

**ADDENDUM NO. 15  
TO THE AGREEMENT DATED JUNE 10, 2021  
BETWEEN GREATER ORLANDO AVIATION AUTHORITY  
AND HNTB CORPORATION**

**Project: Transportation Consulting Services for W-446 Master Mobility Plan, Orlando International Airport**

**THIS ADDENDUM** is effective this 18<sup>th</sup> day of September, 2024, by and between the **GREATER ORLANDO AVIATION AUTHORITY** (“Aviation Authority”), and **HNTB CORPORATION** (“Consultant”).

**WITNESSETH:**

**WHEREAS**, by Agreement dated June 10, 2021, Aviation 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 Aviation Authority as are contained in any additional scope of work established by the Aviation Authority in any addendum to the Agreement and accepted in writing by the Consultant; and

**WHEREAS**, the Aviation 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 Aviation 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 **NOT TO EXCEED amount of ONE MILLION FOUR HUNDRED EIGHTY-SEVEN THOUSAND TWO HUNDRED NINETY-TWO AND NO/100 DOLLARS (\$1,487,292.00)**, broken down as follows:

<b>Professional Fees:</b>	<b>NTE:</b>	<b>\$1,487,292.00</b>
<b>Professional Fees:</b>	<b>LS:</b>	<b>\$0.00</b>
<b>Reimbursable Expenses:</b>	<b>NTE:</b>	<b><u>\$0.00</u></b>
<b>Total:</b>		<b>\$1,487,292.00</b>

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.

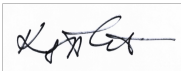
4. Authority may terminate the Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel.



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 June 10, 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 Sep 23, 2024

**GREATER ORLANDO AVIATION AUTHORITY**

By:   
box SIGN 1V3Q39J4-1RKP6XPP  
Kevin J. Thibault, P.E.  
Chief Executive Officer

Approved as to Form and Legality  
(for the benefit of GOAA only)  
this day of Sep 18, 2024  
  
By:   
box SIGN 1J8RLK51-1RKP6XPP  
NELSON MULLINS RILEY AND  
SCARBOROUGH, Legal Counsel  
Greater Orlando Aviation Authority

**HNTB CORPORATION**

By:   
box SIGN 4YL6P8Q1-1RKP6XPP  
Signature (Duly Authorized Rep.)  
George Gilhooley  
Printed Name  
SVP  
Title

**MEMORANDUM**

TO: Members of the Construction Committee

FROM: Brad Friel, Sr. Vice President of Multi-Modal Planning and Environmental

DATE: September 3, 2024

**ITEM DESCRIPTION**

Request for Recommendation to the Aviation Authority Board for Approval of an Addendum to the Continuing Transportation Planning Services Agreement with HNTB Corporation for W-00446 Master Mobility Plan at the Orlando International Airport (MCO).

**BACKGROUND**

On May 19, 2021, the Aviation Authority Board approved a Continuing Transportation Planning Services Agreement with HNTB Corporation. On December 7, 2021, the Construction Committee approved an addendum to the above referenced agreement with HNTB Corporation for an MCO Roadway Mater Plan (W-00446). This initial Phase 1 developed traffic forecasts, updated the south terminal traffic model, identified capacity constraints, and identified high level strategies to mitigate for these constraints. The Phase 1 of the Roadway Mater Plan focused primarily on near and short term roadway improvements. The Aviation Authority has engaged in some design/build projects to develop some of the concepts that had been created as part of Phase 1 (i.e. H-361). Phase 1 was completed for a fee that was not to exceed \$241,525. The MCO Roadway Master Plan has since evolved into a Phase 2 looking at all modes of transportation for goods and people and not just roadways and at a much longer planning horizon. In doing so, the project is being renamed to the Master Mobility Plan to best capture all modes of transportation at MCO. Phase 2 is further described in the *Issues* section below and in the Consultant’s proposal.

**ISSUES**

Consultants’ proposal, dated August 14, 2024, is to provide for transportation consulting services to support the Aviation Authority’s effort in developing a Master Mobility Plan. HNTB will subconsult with their teaming partner, HDR, to develop traffic models, identify capacity constraints, identify high-level strategies to mitigate for these constraints, and provide horizontal schematics for the proposed future roadway network. The scope also includes the development of an airport wide base Visum subarea model to support integrated modeling efforts at MCO. The study area to be captured by the Visum model will include all public roadways onsite at MCO, including ramps and curb entrance/exits, and including the connections to external roadways and interchanges on the periphery of the airport property. For overall planning as part of this scope, the Visum model will be used to model the projected traffic volumes for up to 15 total scenarios, which may include variations in land use, roadway network, routing assumptions, and horizon year (e.g., 2030, 2040, 2050).

If approved, services will be effective the date of Aviation Authority Board approval.

This continuing consultant was selected for this task based on:

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Experience | <input type="checkbox"/> Available Personnel    | <input checked="" type="checkbox"/> Current Workload |
| <input checked="" type="checkbox"/> Expertise  | <input type="checkbox"/> Equitable Distribution | <input type="checkbox"/> Other: _____                |

**CC**  
**ITEM IV-G**  
**9/3/2024**

EXHIBIT A

**SMALL BUSINESS**

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

**ALTERNATIVES**

None.

**FISCAL IMPACT**

The fiscal impact is \$1,487,292.00. Funding is from FY24 CIR00709 \$1,345,707.00 and FY25 Capital Expenditure Funds \$141,585.00 (subject to adoption by Aviation Authority Board of the Fiscal Year (FY) 2025 Aviation Authority Budget). Funding source verified by *Malwin Martinez* of Construction Finance on 08/28/24 as correct and available for the portion being funded in FY 2024.

