

**ADDENDUM NO. 48
TO THE AGREEMENT DATED JANUARY 8, 2021
BETWEEN THE GREATER ORLANDO AVIATION AUTHORITY
AND RICONDO & ASSOCIATES, INC.**

**Project: W-S00211, Development of the Program Definition Document (POD)
for the Terminal C, Phase 2 Program, Orlando International Airport**

THIS ADDENDUM is effective this 18th day of October, 2023, by and between the **GREATER ORLANDO AVIATION AUTHORITY** ("Authority"), and **RICONDO & ASSOCIATES, INC.** ("Consultant").

WITNESSETH:

WHEREAS, by Agreement dated January 8, 2021, Authority and Consultant entered into an agreement for Consultant to provide General 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 **NOT TO EXCEED** amount of **ONE MILLION NINETY THOUSAND TWO HUNDRED SEVENTEEN AND NO/100 DOLLARS (\$1,090,217.00)**, broken down as follows:

Professional Fees:	NTE:	\$1,090,217.00
Professional Fees:	LS:	\$0.00
Reimbursable Expenses:	NTE:	<u>\$0.00</u>
Total:		\$1,090,217.00

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 January 8, 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 on this day of Oct 26, 2023.

GREATER ORLANDO AVIATION AUTHORITY

Kevin J. Thibault

By:

box SIGN

1V3Q39J4-4L2PZ2J2

Kevin J. Thibault, P.E.
Chief Executive Officer

Approved as to Form and Legality
(for the benefit of GOAA only)
this day of Oct 23, 2023

Karen Ryan

By:

box SIGN

1JBRUK51-4L2PZ2J2

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

RICONDO & ASSOCIATES, INC

Pete Ricondo

By:

box SIGN

4LWR3Z2Q-4L2PZ2J2

Signature (Duly Authorized Rep.)

Pete Ricondo

Printed Name

Senior Vice President

Title



Orlando
One Jeff Fuqua Boulevard
Orlando, Florida 32827-4392

MEMORANDUM

TO: Members of the Construction Committee

FROM: Max E. Marble, Senior Vice President, Capital Programs
(Prepared by Deborah McKeown)

DATE: October 10, 2023

RE: Request for Recommendation of Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-S00211, Development of the Program Definition Document (PDD) for the Terminal C, Phase 2, Program at the Orlando International Airport

The Terminal C, Phase 2, Program will expand Terminal C to accommodate an additional 16 to 24 aircraft gates. The purpose of the PDD is to provide the programmatic requirements for the Program, an indicative preferred concept of operations, and an indicative facility layout to refine the Program's cost and provide planning guidance to consultants who will prepare the detailed design of the Program.

The overarching goal for this scope of work is the development of the Terminal C Phase 2 PDD that defines the landside, terminal, concourse, and airside expansion that is capable of scaling between 16 and 24 aircraft gates. The PDD and its cost estimates would be used to recommend funding budgets for capital expenditures that are required to support the Aviation Authority's decision-making processes and mission.

The objectives of the PDD as outlined in the Consultant's proposal, dated October 3, 2023, will include, but are not limited to, conducting a baseline capacity evaluation of the existing Phase 1 and Phase 1X facilities, including landside (curbs, roadways, parking, and ground transportation facilities), airside, major terminal functions, and building systems; development of demand scenarios with the Aviation Authority that cover a range of potential airline tenants using the Terminal C facilities; identification of planning parameters that meet Aviation Authority -prescribed levels of service; use of the demand elements and planning parameters to define the Phase 2 program requirements; use of previously-developed Phase 2 concepts as a starting point to develop concepts sized to meet the identified program requirements and the Aviation Authority-prescribed Concept of Operations (CONOPS); conducting of preliminary engineering capacity analyses for major building systems in the Phase 1 and 1X facilities required to identify necessary capacity expansions for inclusion in the cost estimates; development of preliminary construction phasing plans and an implementation strategy to inform the cost estimates; preparation of parallel cost for the preferred concept by the end of February 2024; and, documenting of the PDD planning process and findings.

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

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

EXHIBIT A

Funding is from previously-approved Capital Expenditure Funds. Funding source verified by Melvin Martinez of Construction Finance on 10 / 9 / 23 as correct and available.

It is respectfully requested that the Construction Committee recommend to the Aviation Authority Board approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for the services contained herein and amount as shown below:

Not to Exceed Fees	\$1,090,217.00
Lump Sum Fees	\$0.00
Not to Exceed Expenses	\$0.00
TOTAL	\$1,090,217.00
AAC – Compliance Review Date	<u>SJ</u> 10/06/23
AAC – Funding Eligibility Review Date	10/06/23

October 2023

Orlando International Airport

Scope of Work Terminal C Phase 2 Program Definition Document

Prepared for:

Greater Orlando Aviation Authority

Prepared by:

Ricondo & Associates, Inc.

Ricondo & Associates, Inc. (Ricondo) and the JW Group prepared this document for the stated purposes as expressly set forth herein and for the sole use of Greater Orlando Aviation Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation and this Report should be read in its entirety for an understanding of the analysis, assumptions, and opinions presented. Ricondo & Associates, Inc. is not registered as a municipal advisor under Section 15B of the Securities Exchange Act of 1934 and does not provide financial advisory services within the meaning of such act.

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INTRODUCTION

The following is a scope of work for Ricondo and Associates (Ricondo) and its sub-consultants to develop a Program Definition Document (PDD) for the South Terminal Complex (STC) Terminal C Phase 2 Expansion (Project) at the Orlando International Airport (MCO). The Project will expand the Terminal C complex to accommodate an additional 16 to 24 gates. The purpose of the PDD is to provide the programmatic requirements for the Project, an indicative preferred concept of operations, and an indicative facility layout to refine the Project's cost and provide planning guidance to consultants who will prepare the detailed design of the Project.

GOALS AND OBJECTIVES

The overarching goal for this scope of work is the development of a Terminal C Phase 2 PDD that defines the landside, terminal, concourse, and airside expansion that is capable of scaling between 16 and 24 aircraft gates. The PDD and its cost estimates would be used to recommend funding budgets for capital expenditures that are required to support GOAA's decision-making processes and mission.

The objectives of this PDD include:

- Conduct a baseline capacity evaluation of the existing Phase 1 and Phase 1X facilities, including landside (curbs, roadways, parking, and ground transportation facilities), airside, major terminal functions, and building systems.
- Develop demand scenarios with GOAA that cover a range of potential airline tenants using the Terminal C facilities.
- Identify planning parameters that meet GOAA-prescribed levels of service.
- Use the demand elements and planning parameters to define the Phase 2 program requirements.
- Use previously developed Phase 2 concepts as a starting point to develop concepts sized to meet the identified program requirements and the GOAA-prescribed concept of operations (CONOPS).
- Conduct preliminary engineering capacity analyses for major building systems in the Phase 1 and 1X facilities required to identify necessary capacity expansions for inclusion in the cost estimates.
- Develop preliminary construction phasing plans and an implementation strategy to inform the cost estimates.
- Prepare parallel cost estimates (Ricondo's subconsultant and GOAA) for the preferred concept by the end of February 2024.
- Document the PDD planning process and findings.

RICONDO PLANNING TEAM

The following lists the firms that comprise the Ricondo Planning Team (Planning Team) and their respective roles:

- Ricondo
 - Prime Consultant
 - Planning: Terminal Apron (except utilities and hydrant fueling); Terminal Building; and Landside - except as noted

- AirProjects, Inc.
 - Commercial concessions
- Anser Advisory
 - Cost estimating
 - Phasing and implementation strategies, including projected cash flow
- Burns Engineering
 - Information technology
 - Low voltage systems
 - CCTV
 - Security access control
- Graphic Support Services
 - Graphics/presentation support
- HDR, Inc.
 - Roadway traffic forecasting
- Lea+Elliott
 - Automated people mover and autonomous vehicle systems
- Matern Professional Engineering, Inc.
 - Power and lighting
- Studdiford Technical Solutions, LLC
 - Baggage handling systems (including Transportation Security Administration (TSA) baggage screening)
- TLC Engineering Solutions
 - Heating, ventilation, and cooling
 - Plumbing
 - Fire alarm and suppression
 - LEED Continuity

FACILITIES TO BE ANALYZED

Major functional programming elements to be analyzed through this scope of work include:

1. Airline
 - a. Curbside Check-in
 - b. Ticketing/Check-in Lobby
 - c. Airline Ticket Offices

- d. Airline Operations
 - e. Baggage Recheck
 - f. Baggage Makeup Area
 - g. Oversize Baggage Routing
 - h. Tug Circulation
 - i. Inbound Baggage Dropoff
 - j. Baggage Claim
 - k. Baggage Service Offices
 - l. Resort Baggage
 - m. Early Bag Storage
2. Department of Homeland Security (DHS)
- a. TSA Passenger Security Screening
 - b. TSA Checked Baggage Inspection Systems (CBIS)
 - c. TSA Support
 - d. Customs and Border Protection (CBP)
 - i. International Baggage Claim
 - ii. Officer Positions, Queue, and Secondary
 - iii. CBP Offices
3. Holdrooms
4. Concessions
- a. Food & Beverage
 - b. Retail
 - c. Specialty Retail
 - d. Themed Retail
 - e. Duty Free
 - f. Concessions Support
5. Restrooms
- a. Landside
 - b. Airside
6. Circulation/Passenger Mobility (interior and exterior)
- a. Non-secure
 - b. Secure

- c. Sterile
- d. Automated People Mover/Autonomous Transport Vehicles

7. Amenities

- a. Clubs and Premium Lounges
- b. General Seating
- c. Meeter/Greeter
- d. Service Animal Relief Areas
- e. Mother's Nursing Facilities
- f. Interior Landscape
- g. Others

8. GOAA

- a. Administrative
- b. Operations
- c. Virtual Ramp Control Systems
- d. Maintenance
- e. Police
- f. Support and Storage

9. Other Agencies and Contractors

- a. Loading Dock
- b. Janitorial
- c. Tenants

10. Building Systems

- a. Mechanical
- b. Electrical/Low Voltage Systems (including security access control and video management)
- c. Plumbing

11. Other Spaces

- a. Building Structure
- b. Unconditioned/Unprogrammed Spaces
- c. Vacant

12. Landside Facilities

- a. Roadways/Curbs
- b. Parking

- c. Ground Transportation Facilities
- d. Exterior Landscape

TASK 1. INVENTORY/DATA COLLECTION

The purpose of Task 1 is to collect data needed to establish baseline conditions by conducting an inventory and assessment of the existing Terminal C facility. The baseline condition is defined as the facility's existing condition plus any immediate capital improvements by others that will be implemented within the next three years. Updated drawings and area tables will be prepared to establish the baseline condition of the Terminal C airside, terminal, and landside facilities. For Task 1, the consultants will:

- review previous studies provided by GOAA
- request and assemble available airport-specific data for use in development of planning parameters
- review lessons learned documents with GOAA
- develop tabular area summaries and colored block diagram drawings of Terminal C functional areas, parking, and curbside mode allocations
- identify proposed changes to terminal and landside facilities in the next three years for incorporation into baseline condition drawings and analyses
- conduct engineering baseline capacity analysis of major existing building systems (mechanical, electrical, plumbing, IT, low voltage, and security)
- prepare or review baggage handling system (BHS) capacity analyses (including CBIS, checked baggage reconciliation area (CBRA), and early bag storage system)
- attend a kick-off meeting with GOAA

1.1 TERMINAL APRON

The Planning Team will collect available Terminal C apron information and data, including:

- as-built drawings and apron striping plans in AutoCAD format
- aircraft gate and hardstand capabilities
- site utilities, including hydrant fueling systems

1.2 LANDSIDE

The Planning Team will collect available Terminal C landside information and data, including:

- as-built drawings of public, commercial, rental car, and employee parking areas
- as-built drawings of curbside and roadways, including vehicle mode assignments
- recent curbside roadway traffic volumes and dwell time data (assumes no new traffic volume surveys are required)

1.3 TERMINAL BUILDING

The Planning Team will collect available Terminal C facility information and data, including:

- as-built drawings or latest AutoCAD/BIM drawings of Terminal C Phase 1 and 1X
- building systems engineering design reports
- recent data collection efforts related to passenger processors (e.g., TSA, Customs and Border Protection (CBP), airline, etc.) and passenger attributes (see list in Task 3)

1.4 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted as follows:

1.4.1 PROJECT KICK-OFF MEETING – IN-PERSON MEETING WITH VIRTUAL ACCESS

The Planning Team will attend a single-day kick-off meeting and site inventory tour with GOAA, which is anticipated to include:

- participant introductions
- GOAA goals and objectives for the Phase 2 project
- project timeline review
- GOAA summary of lessons learned from constructing and operating the Terminal C Phase 1 and 1X facilities
- escorted tour of the Terminal C Phase 1 and 1X facilities

Planning Team participation for in-person project kick-off meeting is as follows:

- One overnight trip each for up to three Ricondo staff and attendance by one local Ricondo staff.
- One overnight trip for one Studdiford Technical Solutions staff to conduct a site survey and equipment capacity analysis.
- One overnight trip for up to two AirProjects staff to conduct a walkthrough of Terminal C with GOAA Concessions Management.
- One overnight trip for one Lea+Elliott staff and attendance by one local Lea+Elliott staff.
- One overnight trip for up to two Burns Engineering staff to conduct a site survey and equipment capacity analysis.
- Attendance by up to two local TLC staff.
- Attendance by up to two local Matern staff.
- Attendance by up to two local HDR staff.

1.5 AUTHORITY RESPONSIBILITIES

The following summarily lists responsibilities to support this Task:

- Provide all previous terminal-related demand and capacity studies related to the Terminal C Phase 1 and Phase 1X facility. These will be made available in PDF format.
- Schedule Project Kick-off meeting (Ricondo will schedule virtual (Teams) interface if required).
- Participate in meetings and provide feedback from relevant airport stakeholders, as well as assist with requests for information made by Ricondo.
- Following the Project Kick-off meeting, escort Planning Team on a site tour of Terminal C Phase 1 and 1X, including Secure Identification Display Areas (SIDA) and CBP facilities.

TASK 2. ACTIVITY BASIS

Ricondo will work with GOAA to establish an appropriate demand basis for future peak periods that would drive Terminal C Phase 2 capital improvement program recommendations for up to two future activity levels.

2.1 METHODOLOGY

The methodology to determine demand levels will be determined through discussions between GOAA and Ricondo prior to the start of Task 2. Approaches may consider the following:

- adapt activity profiles and demand levels developed through the North Terminal Capacity Analysis project:
 - use flight schedules for two of the busiest airside
 - use flight schedules for specifically chosen airlines
 - all international flights operate from Terminal C
 - Delta Air Lines and their Sky Team partners move to Terminal C and JetBlue relocates operations to the North Terminal Complex
- develop representative peak period schedule using predetermined aircraft, seating capacities, load factors, and high percentage of peak hour operations (i.e., 75-percent of flights depart during the peak hour)

The analysis may be updated based on current airline schedules and aircraft equipment changes. High-level airline gate utilization scenarios would be developed to identify peak hour domestic and international arrival and departure periods. GOAA will review and approve the activity basis prior to its use in developing program requirements in Task 4.

2.2 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually as follows:

2.2.1 GOAA WORKING GROUP MEETING NO. 1 - VIRTUAL MEETING

Ricondo will present the initial demand activity levels proposed for use in developing Phase 2 program requirements to the Working Group in a PowerPoint (PPT) presentation. GOAA will review the demand activity and provide timely feedback to allow adjustments to the PPT presentation prior to Working Group Meeting No. 2 (described in Task 4), scheduled approximately two weeks later. Ricondo anticipates needing approximately five working days following receipt of GOAA comments to make refinements to the PPT prior to Working Group Meeting No. 2.

