further the concept by estimating potential traffic diversion and revenue generated by the tolling concept. The evaluation will rely on the regional travel demand model and published studies. If the evaluation produces favorable results, GOAA may consider conducting a more refined planning analysis that would include a survey of potential facility users, which is not included in this scope. Elements of this task include the following:

- Review available published sources for estimating value of time. Examples:
 - USDOT Revised Departmental Guidance on Valuation of Travel Time in Economic Analysis 2016



- ACRP Web-Only Document 22 (Passenger Value of Time, Benefit-Cost Analysis and Airport Capital Investment Decisions)
 - USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs 2023
- Estimate value of time for regular (through) auto travelers, airport users, airport employees, and trucks using published sources and values in regional travel demand model
- Model travel behavior user baseline conditions for single year of interest
- Model travel behavior for the same year under three tolling scenarios that may include different tolling levels, discounts, or exemptions, such as:
 - Exemption for airport employees
 - Discount or exemption for those parking
 - Discount or exemption for airport shuttles or others paying curb fees
- Estimate travel diversion and implied revenues from travel demand model results for each tolling scenario
- Include documentation of methodology and summary results in Congestion Management Study Report
- Assumptions
 - Parking, employee, and airport shuttle trip data to be provided by GOAA
 - Toll willingness to pay equivalent to published guidance on value of time
 - The regional travel demand model scripts will need to be modified to allow for varying tolls, discounts, and other treatments to be applied to the various trip classifications such as air passengers, airport employees, and vehicles making thru trips
 - Traveler behavior adequately captured by regional travel demand model
 - Airport user value of time adjusted by national data found in ACRP Web-Only Document 22 (Passenger Value of Time, Benefit-Cost Analysis and Airport Capital Investment Decisions)
 - Airport employee value of time equal to other commute travelers
 - Freight value of time equal to driver's wage plus fringe benefits
 - Travel demand model adequately models freight traffic
 - Documented methodology will be attachment to the Congestion Management Study Report (not a separate report)

This subtask will be started but only partially completed during FY23.



Task 2.4 Perform Financial Feasibility

A financial feasibility analysis will be conducted in order to determine if and how much net revenue would be generated by the tolling concept. The goal is to cover the cost of implementation and operations and maintenance, but additional revenue would be beneficial to improve roadways on airport property. This task includes the following:

- Develop Excel financial spreadsheet
- Incorporate capital and O&M costs
- Incorporate traffic and revenue estimate
- Calculate forecasted cash flow

This subtask is reliant on the completion of Task 2.3 and therefore will not be initiated in FY23.

Task 2.5 Document Recommended Approach for Implementation

The intent of this task is to provide a list of actionable steps or roadmap for implementation of the tolling concept and will include the following:

- Develop a high-level approach to implementing the tolling solution
- Identify FAA requirements (this will include a discussion with DFW staff based on their airport tolling experience)
- Develop a proposed schedule

This subtask is reliant on the results from all of the previous subtasks in Task 2, and therefore will not be initiated in FY23.

Products: One draft and one final version of Congestion Management Study Report. One draft and one final version of PowerPoint presentation summarizing the report contents. All deliverables will be provided electronically only with no hard copies. These deliverables will be provided in FY24.

Task 3: Draft Concept of Operations

HDR will develop a high-level draft Concept of Operations (ConOps) to describe the major program components including:

- Who would be tolled
- How they would be tolled
- Preliminary draft business rules
- Backoffice operations options



- Preliminary policies
- Credits and discounts
- Infrastructure needs

This subtask will be started but only partially completed during FY23.

Product: One draft and one final version of high-level draft Concept of Operations. These deliverables will be provided during FY24.

EXCLUSIONS

The following items are not included in this scope:

- Willingness to pay survey (residents and freight carriers)
- Strategic Communications strategy
- Analysis depth in alternative congestion management strategies

SCHEDULE

The duration of this project is anticipated to be approximately five (5) months from Notice to Proceed (NTP), including GOAA review time of draft deliverables. HDR has no control over the time of performance of third parties and makes no warranty that the Project schedule will not vary from HDR's opinions, analysis or projections. A preliminary schedule assuming a NTP date of August 1, 2023 is provided below.