**RECOMMENDED ACTION**

It is respectfully requested that the Construction Committee recommend to the Aviation Authority Board approval of an addendum to the Continuing Transportation Planning Services Agreement with HNTB Corporation for the services contained herein and amount as shown below:

Not to Exceed Fees	\$1,487,292.00
Lump Sum Fees	\$0.00
Not to Exceed Expenses	\$0.00
<b>TOTAL</b>	<b>\$1,487,292.00</b>
AAC – Compliance Review Date	<i>SJ</i> 08/27/24
AAC – Funding Eligibility Review Date	08/27/24



August 14, 2024

Mr. Brad Friel  
Director of Planning and Development  
Greater Orlando Aviation Authority  
5855 Cargo Road  
Orlando, FL 32827

Re: Master Mobility Plan

Dear Mr. Friel:

HNTB Corporation (HNTB) is pleased to submit this proposal for transportation consulting services associated with the Master Mobility Plan. HNTB will work in concert with our teaming partner, HDR, to develop traffic models, identify capacity constraints, identify high-level strategies to mitigate for these constraints, and provide horizontal schematics for the proposed future roadway network.

For purposes of this agreement, GOAA will be referred to as the Client and HNTB will be referred to as the Consultant.

#### SCOPE

Detailed scope documents are attached. The scope documents detail the work to be performed by HNTB and HDR.

#### SCHEDULE

The Consultant will work as expeditiously as possible to meet the Client's schedule for individual task work authorizations. The Consultant will coordinate with Client staff about the schedule for each work request received.

#### FEE

Services provided under this agreement will be performed on an as-needed basis using the most up-to-date hourly rate schedule on file with GOAA. A recommended labor budget Not-to-Exceed (NTE) fee authorization of \$1,487,292.00 is requested for the Consultant to accomplish the activities as assigned by the Client.

#### DBE/MWBE/LDB

This scope of services does not include any DBE/MWBE/LDB. As such, HNTB has provided our commitment to pursue and fulfill the DBE/MWBE/LDB objectives and will continue to seek opportunities on future tasks.

Mr. Brad Friel  
August 14, 2024  
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#### TERMS OF AGREEMENT

The terms and conditions of the Agreement for Professional Services Continuing Transportation Planning Services at the Orlando International and Executive Airports dated June 10, 2021 will apply.

If you need additional information, please feel free to contact me. We appreciate the opportunity to provide the Authority with our professional services.

Sincerely,



Scott Zornek, PE  
Project Manager

Mr. Brad Friel  
August 14, 2024  
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Attachment

# Master Mobility Plan SCOPE

REVISED – 8/14/24

## TASK 1.0 OUTREACH, CONSENSUS BUILDING, AND FUTURE STRATEGIES

### Task 1.1 Develop GOAA Working Group and Engagement Plan [HNTB]

Consultant will establish a working group consisting of key GOAA advisors with the purpose of evaluating the projects identified as priorities in Phase 1. An engagement plan will be developed to identify appropriate outreach strategies and schedule to best achieve optimal results regarding regional priority projects proposed by each partner agency, including MetroPlan Orlando, Orange County, Osceola County, City of Orlando, FDOT, CFX, and LYNX.

#### Deliverable

- Establishment of GOAA working group
- Engagement plan detailing key partners and influencers.

### Task 1.2 External Communication [HNTB lead, HDR support]

Consultant will support efforts to coordinate and communicate with partner agencies, including MetroPlan Orlando, Orange County, Osceola County, City of Orlando, FDOT, CFX, and LYNX, particularly regarding regional priority projects and potential opportunities for acceleration of implementation. The scoped effort includes up to eight (8) in-person or virtual meetings.

### Task 1.3 Integrated Corridor Management [HNTB lead, HDR support]

As congestion increases in and around MCO, it will become critical to manage traffic into, through and circulating the airport. Integrated corridor management is key to facilitating shifts in travel patterns. Several strategies can be implemented, but mode shift can be the most impactful. Other modes of transportation such as rail, transit and non-vehicular options are all viable modes to ease congestion.

Coordinate with Outside Network/Mapping Companies to Shift Travel Patterns until alternate modes become available.

Consultant will support efforts to coordinate with network and mapping companies such as Google and Waze regarding opportunities to help shift vehicular travel patterns to take advantage of alternative passenger routes.

Work with Lynx, SunRail, Brightline to determine availability of rail and transit to accommodate mode shifts. These are long term strategies but will play a vital role in accommodating future demand.

Identify campus-wide strategy to facilitate non-vehicular traffic connecting key hubs (i.e. JetBlue University, trailers, Verta-port, and the East Airfield Development). This would include multi-use pathways capable of accommodating cyclists, pedestrian, and



automated people mover technologies. This strategy could also include an on-demand system of autonomous shuttles connecting various destinations on airport property. These shuttles could potentially use separate infrastructure from public roadways, including a series of multi-use, shared paths on airport property (usable by pedestrians, bicyclists, slow speed autonomous shuttles, etc.) if the paths were appropriately designed.

Document future development along the Tradeport Drive corridor and Heintzelman Boulevard to reserve the ability to use both roadways to accommodate traffic during recurring and non-recurring congestion as part of the ICM strategy.

The scoped effort includes up to four (4) in-person or virtual meetings, and one round of review of supporting documents/materials prepared by others.

#### Deliverable

- Mapping Company coordination plan
- Document in a memo Lynx, SunRail, Brightline future plans for incorporation into the ICM strategies and overall GOAA master plan being completed by others.
- Develop a campus wide mobility plan identifying pathways, mobility technology, examples from other airports or cities, and typical sections of the route.
- Document development plans for Tradeport Drive and Heintzelman Boulevard to accommodate ICM

#### **Task 1.4 Dwell data for curbside management [HNTB lead, HDR support]**

Consultant will collect data in order to facilitate curbside management. As part of this effort data will be collected at the arrivals and departures curbs including which lane, location laterally along the curb, and the dwell time. This data will be leveraged to help determine the effectiveness of dynamic signage along the curb. Data will be collected using video data collection, on-site qualitative and quantitative observations, and video analytics where applicable. The scoped effort includes up to two (2) in-person or virtual meetings, and the development of data summary documentation.

#### Deliverable

- Draft Curbside Management Data Summary

#### **Task 1.5 Identify Constraints at Interface to External Network and Improvement Alternatives [HNTB lead, HDR support]**

Consultant will identify constraints at GOAA boundaries and determine improvement alternatives to enhance operations where the GOAA roadway network interfaces with other local agencies. This effort will include the development of alternatives and the operational analyses to support any proposed improvements. The scoped effort includes up to eight (8) in-person or virtual meetings, and the development of an External Network Constraints memo.