Planning Team participation for in-person meetings is as follows:

- One local Ricondo staff to attend the Working Group meeting in person.

2.3 DELIVERABLES

Deliverables for this Task are up to two PPT presentations (GOAA Working Group Meetings No. 1 & No. 2) describing the demand level findings for peak international and domestic periods.

2.4 AUTHORITY RESPONSIBILITIES

The following summarily lists responsibilities to support this Task:

- provide all previous terminal-related demand studies related to the Terminal C Phase 1 and Phase 1X facility. These will be made available in PDF format.
- participate in meetings and provide feedback from relevant airport stakeholders, as well as assist with requests for information made by Ricondo.
- schedule Working Group meetings (Ricondo will schedule virtual (Teams) interfaces as required).

2.5 EXCLUSIONS

Development of new design day flight schedules or airline gate Gantt charts

TASK 3. PLANNING PARAMETERS

3.1 METHODOLOGY

Ricondo will review existing data sources provided by GOAA (i.e., recent planning reports, passenger surveys, data collection efforts, etc.) to establish planning parameters that reflect current passenger preferences and attributes, airline operating practices, and federal agency guidelines. If MCO-specific planning parameters are unavailable, Ricondo will propose parameters used at similarly sized airports or based on professional experience. Final planning parameters will be reviewed and approved by GOAA prior to its use in developing Task 4 Program Requirements.

Planning parameters to be develop include:

- Passenger Attributes
 - Show-up Profiles
 - Check-in Preferences
 - Segmentation
 - Checked Baggage per Passenger
 - Group Size
 - Walking Speeds
 - Wheelchair Utilization

- Processing Rates
- Passport Type (U.S. Citizen or Visitor)
- TSA PreCheck Enrollment
- Meeter/Greeters and Well-Wishers

■ Operational Characteristics

- Level of Service (LOS) Criteria (typically from International Air Transport Association (IATA) Airport Development Reference Manual (ADRM), 12th edition, May 2022)
- Spatial Templates
- Technological Initiatives (identified through discussions with GOAA)
- Processing Rates
- DHS Procedures and Transaction Times
- First/Last Bag Delivery Times at International Baggage Claim

■ Landside Characteristics

- Passenger mode splits
- Dwell time assumptions

3.2 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually as follows:

3.2.1 GOAA WORKING GROUP MEETING NO. 1 - VIRTUAL MEETING

Ricondo will present the initial planning parameters proposed for use in developing Phase 2 program requirements at Working Group No. 1 in a PowerPoint (PPT) presentation. This meeting agenda will also include a presentation of findings from Task 2. GOAA will review the planning parameters and provide timely feedback to allow adjustments to the PPT presentation prior to Working Group Meeting No. 2 (described in Task 4), scheduled approximately two weeks later. Ricondo anticipates needing approximately four working days following receipt of GOAA comments to make refinements to the PPT prior to Working Group Meeting No. 2.

3.3 DELIVERABLES

Deliverables for this Task are up to two PPT presentations (GOAA Working Group Meetings No. 1 & No. 2) describing the proposed planning parameters.

TASK 4. PROGRAM REQUIREMENTS/ROADWAY TRAFFIC FORECASTING

Task 4 will use stakeholder input and criteria approved by GOAA during Tasks 1 through 3 to develop the quantitative program requirements for the Project's components, specifically, terminal apron, landside, terminal building, and automated passenger mobility facilities.

4.1 TERMINAL APRON

Program requirements will be developed for facilities that comprise the Project's terminal apron facilities, which include:

- apron pavement
- aircraft parking --including gates and hardstands, taxilanes, and vehicle service roads
- Air Operations Area (AOA) access gates
- aircraft gate infrastructure
- utility connections, including hydrant fueling systems

4.1.1 METHODOLOGY

The following summarizes the methods that will be used to develop program requirements for the preceding terminal apron facilities and systems;

4.1.1.1 APRON PAVEMENT

The Planning Team will collect data related to the design and construction of the Terminal C apron pavement -- including geotechnical information, to inform the design basis for new apron pavement. Reference will be made to available geotechnical information, but this Project does not include new geotechnical surveys.

4.1.1.2 GEOMETRIC LAYOUT OF TAXILANE, APRON, AOA PERIMETER AND ACCESS GATES

Geometric layout of taxilanes, aircraft parking, AOA perimeter security and access gates will utilize applicable FAA advisory circulars and be consistent with existing Terminal C planning criteria and standards.

4.1.1.3 AIRCRAFT GATE INFRASTRUCTURE

The Planning Team will collect data about the existing Terminal C aircraft gate facilities and infrastructure to inform the design basis for aircraft gate infrastructure.

4.1.1.4 UTILITY CONNECTIONS (INCLUDING HYDRANT FUELING SYSTEMS)

The Planning Team will collect data related to the existing utility system to describe the following:

- Develop summary description of each utility system including utility provider and any applicable covenants.
- Acquire as-built utility layouts from the Authority and prepare a simplified layout that illustrates the layout of utility main distribution piping and equipment.
- Service capacity of utilities based on information collected from the Authority, as well as anticipated future connections.
- Document current assessment of utilities through interviews with Authority staff to identify issues and deficiencies that should be addressed by the Project.
- Develop high level summary descriptions of utility system expansion and new connections as a basis for cost estimating.

4.2 LANDSIDE

Program requirements will be developed for facilities that comprise the Project's landside facilities, which include:

- connectivity to existing public and limited access approach and exit roadways
- terminal curb expansion
- connectivity to groundside transportation services landside APM (commercial transportation services, external and internal shuttle services, Brightline, and rental car center)

4.2.1 METHODOLOGY

Landside planners will:

- Develop 2023 traffic volumes and analyze through mathematical models the current operational conditions for each Terminal C landside component.
- Meet with MCO staff to determine any projects or operational changes affecting terminal landside operations and facility capacities to be implemented within the next three years for incorporation into the baseline condition drawings and analyses. These will include changes to (a) rental car operations, (b) public parking products or services offered, (c) introduction of new services such as express bus services, and (d) regulation of taxicabs, limousines, Transportation Network Companies (TNCs), or other commercial vehicles.
- Prepare landside program requirements using the following approach:
 - HDR will provide daily airport traffic forecasting for up to three (3) future year horizons based on use of HDR's MCO airport trip generation model. The projected passenger activity associated with the future year planning horizons, along with other assumptions are assumed to be provided as an input into the traffic forecasting process. The forecasts will generally rely on other assumptions from previous forecasting tasks, such as the Transportation Master Plan Phase 1 (2022) and CONRAC Feasibility Study (2023), although changes to some factors such as mode split may be made based on discussions with the GOAA and/or the Project Team.
 - Daily airport traffic forecasts will be used to provide peak hour traffic volume assignments for roadway segments, ramps, weaving areas, and curbsides at Terminal C and the surrounding areas providing access to Terminal C. Existing traffic volumes from the 2023 MCO Easter Traffic Count Program will be used as the baseline for peak hour forecasts. Separate peak hour forecasts for up to three (3) alternatives will be provided. Alternatives may include shifts in traffic to account for specific new/updated components at the airport or potential routing changes. Peak hour forecasts will also include peak hour turning movement volumes at the two existing signalized intersections along Jeff Fuqua Boulevard in the Terminal C area.
 - HDR will complete a high-level traffic analysis for each of the three planning horizons and up to three alternatives for each planning horizon. Each scenario will include airport roadway segment peak hour forecasted volumes and comparison to existing available peak hour roadway capacities. The two signalized intersections on Jeff Fuqua Boulevard adjacent to Terminal C will be evaluated using Synchro for each planning horizon and alternative.
 - A spreadsheet model will be developed to determine curb length and roadway capacity requirements in the Terminal C roadway system by the Planning Team. These facility requirements generally represent the facilities needed to accommodate the "unconstrained" curbside and roadway demands that would be realized if there were no other "upstream" constraints that could starve or otherwise influence "downstream" demands. Ricondo would develop both a roadway and a terminal curbside demand and requirements model to estimate existing and future roadway and curbside demand in number of lanes and linear feet by vehicle mode for the departures, arrivals, and combined peak hours.

- Based on the results of the requirements analysis and if directed by GOAA, the Planning Team will prepare a Vissim model of the terminal area roadway system and departures and arrivals curbside zones to reflect the current roadway geometry and traffic operations.
 - The Vissim model will be loaded using peak hour traffic volumes representing the existing conditions volumes for the departures, arrivals, and combined peak periods. The simulation model outputs will be compared with actual traffic counts obtained during the data collection effort. Animation will be reviewed to compare to field observations related to congestion levels, to the extent available.
 - The Vissim models will be loaded with peak hour traffic volumes representing the future conditions for the arrivals peak and the departures peak periods using the volumes developed in the previous subtask for up to two future planning horizons. The modeling runs will be based on the existing curbside geometry and improvements currently planned or under construction (if applicable) by the study horizon years. The general operating procedures (e.g., level of enforcement, vehicle curbside allocations) will be based on those that are currently in place. The simulation will report vehicle curbside LOS, queue lengths, travel times, segment density, and average speeds for each of the future planning horizons. Animation will be reviewed to depict anticipated congestion “hot spots” along the curbside roadways or at vehicle cross-over points. Any capacity deficiencies observed from the animations and from the numerical outputs will also be reported. The simulation will also be compared with the static curbside requirements calculated previously to help assess the location, source and severity of the deficiencies.
 - Additional landside components included in this analysis include preparing ground transportation staging requirements for the 2023 and future year planning horizons

4.3 TERMINAL BUILDING

Program requirements will be developed for facilities that comprise the Project’s terminal facilities as listed in the Introduction. Summarily, facilities include the following:

- in-terminal facilities used to process and hold arriving, departing or connecting domestic and international passengers and their baggage
- vertical circulation systems
- tenant support spaces
- in-terminal amenities and services including restrooms
- commercial concession programs
- connectors to landside private, airport, public and commercial transportation services
- terminal building infrastructure including:
 - heating, ventilation, and cooling systems
 - power and lighting (apron, buildings, roadways)
 - airport terminal IT/low voltage/security systems

4.3.1 METHODOLOGY

Except for terminal infrastructure, facility requirements for the preceding terminal facilities will be described in terms of space (net square feet) and quantities of critical equipment units. Methodologies will include:

- Utilizing simulation or static modeling, as determined to be appropriate by the Planning Team, to correlate demand from passengers, checked baggage and aircraft operations to applicable levels LOS promulgated by Terminal C Phase 1 design criteria, IATA ADRM, 12th Edition, TSA Planning Guidelines and Design Standards (PGDS) for CBIS version 8.0, TSA Checkpoint Requirements and Planning Guide (CRPG), August 1, 2023.
- Developing elemental space layouts --based on the existing Terminal C designs, where applicable, to define equipment unit requirements and passenger waiting (holding) areas based on LOS modeling and incorporating required operational spaces around equipment.
- Utilizing prescriptive TSA and CBP guidelines.
- Utilizing available data from recent studies of supportable food and beverage, retail, and services to derive requirements for commercial concession program revenue and support spaces.
- Utilizing Terminal C (and North Terminal) planning factors to represent aggregate areas for support spaces. Examples of planning factors are "percentage of total net building area" or "area per aircraft gate".

Separately, programmatic requirements for terminal building infrastructure will describe existing Terminal C infrastructure system characteristics, capacities, and specific concepts that have been designed into existing Terminal C infrastructure in preparation for the Project. Preliminary sizing of expanded system capacities will be developed to support cost estimating purposes and programming of infrastructure equipment spaces.

The Planning Team will develop a list of viable passenger transportation system technologies that most closely are capable of meeting the requirements and match the criteria developed to meet GOAA's needs. This list will potentially consider large, medium and small Autonomous Technology Vehicles (ATV), Group Rapid Transit (GRT), and Automated People Mover (APM) technologies. These technologies will be evaluated as part of a comparative analysis which would include:

- Operational Feasibility
- Technical Maturity
- Technical Features
- Infrastructure/Space Requirements
- Cost

The Planning Team will perform a high-level screening to evaluate the candidate technologies in coordination with the GOAA staff. It is critical that the screening criteria reflect the Airport's transport goals and objectives, so input from the GOAA staff is a key part of this subtask. Factors to be considered in the transportation system technology screening will include compatibility with corridor constraints, adaptability to phased implementation and capabilities to meet service levels, and capacity requirements. A high-level performance analysis will be conducted based on previously established APM ROW/alignment and any newly established alignments/corridors within the Terminal C building.

4.4 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually, and in-person (on-site) as follows:

4.4.1 GOAA WORKING GROUP MEETINGS NO. 2 AND NO. 3 – VIRTUAL MEETINGS

Ricondo will present the initial program requirements proposed for use in developing Phase 2 concepts to the Working Group in at least two PowerPoint (PPT) presentations containing tables, charts, and space templates describing all major terminal processors and planning elements. This scope anticipates two presentations approximately one week apart, covering outbound processors during the first week and inbound processors the following week. GOAA will review the program requirements and provide timely feedback to allow adjustments to the PPT presentation prior to GOAA Steering Committee Meeting No. 1. Ricondo anticipates needing approximately three days following receipt of GOAA comments to make refinements to the PPT prior to Steering Committee Meeting No. 1.

4.4.2 GOAA STEERING COMMITTEE MEETING NO. 1 – ORLANDO (IN-PERSON) MEETING WITH VIRTUAL ACCESS

Ricondo will present the refined program requirements for review and approval by the Steering Committee. Copies of the presentation materials will be provided to the Steering Committee after the presentation for review and comment. Approval of the program requirements by the Steering Committee is required prior to Ricondo starting Task 5 – Concept Refinement.

Planning Team participation for in-person meetings are as follows:

- One local Ricondo staff to attend each Working Group meeting.
- One overnight trip each for up to two Ricondo staff and attendance by one local Ricondo staff to attend the Steering Committee meeting.
- One overnight trip for one AirProjects staff to attend the Steering Committee meeting.
- One overnight trip for one Lea+Elliott staff and attendance by one local Lea+Elliott staff to attend the Steering Committee meeting.

4.5 DELIVERABLES

Deliverables for this Task are as follows:

- up to three PPT presentations (GOAA Working Group Meetings No. 2 & No. 3 and GOAA Steering Committee Meeting No. 1).

4.6 AUTHORITY RESPONSIBILITIES

The following summarily lists responsibilities to support this Task:

- participate in meetings and provide feedback from relevant airport stakeholders, as well as assist with requests for information made by Ricondo.
- schedule Working Group and Steering Committee meetings (Ricondo will schedule virtual (Teams) interfaces as required).

4.7 EXCLUSIONS

Exclusions are stated in preceding sections.

TASK 5. CONCEPT REFINEMENT

This Task will refine the Terminal C Phase 2 concept previously developed as part of the overall vision and concept work completed during the design of Terminal C Phase 1. The refined concept will include documentation of the preferred concept of operations and indicative facility layout for the apron, landside, and terminal building components that comprise the Project.