Preliminary Schedule:

| | |
|---------------------------------------------------------------|-----------|
| NTP | 1-Aug-23 |
| Develop Project Goals and Evaluation Framework (Task 2.1) | 11-Aug-23 |
| Advance the Tolling Concept (Task 2.2) | |
| Define Tolling Concept | 11-Aug-23 |
| Establish locations for tolling | 18-Aug-23 |
| Perform preliminary toll siting analysis | 1-Sep-23 |
| Develop preliminary conceptual drawings on aerial photographs | 15-Sep-23 |
| Capital and Operations and Maintenance Cost Estimates | 29-Sep-23 |
| Traffic and Revenue (Task 2.3) | |
| Begin traffic modeling based on tolling concept | 18-Aug-23 |
| Receive data from GOAA on parking, employees, shuttles etc. | 1-Sep-23 |



| | |
|------------------------------------------------------|------------|
| Receive tolling cost data from Andrew's team | 29-Sep -23 |
| Finalizes T&R results (delivers output tables) | 27-Oct-23 |
| T&R memo on methodology and results | 3-Nov-23 |
| Financial Feasibility Analysis for Review (Task 2.4) | 24-Nov-23 |
| Congestion Management Study Report (Task 2 and 2.5) | |
| Draft Report | 6-Dec-23 |
| Final Report | 5-Jan-24 |
| Draft Concept of Operations (Task 3) | |
| Draft ConOps | 13-Oct-23 |
| Final ConOps | 5-Jan-24 |

FEE

The services described above in Tasks 1-3 during FY23 will be accomplished for a lump sum fee of **\$202,388**. Residual subtasks as described in this scope will carry forward into FY24, with a fee for the remaining work of \$155,579. Any tasks not specifically included within this scope of services will be considered additional work and will require an amendment to the contract addendum.

DBE/MWBE/LDB

HDR provides specialty expertise in transportation planning and tolling. As such, the completion of the Congestion Management Study described herein is proposed to be completed by HDR, and no DBE/MWBE/LDB participation is proposed for the contract addendum. However, HDR continues to maintain its commitment to pursue and fulfill the Authority's DBE/MWBE/LDB participation goals. On a contract basis from October 1, 2021 through May 6, 2023, HDR's cumulative invoices have included a more than 21% share to our small and minority business partners.



TRUTH IN NEGOTIATION CERTIFICATION

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Greater Orlando Aviation Authority determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within one (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Greater Orlando Aviation Authority, whichever is later.

Consultant: HDR Engineering, Inc.

By: Katie E. Duty

Print Name: Katie E. Duty, Vice President

Date: July 25, 2023

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-1
SUMMARY OF TOTAL CONTRACT VALUE

Greater Orlando Aviation Authority
Congestion Management Study
HDR Engineering, Inc.

| Phase of Project: | Preliminary Design | Schematic 30% | Development 60% | Const. Docs. 95% | Bidding & Award | SUBTOTAL | Const. Admin. | Record Documents | TOTAL CONTRACT |
|------------------------------------------|---------------------------|----------------------|------------------------|-------------------------|----------------------------|----------------------|----------------------|-------------------------|-----------------------|
| 1.0 Lump Sum Fee: | \$ 202,388.00 | \$ - | \$ - | \$ - | \$ - | \$ 202,388.00 | \$ - | \$ - | \$ 202,388.00 |
| 2.0 Not to Exceed Reimbursable Fee: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 3.0 Not to Exceed Reimbursable Expenses: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 4.0 TOTAL CONTRACT VALUE: | \$ 202,388.00 | \$ - | \$ - | \$ - | \$ - | \$ 202,388.00 | \$ - | \$ - | \$ 202,388.00 |

| | | | | | | | | | |
|-----------------------------------------------|------------------|----------|----------|----------|----------|-------------|----------|----------|--------------|
| Total Lump Sum Labor Hours: | 1,069 | 0 | 0 | 0 | 0 | 1069 | 0 | 0 | 1,069 |
| Total Not to Exceed Reimbursable Labor Hours: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL LABOR HOURS: | 1,069 | 0 | 0 | 0 | 0 | 1069 | 0 | 0 | 1,069 |
| Average Hourly Rate: | \$ 189.32 | | | | | | | | |

Notes:

1. The lump sum cells in Table C-1 are linked to Table C-2 values
2. The Not to Exceed cells in Table C-1 are linked to Table C-4 values
3. The linked cells are based on a maximum of 5 subconsultants; if more than 5 are included enter all values manually.