#### Deliverable

- External Constraints Memo

### **Task 1.6 – Update Employee Transportation Demand Management (TDM) Survey Data** [[HDR lead, HNTB support]

Consultant will collect employer and employee survey data at MCO to update employee-related travel pattern data and characteristics, last collected in 2015. The updated data will also satisfy a requirement for updated employee commuter pattern data in the Orlando International Airport Development of Regional Impact (DRI) Amended and Restated Development Order (ARDO). Components of this task will include:

- Coordination with GOAA on an updated list of companies operating at MCO and available data such as a badged employee database, etc. A contact for each company will be established to refine the data and database.
- Develop an updated employer survey that generally follows the model of previously used employer surveys at MCO. Distribute employer surveys based on established company contacts, and compile results.
- Develop updated employee survey that generally follows the model of previously used employee surveys at MCO. Past questions will be reviewed and refined as needed based on coordination with GOAA. An online survey administration platform such as SurveyMonkey or another similar platform will be used.
  - A Spanish translated version of the employee survey will be made available for non-English speakers.
  - A poster w/ QR code will be developed and placed at common employee locations of interest and use such as on employee shuttles, and at other locations based on coordination with GOAA.
  - In cases where specific employers acknowledge having employees with no email address or ability to take online survey, hard copies of surveys will be made available, and appropriately distributed and collected.
- Survey data compilation and analysis, culminating in the preparation of summary report and summary presentation slides.
- Meetings – a total of 3 meetings are assumed, including a kickoff meeting, one for coordination, and one to present and discuss results.

#### Deliverables:

- *Employee TDM Survey report*
- *Employee TDM Survey presentation slides*

### **Task 1.7 – Traffic Management Strategy Planning / Implementation Steps** [[HDR lead, HNTB support]

#### Objectives:

- Install permanent locations on the MCO cordon line (based on locations from annual Easter Counts) and utilize existing passenger count technology for traffic counts in a few major locations (e.g., parking revenue control)
- Revise annual traffic data collection procedures to provide sufficient granularity to determine origin and destination
- Use traffic data to better predict future roadway capacity needs and analyze options regarding cut through traffic
- Develop a plan for traffic management strategy implementation

- Develop a traffic management concept of operations
- Develop an incident management plan

Considerations:

- Origin/destination (O/D) capability, to provide data on non-airport-related cut-through traffic; desire short-term and long-term solutions
  - A big data solution like StreetLight Data could be used to get an understanding of long-term, current conditions and historical O/D patterns at and through MCO.
  - Bluetooth readers could be deployed at key entry and exit points at MCO to provide short-term patterns. These readers can identify vehicle and mobile devices' unique identifiers and can then match these devices between airport entry and exit points. Time constraints can be set on matching the O/D patterns to discern cut-through traffic from traffic using and stopping at the Airport. These data can identify travel patterns with a short turn around to see in near real time how travel patterns adjust to changing conditions (like incidents and different airport demand levels) within the study area.
- Potential integration with a system for tolling
  - Similar hardware is used in both All Electronic Tolling (AET) and Intelligent Transportation System (ITS) applications. This hardware includes vehicle detection, vehicle classification, CCTV cameras, video analytics, lane-use signals, local area networking, low-voltage power distribution, workstations and servers. Additionally, when the same entity owns both systems, the power services and trunk- or wide-area network communications may be shared.
  - Despite these similarities, in terms of management within the public agency and day-to-day operations and maintenance, the two functions were historically separate. This distinction was due to tolling-specific needs (e.g., the security system in place around toll accounts to protect users' personal information; physical security associated with any cash collections; much higher standards for tolling system performance and availability than for ITS systems; and the need to audit toll transactions).
  - In recent years, with the advent of managed lanes, congestion- and variable-pricing strategies – or in this case, the pricing of thru trips that use GOAA roadways – the line between the two applications has blurred. In some cases, the tolling system has become the tool to manage traffic, and the traditional ITS equipment is now critical to the tolling operation. If the deployed equipment is to be used both for ITS and tolling, then the system performance and availability of ITS components must be just as high as for AET components.
  - Use of toll points for traffic counts – transportation agencies with toll points will typically use the data from these toll points for traffic counts and vehicle classification planning data. The tolling requirements make them more robust and accurate than typical traffic count stations.
  - Use of toll technology for travel time measurement – reading toll tags to measure travel time on non-tolled roadways has been done for decades.

Depending on the policies of the public agencies, tag reads at toll points may supplement the reads from the travel time system, or the two may be kept separate. These travel time systems install roadside equipment to read tags at multiple points; to measure time travel times between the readers. The result is real-time travel time data along defined roadway links. These systems typically use algorithms to randomize the tag numbers and remove the actual tag numbers read, to protect driver's information.

- Provide real-time data and allow for analytics and information sharing. Once an initial system is in place, real time data will play a key role in managing the system. It is anticipated that this system will leverage existing traffic management capabilities in the region but will need to be supplemented with more detailed information for study area roadways. We anticipate that these real time needs for the study area could come from a data provider like INRIX. Once the real time data system is in place, it can feed the system management operation for the study area. This would involve designing a series of:
  - Mobility, Safety, and Incident Management performance measures
  - Strategies for system management that can be deployed such as traveler information, system pricing, and active traffic management technology deployment
  - Establishing performance thresholds for when traffic management operational strategies are triggered
- Connect to parking availability and to dynamic signage system to provide real-time routing
- Connect to a hub for traffic management
  - Serves as the technical and institutional hub that facilitates interagency coordination and integrates a wide range of traffic management strategies to achieve the collective goal of providing safe, efficient and sustainable transportation infrastructure. The plan should define the elements of a TMC, its role in the roadway traffic management and the processes for planning, designing, commissioning and managing a TMC (and related ITS elements). Generally, basic activities performed include traffic monitoring, incidents management, roadway services and other support tasks.
- Have complete existing fiber optic network on Jeff Fuqua Boulevard and Heintzelman Boulevard
- Be scalable, with an initial system in the near term, and flexibility to add more components later as needed
- Inputs from all traffic management stakeholders are critical.
- Concept of operations will provide guidance and direction to help ensure that the traffic management strategy implementation best serves GOAA's needs. It will also ensure that the operational needs of the traffic management strategy are consistent with the resources and policies of the responsible agencies.
- Incident Management – Coordinate with security and operations to develop incident management plans for reoccurring and non-reoccurring congestion. This should include coordination with outside agencies including FDOT, CFX, and Florida's Turnpike for regional dynamic signage