5.1 CONCEPT OF OPERATIONS

The concept of operations (CONOPS) will describe the characteristics of the Project's components (apron, landside, and terminal building) and expectations of how stakeholders will operate within the Project limits, integration with existing Terminal C operations and within the overall Airport campus. CONOPS will principally be described by text and schematic flow diagrams that illustrate operational requirements and sequences. CONOPS that will be documented include the following:

- movement of aircraft in the context of the overall Terminal C apron, adjacent airfield, and potential new crossfield taxiway(s)
- vehicular flows including private, commercial, public, and service vehicles
- arriving, departing, and connecting passenger flows between aircraft and ground transportation modes
- automated systems for transporting secure and sterile passengers within the South Terminal Complex
- employee flows, specifically between public and controlled areas such as the SIDA and AOA.
- inter-terminal flows between Terminal C and Terminals A and B
- baggage flows within the terminal and between terminal(s) and aircraft
- flows for goods and waste within the terminal between the terminal and non-AOA and AOA areas

5.2 REFINED CONCEPT

Illustrative layouts that describe the Project apron, terminal, and landside facilities will be developed. The layouts will refine the previously developed Terminal C conceptual plans. Refinements will incorporate the following:

- lessons learned from Task 1
- desired CONOPS, including integration with existing Terminal C facilities
- programmatic requirements from Task 4

Further, as part of concept refinement, concept level studies will be prepared to address opportunities to improve LOS, such as:

- aircraft gate capabilities
- decentralizing terminal connections to landside facilities
- passenger mobility between terminal facilities

Illustrative layouts will be developed to the level of detail needed to support the preparation of a preferred phasing and implementation strategy and cost estimate for the Project. Specifically, layouts will illustrate the following:

- overall South Terminal Complex site plan
- existing utility mains
- apron layout within the context of the Terminal C apron, adjacent airfield and potential new crossfield taxiway(s)
- air traffic control tower (ATCT) with line of sight
- building space layouts (floor levels and sectional views)
- APM or autonomous vehicle ROW alignments and associated technology equipment space requirements, including accommodations for power distribution, communications, train control and monitoring, etc.
- roadway and curb layouts

5.3 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually and in-person (on-site) as follows:

5.3.1 GOAA WORKING GROUP MEETINGS NO. 4 AND NO. 5 – VIRTUAL MEETINGS

The Planning Team will present the initial concept drawings and tables comparing the functional areas within each concept with the functional area categories in the facility requirements, highlighting deficiencies or surplus areas at Working Group Meeting No. 4. Revised concepts will be presented approximately two weeks later at Working Group Meeting No. 5. The purpose of Working Group Meetings Nos. 4 and 5 is for GOAA stakeholders to review the plans and make recommendations for changes prior to meeting with the Steering Committee. Ricondo will require approximately one week to make refinements to the concepts prior to Steering Committee Meeting No. 2.

5.3.2 FAA ATCT MEETINGS NO. 1 AND NO. 2 – VIRTUAL MEETINGS

Ricondo will present Phase 2 apron layouts and aircraft traffic flows at up to two meetings with the FAA ATCT to gather input and obtain consensus regarding the airfield plan of operation.

5.3.3 GOAA STEERING COMMITTEE MEETING NO. 2

Ricondo will present the refined concept drawings and tables comparing the functional areas within each concept with the functional area categories in the facility requirements, highlighting deficiencies or surplus areas. The purpose of Steering Committee Meeting No. 2 is for GOAA to review the plans and select a preferred indicative concept to be refined by the Planning Team.

Planning Team participation for in-person meetings are as follows:

- One local Ricondo staff to attend each Working Group meeting.
- One overnight trip each for up to two Ricondo staff and attendance by one local Ricondo staff to attend Steering Committee meeting.

5.4 DELIVERABLES

Deliverables for this Task are as follows:

- Up to three PPT presentations (GOAA Working Group Meetings No. 3 & No. 4 and GOAA Steering Committee Meeting No. 2).
- One exterior rendering with up to two available views will be produced and provided in PDF format.
- One interior rendering with a view of the “hub” and associated passenger transportation/APM station will be produced and provided in PDF format.
- Scalable concept plan and section drawings in PDF format.

5.5 AUTHORITY RESPONSIBILITIES

The following summarily lists responsibilities to support this Task:

- The client shall participate in meetings and provide timely feedback from relevant airport stakeholders, as well as assist with requests for information and reports.
- GOAA will schedule Working Group and Steering Committee meetings (Ricondo will schedule virtual (Teams) interfaces as required).

5.6 EXCLUSIONS

- Schematics of individual mechanical, electrical, plumbing or IT components will not be provided, nor will detailed schematics showing interior distribution of mechanical, electrical, or plumbing systems.
- Structural concept drawings will not be provided.
- Airfield/airspace simulation will not be provided.
- Computer simulation model animations or fly-through animations are not anticipated in this scope of services.

TASK 6. PROJECT PHASING AND LOGISTICS

The Planning Team will develop the Terminal C Phase 2 phasing and implementation strategy. Phasing refers to whether the Project will be delivered in phases, for example delivering the ultimate number of gates (24) in multiple phases. Implementation refers to identifying Project delivery approach, construction packaging, enabling projects, and timeline.

6.1 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually, and in-person (on-site) as follows:

6.1.1 GOAA WORKING GROUP MEETING NO. 6 – VIRTUAL MEETING

Ricondo will present proposed phasing plans, enabling projects list, and an implementation timeline to the GOAA Working Group in a PPT presentation. This meeting and approval of the presented materials should be timed to occur just prior to the start of cost estimate development so as to allow the findings to be incorporated into the two cost estimates being developed in Task 7.

Planning Team participation for in-person meetings are as follows:

- One local Ricondo staff to attend Working Group meeting.

6.2 DELIVERABLES

Deliverables for this Task are as follows:

- Phasing plans and implementation timeline summarized in a PPT presentation.

6.3 AUTHORITY RESPONSIBILITIES

The following summarily lists responsibilities to support this Task:

- participate in meetings and provide feedback from relevant airport stakeholders, as well as assist with requests for information made by Ricondo.

TASK 7. COST ESTIMATING

GOAA requests that parallel estimates of probable cost be developed for the preferred indicative concept, one by GOAA (or their cost consultant) and one by Ricondo's cost subconsultant, Anser. The cost estimate will be developed using "cost per square foot" models based on Terminal C Phase 1 and Phase 1X costs and other similar projects, which include local and regional factors for the Orlando, FL area. Particular attention will be given to the special building systems and utility infrastructure required for an airport terminal. Ricondo will meet virtually with the cost estimators to describe expectations for the landside, airside, and building architecture and systems and to confirm the following criteria and check points are included:

- Development of a complete basis of estimate.
- Identify and estimate all project systems through cost per square foot factoring or parametric models basis of estimating
- Estimate Classification to be a Class 5 as defined by AACE International
- Utilize Terminal C Phase 1 and Phase 1X project benchmarks for reference cost confirmation
- Verify that all necessary enabling projects are accounted for and included in the cost estimate
- Both cost estimate teams will meet virtually with GOAA and Ricondo prior to beginning the cost estimates to define the following elements, markups, soft costs, GOAA standards, etc. to be included:
 - Predictive cost adjustment factors compliant with the implementation timeline for future escalation
 - Contractor markups to correlate with proposed project delivery methods
 - Design contingencies, construction contingencies, and professional services contingencies relative to project risks and areas of concern
 - Soft cost mark-up factors

Lea+Elliott will prepare ROM cost estimates for the selected/preferred passenger transportation system technology. The Team will develop a cost estimate that considers both capital expenditures (CapEx) and operating expenditures

(OpEx) based on the selected/preferred technology operating system, indicative architectural concept layout, aesthetics, building system requirements, and indicative implementation strategy.

7.1 DELIVERABLES

Anser will produce a single cost estimate (approximately 4-week development period) for GOAA's 1-week review and will respond to review comments and conduct cost reconciliation session(s) with GOAA, Ricondo, and the GOAA cost estimator (approximately 1-week period), before delivering an updated final cost estimate.

7.2 AUTHORITY RESPONSIBILITIES

- The client shall participate in meetings and provide feedback from relevant airport stakeholders, as well as assist with requests for information and reports.
- GOAA will coordinate contact information and meetings with their cost estimator. Ricondo will meet jointly with all cost estimators to convey project information.

TASK 8. PROJECT DEFINITION DOCUMENTATION

Using the completed work from the preceding tasks, Ricondo would compile the Project Definition Document. The PDD will represent the consensus reached between the stakeholders regarding the types, size, arrangement, and cost of capital facilities required to support the desired concept of operations and forecast aviation activity for the Project.

8.1 PROJECT DEFINITION DOCUMENT OUTLINE

Preliminarily, the outline of the PDD will be as follows:

- Introduction
- Program Overview
- Activity Basis
- Existing Site Conditions and General Design Parameters
- Overall Terminal C Site Context
- Concept of Operations and Indicative Facility Concepts
- Program Requirements
- Project Phasing and Implementation
- Appendices
 - Cost Estimate
 - Special Studies

8.2 DELIVERABLES

Delivery of the draft and final PDD is envisioned as follows:

- Draft PDD Preparation: Compile and complete the Terminal C Phase 2 written narrative, incorporating major graphics, tables, figures and plans from PPT presentations in GOAA-approved format. Estimated duration for assembly and editing the draft PDD is approximately four weeks.
- Draft PDD QA/QC: Review updated Terminal C Phase 2 material for quality assurance and quality control. Assume a one-week QA/QC period.
- Draft PDD Review and Comment Period: Deliver the draft PDD to GOAA. A two-week review and comment period is assumed for GOAA. The GOAA project manager will organize and compile all review comments before delivery to the Planning Team.
- Respond to Comments: The Planning Team will respond to GOAA comments from the draft PDD, closing or resolving all open comments. A one-week period for resolving and closing comments is assumed.
- Final Deliverable Production: Final deliverable production is assumed to require approximately 3 days for final edits, formatting, and PDF printing.

Deliverable formats are as follows:

- Draft PDD – electronic consolidated copy in PDF format
- Final PDD – electronic consolidated copy in PDF format

8.3 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually, and in-person (on-site) as follows:

One overnight trip each for up to two Ricondo staff and attendance by one local Ricondo staff to attend a GOAA Board meeting project summary and findings presentation.

8.4 AUTHORITY RESPONSIBILITIES

The Authority's project manager will organize timely reviews of draft and final PDD by stakeholders, collect and compile review comments (deleting duplicate or redundant comments) and assist the Planning Team in closing any review comments by facilitating virtual meetings between stakeholders and Planning Team.

TASK 9. PROJECT ADMINISTRATION

This task includes overall project coordination between GOAA, Ricondo, and subconsultants throughout the project. More specifically, it provides for the preparation of the scope and budget for the Letters of Authorization; the monitoring and communication of project status; preparation of status reports for monitoring of project activities; and review of these materials with GOAA project management during the PDD development effort. The task provides an allowance for weekly Planning Team status meetings and conference/Teams calls throughout the course of the project.

The Planning Team will facilitate bi-weekly virtual meetings with GOAA-identified stakeholders (scheduled at GOAA's discretion) when Working Group or in-person meetings are not scheduled in Orlando. Frequency will depend on the phase of work, need for stakeholder interaction, and project development throughout the planning process. Other project administration activities include:

- Development of a workplan providing detailed project activities (i.e., schedules of virtual and in-person meetings) and a deliverables calendar
- Attendance at coordination/progress meetings with GOAA
- Preparation of agendas and meeting summaries with action items
- Project management tasks
 - Internal and subconsultant coordination
 - Invoice reviews

Ricondo will support the GOAA Executive Team with up to two additional Steering Committee meetings through March 2024 and one GOAA Board Meeting presentation at the conclusion of the project. The additional Steering Committee meetings may include project summary presentations, extra in-person meetings required to assist with decision making, and dry run rehearsals prior to the GOAA Board Meeting presentation.

- Up to three trips each for Ricondo on-site participants: Officer, Project Manager, Landside Manager
- Up to three in-person meetings for one local Ricondo staff: Senior Director

BUDGET

Ricondo proposes an estimated not to exceed fee of **\$1,090,217** for the above-described Scope of Work, which includes the Ricondo Teams labor and the actual cost of out-of-pocket expenses, such as airfare, hotels, meals, and car rentals, all in accordance with GOAA's expense reimbursement policies.

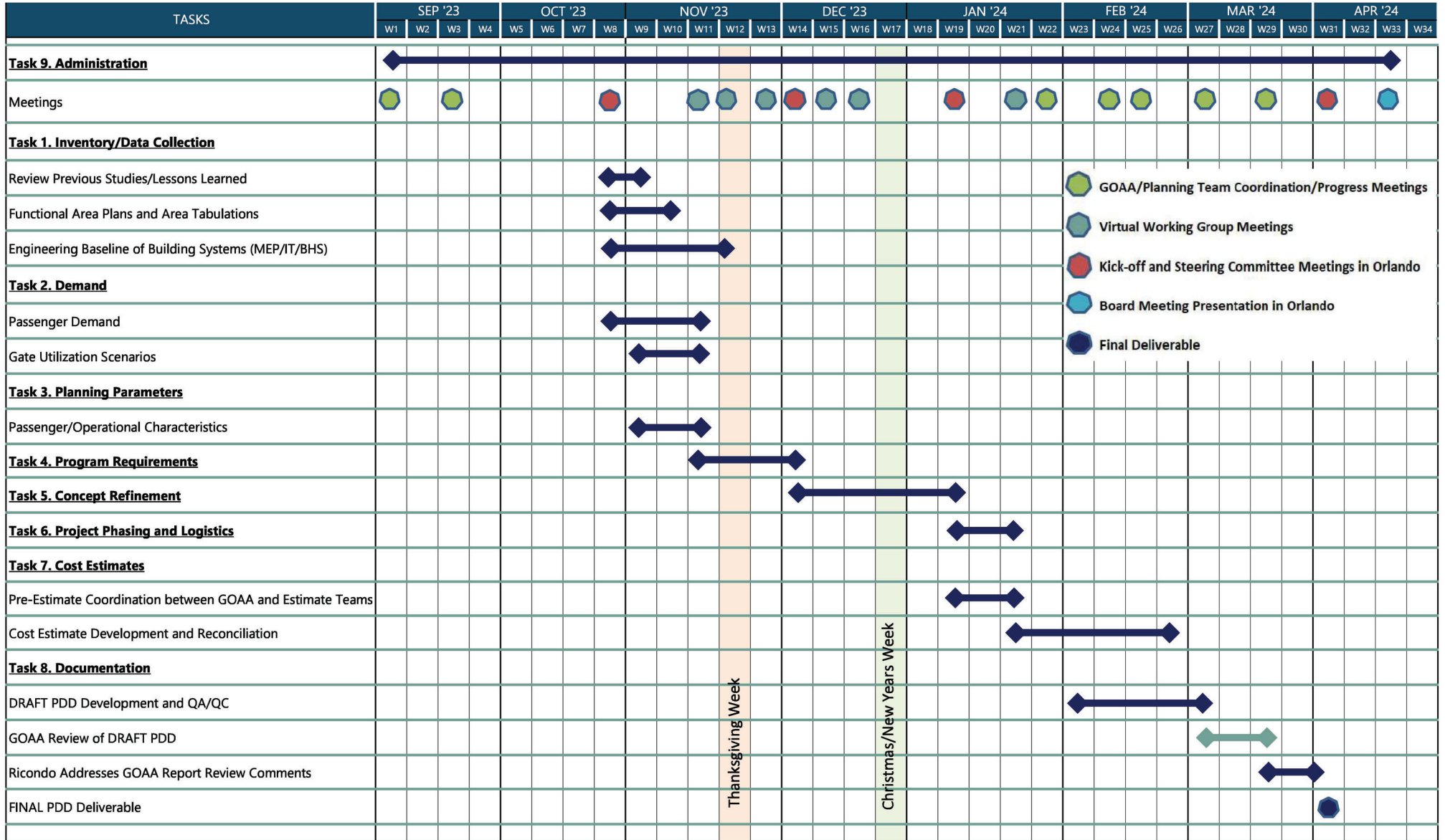
EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL

TABLE C-1

PROJECT SCHEDULE

Terminal C Phase 2 Program Definition Document

MCO Terminal C Phase 2 - Initial Project Schedule Proposal - Assumes Project Kick-off meeting by October 24, 2023



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 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 (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 Aviation Authority, whichever is later.