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-2
SUMMARY OF LUMP SUM FEES

Greater Orlando Aviation Authority
Congestion Management Study
HDR Engineering, Inc.

| Phase of Project: | Preliminary Design | | Schematic (30%) | | Development (60%) | | Const. Docs. (95%) | | Bidding & Award | | Const. Admin. | | Record Documents | | TOTAL | | |
|-------------------------------|--------------------|------------------|-----------------|-----------|-------------------|-----------|--------------------|-----------|-----------------|-----------|---------------|-----------|------------------|-----------|--------------|------------------|--------------|
| | labor hours | Total Fee | labor hours | Total Fee | labor hours | Total Fee | labor hours | Total Fee | labor hours | Total Fee | labor hours | Total Fee | labor hours | Total Fee | labor hours | Cost | Avg. Rate |
| Consultant HDR | | | | | | | | | | | | | | | | | |
| Lump Sum Fee Subtotal | 1069.00 | \$202,388 | | | | | | | | | | | | | 1069 | \$202,388 | \$189 |
| Subconsultant No. 1 | | | | | | | | | | | | | | | | | |
| Lump Sum Fee Subtotal | | | | | | | | | | | | | | | 0 | \$0 | #DIV/0! |
| Subconsultant No. 2 | | | | | | | | | | | | | | | | | |
| Lump Sum Fee Subtotal | | | | | | | | | | | | | | | 0 | \$0 | #DIV/0! |
| Subconsultant No. 3 | | | | | | | | | | | | | | | | | |
| Lump Sum Fee Subtotal | | | | | | | | | | | | | | | 0 | \$0 | #DIV/0! |
| Subconsultant No. 4 | | | | | | | | | | | | | | | | | |
| Lump Sum Fee Subtotal | | | | | | | | | | | | | | | 0 | \$0 | #DIV/0! |
| Subconsultant No. 5 | | | | | | | | | | | | | | | | | |
| Lump Sum Fee Subtotal | | | | | | | | | | | | | | | 0 | \$0 | #DIV/0! |
| Total Lump Sum Amount: | 1,069 | \$202,388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,069 | \$202,388 | \$189 |

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-3
BREAKDOWN OF LUMP SUM FEES

Greater Orlando Aviation Authority
Congestion Management Study
HDR Engineering, Inc.