Subtasks/Outline:

1. Traffic Management Strategy Implementation Plan Development
  - a. Identify long-range vision and goals
  - b. Identify and define major functions and services
  - c. Identify stakeholders and collect their input
  - d. Identify and evaluate risks and dependencies
  - e. Evaluate benefits, define the measurement of effectiveness and perform cost-benefit analysis
  - f. Develop the specific requirements of the traffic management strategy implementation process, timeframes, priorities, funding, responsibilities, etc.
  - g. Two virtual meetings are included as part of this subtask
2. Concept of Operations Development
  - a. The Systems Engineering process will be followed. The regional ITS architecture will be reviewed and any potential updates that may be needed will be identified.
  - b. The document will describe the existing and future systems, facility needs, integration and testing, coordination, operations and maintenance, training and documentation, procurement and contracting, etc.
  - c. The physical environment, power systems, communication networks, computer hardware and software systems will be analyzed and evaluated.
  - d. Two virtual meetings are included as part of this subtask
3. Incident Management Plan - The plan would look at managing reoccurring and non-reoccurring congestion for the following movements:
  - a. Entering the airport from the north
  - b. Exiting the airport to the north
  - c. Entering the airport from the south
  - d. Exiting the airport to the south
  - e. SB Jeff Fuqua between Terminal A & B, and between North and South Terminal
  - f. NB Jeff Fuqua between Terminal A & B and between North and South Terminal
  - g. Two virtual meetings are included as part of this subtask

Deliverables:

- *TMC Implementation Plan*
- *TMC Concept of Operations*
- *Incident Management Plan*

**Task 1.8 – Develop MCO Visum Model for Scenario Planning & Alternatives Traffic Forecast Development [HDR lead, HNTB review]**

This task will result in the development of an airport wide base Visum subarea model to support integrated modeling efforts at MCO. The base Visum model shall initially be developed for two individual peak hours and the exact hours are to be determined. The base Visum model can be used to provide hourly traffic volumes, estimated Origin/Destination (O/D) tables and high-level volume to capacity (V/C) ratio assessments. The latest MCO traffic volume profiles and counts will be used to calibrate the base Visum model at key locations including the airport cordon line and approach roadways to curb frontages. In the base Visum model, the planning level roadway capacities will be based on previous capacity determinations from the Easter traffic count program and ACRP 40.

The study area to be captured by the Visum model will include all public roadways on-site at MCO, including ramps and curb entrance/exits, and including the connections to external roadways and interchanges on the periphery of the airport property. It is anticipated that the development of the Visum model will be completed in phases, with the initial phase consisting of the primary core airport passenger-related roadways within the MCO cordon line as established in the annual Easter Traffic Counts. This will allow the Visum model to be operational sooner to begin use for overall airport planning. Additional roadway network outside the MCO cordon line such as the Tradeport Drive corridor and the future network at the East Airfield will be included as part of a second phase once the initial model is operational. Future roadway connections including the Heintzelman Boulevard Extension, Dowden Road Extension, and Lake Nona Connector will be coded with the ability for inclusion for future scenarios. The existing Terminal C roadway network will be included in the base subarea model, and up to two future conditions terminal network scenarios will be modeled (e.g., ultimate Terminal C and ultimate Terminals C and D).

Existing data sources will include traffic count data from the Easter traffic count program; available passenger activity data; previous survey data for airport passengers, visitors, and an updated employee survey; and available O/D and travel pattern data from Streetlight Data. Ridership data for SunRail, Lynx, and Brightline will be incorporated, if available. This scope includes the effort to complete specific analyses of available data in order to generate specific O/D patterns and tables, e.g., analysis of saved Streetlight Data. In addition the curbside data collected in Task 1.4 will be utilized.

The base Visum model may include multiple vehicular modes depending on available traffic classifications and/or agreed mode shares, as follows:

1. Private vehicles of airline passengers and visitors
2. Private vehicles of employees
3. Rental cars
4. On-demand taxicabs
5. On-demand and prearranged limousines
6. Shuttles for airport economy parking lots
7. Shuttles for employees
8. Shuttles for private off-site parking providers
9. Shuttles for rental car companies
10. Shuttles for hotels and motels
11. Transportation network companies (TNCs)
12. LYNX buses
13. Charter Buses

#### 14. Service and Delivery Vehicles (Trucks)

A pre-processor (in MS Excel format) will be developed to convert originating passenger trips and terminating passenger trips to vehicular trips using the mode share percentages and assumptions from the available passenger activity data as well as previous survey data for airport passengers and visitors. In addition to vehicular modes (up to 14 vehicle types), the base pre-processor and Visum model will include the ability to incorporate future mode splits to passenger rail modes, including Brightline and SunRail. Individual O/D tables for each travel mode will be developed as part of the pre-processor. The Visum model will serve as a multi-modal traffic assignment tool that can compare assigned traffic volume against existing counts, develop traffic volume flow maps, develop select-link analyses for key roadway segments.

After the completion of the base Visum model, this base Visum model shall be maintained and may be updated to support ongoing transportation planning efforts at MCO. The ongoing maintenance, expansion, and use for other future tasks are not included in this scope of work. The Visum model forecasts/results may require additional post-processing of volumes for specific areas, and they are assumed to be included in the other future tasks of modeling and analyses with Synchro or Vissim, airport curbside frontage analysis, additional shuttle service analysis and other detailed analysis to key facilities. For overall planning as part of this scope, the Visum model will be used to model the projected traffic volumes for up to 15 total scenarios, which may include variations in land use, roadway network, routing assumptions, and horizon year (e.g., 2030, 2040, 2050). This includes the forecasting described in Task 1.9, subtask 3(a)(iii) for Ultimate Terminal C and D.