Consultant: Ricondo & Associates, Inc.

By:  _____

Print Name: Pete Ricondo, P.E., Senior Vice President

Date: 9/28/2023

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-1
SUMMARY OF TOTAL CONTRACT VALUE
Terminal C Phase 2 Project Definition Document

Phase of Project:	Tasks	TOTAL CONTRACT
1.0 Lump Sum Fee:	\$0.00	\$0.00
2.0 Not to Exceed Professional Fees:	\$1,090,217.00	\$1,090,217.00
3.0 Not to Exceed Reimbursable Expenses:	\$0.00	\$0.00
4.0 TOTAL CONTRACT VALUE:	\$1,090,217.00	\$1,090,217.00

Total Lump Sum Labor Hours:	0	0
Total Not to Exceed Professional Labor Hours:	5,414	5,414
TOTAL LABOR HOURS:	5,414	5,414
Average Hourly Rate:		\$201

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-2
SUMMARY OF NOT TO EXCEED FEES

TASKS	ALL TASKS		TOTAL		
	labor hours	Total Fee	labor hours	Cost	Avg. Rate
Ricondo & Associates, Inc.					
Not to Exceed Fee Subtotal	2,496	\$551,156.00	2,496	\$551,156	\$221
TLC					
Not to Exceed Fee Subtotal	324	\$57,828.00	324	\$57,828	\$178
Matern					
Not to Exceed Fee Subtotal	256	\$37,324.00	256	\$37,324	\$146
Anser					
Not to Exceed Fee Subtotal	376	\$57,520.00	376	\$57,520	\$153
Lea + Elliott					
Not to Exceed Fee Subtotal	566	\$145,412.00	566	\$145,412	\$257
Studdiford Technical Solutions					
Not to Exceed Fee Subtotal	162	\$26,451.00	162	\$26,451	\$163
Burns Engineering					
Not to Exceed Fee Subtotal	282	\$50,720.00	282	\$50,720	\$180
Graphics Support Services					
Not to Exceed Fee Subtotal	124	\$15,376.00	124	\$15,376	\$124
HDR					
Not to Exceed Fee Subtotal	355	\$52,433.00	355	\$52,433	\$148
AirProjects					
Not to Exceed Fee Subtotal	473	\$95,997.00	473	\$95,997	\$203
Total Not to Exceed Amount:	5,414	\$1,090,217	5,414	\$1,090,217	\$201

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Ricondo Associates, Inc.

RICONDO & ASSOCIATES, INC. (PRIME)	OFFICER		OFFICER w/ Travel Premium		SENIOR DIRECTOR		SR DIRECTOR w/Travel Premium		DIRECTOR		DIRECTOR w/Travel Premium		MANAGER		SENIOR CONSULTANT		TECHNICAL EDITOR		TOTAL		
Rate (\$/Hour):	\$340		\$375		\$295		\$330		\$239		\$274		\$180		\$139		\$138		labor		Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks																					
Task 1 - Inventory/Data Collection	0	\$0	12	\$4,500	32	\$9,440	12	\$3,960	32	\$7,648	12	\$3,288	8	\$1,440	84	\$11,676	0	\$0	192	\$41,952	\$219
Task 2 - Activity Basis	8	\$2,720	0	\$0	40	\$11,800	0	\$0	48	\$11,472	0	\$0	24	\$4,320	32	\$4,448	0	\$0	152	\$34,760	\$229
Task 3 - Planning Parameters	12	\$4,080	0	\$0	48	\$14,160	0	\$0	24	\$5,736	0	\$0	4	\$720	40	\$5,560	0	\$0	128	\$30,256	\$236
Task 4 - Program Requirements/Roadway Traffic Forecasting	32	\$10,880	0	\$0	100	\$29,500	12	\$3,960	60	\$14,340	12	\$3,288	40	\$7,200	280	\$38,920	0	\$0	536	\$108,088	\$202
Task 5 - Concept Refinement	48	\$16,320	0	\$0	120	\$35,400	12	\$3,960	60	\$14,340	12	\$3,288	120	\$21,600	320	\$44,480	0	\$0	692	\$139,388	\$201
Task 6 - Project Phasing and Logistics	8	\$2,720	0	\$0	40	\$11,800	0	\$0	20	\$4,780	0	\$0	8	\$1,440	56	\$7,784	0	\$0	132	\$28,524	\$216
Task 7 - Cost Estimating	4	\$1,360	0	\$0	40	\$11,800	0	\$0	0	\$0	0	\$0	0	\$0	16	\$2,224	0	\$0	60	\$15,384	\$256
Task 8 - Project Definition Documentation	32	\$10,880	0	\$0	80	\$23,600	0	\$0	60	\$14,340	0	\$0	40	\$7,200	80	\$11,120	40	\$5,520	332	\$72,660	\$219
Task 9 - Project Administration	24	\$8,160	36	\$13,500	80	\$23,600	36	\$11,880	48	\$11,472	36	\$9,864	0	\$0	12	\$1,668	0	\$0	272	\$80,144	\$295
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	168	\$57,120	48	\$18,000	580	\$171,100	72	\$23,760	352	\$84,128	72	\$19,728	244	\$43,920	920	\$127,880	40	\$5,520	2496	\$551,156	\$221

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
TLC Engineering Solutions

TLC Engineering Solutions	Principal/Director		Senior Project Manager		Senior Engineer		Engineer		Administrative		TOTAL		
Rate (\$/Hour):	\$204		\$204		\$185		\$99		\$62		labor		Avg. Hourly
	hours	Cost	hours	Cost			hours	Cost	hours	Cost	hours	Cost	Rate
Tasks													
Task 1 - Inventory/Data Collection	4	\$816	4	\$816	4	\$740	0	\$0	0	\$0	12	\$2,372	\$198
Task 3 - Planning Parameters	4	\$816	8	\$1,632	12	\$2,220	8	\$792	0	\$0	32	\$5,460	\$171
Task 4 - Program Requirements/Roadway Traffic Forecasting	4	\$816	40	\$8,160	40	\$7,400	10	\$990	4	\$248	98	\$17,614	\$180
Task 5 - Concept Refinement	2	\$408	24	\$4,896	42	\$7,770	0	\$0	4	\$248	72	\$13,322	\$185
Task 6 - Project Phasing and Logistics	0	\$0	0	\$0	2	\$370	0	\$0	0	\$0	2	\$370	\$185
Task 7 - Cost Estimating	6	\$1,224	20	\$4,080	24	\$4,440	0	\$0	4	\$248	54	\$9,992	\$185
Task 8 - Project Definition Documentation	8	\$1,632	12	\$2,448	16	\$2,960	8	\$792	8	\$496	52	\$8,328	\$160
Task 9 - Project Administration	0	\$0	0	\$0	2	\$370	0	\$0	0	\$0	2	\$370	\$185
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	28	\$5,712	108	\$22,032	142	\$26,270	26	\$2,574	20	\$1,240	324	\$57,828	\$178

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

Matern	Sr. Project Manager		Senior CADD Designer		Administrative Assistant		TOTAL		
Rate (\$/Hour):	\$152		\$109		\$77		labor		
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Avg. Hourly Rate
Tasks									
Task 1 - Inventory/Data Collection	12	\$1,824	0	\$0	0	\$0	12	\$1,824	\$152
Task 2 - Activity Basis	4	\$608	0	\$0	0	\$0	4	\$608	\$152
Task 3 - Planning Parameters	12	\$1,824	4	\$436	0	\$0	16	\$2,260	\$141
Task 4 - Program Requirements/Roadway Traffic Forecasting	100	\$15,200	12	\$1,308	12	\$924	124	\$17,432	\$141
Task 5 - Concept Refinement	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 6 - Project Phasing and Logistics	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 7 - Cost Estimating	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 8 - Project Definition Documentation	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 9 - Project Administration	100	\$15,200	0	\$0	0	\$0	100	\$15,200	\$152
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	228	\$34,656	16	\$1,744	12	\$924	256	\$37,324	\$146

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Anser Advisory

Anser Advisory	Director (SVP Estimating)		Manager (Estimator 2)		Cost Engineer 2 (Estimator 1)		TOTAL		
Rate (\$/Hour):	\$225		\$146		\$115		labor		
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Avg. Hourly Rate
Tasks									
Tasks									
Task 6 - Project Phasing and Logistics	16	\$3,600	0	\$0	24	\$2,760	40	\$6,360	\$159
Task 7 - Cost Estimating	72	\$16,200	104	\$15,184	136	\$15,640	312	\$47,024	\$151
Task 9 - Project Administration	8	\$1,800	16	\$2,336	0	\$0	24	\$4,136	\$172
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	96	\$21,600	120	\$17,520	160	\$18,400	376	\$57,520	\$153

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Lea+Elliott

Lea+Elliott	Sr. Project Manager (PM)		Sr. PM w/Travel Premium		Sr. Consultant		Sr. Consultant w/Travel Premium		Sr. Consultant		Engineer 3		Engineer 2		Sr. Admin Asst		TOTAL		
Rate (\$/Hour):	\$321		\$357		\$277		\$313		\$277		\$218		\$160		\$83		Labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost			
Tasks																			
Task 1 - Inventory/Data Collection	4	\$1,284	8	\$2,856	6	\$1,662	8	\$2,504	0	\$0	0	\$0	0	\$0	0	\$0	26	\$8,306	\$319
Task 2 - Activity Basis	3	\$963	0	\$0	4	\$1,108	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$2,071	\$296
Task 3 - Planning Parameters	8	\$2,568	0	\$0	8	\$2,216	0	\$0	15	\$4,155	0	\$0	12	\$1,920	0	\$0	43	\$10,859	\$253
Task 4 - Program Requirements/Roadway Traffic Forecasting	32	\$10,272	8	\$2,856	60	\$16,620	0	\$0	46	\$12,742	0	\$0	41	\$6,560	0	\$0	187	\$49,050	\$262
Task 5 - Concept Refinement	10	\$3,210	0	\$0	20	\$5,540	0	\$0	10	\$2,770	0	\$0	20	\$3,200	0	\$0	60	\$14,720	\$245
Task 6 - Project Phasing and Logistics	16	\$5,136	0	\$0	16	\$4,432	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	32	\$9,568	\$299
Task 7 - Cost Estimating	10	\$3,210	0	\$0	12	\$3,324	0	\$0	32	\$8,864	7	\$1,526	10	\$1,600	0	\$0	71	\$18,524	\$261
Task 8 - Project Definition Documentation	30	\$9,630	0	\$0	50	\$13,850	0	\$0	0	\$0	10	\$2,180	0	\$0	20	\$1,660	110	\$27,320	\$248
Task 9 - Project Administration	4	\$1,284	0	\$0	8	\$2,216	0	\$0	0	\$0	0	\$0	0	\$0	18	\$1,494	30	\$4,994	\$166
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	117	\$37,557	16	\$5,712	184	\$50,968	8	\$2,504	103	\$28,531	17	\$3,706	83	\$13,280	38	\$3,154	566	\$145,412	\$257

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Studdiford Technical Solutions, LLC

Studdiford	Principal		Principal with Travel Premium		Sr. Project Manager		Engineer/Planner VI		TOTAL		
Rate (\$/Hour):	\$271		\$301		\$172		\$109		labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost	hours	Cost	hours	Cost			
Tasks											
Task 1 - Inventory/Data Collection	2	\$542	12	\$3,612	0	\$0	2	\$218	16	\$4,372	\$273
Task 2 - Activity Basis	2	\$542	0	\$0	0	\$0	2	\$218	4	\$760	\$190
Task 3 - Planning Parameters	2	\$542	0	\$0	0	\$0	4	\$436	6	\$978	\$163
Task 4 - Program Requirements/Roadway Traffic Forecasting	4	\$1,084	0	\$0	10	\$1,720	40	\$4,360	54	\$7,164	\$133
Task 5 - Concept Refinement	9	\$2,439	0	\$0	35	\$6,020	32	\$3,488	76	\$11,947	\$157
Task 6 - Project Phasing and Logistics	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 7 - Cost Estimating	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 8 - Project Definition Documentation	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 9 - Project Administration	2	\$542	0	\$0	4	\$688	0	\$0	6	\$1,230	\$205
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	21	\$5,691	12	\$3,612	49	\$8,428	80	\$8,720	162	\$26,451	\$163

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Burns Engineering

Burns Engineering	Sr. Project Manager		Sr. Proj. Mgr. with Travel Premium		Sr. Engineer Technology Systems		Sr. Engineer with Travel Premium		Sr. Engineer Security Systems		Project Engineer		Engineer		TOTAL		
Rate (\$/Hour):	\$232		\$277		\$172		\$217		\$172		\$140		\$116		labor	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks																	
Task 1 - Inventory/Data Collection	8	\$1,856	16	\$4,432	8	\$1,376	16	\$3,472	10	\$1,720	16	\$2,240	16	\$1,856	90	\$16,952	\$188
Task 2 - Activity Basis	4	\$928	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$928	\$232
Task 3 - Planning Parameters	2	\$464	0	\$0	6	\$1,032	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,496	\$187
Task 4 - Program Requirements/Roadway Traffic Forecasting	8	\$1,856	0	\$0	36	\$6,192	0	\$0	16	\$2,752	16	\$2,240	16	\$1,856	92	\$14,896	\$162
Task 5 - Concept Refinement	8	\$1,856	0	\$0	16	\$2,752	0	\$0	0	\$0	0	\$0	0	\$0	24	\$4,608	\$192
Task 7 - Cost Estimating	4	\$928	0	\$0	8	\$1,376	0	\$0	4	\$688	4	\$560	0	\$0	20	\$3,552	\$178
Task 8 - Project Definition Documentation	4	\$928	0	\$0	8	\$1,376	0	\$0	4	\$688	0	\$0	0	\$0	16	\$2,992	\$187
Task 9 - Project Administration	8	\$1,856	0	\$0	20	\$3,440	0	\$0	0	\$0	0	\$0	0	\$0	28	\$5,296	\$189
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	46	\$10,672	16	\$4,432	102	\$17,544	16	\$3,472	34	\$5,848	36	\$5,040	32	\$3,712	282	\$50,720	\$180

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
GRAPHICS SUPPORT SERVICES

GSS	Senior Graphic Designer		TOTAL		
Rate (\$/Hour):	\$124		labor hours	Cost	Avg. Hourly Rate
	hours	Cost			
Tasks					
Tasks					
Task 1 - Inventory/Data Collection	12	\$1,488	12	\$1,488	\$124
Task 2 - Activity Basis	12	\$1,488	12	\$1,488	\$124
Task 3 - Planning Parameters	12	\$1,488	12	\$1,488	\$124
Task 4 - Program Requirements/Roadway Traffic Forecasting	16	\$1,984	16	\$1,984	\$124
Task 5 - Concept Refinement	24	\$2,976	24	\$2,976	\$124
Task 6 - Project Phasing and Logistics	16	\$1,984	16	\$1,984	\$124
Task 7 - Cost Estimating	4	\$496	4	\$496	\$124
Task 8 - Project Definition Documentation	24	\$2,976	24	\$2,976	\$124
Task 9 - Project Administration	4	\$496	4	\$496	\$124
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	124	\$15,376	124	\$15,376	\$124