| Position: | Sr. Principal | | Project Principal | | Sr. Project Manager | | Engineer/ Planner VI | | Chief Designer | | Engineer/ Planner V | | Engineer/ Planner IV | | Engineer/ Planner III | | Engineer/ Planner II | | Engineer/ Planner I | | Sr. Designer | | Designer | | Sr. Project Accountant | | Document Control | | TOTAL | | | |
|----------------------------------------------------------|---------------|----------|-------------------|----------|---------------------|---------|----------------------|----------|----------------|----------|---------------------|------|----------------------|-------|-----------------------|----------|----------------------|------|---------------------|------|--------------|-------|----------|------|------------------------|-------|------------------|-------|---------|-----------|------------------|--|
| Rate (\$/Hour): | \$300 | | \$221 | | \$185 | | \$143 | | \$150 | | \$127 | | \$112 | | \$102 | | \$93 | | \$83 | | \$86 | | \$70 | | \$109 | | \$96 | | hours | Cost | Avg. Hourly Rate | |
| | hours | Cost | hours | Cost | hours | Cost | hours | Cost | hours | Cost | hours | Cost | hours | Cost | hours | Cost | hours | Cost | hours | Cost | hours | Cost | hours | Cost | hours | Cost | hours | Cost | hours | Cost | | |
| Task 1: Project Management & Meetings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Meetings (1) | 10.0 | \$3,000 | 8.0 | \$1,768 | 4.0 | \$740 | 5.0 | \$715 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | 1.0 | \$96 | 28.0 | \$6,319 | \$226 | |
| Virtual Workshops (1) | 12.0 | \$3,600 | 12.0 | \$2,652 | 2.0 | \$370 | 5.0 | \$715 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | 1.0 | \$96 | 32.0 | \$7,433 | \$232 | |
| Invoicing / Progress Reports | 1.0 | \$300 | 2.0 | \$442 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | 2.0 | \$218 | | \$0 | 5.0 | \$960 | \$192 | |
| Quality Assurance/Quality Control | | \$0 | 8.0 | \$1,768 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | 8.0 | \$1,768 | \$221 | |
| Task 1 Subtotal | 23.0 | \$6,900 | 30.0 | \$6,630 | 6.0 | \$1,110 | 10.0 | \$1,430 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 2.0 | \$218 | 2.0 | \$192 | 73.0 | \$16,480 | \$226 | |
| Task 2: Congestion Management Study Report | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Task 2.1 Develop Project Goals and Evaluation Framework | 14.0 | \$4,200 | 8.0 | \$1,768 | 4.0 | \$740 | 20.0 | \$2,860 | | \$0 | | \$0 | 8.0 | \$896 | | \$0 | | \$0 | | \$0 | 8.0 | \$688 | | \$0 | | \$0 | | \$0 | 62.0 | \$11,152 | \$180 | |
| Task 2.2 Advance the Tolling Concept | 80.0 | \$24,000 | 170.0 | \$37,570 | 4.0 | \$740 | 80.0 | \$11,440 | 140.0 | \$21,000 | | \$0 | | \$0 | 160.0 | \$16,320 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | 634.0 | \$111,070 | \$175 | |
| Task 2.3 Develop Sketch-Planning Level Traffic & Revenue | 24.0 | \$7,200 | 80.0 | \$17,680 | 40.0 | \$7,400 | 42.0 | \$6,006 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | 186.0 | \$38,286 | \$206 | |
| Task 2.4 Perform Financial Feasibility | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | 0.0 | \$0 | #DIV/0! | |
| Task 2.5 Define Steps and Approach to Implementation | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | 0.0 | \$0 | #DIV/0! | |
| Task 2 Subtotal | 118.0 | \$35,400 | 258.0 | \$57,018 | 48.0 | \$8,880 | 142.0 | \$20,306 | 140.0 | \$21,000 | 0.0 | \$0 | 8.0 | \$896 | 160.0 | \$16,320 | 0.0 | \$0 | 0.0 | \$0 | 8.0 | \$688 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 882.0 | \$160,508 | \$182 | |
| Task 3: Draft Concept of Operations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| High-Level Draft Concept of Operations | 50.0 | \$15,000 | 16.0 | \$3,536 | | \$0 | 48.0 | \$6,864 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | 114.0 | \$25,400 | \$223 | |
| Task 3 Subtotal | 50.0 | \$15,000 | 16.0 | \$3,536 | 0.0 | \$0 | 48.0 | \$6,864 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 114.0 | \$25,400 | \$223 | |
| TOTAL LUMP SUM FEE: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 191.00 | \$57,300 | 304.00 | \$67,184 | 54.00 | \$9,990 | 200.00 | \$28,600 | 140.00 | \$21,000 | 0.00 | \$0 | 8.00 | \$896 | 160.00 | \$16,320 | 0.00 | \$0 | 0.00 | \$0 | 8.00 | \$688 | 0.00 | \$0 | 2.00 | \$218 | 2.00 | \$192 | 1069.00 | \$202,388 | \$189 | |

NOTES:

1. A separate spreadsheet is required for each consultant/subconsultant with any portion of it's services to be compensated on a not to exceed reimbursable basis.
2. Each spreadsheet to be customized to accurately indicate the actual services to be provided for each phase of the Project.

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-9
CONTRACT HOURLY RATES

All amounts invoiced by the Consultant as Reimbursable Fees shall be calculated on the basis of the actual number of hours of services rendered under this Agreement by each of the positions defined and by the new positions as identified below, multiplied by the corresponding Contract Hourly Rate, up to the Not to Exceed limit defined by the Agreement. Include information on positions held by both the design consultant and each subconsultant.

[illegible]