#### **Task 1.9 – Ultimate Airport Roadway Network Planning [HNTB / HDR]**

##### Objectives:

This task will develop schematic roadway network layouts for airport roadways, particularly for the ultimate Terminals C and D.

##### Considerations:

Updated roadway network planning for Terminals C and D assumes through traffic continues to use a central Jeff Fuqua Boulevard spine road rather than driving through the terminal areas (i.e., on “through lanes” at Terminal C between Parking C garage and the Terminal C curbs). The roadway network will also consider the proposed future consolidated rental car (ConRAC) facility, including potential temporary direct access via Jeff Fuqua Boulevard and future ultimate access via the Heintzelman Boulevard interchange.

##### Subtasks/Outline:

1. Concepts Kickoff Workshop (in-person, half-day)
  - a. To identify and agree upon long-range vision and goals and to define and prioritize roadway network requirements and functions such as:
    - i. North-south route for potential commuter bypass
    - ii. Direct connectivity between north and south terminals
    - iii. Ultimate number and location of on-site rental car facilities

- iv. Airport operations access
    - v. Identify offsite or remote curb / ground transportation center opportunities to capture drop-off and pick-up traffic either offsite or in peripheral areas of the MCO property to minimize traffic into the airport core
    - vi. Location and access of emergency services
    - vii. Allowable impacts to existing roadways and structures
    - viii. Allowable impacts to the viability of symmetry of the southern terminals
    - ix. Allowable impacts to the east-west taxiways beneath which existing roadways and rail corridors cross
  - b. Initial brainstorming of concepts with working group – Terminals C/D area, any reconfiguring of Terminals A/B
- 2. Long-term airport trip generation and traffic forecasts (2040 and 2050), to be based on long-term airport passenger forecasts (provided by others)
  - a. Planning level airport traffic forecast for ultimate Terminal C, and ultimate Terminals C and D
  - b. Sensitivity analysis to account for potential changes in transit mode split
- 3. Development of initial roadway network concepts (schematic level) for terminal areas
  - a. Develop up to two alternatives for ultimate Terminals C and D
    - i. Critical horizontal alignments will be checked from a proof-of-concept level, but not all alignments will be developed in CAD
    - ii. Critical vertical alignments will be vetted to ensure they are physically possible, but detailed development is not included in this task
    - iii. One traffic assignment from the Visum model for each alternative based on the preferred network, and evaluation of V/C
- 4. Alternatives Review Workshop (in-person, half-day) – to review initial roadway network concept alternatives, determine areas of refinement, and acceptability of components of the alternatives
- 5. Preferred Alternatives Selection Virtual Meeting (two hours) – to be held two weeks after the previous workshop to select one preferred alternative for ultimate Terminals C and D
- 6. Refine Concepts
  - a. Refine preferred alternative terminal concepts with horizontal CAD layouts, including proposed striping
  - b. Vet vertical alignment of preferred alternative terminal concepts for viability (but not developed in detail)
  - c. Conceptual wayfinding/signage plan for preferred alternatives (limited to GOAA property and not including modifications to CFX, Florida Turnpike, and/or FDOT facilities that may be required)
  - d. Two virtual meetings are included as part of this subtask



Deliverables:

- *Brief Tech Memo summarizing roadway network priorities and requirements from the Workshop*
- *Schematic layouts of two alternatives for ultimate Terminals C and D*
- *Refined horizontal layouts for preferred terminal roadway network alternatives*
- *ROM Costs for alternatives*

**Task 1.10 Model MCO Network using Existing with STC Improvements – Vissim [HNTB]**

Consultant will update and expand the previously developed model to include the North and South Terminals. Validated/Calibrated models will be developed for the two alternatives developed in Task 1.9. This model will serve as a key tool in the decision-making process for future improvements.

Deliverable

- Vissim model reflecting the two alternatives developed in Task 1.8. Models will support decision-making for future roadway network improvements.

**TASK 2.0 ALTERNATIVES REFINEMENT AND PRIORITIZATION**

**Task 2.1 Prioritize Improvements/Opportunities [HNTB lead, HDR support]**

Consultant will develop a prioritization strategy and prioritize, through refined analysis, previously identified improvements and opportunities. ROM cost estimates associated with each improvement will be developed as part of the prioritization effort. This task may include additional analyses, concepts, and documentation, as well as meetings with others to help develop alternatives. The scoped effort includes up to two (2) in-person or virtual meetings, and the draft/final Prioritization Memo.

Deliverable

- Prioritization Memo

## TASK 3.0 SELECTION OF PREFERRED IMPROVEMENTS

### Task 3.1 Select Preferred Improvements [HNTB lead/ HDR support]

Consultant will work with GOAA to select preferred improvements based on the prioritization outcome, schedule, constructability and other factors. Cost estimates will be updated for each of the preferred alternatives. Each alternative will be documented in a preferred alternatives memo. The scoped effort includes up to four (4) in-person or virtual meetings, and the development of the draft and final Preferred Alternatives memo.

#### Deliverable

- Preferred Alternatives Memo

### Task 3.2 Present Improvement Strategies and Work to Align Outside Agency Efforts to Enhance Regional Mobility [HNTB lead/ HDR support]

Consultant will develop a presentation to communicate and coordinate potential improvements with regional partner agencies. The scoped effort includes up to four (4) in-person or virtual meetings.

#### Deliverable

- Improvement Strategies Presentation

## TASK 4.0 DOCUMENTATION

### Task 4.1 Prepare Mobility Blueprint [HNTB lead, HDR support]

Consultant will compile the technical documentation developed as part of each previous task in a concise mobility blueprint document with supporting appendices. The scoped effort includes up to two (2) in-person or virtual meetings, and the development of the draft and final Mobility Blueprint.