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

HDR	Project Principal		Senior Project Manager		Engineer/Planner IV		Engineer/Planner I		Senior Designer		Senior Project Accountant		Document Control		TOTAL		
Rate (\$/Hour):	\$249		\$208		\$132		\$93		\$99		\$129		\$119		labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost			hours	Cost	hours	Cost	hours	Cost	hours	Cost			
Tasks																	
Task 1 - Inventory/Data Collection	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Task 2 - Activity Basis	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Task 3 - Planning Parameters	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Task 4 - Program Requirements/Roadway Traffic Forecasting	70	\$17,430	36	\$7,488	66	\$8,712	139	\$12,927	24	\$2,376	0	\$0	2	\$238	337	\$49,171	\$146
Task 5 - Concept Refinement	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Task 6 - Project Phasing and Logistics	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Task 7 - Cost Estimating	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Task 8 - Project Definition Documentation	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Task 9 - Project Administration	8	\$1,992	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,032	2	\$238	18	\$3,262	\$181
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	78	\$19,422	36	\$7,488	66	\$8,712	139	\$12,927	24	\$2,376	8	\$1,032	4	\$476	355	\$52,433	\$148

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

AirProjects	PRINCIPAL		PRINCIPAL with Travel Premium		Senior Project Manager		Senior Manager		Document Control		TOTAL		
Rate (\$/Hour):	\$241		\$276		\$224		\$158		\$92		labor		
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Avg. Hourly Rate
Tasks													
Tasks													
Task 1 - Inventory/Data Collection	4	\$964	12	\$3,312	8	\$1,792	8	\$1,264	0	\$0	32	\$7,332	\$229
Task 2 - Activity Basis	4	\$964	0	\$0	2	\$448	8	\$1,264	0	\$0	14	\$2,676	\$191
Task 3 - Planning Parameters	4	\$964	0	\$0	10	\$2,240	12	\$1,896	0	\$0	26	\$5,100	\$196
Task 4 - Program Requirements/Roadway Traffic Forecasting	30	\$7,230	12	\$3,312	30	\$6,720	32	\$5,056	0	\$0	104	\$22,318	\$215
Task 5 - Concept Refinement	60	\$14,460	0	\$0	40	\$8,960	70	\$11,060	0	\$0	170	\$34,480	\$203
Task 8 - Project Definition Documentation	19	\$4,579	0	\$0	28	\$6,272	26	\$4,108	0	\$0	73	\$14,959	\$205
Task 9 - Project Administration	12	\$2,892	0	\$0	12	\$2,688	12	\$1,896	18	\$1,656	54	\$9,132	\$169
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	133	\$32,053	24	\$6,624	130	\$29,120	168	\$26,544	18	\$1,656	473	\$95,997	\$203

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-6
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE EXPENSES

EXPENSES:		AMOUNT			
TASK __					
Travel Reimbursable Expenses		# of Trips	# of Days	Unit Price	
Air Travel - US Airport (BOS/Orlando) round trip					\$0
Air Travel - US Airport (MIA/Orlando) (round trip)					\$0
Air Travel - US Airport (ORD/Orlando) (round trip)					\$0
Air Travel - Oversea Airport LRH/Orlando (round trip)					\$0
Hotel/Lodging/Per Diem Expenses - 1 night					\$0
Hotel/Lodging/Per Diem Expenses - Multiple Night					\$0
Airport Parking					\$0
Taxi					\$0
Per diem expenses					\$0
Subtotal - Ricondo & Associates					\$0.00
Task __ Total					\$0.00

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLES C-7b and C-7c
PARTICIPATION SCHEDULES

TABLE C-7b MWBE PARTICIPATION SCHEDULE

NAME OF SUBCONSULTANT	ADDRESS	MWBE CLASSIFICATION	PROPOSED SCOPE OF SERVICES	FEE	PROPOSED PARTICIPATION
Ricondo & Associates, Inc.		N/A	General Consultant, QA/QC	\$551,156.00	51%
TLC		N/A	Consulting Services	\$57,828.00	5%
Matern		N/A	Consulting Services	\$37,324.00	3%
Anser		N/A	Consulting Services	\$57,520.00	5%
Lea + Elliott		N/A	Consulting Services	\$145,412.00	13%
Burns Engineering		N/A	Consulting Services	\$50,720.00	5%
Graphic Support Services		WMBE	Consulting Services	\$15,376.00	1%
AirProjects		WMBE	Consulting Services	\$95,997.00	9%
HDR		N/A	Consulting Services	\$52,433.00	5%
Studdiford Technical Solutions		N/A	Consulting Services	\$26,451.00	2%
TOTAL PROPOSED PARTICIPATION				\$1,090,217.00	100.0%
TOTAL PROPOSED MWBE PARTICIPATION				\$111,373.00	10.2%

TABLE C-7c LDB PARTICIPATION SCHEDULE

NAME OF FIRM	ADDRESS	PROPOSED SCOPE OF SERVICES	FEE	PROPOSED PARTICIPATION
TOTAL PROPOSED PARTICIPATION			\$0.00	0.0%

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 contract hourly rates shown below.

FIRM	POSITION	CONTRACT HOURLY RATE
Ricondo & Associates	Officer	\$340
Ricondo & Associates	Senior Director	\$295
Ricondo & Associates	Director	\$239
Ricondo & Associates	Manager	\$180
Ricondo & Associates	Senior Consultant	\$139
Ricondo & Associates	Technical Editor	\$138
TLC Engineering Solutions	Principal/Director	\$204
TLC Engineering Solutions	Senior Project Manager	\$204
TLC Engineering Solutions	Senior Engineer	\$185
TLC Engineering Solutions	Engineer	\$99
TLC Engineering Solutions	Administrative	\$62
Matern	Senior Project Manager	\$152
Matern	Senior CADD Designer	\$109
Matern	Administrative Assistant	\$77
HDR	Project Principal	\$249
HDR	Sr. Project Manager	\$208
HDR	Engineer/Planner IV	\$132
HDR	Engineer/Planner I	\$93
HDR	Senior Designer	\$99
HDR	Sr. Project Accountant	\$129
HDR	Document Control	\$119
Anser	Director (SVP Estimating)	\$225
Anser	Manager (Estimator 2)	\$146
Anser	Cost Engineer 2 (Estimator 1)	\$115
Lea+Elliott	Sr. Project Manager (PM)	\$321
Lea+Elliott	Sr. Consultant / Project Manager (PM)	\$277
Lea+Elliott	Sr. Consultant	\$277
Lea+Elliott	Engineer 3	\$218
Lea+Elliott	Engineer 2	\$160
Lea+Elliott	Sr. Admin Asst	\$83
Studdiford Technical Solutions, LLC	Principal	\$271
Studdiford Technical Solutions, LLC	Senior Project Manager	\$172
Studdiford Technical Solutions, LLC	Engineer/Planner VI	\$109
Graphic Support Services	Principal Senior Graphic Designer	\$124
AirProjects	Principal	\$241
AirProjects	Senior Project Manager	\$224
AirProjects	Senior Manager	\$158
AirProjects	Document Control	\$92
Burns Engineering	Senior Project Manager	\$232
Burns Engineering	Senior Engineer Technology Systems	\$172
Burns Engineering	Senior Engineer Security Systems	\$172
Burns Engineering	Project Engineer	\$140
Burns Engineering	Engineer	\$116

APPENDIX A SUBCONSULTANT PROPOSALS



October 4, 2023

Mr. Scott Hyde
Director
Ricondo
2077 Convention Center Concourse
Suite 285
Atlanta, Georgia 30337

Re: Proposed Concession Consulting Scope of Services, Orlando International Airport,
Terminal C Phase 2 PDD

Dear Mr. Hyde:

AirProjects, Inc. ("AirProjects") is pleased to participate on the Ricondo team as the concession planning consultant for the development of a PDD for Phase 2 of Terminal C at Orlando International Airport.

AirProjects would provide the following consulting services as incorporated in the Ricondo scope of work:

- Concession demand analysis
- Concession block plan development for up to three alternatives
- Concession plan for refined alternative
- Participation in virtual meetings and up to two workshops

The budget for the proposed concession consulting services is \$95,997.

AirProjects, Inc. has been providing concession consulting services similar to those proposed on a continuous basis since 2000, including several years providing concession consulting services to the Greater Orlando Airport Authority.

We are looking forward to working with you, the Ricondo team, and the Authority to plan the future phase of Terminal C.

Sincerely,

Ann F. Ferraguto
Principal
AirProjects, Inc.

September 28, 2023

Mr. Scott Hyde
Director
Ricondo & Associates
Email: shyde@ricondo.com

Re: Proposal for Conceptual Estimating Services – Terminal C Phase 2

Dear Mr. Hyde,

Anser Advisory is pleased to submit our proposal to provide **Task 6, 7, & 9 Services** for the proposed Terminal C – Phase 2 at the Orlando International Airport on a time and material basis for the ***not-to-exceed sum of \$57,520.00***. We have included Exhibit C-3) Rate Sheets with our cost breakdown, hours, and rates based on our current contract with GOAA.

The staff that will be assigned to this proposal are:

- Andy Kleimola – Managing Director of Estimating
- Dustin Reinhart – Estimator 2
- Estimator 1's to be assigned based on timing of assignment

Our Deliverables for this proposal are as follows:

Task 6: Phasing and implementation timeline

Task 7: Cost Estimating

- Development of a complete basis of estimate.
- Identify and estimate all project systems through cost per square foot factoring or parametric models basis of estimating.
- Estimate Classification to be a Class 5 as defined by AACE International.
- Utilize Terminal C Phase 1 and Phase 1X project benchmarks for reference cost confirmation
- Both cost estimate teams will meet with GOAA and Ricondo prior to beginning the cost estimates to define the following elements, markups, soft costs, GOAA standards, etc. to be included:
- Predictive cost adjustment factors compliant with the implementation timeline for future escalation
- Contractor markups to correlate with proposed project delivery methods
- Design contingencies, construction contingencies, and professional services contingencies relative to project risks and areas of concern
- Soft cost mark-up factors

Task 9: Project Administration (as applies)



We will begin this work once we receive notice to proceed. We thank you for this opportunity to provide this proposal. If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

Andrew J. Kleimola

Anser Advisory

Managing Director of Estimating

EXHIBIT C-3

TASK 2 (CONCEPTUAL ESTIMATING SERVICES) – South Terminal C – Phase 2

Anser Advisory	Director (SVP Estimating)		Manager (Estimator 2)		Cost Engineer 2 (Estimator 1)		TOTAL		
Rate (\$/Hour):	\$225		\$146		\$115		labor		Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks									
Task 6 - Project Phasing and Logistics	16	\$3,600	0	\$0	24	\$2,760	40	\$6,360	\$159
Task 7 - Cost Estimating	72	\$16,200	104	\$15,184	136	\$15,640	312	\$47,024	\$151
Task 9 - Project Administration	8	\$1,800	16	\$2,336	0	\$0	24	\$4,136	\$172
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	96	\$21,600	120	\$17,520	160	\$18,400	376	\$57,520	\$153

--- End of Document ---

September 29, 2023

Mr. Scott Hyde
Director
Ricondo and Associates
2077 Convention Center Concourse
Suite 285
Atlanta, GA 30337

Professional Services Fee Proposal for:
MCO Terminal C Phase 2 Program Development
Document
IT / Low Voltage / Security Systems
Orlando International Airport (MCO)

Dear Scott,

Burns Engineering, Inc. appreciates the opportunity to submit our Fee Proposal for the South Terminal Phase 2 Program Development Document at Orlando International Airport. Following our review of the information in your email dated 9/27/23, the scope of work document (with Burns suggested edits), draft Project Schedule, and additional email clarifications on 9/28, we have outlined our proposed fee for the following scope of work.

This proposal includes the sections as outlined below:

1. Overview
2. Scope of Work
3. List of Deliverables
4. Schedule
5. Assumptions, Clarifications & Exceptions
6. Compensation

1. Overview

Orlando International Airport is preparing to move forward with the design of a Phase 2 Expansion to the recently completed South Terminal Complex. To prepare for this expansion, Ricondo has requested services from Burns to review their development of the Program Definition Document (PDD). The Project will expand the Terminal C complex to accommodate an additional 16 to 24 gates. The purpose of the PDD is to provide the programmatic requirements for the Project, an indicative preferred concept of operations, and an indicative facility layout to refine the Project's cost and provide planning guidance to consultants who will prepare the detailed design of the Project.

Burns role as a subconsultant to Ricondo will address the inventory and expansion capabilities of the Information Technology (IT), Low Voltage, and Security Systems as further described in Part 2.

2. Scope of Work

Burns has reviewed the Scope of Work provided by Ricondo and included edits to further define the IT, Low Voltage, and Security Systems. Burns effort related to the PDD tasks is detailed in Part 3. The following are systems to be evaluated:

- a. Data / Telecommunications Infrastructure
 - i. Passive Optical LAN
 - ii. Local Area Network (LAN) and Wide Area Network (WAN)
 - iii. Premise Distribution System
 - iv. Intermediate Distribution Frame (IDF) sizes
 - v. Main Point of Entry (MPOE) and Main Distribution Frame (MDF)
 - vi. Voice-over Internet Protocol (VoIP) Telephone System
 - vii. Wireless Local Area Network (Wi-Fi)
- b. Airport Systems
 - i. AVI Landside Roadway System (AVI)
 - ii. Electronic Dynamic Signage (EDS)
 - iii. Electronic Gate Systems (e-Gates)
 - iv. Emergency Communication System (ECS)
 - v. Flight Information Displays System (FIDS)
 - vi. Gate Information Display System (GIDS)
 - vii. Baggage Information Display Systems (BIDS)
 - viii. Integrated Airport Management System (IAMS)
 - ix. Internet Protocol Master Antenna Television (IPMATV)
 - x. Queue Management System (QMS)
 - xi. Visual Docking Guidance System (VDGS)
- c. Common Use Systems
 - i. Common Use Passenger Processing Systems (CUPPS)
 - ii. Common Use Self-Service (CUSS)
- d. Security Systems
 - i. Physical Access Control System (PACS)
 - ii. Video Surveillance System (VSS)
 - iii. Intrusion Detection System (IDS)
- e. Radio Systems
 - i. Cellular Distributed Antenna System (CDAS)
 - ii. Public Safety Distributed Antenna System (PSDAS)
 - iii. Radio Communications System – Airport/Airline Radio Room/Antennae Farms

3. *List of Deliverables/Work Effort*

Nine tasks have been identified by Ricondo to complete the PDD. Burns scope of work to support each task is summarized below:

- a. Task 1 Inventory/Data Collection
 - i. Conduct engineering baseline capacity analysis of applicable systems.
 - ii. Attend kick-off meeting in person.
- b. Task 2 Activity Basis
 - i. Ricondo to lead this effort, Burns to minimally participate for awareness as it relates to FIDS.
- c. Task 3 Planning Parameters
 - i. Ricondo to lead this effort, Burns to review final results.
- d. Task 4 Program Requirements/Roadway Traffic Forecasting
 - i. Review existing STC fiber ductbank to evaluate capacity and anticipate future connections to Phase 2.
 - ii. Program requirements for the systems listed in Part 2 will be reviewed for the terminal expansion.
- e. Task 5 Concept Refinement
 - i. Review program requirements for MDF/IDF room sizing and spacing, recommend optimal placing by level for rooms.
 - ii. Review and comment on locations determined by Ricondo.
- f. Task 6 Project Phasing and Logistics
 - i. No scope of work.
- g. Task 7 Cost Estimating
 - i. Cost estimate to be developed by other Ricondo team member, Burns to review and comment.
- h. Task 8 Project Definition Documentation
 - i. Review and comment on both the draft and final version of the PDD developed by Ricondo as it relates to Burns systems scope of work.
- i. Task 9 Project Administration
 - i. Internal team coordination and project meetings.

4. Schedule

Below is the draft Schedule per the PDF received 9/27/23:

- a. Start Date: September 26, 2023
- b. End Date: April 12, 2024

The schedule will be updated based on actual contract acceptance and NTP.

5. Assumptions, Clarifications & Exceptions

This proposal does not include design or programming beyond the PDD Scope of Work.

Assumptions:

- Ricondo will draft the PDD report based on Burns' findings and input. Burns to review and comment on the systems technical sections.
- Cost estimation to be provided by other team members. Burns to review and provide comments related to our system's scope.

The following are clarifications and/or exceptions that have not been included within our scope of services:

- Systems design.
- Floor plan programming of MDF and IDF room locations.
- Drawing development.
- CAD/Revit.

6. Burns Compensation

The fee for the engineering services associated with the scope as defined above is hourly not-to-exceed and as defined below. A total of 2 trips have been budgeted for Burns to be on-site for meetings/field survey. Reimbursable expenses have been accommodated in the Excel Fee rate categories with the Travel Premium addition.

Burns PDD Fee: \$50,720.00

Total Fee: \$50,720.00

Thank you for the opportunity to submit this proposal. Should you have any questions please call me at 314-835-7149.

Very truly yours,
BURNS ENGINEERING, INC.

A handwritten signature in black ink, appearing to read "Greg S Spence", with a long horizontal flourish extending to the right.

Gregory S. Spence, PE
Project Manager
Aviation

Attachments: Burns Excel fee table, Burns additions to SOW Word Doc.
cc: Brian Phillips, Kevin Shertz



September 28, 2023

Dear sir or madam,

Graphics Support Services, Inc. (dba) GSS Creative will assist Ricondo with graphics support for the MCO Terminal C Phase 2 program development document (PDD). Please see our fees in the table below.

GSS	Senior Graphic Designer		TOTAL		
Rate (\$/Hour):	\$124		labor		Avg. Hourly Rate
	hours	Cost	hours	Cost	
Tasks					
Tasks					
Task 1 - Inventory/Data Collection	12	\$1,488	12	\$1,488	\$124
Task 2 - Activity Basis	12	\$1,488	12	\$1,488	\$124
Task 3 - Planning Parameters	12	\$1,488	12	\$1,488	\$124
Task 4 - Program Requirements/Roadway Traffic Forecasting	16	\$1,984	16	\$1,984	\$124
Task 5 - Concept Refinement	24	\$2,976	24	\$2,976	\$124
Task 6 - Project Phasing and Logistics	16	\$1,984	16	\$1,984	\$124
Task 7 - Cost Estimating	4	\$496	4	\$496	\$124
Task 8 - Project Definition Documentation	24	\$2,976	24	\$2,976	\$124
Task 9 - Project Administration	4	\$496	4	\$496	\$124
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	124	\$15,376	124	\$15,376	\$124

Respectfully,

Michelle Piette
President
Graphics Support Services, Inc.



September 22, 2023

Mr. Jason Garman
Ricondo & Associates, Inc.
421 King Street, Suite 400
Alexandria, VA 22314

Re: MCO South Terminal Complex (STC) Phase 2 Project Definition Document (PDD)
Transportation Planning and Engineering Support

Dear Mr. Garman:

HDR Engineering, Inc. is pleased to submit this proposal to provide professional transportation planning and engineering services in support of the South Terminal Complex (STC) Phase 2 Project Definition Document (PDD). The terms and conditions of HDR's existing master subconsultant agreement with Ricondo for MCO Airport Consulting W419 will apply to this task authorization. The hourly rates used to develop the fee proposal are consistent with HDR's established GOAA rates under our existing Continuing Transportation Planning Consultant contract.

If you have any questions, please contact Jamie Krzeminski at (407) 420-4250. We look forward to working with you.

Sincerely,
HDR ENGINEERING, INC.

Katie E. Duty
Vice President

James M. Krzeminski, PE, PTOE
Project Manager

JMK:jmk

C: Matthew Wiesenfeld (HDR); HDR Accounting Department



Exhibit A – Transportation Planning and Engineering Support Services for South Terminal Complex (STC) Phase 2 Project Definition Document (PDD), Orlando International Airport

HDR Engineering, Inc. (HDR) will provide transportation planning and engineering services in support of the South Terminal Complex (STC) Phase 2 Project Definition Document (PDD), including traffic forecasting and analysis, as described as follows.

Task 1: Project Management and Meetings

HDR will prepare monthly invoices and progress reports, assemble and maintain project documentation, and coordinate with the project team. Participation in up to five (5) meetings is assumed as part of this task. Meetings may include a project kickoff meeting, progress meetings, and milestone meetings with the project team. Meetings are assumed to be virtual.

Deliverable: Monthly invoices and progress reports, and participation in up to five project meetings.

Task 2: Airport Traffic Forecasting and High-Level Analysis

HDR will provide daily airport traffic forecasting for up to three (3) future year horizons based on use of HDR's MCO airport trip generation model. These future year horizons may be based on an opening year condition for Phase 2 of Terminal C, an additional horizon that may represent an ultimate or stressed passenger loading at Terminal C (e.g., conditions beyond opening year of Phase 2, but before opening of Phase 3), or other variations in passenger projections. The projected passenger activity associated with the future year planning horizons, along with other assumptions are assumed to be provided to HDR as an input into the traffic forecasting process. The forecasts will generally rely on other assumptions from previous forecasting tasks, such as the Transportation Master Plan Phase 1 (2022) and CONRAC Feasibility Study (2023), although changes to some factors such as mode split may be made based on discussion with the GOAA and/or the Project Team.

Daily airport traffic forecasts will be used to provide peak hour traffic volume assignments for roadway segments, ramps, weaving areas, and curbsides at Terminal C and the surrounding areas providing access to Terminal C. Existing traffic volumes from the 2023 MCO Easter Traffic Count Program will be used as the baseline for peak hour forecasts. Separate peak hour forecasts for up to three (3) alternatives will be provided for each future year horizon (potential for up to nine total alternatives). Alternatives may include different peak hours, shifts



in traffic to account for specific new/updated components at the airport, potential routing changes, etc. For example, alternatives could include Terminal C with and without a CONRAC facility assumed in the Terminal C area, or could include potential airport routing changes to reflect wayfinding signage directing passengers to Terminal C to/from the north to use Heintzelman Boulevard. Peak hour forecasts will also include peak hour turning movement volumes at the two existing signalized intersections along Jeff Fuqua Boulevard in the Terminal C area.

HDR will complete a high-level traffic analysis for up to three planning horizons with up to three alternatives for each planning horizon (up to nine total alternatives). Each scenario will include airport roadway segment peak hour forecasted volumes and comparison to existing available peak hour roadway capacities. The two signalized intersections on Jeff Fuqua Boulevard adjacent to Terminal C will be evaluated using Synchro for each planning horizon and alternative.

No curbside operations, weaving segment analysis, or microsimulation analysis is included in the scope of services.

***Deliverable:** A brief memo summarizing traffic forecasts and assumptions, with tabular and graphical summaries of peak hour traffic volumes and roadway capacities for each scenario at each of the planning horizon years and alternatives.*

SCHEDULE

HDR will coordinate with Ricondo to develop an appropriate schedule for the tasks described herein.

FEE

The services described above in Tasks 1-2 will be accomplished for an hourly not-to-exceed budget of \$ 52,433.00 as follows:

HDR Engineering, Inc. (hourly not-to-exceed)	\$ 52,433.00
--	--------------

Any tasks not specifically included within this scope of services will be considered additional work and will require an amendment to the contract addendum.



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: 09/22/2023

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

Greater Orlando Aviation Authority
STC Phase 2 PDD - Transportation Planning & Engineering Support Services
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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2.0 Not to Exceed Reimbursable Fee:	\$ 52,433.00	\$ -	\$ -	\$ -	\$ -	\$ 52,433.00	\$ -	\$ -	\$ 52,433.00
3.0 Not to Exceed Reimbursable Expenses:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.0 TOTAL CONTRACT VALUE:	\$ 52,433.00	\$ -	\$ -	\$ -	\$ -	\$ 52,433.00	\$ -	\$ -	\$ 52,433.00

Total Lump Sum Labor Hours:	0	0	0	0	0	0	0	0	0
Total Not to Exceed Reimbursable Labor Hours:	355	0	0	0	0	355	0	0	355
TOTAL LABOR HOURS:	355	0	0	0	0	355	0	0	355
Average Hourly Rate:	\$ 147.70					\$ 147.70			\$ 147.70

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

Greater Orlando Aviation Authority
STC Phase 2 PDD - Transportation Planning & Engineering Support Services
HDR Engineering, Inc.

Phase of Project:	Preliminary Design		Schematic (30%)		Development (60%)		Const. Docs. (95%)		Bidding & Award		Const. Admin.		Record Documents		TOTAL		
	hours	Total Fee	hours	Total Fee	hours	Total Fee	hours	Total Fee	hours	Total Fee	hours	Total Fee	hours	Total Fee	hours	Cost	Avg. Rate
Consultant: HDR Engineering, Inc.																	
Not to Exceed Reimbursable Fee	355	\$52,433	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	355	\$52,433	147.70
Not to Exceed Reimbursable Expenses																\$0	
Sub-Total Designer	355	\$52,433	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	355	\$52,433	147.70
Subconsultant No. 1:																	
Not to Exceed Reimbursable Fee	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Not to Exceed Reimbursable Expenses																\$0	
Sub-Total Subconsultant No. 1	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Subconsultant No. 2:																	
Not to Exceed Reimbursable Fee	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Not to Exceed Reimbursable Expenses																\$0	
Sub-Total Subconsultant No. 2	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Subconsultant No. 3																	
Not to Exceed Reimbursable Fee	0		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Not to Exceed Reimbursable Expenses																\$0	
Sub-Total Subconsultant No. 3	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Subconsultant No. 4																	
Not to Exceed Reimbursable Fee			0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Not to Exceed Reimbursable Expenses																\$0	
Sub-Total Subconsultant No. 4	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Subconsultant No. 5																	
Not to Exceed Reimbursable Fee			0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Not to Exceed Reimbursable Expenses																\$0	
Sub-Total Subconsultant No. 5	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	#DIV/0!
Total Not to Exceed Amount:	355	\$52,433	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	355	\$52,433	147.70

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

Greater Orlando Aviation Authority
STC Phase 2 PDD - Transportation Planning & Engineering Support Services
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):	\$333		\$249		\$208		\$166		\$168		\$148		\$132		\$113		\$106		\$93		\$99		\$79		\$129		\$119				Avg. Hourly
	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	Rate
Task 1: Project Management & Meetings																															
Project Mgmt/Admin	0.0	\$0	8.0	\$1,992	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	8.0	\$1,032	2.0	\$238	18.0	\$3,262	\$181
Meetings (5)	0.0	\$0	10.0	\$2,490	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	10.0	\$1,320	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	20.0	\$3,810	\$191
Task 1 Subtotal	0.0	\$0	18.0	\$4,482	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	10.0	\$1,320	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	8.0	\$1,032	2.0	\$238	38.0	\$7,072	\$186
Task 2: Airport Traffic Forecasting and High-Level Analysis																															
Airport Trip Generation - Future Year Horizon (3)	0.0	\$0	12.0	\$2,988	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	8.0	\$1,056	0.0	\$0	0.0	\$0	24.0	\$2,232	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	44.0	\$6,276	\$143
Peak Hour Traffic Assignments - 3 Alls per Horizon (9)	0.0	\$0	16.0	\$3,984	16.0	\$3,328	0.0	\$0	0.0	\$0	0.0	\$0	24.0	\$3,168	0.0	\$0	0.0	\$0	54.0	\$5,022	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	110.0	\$15,502	\$141
High-Level Traffic Analysis - 3 Alls per Horizon (9)	0.0	\$0	12.0	\$2,988	16.0	\$3,328	0.0	\$0	0.0	\$0	0.0	\$0	8.0	\$1,056	0.0	\$0	0.0	\$0	45.0	\$4,185	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	81.0	\$11,557	\$143
Summary Memo	0.0	\$0	8.0	\$1,992	4.0	\$832	0.0	\$0	0.0	\$0	0.0	\$0	16.0	\$2,112	0.0	\$0	0.0	\$0	16.0	\$1,488	24.0	\$2,376	0.0	\$0	0.0	\$0	2.0	\$238	70.0	\$9,038	\$129
Quality Assurance/Quality Control	0.0	\$0	12.0	\$2,988	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	0.0	\$0	0.0	\$0	12.0	\$2,988	\$249
Task 2 Subtotal	0.0	\$0	60.0	\$14,940	36.0	\$7,488	0.0	\$0	0.0	\$0	0.0	\$0	56.0	\$7,392	0.0	\$0	0.0	\$0	139.0	\$12,927	24.0	\$2,376	0.0	\$0	0.0	\$0	2.0	\$238	317.0	\$45,361	\$143
TOTAL NOT TO EXCEED REIMBURSABLE FEE:	0.0	\$0	78.0	\$19,422	36.0	\$7,488	0.0	\$0	0.0	\$0	0.0	\$0	66.0	\$8,712	0.0	\$0	0.0	\$0	139.0	\$12,927	24.0	\$2,376	0.0	\$0	8.0	\$1,032	4.0	\$476	355.0	\$52,433	\$148

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]

September 29, 2023

LE-GOAA-NCP-2737-0001

Mr. Scott Hyde
Director
Ricondo and Associates
2077 Convention Center Concourse, Suite 285
Atlanta, GA 30337

SUBJECT: Lea+Elliott Proposal for South Terminal Complex (STC) – Program Definition Document (PDD) - Phase 2 Expansion at the Orlando International Airport (MCO)

Dear Mr. Hyde,

Pursuant to your request, Lea+Elliott is pleased to support Ricondo with the development of the Program Definition Document (PDD) for the South Terminal Complex (STC) Phase 2 Expansion at the Orlando International Airport (MCO). Lea+Elliott's effort for the PDD will consist of the following Transit related services:

1. Technology Assessment/Comparative Analysis
2. Program Requirements
3. Concept Refinement
4. Project Phasing and Logistics
5. Cost Estimating

The above level of effort is reflected in the Attached fee proposal, which amounts to \$145,412.00. Please note that our fee proposal includes anticipated direct expenses related to travel to the site.

We appreciate the opportunity to support Ricondo on this task. Should you have any questions or comments please contact me.

Sincerely,

LEA+ELLIOTT, INC.