#### Deliverable

- Mobility Blueprint

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

<b>Phase of Project:</b>	<b>Task 1</b>	<b>Task 2</b>	<b>Task 3</b>	<b>Task 4</b>	<b>SUBTOTAL</b>	<b>TOTAL CONTRACT</b>
1.0 Lump Sum Fee:	\$0	\$0	\$0	\$0	\$0	\$0
2.0 Not to Exceed Reimbursable Fee:	\$1,299,590	\$43,022	\$95,534	\$49,146	\$1,487,292	<b>\$1,487,292</b>
3.0 Not to Exceed Reimbursable Expenses:	\$0	\$0	\$0	\$0	\$0	\$0
<b>4.0 TOTAL CONTRACT VALUE:</b>	<b>\$1,299,590</b>	<b>\$43,022</b>	<b>\$95,534</b>	<b>\$49,146</b>	<b>\$1,487,292</b>	<b>\$1,487,292</b>

Total Lump Sum Labor Hours:	0	0	0	0	0	<b>0</b>
Total Not to Exceed Reimbursable Labor Hours:	7450	254	530	278	8512	<b>8512</b>
<b>TOTAL LABOR HOURS:</b>	<b>7450</b>	<b>254</b>	<b>530</b>	<b>278</b>	<b>8512</b>	<b>8512</b>
<b>Average Hourly Rate:</b>	\$174	\$169	\$180	\$177	\$175	\$175

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-4**  
**SUMMARY OF NOT TO EXCEED REIMBURSABLE FEES AND EXPENSES**

Phase of Project:	Task 1		Task 2		Task 3		Task 4		TOTAL		
	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Cost	Avg. Rate
<b>HNTB, Inc.</b>											
Not to Exceed Reimbursable Fee	4,668	\$746,840	208	\$34,060	448	\$78,264	232	\$40,184	5,556	\$899,348	\$162
Not to Exceed Reimbursable Expenses		\$0		\$0		\$0		\$0		\$0	
<b>Sub-Total - HNTB</b>	<b>4,668</b>	<b>\$746,840</b>	<b>208</b>	<b>\$34,060</b>	<b>448</b>	<b>\$78,264</b>	<b>232</b>	<b>\$40,184</b>	<b>5,556</b>	<b>\$899,348</b>	<b>\$162</b>
<b>HDR Engineering, Inc.</b>											
Not to Exceed Reimbursable Fee	2,782	552,750	46	8,962	82	17,270	46	8,962	2,956	\$587,944	\$199
Not to Exceed Reimbursable Expenses		\$0		\$0		\$0		\$0		\$0	
<b>Sub-Total Subconsultant - HDR</b>	<b>2,782</b>	<b>\$552,750</b>	<b>46</b>	<b>\$8,962</b>	<b>82</b>	<b>\$17,270</b>	<b>46</b>	<b>\$8,962</b>	<b>2,956</b>	<b>\$587,944</b>	<b>\$199</b>
<b>Total Not to Exceed Amount:</b>	<b>7,450</b>	<b>\$1,299,590</b>	<b>254</b>	<b>\$43,022</b>	<b>530</b>	<b>\$95,534</b>	<b>278</b>	<b>\$49,146</b>	<b>8,512</b>	<b>\$1,487,292</b>	<b>\$175</b>

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**EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL  
TABLE C-5  
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE FEES**