Gregory W. Love
Senior Associate

Greater Orlando Aviation Authority (GOAA) - South Terminal Complex (STC) Phase 2 Expansion at the Orlando International Airport (MCO)
Program Definition Document (PDD)
FEE PROPOSAL

Lea+Elliott	Sr. Project Manager (PM)		Sr. PM w/Travel Premium		Sr. Consultant		Sr. Consultant w/Travel Premium		Sr. Consultant		Engineer 3		Engineer 2		Sr. Admin Asst		TOTAL		
Rate (\$/Hour):	\$321		\$357		\$277		\$313		\$277		\$218		\$160		\$83		labor		Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks																			
Task 1 - Inventory/Data Collection	4	\$1,284	8	\$2,856	6	\$1,662	8	\$2,504	0	\$0	0	\$0	0	\$0	0	\$0	26	\$8,306	\$319
Task 2 - Activity Basis	3	\$963	0	\$0	4	\$1,108	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$2,071	\$296
Task 3 - Planning Parameters	8	\$2,568	0	\$0	8	\$2,216	0	\$0	15	\$4,155	0	\$0	12	\$1,920	0	\$0	43	\$10,859	\$253
Task 4 - Program Requirements/Roadway Traffic Forecasting	32	\$10,272	8	\$2,856	60	\$16,620	0	\$0	46	\$12,742	0	\$0	41	\$6,560	0	\$0	187	\$49,050	\$262
Task 5 - Concept Refinement	10	\$3,210	0	\$0	20	\$5,540	0	\$0	10	\$2,770	0	\$0	20	\$3,200	0	\$0	60	\$14,720	\$245
Task 6 - Project Phasing and Logistics	16	\$5,136	0	\$0	16	\$4,432	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	32	\$9,568	\$299
Task 7 - Cost Estimating	10	\$3,210	0	\$0	12	\$3,324	0	\$0	32	\$8,864	7	\$1,526	10	\$1,600	0	\$0	71	\$18,524	\$261
Task 8 - Project Definition Documentation	30	\$9,630	0	\$0	50	\$13,850	0	\$0	0	\$0	10	\$2,180	0	\$0	20	\$1,660	110	\$27,320	\$248
Task 9 - Project Administration	4	\$1,284	0	\$0	8	\$2,216	0	\$0	0	\$0	0	\$0	0	\$0	18	\$1,494	30	\$4,994	\$166
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	117	\$37,557	16	\$5,712	184	\$50,968	8	\$2,504	103	\$28,531	17	\$3,706	83	\$13,280	38	\$3,154	566	\$145,412	\$257



Mechanical • Electrical • Plumbing • Fire Protection
Technology • Commissioning • Energy

October 5, 2023

Mr. Scott Hyde
Director
Ricondo & Associates
2077 Convention Center Concourse
Suite 285
Atlanta, GA 30337

RE: Ricondo MCO Terminal C Phase 2
MPE#:2023-083-02

We submit herewith MATERN's proposal for Professional Consulting Services for the MCO Terminal C Phase 2, Task 1, 2, 3, 4, and 9. We appreciate the opportunity to provide you with this proposal.

Matern's scope of work will be to:

- Describe the existing electrical system, its capacity, and any as-designed concept for future expansion.
- Document any electrical changes the Authority would like to make as a part of Phase 2.
- Provide an estimate of primary service expansion capability with the understanding that we intend to keep this report at a high enough level to prevent us from being precluded from pursuing the follow-up design phase.

The proposed lump sum fee for these Professional Consulting Services is **Thirty-seven thousand three hundred twenty-four dollars. \$37,324.00**

Thank you for your consideration of our services for this project.

A handwritten signature in black ink, appearing to read "Croff".

Sincerely,

MATERN PROFESSIONAL ENGINEERING, INC.
Thomas C. Croff
Senior Project Manager

October 3, 2023

Mr. Scott Hyde, Director
Ricondo & Associates

**RE: Proposal for Professional Services: Baggage Handling System Strategy
Terminal C, Phase 2, Orlando International Airport**

Dear Mr. Hyde:

Pursuant to your request, Studdiford Technical Solutions (STS) is pleased to provide this revised proposal for the performance of Handling Systems (BHS) planning support at Orlando International Airport (MCO).

Scope of Work

The Greater Orlando Aviation Authority (GOAA) seeks a study of BHS options for the next phase of expansion of the South Terminal C BHS.

Project Approach

This Scope of Work will provide a long-term BHS Strategy to expand the Terminal C BHS. STS will perform the following tasks to develop the BHS Strategy:

- Task 1: Inventory/Data Collection
 - Collect and review previous BHS capacity analyses, including:
 - Checked Baggage Inspection System (CBIS)
 - Checked baggage reconciliation area (CBRA)
 - Early bag storage (EBS)
 - Outbound sortation/make-up
 - Inbound claim
 - Collect and review as-built inbound & outbound BHS layout drawings
- Task 2: Activity Basis: Collaborate with Ricondo on methodology for capacity analyses development
- Task 3: Planning Parameters: Review GOAA and/or Ricondo-provided planning parameters for development of program requirements (Task 4)
- Task 4: Program Requirements
 - Assemble results from Tasks 2 and 3 into inputs for BHS capacity analyses
 - Perform flight schedule analysis for CBIS/CBRA, outbound make-up and inbound claim
- Task 5: Concept Refinement: Provide Ricondo input on inbound and outbound baggage flows
- Task 9: Project Administration: Team coordination and miscellaneous project tasks

Compensation

The scope of work outlined above and attached will be performed for a firm fixed price (FFP) of \$26,451.00, including expenses.

Assumptions, Clarifications and/or Exclusions

1. Design work is excluded.
2. Professional Engineering analysis and stamps are excluded.
3. Not more than one (1) site visit is included. Additional requested visits will be billed at cost.
4. STS will notify Ricondo within 85% of the maximum budget for either approval to exceed those hours or halt efforts.
5. STS acknowledges that any Ricondo or GOAA-provided material, either verbal or in writing, is to be treated as confidential, proprietary, and valuable. STS will maintain the confidential and proprietary nature of the material and will execute confidentiality agreements as required.
6. STS will notify Ricondo of any required additional services or trips in writing prior to proceeding with the work. Additional services will be billed on a T&M basis.
7. Invoices will be submitted monthly; to be paid within thirty (30) calendar days of receipt.
8. This proposal is valid for 30 days.

If you have any questions or concerns, please do not hesitate to contact me at 203-206-0533 or Larry@studdifordtech.com. I appreciate the opportunity to provide this proposal.

Best regards,
Studdiford Technical Solutions, LLC

A handwritten signature in black ink, appearing to read 'Larry Studdiford', is written over a faint, larger version of the same signature.

Larry Studdiford, PMP
President

September 29, 2023

Revised October 5, 2023

Scott Hyde
Director
Ricondo
2077 Convention Center Concourse, Suite 285
Atlanta, GA 30337

**Re: OIA STC Phase 2 PDD Support
Professional Services Proposal**

Dear Teresa:

As requested, TLC Engineering Solutions, Inc. (TLC) proposes to provide HVAC, plumbing, and fire protection support services for the above reference project, with proposed scope and fee as outlined below. As previously discussed, TLC will require confirmation from GOAA that our participation in this effort will not preclude TLC from pursuing any work/projects documented in the PDD.

PROJECT SCOPE

We understand the project is to consist of supporting GOAA and Ricondo with the development of the PDD for Phase 2 of the South Terminal Complex. TLC's proposal is based on information provided in Scope of Work document dated September 13, 2023. Specific scope items are included in the Ricondo SOW document. It is our understanding that Matern will be providing the electrical scope of services and Burns will be providing the low-voltage scope of services.

BASIC SCOPE OF SERVICES

Basic Scope of Services shall be as outlined in the Scope of Work document. TLC shall provide professional services for:

- a. Heating, Ventilating and Air-Conditioning (HVAC)
- b. Pre-conditioned Air
- c. Plumbing
- d. Fire Protection

TLC anticipates to provide information from site walks to support Ricondo's development of the PDD. TLC will support the cost estimating team with development of budget.

Meetings are included in the provided fee.

INFORMATION TO BE FURNISHED BY THE ARCHITECT/CLIENT

In addition to Architect's Responsibilities defined in AIA Document C401 – 2017 Edition – Standard Form of Agreement Between Architect and Consultant, Article 5, specific information and material that impacts the design shall be provided to TLC.

ADDITIONAL SERVICES

Additional services, when requested in writing, shall be performed for additional compensation.

TLC shall submit the estimated additional services cost for approval and authorization prior to proceeding with a design.

FEE

We propose to provide the above-described basic scope of services for the following fee structure plus reimbursable expenses at 1.0 times direct cost. See TLC Fee Table provided separately.

- MP/FP Fee \$ 57,828

If this proposal is acceptable, TLC anticipates a Work Authorization will be issued based upon our Master Agreement with Ricondo.

We look forward to your favorable selection of TLC and the opportunity to assist your team for this and future projects. Please give me a call with any questions or comments.

Regards,

TLC ENGINEERING SOLUTIONS, INC.



Wayne E. Allred, PE, LEED AP
Principal / Regional Director

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
TLC Engineering Solutions

TLC Engineering Solutions	Principal/Director		Senior Project Manager		Senior Engineer		Engineer		Administrative		TOTAL		
Rate (\$/Hour):	\$204		\$204		\$185		\$99		\$62		labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost			hours	Cost	hours	Cost			
Tasks													
Task 1 - Inventory/Data Collection	4	\$816	4	\$816	4	\$740	0	\$0	0	\$0	12	\$2,372	\$198
Task 3 - Planning Parameters	4	\$816	8	\$1,632	12	\$2,220	8	\$792	0	\$0	32	\$5,460	\$171
Task 4 - Program Requirements/Roadway Traffic Forecasting	4	\$816	40	\$8,160	40	\$7,400	10	\$990	4	\$248	98	\$17,614	\$180
Task 5 - Concept Refinement	2	\$408	24	\$4,896	42	\$7,770	0	\$0	4	\$248	72	\$13,322	\$185
Task 6 - Project Phasing and Logistics	0	\$0	0	\$0	2	\$370	0	\$0	0	\$0	2	\$370	\$185
Task 7 - Cost Estimating	6	\$1,224	20	\$4,080	24	\$4,440	0	\$0	4	\$248	54	\$9,992	\$185
Task 8 - Project Definition Documentation	8	\$1,632	12	\$2,448	16	\$2,960	8	\$792	8	\$496	52	\$8,328	\$160
Task 9 - Project Administration	0	\$0	0	\$0	2	\$370	0	\$0	0	\$0	2	\$370	\$185
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	28	\$5,712	108	\$22,032	142	\$26,270	26	\$2,574	20	\$1,240	324	\$57,828	\$178

Sneha Joge

From: Scott Hyde <shyde@ricondo.com>
Sent: Friday, October 6, 2023 11:51 AM
To: Danielle Plummer
Cc: Sebastian Carreau
Subject: RE: MCO Terminal C Phase 2 PDD - Proposal

CAUTION: This email originated outside of GOAA. Stop and think before you click! If you are not expecting it or if it looks suspicious, please report it using the Phishing Report Button.

Danielle,

Thank you for the opportunity to review the document before it goes to the Construction Committee. Sebastien and I have both looked through and we accept your edits and approve of the cover letter. Nice work!

Scott Hyde | Director

RICONDO

2077 CONVENTION CENTER CONCOURSE | SUITE 285 | ATLANTA, GA 30337
TEL +1 404-991-2656 x325 | **DIRECT** +1 404-991-2653 | **MOBILE** +1 404-931-4742

This communication may contain privileged and/or confidential information and is intended for the sole use of addressee. If you are not the addressee you are hereby notified that any dissemination of this communication is strictly prohibited. Please promptly notify the sender by reply email and immediately delete this message from your system. Ricondo & Associates, Inc. ("Ricondo") does not accept responsibility for the content of any email transmitted for reasons other than approved business purposes. Regarding services for U.S. clients: Ricondo is not registered as a "municipal advisor" under Section 15B of the Securities Exchange Act of 1934 ("Section 15B") and Ricondo is not acting as a municipal advisor. This communication and any opinions, assumptions, views or information contained herein or in any attachment to this communication are not intended to be, and do not constitute, "advice" within the meaning of Section 15B.

From: Danielle Plummer <danielle.plummer@goaa.org>
Sent: Friday, October 6, 2023 11:13 AM
To: Scott Hyde <shyde@ricondo.com>
Cc: Sebastien Carreau <scarreau@ricondo.com>
Subject: RE: MCO Terminal C Phase 2 PDD - Proposal

Apologies, please reference this document attached.

Danielle Plummer
Manager, Contracts & Grants
Greater Orlando Aviation Authority – Engineering and Construction
11312 Terminal C Service Road
Orlando International Airport, Orlando, FL 32824
Office: 407.825.4082/Cell: 407.375-2275
Email: danielle.plummer@goaa.org

From: Danielle Plummer
Sent: Friday, October 6, 2023 11:06 AM
To: 'Scott Hyde' <shyde@ricondo.com>

Cc: Sebastian Carreau <scarreau@ricondo.com>

Subject: MCO Terminal C Phase 2 PDD - Proposal

Importance: High

Hello Scott and Sebastian,

Please see the updated proposal attached for your review based on our discussions and our internal consultancy review/edits. Please confirm your concurrence with assumptions and exclusions or advise of any items you would like to call out/discuss.

Our goal is to finalize today.

Thank you both,

Danielle Plummer

Manager, Contracts & Grants

Greater Orlando Aviation Authority – Engineering and Construction

11312 Terminal C Service Road

Orlando International Airport, Orlando, FL 32824

Office: 407.825.4082/Cell: 407.375-2275

Email: danielle.plummer@goaa.org

Sneha Joge

From: Danielle Plummer <danielle.plummer@goaa.org>
Sent: Thursday, October 5, 2023 8:25 PM
To: Sneha Joge
Cc: Lisa Rainey; Estefania Wilbraham; Michael Gardner; Max Marble; Debbie McKeown
Subject: RE: Revision 3 // RE: Revised 10/10 CC Agenda Item: Ricondo FW: MCO Terminal C Phase 2 PDD - Proposal

Hi Sneha, I can confirm/speak to the following:

- TLC Engineering: Clerical and Administrative are synonymous
- Studdiford: You can also leave Engineer/Planner VI (GOAA does not mandate a direct one-to-one on match for every position title)
- Graphic Support Services: Yes, remove Principal and replace with Senior Graphic Designer in Table C-9 as that was an error
- Lea+Elliot: Yes, remove PM and replace with Sr. Consultant in Table C-9 as that was an error

Thank you,

Danielle Plummer
Manager, Contracts & Grants
Greater Orlando Aviation Authority – Engineering and Construction
11312 Terminal C Service Road
Orlando International Airport, Orlando, FL 32824
Office: 407.825.4082/Cell: 407.375-2275
Email: danielle.plummer@goaa.org

From: Sneha Joge <SJoge@projectstarmgmt.com>
Sent: Thursday, October 5, 2023 5:45 PM
To: Danielle Plummer <danielle.plummer@goaa.org>
Cc: Lisa Rainey <Lisa.Rainey@anseradvisory.com>; Estefania Wilbraham <estefania.wilbraham@anseradvisory.com>; Mike Gardner <mgardner@projectstarmgmt.com>; Max Marble <max.marble@goaa.org>; Debbie McKeown <dmckeown@goaa.org>
Subject: RE: Revision 3 // RE: Revised 10/10 CC Agenda Item: Ricondo FW: MCO Terminal C Phase 2 PDD - Proposal
Importance: High

CAUTION: This email originated outside of GOAA. Stop and think before you click! If you are not expecting it or if it looks suspicious, please report it using the Phishing Report Button.

Good afternoon Danielle,

Thank you for the revisions. I had to further revise the Memo based on the new proposal letter received. See attached revised copy with the highlights and redlines. Please review these edits and redlines carefully and let me know if any information is incorrect, if further edits are needed, or if these edits/redlines are acceptable to use in the final item.

Please confirm that Ricondo has read and agreed to all the assumptions and exclusions mentioned in the Subcontractors proposal.

While this isn't an issue, please be advised the AirProject is proposing 'Sr. Principal + travel premium' at rate of \$276 instead of \$291 (\$241+\$50). Since the proposed rate on this item is lower than the GOAA approved rate, this isn't an issue, but I wanted to make sure you were aware.

Please let me know if you have any questions.

Thank you,

Sneha Joge Senior Compliance Associate

ProjectStar Management Consultants, Inc./Subconsultant to Anser Advisory.

On Behalf of the Greater Orlando Aviation Authority

M 407.925.4536

SJoge@projectstarmgmt.com

From: Danielle Plummer <danielle.plummer@goaa.org>

Sent: Thursday, October 5, 2023 12:14 PM

To: Sneha Joge <SJoge@projectstarmgmt.com>

Cc: Lisa Rainey <Lisa.Rainey@anseradvisory.com>; Estefania Wilbraham <estefania.wilbraham@anseradvisory.com>;

Michael Gardner <mgardner@projectstarmgmt.com>; Max Marble <max.marble@goaa.org>; Debbie McKeown <dmckeown@goaa.org>

Subject: RE: Revision 3 // RE: Revised 10/10 CC Agenda Item: Ricondo FW: MCO Terminal C Phase 2 PDD - Proposal

Hello Sneha, attached update for review. Please let us know your assessment.