**Greater Orlando Aviation Authority  
MCO Transportation Master Plan - Phase 2  
HNTB Corporation**

Position:	SENIOR PROJECT MANAGER 1		SENIOR PROJECT ENGINEER		PROJECT ENGINEER		ENGINEER		ENGINEERING INTERN		SENIOR DESIGNER		TOTAL			
	\$340.00		\$241.00		\$157.00		\$136.00		\$112.00		\$167.00		hours	Cost	Avg. Hourly Rate	
Rate (\$/Hour):	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Avg. Hourly Rate	
<b>Task 1: Outreach, Consensus Building, and Future Strategies</b>																
Task 1.1: Develop GOAA Working Group & Engagement Plan	16.0	\$5,440	32.0	\$7,712	0.0	\$0	24.0	\$3,264	16.0	\$1,792	0.0	\$0	88.0	\$18,208	\$207	
Task 1.2: External Communication	32.0	\$10,880	48.0	\$11,568	32.0	\$5,024	48.0	\$6,528	64.0	\$7,168	0.0	\$0	224.0	\$41,168	\$184	
Task 1.3: Integrated Corridor Management	16.0	\$5,440	96.0	\$23,136	148.0	\$23,236	160.0	\$21,760	136.0	\$15,232	120.0	\$20,040	676.0	\$108,844	\$161	
Task 1.4: Dwell Data for Curbside Management	8.0	\$2,720	16.0	\$3,856	32.0	\$5,024	40.0	\$5,440	432.0	\$48,384	0.0	\$0	528.0	\$65,424	\$124	
Task 1.5: Identify Constraints at Interface to Ext Network	24.0	\$8,160	48.0	\$11,568	64.0	\$10,048	64.0	\$8,704	96.0	\$10,752	20.0	\$3,340	316.0	\$52,572	\$166	
Task 1.6: Update Employee TDM Survey Data	14.0	\$4,760	0.0	\$0	8.0	\$1,256	12.0	\$1,632	0.0	\$0	0.0	\$0	34.0	\$7,648	\$225	
Initial Data & Employer Contact Coordination	2.0	\$680	0.0	\$0	2.0	\$314	2.0	\$272	0.0	\$0	0.0	\$0	6.0	\$1,266	\$211	
Employer Survey Development, Administration, & Reduction	2.0	\$680	0.0	\$0	2.0	\$314	2.0	\$272	0.0	\$0	0.0	\$0	6.0	\$1,266	\$211	
Employee Survey Development & Administration	2.0	\$680	0.0	\$0	2.0	\$314	2.0	\$272	0.0	\$0	0.0	\$0	6.0	\$1,266	\$211	
Employee Survey Data Analysis & Summary Report	2.0	\$680	0.0	\$0	2.0	\$314	0.0	\$0	0.0	\$0	0.0	\$0	4.0	\$994	\$249	
Meetings (3)	6.0	\$2,040	0.0	\$0	0.0	\$0	6.0	\$816	0.0	\$0	0.0	\$0	12.0	\$2,856	\$238	
Task 1.7: Traffic Management Strategy Planning/Impl Steps	36.0	\$12,240	40.0	\$9,640	4.0	\$628	4.0	\$544	0.0	\$0	0.0	\$0	84.0	\$23,052	\$274	
Traffic Mgmt Strategy Implementation Plan Development	8.0	\$2,720	12.0	\$2,892	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	20.0	\$5,612	\$281	
Concept of Operations Development	12.0	\$4,080	16.0	\$3,856	0.0	\$0	4.0	\$544	0.0	\$0	0.0	\$0	32.0	\$8,480	\$265	
Incident Management Plan	4.0	\$1,360	0.0	\$0	4.0	\$628	0.0	\$0	0.0	\$0	0.0	\$0	8.0	\$1,988	\$249	
Meetings (6)	12.0	\$4,080	12.0	\$2,892	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	24.0	\$6,972	\$291	
Task 1.8: Develop MCO Visum Model	12.0	\$4,080	46.0	\$11,086	12.0	\$1,884	44.0	\$5,984	26.0	\$2,912	0.0	\$0	140.0	\$25,946	\$185	
Determine Base Model Area, Facility Elements & Roadways	0.0	\$0	4.0	\$964	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	4.0	\$964	\$241	
Determine Peak Hrs, Passenger Activity, Travel Survey Data, etc	2.0	\$680	4.0	\$964	4.0	\$628	0.0	\$0	10.0	\$1,120	0.0	\$0	20.0	\$3,392	\$170	
Develop Base Model Network, Capacity, Vehicle Restricted Roadways	0.0	\$0	8.0	\$1,928	0.0	\$0	8.0	\$1,088	0.0	\$0	0.0	\$0	16.0	\$3,016	\$189	
Visum Base Network QC	0.0	\$0	4.0	\$964	0.0	\$0	4.0	\$544	0.0	\$0	0.0	\$0	8.0	\$1,508	\$189	
Develop Pre-Processor Excel Tables w/ Mode Splits, OD, & Assumptions	0.0	\$0	4.0	\$964	0.0	\$0	0.0	\$0	8.0	\$896	0.0	\$0	12.0	\$1,860	\$155	
Pre-Processor QC	0.0	\$0	2.0	\$482	0.0	\$0	0.0	\$0	4.0	\$448	0.0	\$0	6.0	\$930	\$155	
Visum Model Calibration	0.0	\$0	2.0	\$482	8.0	\$1,256	0.0	\$0	4.0	\$448	0.0	\$0	14.0	\$2,186	\$156	
Base Visum Model Documentation	0.0	\$0	2.0	\$482	0.0	\$0	8.0	\$1,088	0.0	\$0	0.0	\$0	10.0	\$1,570	\$157	
Traffic Volume Forecasting for Future Conditions (up to 15 total years)	8.0	\$2,720	12.0	\$2,892	0.0	\$0	16.0	\$2,176	0.0	\$0	0.0	\$0	36.0	\$7,788	\$216	
Documentation & Forecasted Volume QC	2.0	\$680	4.0	\$964	0.0	\$0	8.0	\$1,088	0.0	\$0	0.0	\$0	14.0	\$2,732	\$195	
Task 1.9: Ultimate Airport Roadway Network Planning	96.0	\$32,640	110.0	\$26,510	180.0	\$28,260	192.0	\$26,112	296.0	\$33,152	296.0	\$49,432	1,170.0	\$196,106	\$168	
Concepts Kickoff Workshop	12.0	\$4,080	12.0	\$2,892	16.0	\$2,512	16.0	\$2,176	24.0	\$2,688	24.0	\$4,008	104.0	\$18,356	\$177	
Long-Term Airport Trip Generation & Traffic Forecasts	4.0	\$1,360	4.0	\$964	16.0	\$2,512	32.0	\$4,352	64.0	\$7,168	48.0	\$8,016	168.0	\$24,372	\$145	
Initial Schematic Roadway Concept Development	32.0	\$10,880	40.0	\$9,640	64.0	\$10,048	40.0	\$5,440	56.0	\$6,272	64.0	\$10,688	296.0	\$52,968	\$179	
Alternatives Review Workshop	16.0	\$5,440	16.0	\$3,856	20.0	\$3,140	24.0	\$3,264	32.0	\$3,584	32.0	\$5,344	140.0	\$24,628	\$176	
Preferred Alternatives Selection Virtual Meeting	8.0	\$2,720	8.0	\$1,928	16.0	\$2,512	16.0	\$2,176	40.0	\$4,480	48.0	\$8,016	136.0	\$21,832	\$161	
Concept Refinement & ROM Costs	24.0	\$8,160	30.0	\$7,230	48.0	\$7,536	64.0	\$8,704	80.0	\$8,960	80.0	\$13,360	326.0	\$53,950	\$165	
Task 1.10: Model MCO Network – Vissim	48.0	\$16,320	96.0	\$23,136	288.0	\$45,216	432.0	\$58,752	480.0	\$53,760	64.0	\$10,688	1,408.0	\$207,872	\$148	
<b>Task 1 Subtotal</b>	<b>302.0</b>	<b>\$102,680</b>	<b>532.0</b>	<b>\$128,212</b>	<b>768.0</b>	<b>\$120,576</b>	<b>1,020.0</b>	<b>\$138,720</b>	<b>1,546.0</b>	<b>\$173,152</b>	<b>500.0</b>	<b>\$83,500</b>	<b>4,668.0</b>	<b>\$746,840</b>	<b>\$160</b>	
<b>Task 2: Alternatives Refinement &amp; Prioritization</b>																
Task 2.1: Prioritize Improvements/Opportunities	12.0	\$4,080	32.0	\$7,712	36.0	\$5,652	40.0	\$5,440	64.0	\$7,168	24.0	\$4,008	208.0	\$34,060	\$164	
<b>Task 2 Subtotal</b>	<b>12.0</b>	<b>\$4,080</b>	<b>32.0</b>	<b>\$7,712</b>	<b>36.0</b>	<b>\$5,652</b>	<b>40.0</b>	<b>\$5,440</b>	<b>64.0</b>	<b>\$7,168</b>	<b>24.0</b>	<b>\$4,008</b>	<b>208.0</b>	<b>\$34,060</b>	<b>\$164</b>	
<b>Task 3: Selection of Preferred Improvements</b>																
Task 3.1: Select Preferred Improvements	24.0	\$8,160	40.0	\$9,640	56.0	\$8,792	64.0	\$8,704	48.0	\$5,376	16.0	\$2,672	248.0	\$43,344	\$175	
Task 3.2: Present Impr Strategies / Align Agency Efforts	24.0	\$8,160	32.0	\$7,712	24.0	\$3,768	40.0	\$5,440	64.0	\$7,168	16.0	\$2,672	200.0	\$34,920	\$175	
<b>Task 3 Subtotal</b>	<b>48.0</b>	<b>\$16,320</b>	<b>72.0</b>	<b>\$17,352</b>	<b>80.0</b>	<b>\$12,560</b>	<b>104.0</b>	<b>\$14,144</b>	<b>112.0</b>	<b>\$12,544</b>	<b>32.0</b>	<b>\$5,344</b>	<b>448.0</b>	<b>\$78,264</b>	<b>\$175</b>	
<b>Task 4: Documentation</b>																
Task 4.1: Prepare Mobility Blueprint	16.0	\$5,440	48.0	\$11,568	56.0	\$8,792	40.0	\$5,440	56.0	\$6,272	16.0	\$2,672	232.0	\$40,184	\$173	
<b>Task 4 Subtotal</b>	<b>16.0</b>	<b>\$5,440</b>	<b>48.0</b>	<b>\$11,568</b>	<b>56.0</b>	<b>\$8,792</b>	<b>40.0</b>	<b>\$5,440</b>	<b>56.0</b>	<b>\$6,272</b>	<b>16.0</b>	<b>\$2,672</b>	<b>232.0</b>	<b>\$40,184</b>	<b>\$173</b>	
<b>TOTAL NOT TO EXCEED REIMBURSABLE FEE:</b>	<b>378.0</b>	<b>\$128,520</b>	<b>684.0</b>	<b>\$164,844</b>	<b>940.0</b>	<b>\$147,580</b>	<b>1,204.0</b>	<b>\$163,744</b>	<b>1,778.0</b>	<b>\$199,136</b>	<b>572.0</b>	<b>\$95,524</b>	<b>5,556.0</b>	<b>\$899,348</b>	<b>\$162</b>	

**NOTES:**

1. A separate spreadsheet is required for each consultant/subconsultant with any portion of its 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.

FIRM	POSITION	CONTRACT HOURLY RATE
HNTB Corporation	Engineer	\$136
HNTB Corporation	Engineering Intern	\$112
HNTB Corporation	Senior Project Engineer	\$241
HNTB Corporation	Senior Project Manager 1	\$340
HNTB Corporation	Senior Designer	\$167
HNTB Corporation	Project Engineer	\$157
HDR Engineering, Inc.	Sr. Principal	\$333
HDR Engineering, Inc.	Project Principal	\$249
HDR Engineering, Inc.	Sr. Project Manager	\$208
HDR Engineering, Inc.	Engineer/ Planner VI	\$166
HDR Engineering, Inc.	Chief Designer	\$168
HDR Engineering, Inc.	Engineer/ Planner V	\$148
HDR Engineering, Inc.	Engineer/ Planner IV	\$132
HDR Engineering, Inc.	Engineer/ Planner III	\$113
HDR Engineering, Inc.	Engineer/ Planner II	\$106
HDR Engineering, Inc.	Engineer/ Planner I	\$93
HDR Engineering, Inc.	Sr. Designer	\$99
HDR Engineering, Inc.	Designer	\$79
HDR Engineering, Inc.	Sr. Project Accountant	\$129
HDR Engineering, Inc.	Document Control	\$119

**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: HNTB Corporation

By:  \_\_\_\_\_

Print Name: George Gilhooley

Date: 8/19/2024





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: 

Print Name: Katie E. Duty, Vice President

Date: August 19, 2024

**ATTACHMENT A**

**FINANCE FORM**

<b>Date:</b>	<u>September 3, 2024</u>	<b>Requestor's Extension:</b>	<u>x3139</u>
<b>Requestor's Name:</b>	<u>Brad Friel</u>	<b>Preparer's Extension:</b>	<u>X2255</u>
<b>Preparer's Name:</b>	<u>Chris DeLoatche</u>	<b>Solicitation #:</b>	<u>N/A</u>
<b>Requestor's Department:</b>	<u>Multi-Modal Planning and Environmental</u>	<b>Contract # / Name:</b>	<u>Continuing Transportation Planning Services</u>
<b>Description:</b>	<u>Master Mobility Plan</u>	<b>Construction Committee Date:</b>	<u>September 3, 2024</u>
<b>Vendor:</b>	<u>HNTB Corporation; HDR Inc.</u>	<b>Agenda Item #:</b>	<u></u>

**NON-PROJECT FUNDS: CAPEX**

Account Code Format: xxx.xxx.xxx.xxxxxxx.xxx.xxxx xx	FY 23 Amount	FY24 Amount	FY25 Amount	FY26 Amount	FY27 Amount	TOTAL CONTRACT
308.711.170.5310013.000.501672		\$1,345,707.00	\$141,585			
<b>Total Requisition:</b>		\$1,345,707.00	\$141,585			\$1,487,292.00
<b>Requisition Number:</b>		97656	97656			97656
<b>Funding Approver:</b> <i>Andrea Harper</i>						
<b>OMB Notes:</b>						

Number	Description	Approval Status	Creation Date	Currency	Total	Preparer	Reserved
97656	CCM 09/03/24 - Mast	In Process	19-AUG-2024 14:12:50	USD	1,345,707.00	Wages, Alice M	<input checked="" type="checkbox"/>

**MEMORANDUM**

TO: Members of the Procurement Committee

FROM: Edelis Molina, Manager Small Business Programs

DATE: September 03, 2024

**ITEM DESCRIPTION**

Request for Recommendation to the Aviation Authority Board for Approval of an Addendum to the Continuing Transportation Planning Services Agreement with HNTB Corporation for W-00446 Master Mobility Plan at the Orlando International Airport (MCO).

**SMALL BUSINESS**

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