Best regards,

Danielle Plummer

Manager, Contracts & Grants

Greater Orlando Aviation Authority – Engineering and Construction

11312 Terminal C Service Road

Orlando International Airport, Orlando, FL 32824

Office: 407.825.4082/Cell: 407.375-2275

Email: danielle.plummer@goaa.org

From: Sneha Joge <SJoge@projectstarmgmt.com>

Sent: Thursday, October 5, 2023 8:17 AM

To: Danielle Plummer <danielle.plummer@goaa.org>

Cc: Lisa Rainey <Lisa.Rainey@anseradvisory.com>; Estefania Wilbraham <estefania.wilbraham@anseradvisory.com>;

Mike Gardner <mgardner@projectstarmgmt.com>

Subject: RE: Revision 3 // RE: Revised 10/10 CC Agenda Item: Ricondo FW: MCO Terminal C Phase 2 PDD - Proposal

CAUTION: This email originated outside of GOAA. Stop and think before you click! If you are not expecting it or if it looks suspicious, please report it using the Phishing Report Button.

Thank you Danielle!

Sneha Joge Senior Compliance Associate

ProjectStar Management Consultants, Inc./Subconsultant to Anser Advisory.

On Behalf of the Greater Orlando Aviation Authority

M 407.925.4536
SJoge@projectstarmgmt.com

From: Danielle Plummer <danielle.plummer@goaa.org>
Sent: Thursday, October 5, 2023 7:40 AM
To: Debbie McKeown <dmckeown@goaa.org>; Sneha Joge <SJoge@projectstarmgmt.com>
Cc: Max Marble <max.marble@goaa.org>
Subject: RE: Revision 3 // RE: Revised 10/10 CC Agenda Item: Ricondo FW: MCO Terminal C Phase 2 PDD - Proposal

Good Morning Debbie,

I spoke with Scott and Sebastian at Ricondo yesterday. They are working to get the corrections to the rates on the proposal by this afternoon.

Sneha, see my response to your inquiries below in purple.

Best,

Danielle Plummer
Manager, Contracts & Grants
Greater Orlando Aviation Authority – Engineering and Construction
11312 Terminal C Service Road
Orlando International Airport, Orlando, FL 32824
Office: 407.825.4082/Cell: 407.375-2275
Email: danielle.plummer@goaa.org

From: Debbie McKeown <dmckeown@goaa.org>
Sent: Wednesday, October 4, 2023 7:13 PM
To: Max Marble <max.marble@goaa.org>; Danielle Plummer <danielle.plummer@goaa.org>; Sneha Joge <sjoge@projectstarmgmt.com>
Subject: Fwd: Revision 3 // RE: Revised 10/10 CC Agenda Item: Ricondo FW: MCO Terminal C Phase 2 PDD - Proposal

See Sneha's below comments and attached

I will make the changes to the memo

Will you work with Ricondo to correct their proposal or should I take a stab at it with Danielle's help?

Sent from Debbie McKeown's iPhone

Begin forwarded message:

From: Sneha Joge <sjoge@projectstarmgmt.com>
Date: October 4, 2023 at 6:59:04 PM EDT
To: Debbie McKeown <dmckeown@goaa.org>
Cc: Lisa Rainey <Lisa.Rainey@anseradvisory.com>, Estefania Wilbraham <estefania.wilbraham@anseradvisory.com>, Ziad Ghalayini <Ziad.Ghalayini@anseradvisory.com>, Mike Gardner <mgardner@projectstarmgmt.com>, Danielle Plummer <danielle.plummer@goaa.org>, Becky <becky.sanchez@anseradvisory.com>, Johanna <johanna.arriaga@anseradvisory.com>, Lachant <lachant.barnett@anseradvisory.com>, Patricia Bryant <patricia.bryant@anseradvisory.com>, Vicki Hoffman <vicki.hoffman@anseradvisory.com>
Subject: RE: Revision 3 // RE: Revised 10/10 CC Agenda Item: Ricondo FW: MCO Terminal C Phase 2 PDD - Proposal

CAUTION: This email originated outside of GOAA. Stop and think before you click! If you are not expecting it or if it looks suspicious, please report it using the Phishing Report Button.

Good evening Debbie,

See below for my review comments:

1. Please see attached PDF for my review comments on the Memo and backup.
2. Please confirm you have read and agreed to all the assumptions and exclusions mentioned in the Subcontractors proposal.

Ricondo & Associates, Inc.

1. On Ricondo's proposal letter, C-9 table does not include Burns Engineering Hourly rates and positions. Please update the table with required rates and positions. *I will reach out to Ricondo to incorporate.*
2. On Ricondo proposal page 27 of 69, it is mentioned that printing costs are included in the budget. Please confirm all printing will be performed by a third-party vendor, out of house as GOAA doesn't reimburse for in-house printing. *I will reach out to Ricondo on policy and request update language.*
3. Regarding Ricondo's out of pocket costs related to travel, these expenses are covered using a GOAA approved travel rate added to the hourly rate of the person or person(s) traveling. If the approved travel rate is not used GOAA's travel policy must be adhered to. *Ok.*

TLC Engineering Solutions

1. I am unable to verify TLC's proposed position and rates due to not finding TLC Engineering Solutions Vendor name in GOAA's approved rate database. We do have 'TLC Engineering for Architecture, Inc.' Are these the same Vendors? *Yes, the same vendor. Ricondo is requesting use of the existing rates for this proposal.*
2. On TLC's proposal letter, under Project Scope section, there seems to be a typo error in the date. Please review and revise as needed.
4. On TLC's proposal letter, there needs to be a table included as mentioned under FEE section. See Page 2 of TLC's proposal. Please attach the table as it is not included in the package. *I will reach out to Ricondo to incorporate.*
3. On Page 2 of TLC's proposal recommend removing "*Billing will be monthly, based upon percentage of services completed and reimbursable expenses. Payment is due within 30 days of receipt of payment from Owner*" since this is a NTE fee proposal not a Lump sum Fee proposal. NTE fee billing must be based on actual cost. *I will reach out to Ricondo on policy and request update language.*

Matern

1. Matern's proposal letter includes scope of work for Task 5; however, Ricondo's C-5 table breakdown reflects scope of work for Tasks 1, 2, 3, 4, and 9. Please review and align the task numbers as illustrated on Ricondo's C-5 table. *I will reach out to Ricondo to incorporate.*

Anser

2. Anser's proposal letter indicates that the scope of work includes Tasks 8, 9 and 10; however, their C-3 table mentions Tasks 8, 9 and 11 as the scope of work being performed. In addition, the C-5 table on Ricondo's proposal letter shows Anser will be working on Tasks 6, 7 and 9. Please review and align the task numbers as illustrated on Ricondo's C-5 table.

I will reach out to Ricondo to incorporate.

Lea + Elliott

3. Lea + Elliott's proposal includes 'Sr. Consultant/ Project Manager' at a rate of \$277/hour. Will you be using Senior consultant and a Project Manager? Recommend separating these two roles because they are two different positions with two different approved rates. I will reach out to Ricondo to incorporate.

Studdiford Technical Solutions

4. Studdiford Technical Solutions proposal includes 'Sr. Principal position'. However, GOAA's approved rate database shows this rate is for "Principal" position. Recommend changing the title to align with GOAA approved rates database. I will reach out to Ricondo to incorporate.
5. Studdiford Technical Solutions is proposing 'Sr. Principal with Travel Premium' at \$301.00; however, no Travel Premium rate is listed in GOAA approved rate database. Please coordinate with Danielle Plummer to get it included. Travel Premium now reflected in iPro.
6. STS is proposing 'Engineer/Planner VI' position. However, GOAA's approved rate database shows this rate is for 'Senior Engineer'. Recommend changing the title to align with GOAA approved rates database. Position titles are not always exactly the same. Requested Studdiford rates in Proposal to match iPro.

Graphics Support Services

1. Graphics Support Services is proposing 'Principal' at rate of \$121/ hour. This does not appear to be a GOAA approved position and rate. Please coordinate with Danielle Plummer to have this added to GOAA's approved rates database. I will reach out to Graphics Support Services concerning rate updates. This rate cannot be listed in the meantime.

AirProjects

2. AirProject's proposed position and rates do not align with GOAA's approved rates database. Please coordinate with Danielle Plummer to get this added to GOAA's approved rates database. Requested AirProjects rates in Proposal to match iPro.

Please let me know if you have any questions.

Thank you,

Sneha Joge Senior Compliance Associate

ProjectStar Management Consultants, Inc./Subconsultant to Anser Advisory.

On Behalf of the Greater Orlando Aviation Authority

M 407.925.4536

SJoge@projectstarmgmt.com

From: Debbie McKeown <dmckeown@goaa.org>

Sent: Wednesday, October 4, 2023 12:00 PM

To: Lisa Rainey <Lisa.Rainey@anseradvisory.com>; 'Estefania Wilbraham'

<estefania.wilbraham@anseradvisory.com>; Michael Gardner <mgardner@projectstarmgmt.com>; Ziad Ghalayini <Ziad.Ghalayini@anseradvisory.com>; Sneha Joge <SJoge@projectstarmgmt.com>; 'Frederick Robinson' <frederick.robinson@anseradvisory.com>

Cc: Max Marble <max.marble@goaa.org>; Danielle Plummer <danielle.plummer@goaa.org>; Scott Shedek <scott.shedek@goaa.org>; CCM <CCM@goaa.org>; Edelis Molina <edelis.molina@goaa.org>;



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: October 10, 2023

Re: Request for Recommendation of Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-S00211, Development of the Program Definition Document (PDD) for the Terminal C, Phase 2, Program at the Orlando International Airport

We have reviewed the qualifications of the subject contract's MWBE/LDB/VBE specifications and determined that Ricondo & Associates, Inc. proposes 10% MWBE participation on this addendum.

Our analysis indicates that Ricondo & Associates, Inc. is eligible for award of the subject addendum.

MWBE UTILIZATION FORM FOR NON-FEDERALLY FUNDED PROJECTS**PLEASE COMPLETE THIS FORM**

This form should be used to report Construction and Engineering /Professional Services activities.

Name of Airport: Orlando International Airport

Telephone No: (407) 825-7130

Address: One Jeff Fuqua Boulevard, Orlando, FL 32827

Project Name & Number: Request for Recommendation of Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-500211, Development of the Program Definition Document (PDD) for the Terminal C, Phase 2, Program at the Orlando International Airport

1. Construction Information:

Addendum Amount: _____

2. MWBE Goal by Group Representation:

Asian Pacific American	_____	Actual Result	_____
Asian Subcontinent American	_____	Actual Result	_____
Black American	_____	Actual Result	_____
Caucasian Female American	_____	Actual Result	_____
Hispanic American	_____	Actual Result	_____
Native American	_____	Actual Result	_____
Other	_____	Actual Result	_____
Total MWBE Participation	-	Actual Result	_____

3.a. Prime Contractor Information:

Name: _____
Address: _____
City, State, Zip: _____
Telephone: _____

3.b. Name and Address of MWBE Subcontractor

Name: _____
Address: _____
City, State, Zip: _____
Telephone: _____

3.c. *Identity:

Work Item(s): _____
Amount of Subcontract _____
Percent of Prime Contract (%): _____

4. Engineering/Professional Services Information:

Addendum Amount: \$1,093,448.00

5. MWBE Goal by Group Representation:

Asian Pacific American	-	Actual Result	0%
Asian Subcontinent American	-	Actual Result	0%
Black American	-	Actual Result	0%
Caucasian Female American	111,032.00	Actual Result	10%
Hispanic American	-	Actual Result	0%
Native American	-	Actual Result	0%
Other	-	Actual Result	0%
Total MWBE Participation	111,032.00	Actual Result	10%

6.b. Engineering / Professional Service Firm Information:

Name: Ricondo & Associates, Inc.
Address: 1146 Corporate Blvd Suite 140
City, State, Zip: Orlando, FL 32817
Telephone: (407) 381-5730

6.b. Name and Address of MWBE Subconsultant

Name: Please see attached
Address: _____
City, State, Zip: _____
Telephone: _____

6.c. *Identity:

Work Item(s): _____
Amount of Subcontract _____
Percent of Prime Contract (%): _____

* In Items 3.c. and 6.c. above specify the identity of MWBE Subcontractors and E/PS Firms (e.g. Black American, Hispanic American, Asian Subcontinent American, Asian Pacific American, Caucasian Female American, Native American & Other)

MWBE Subcontractor/Subconsultant Certification		
Project Name & Number:	Request for Recommendation of Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-S00211, Development of the Program Definition Document (PDD) for the Terminal C, Phase 2, Program at the Orlando International Airport	
Prime Firm:	Ricondo & Associates, Inc.	
Addendum Amount:	\$1,093,448.00	
Company Name	AirProjects, Inc.	Graphics Support Services, Inc., DBA GSS Creative
Address	908 King Street, Suite 400E	20 N Clark St, Suite 1500
City, State, Zip	Alexandria, VA 22314	Chicago, IL 60602
Phone	703-683-5507	312-553-2111
Identity	Caucasian Female American	Caucasian Female American
Work Item	Commercial Concessions	Graphics/presentation support
Amount of Subcontract	\$15,004.00	96,028.00
Percentage	1.4%	8.8%
Company Name		
Address		
City, State, Zip		
Phone		
Identity		
Work Item		
Amount of Subcontract		
Percentage		
Company Name		
Address		
City, State, Zip		
Phone		
Identity		
Work Item		
Amount of Subcontract		
Percentage		
Company Name		
Address		
City, State, Zip		
Phone		
Identity		
Work Item		
Amount of Subcontract		
Percentage		
	\$111,032.00	10%
	\$1,093,448.00	



GREATER ORLANDO AVIATION AUTHORITY

Orlando International Airport
One Jeff Fuqua Boulevard
Orlando, Florida 32827-4392

MEMORANDUM

TO: Members of the Aviation Authority

FROM: Max E. Marble, Chair, Construction Committee

DATE: October 18, 2023

ITEM DESCRIPTION

Recommendation of the Construction Committee to Approve an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-00211, Development of the Program Definition Document (PDD) for the Terminal C, Phase 2, Program at the Orlando International Airport

BACKGROUND

On December 9, 2020, the Aviation Authority Board approved the General Consulting Services Agreement with Ricondo & Associates, Inc., following a competitive award process in compliance with state statutes and Aviation Authority policies.

The agreement is structured as a no-cost base agreement with negotiated hourly rates. Services that are within the advertised scope are negotiated on an as-needed or annual basis, and awarded as addenda to the base agreement. The scope of advertised services includes advising and supporting the Aviation Authority through assessments, studies, master planning, concept development, and preparation of design-build criteria packages, extension of staff, and other efforts as assigned for the development, management, and operation of the existing and future facilities. The services may also include interfacing with the Aviation Authority's committees and the Aviation Authority's departments, and coordinating and providing documentation required by federal, state, and local agencies, including the Federal Aviation Administration (FAA); the Transportation Security Administration (TSA); the Florida Department of Transportation (FDOT); the Orlando Utilities Commission (OUC); the Division of Strategic Business Development; City of Orlando; Orange County, Florida; and, other agencies as required.

ISSUES

The Terminal C, Phase 2, Program will expand Terminal C to accommodate an additional 16 to 24 aircraft gates. The purpose of the PDD is to provide the programmatic requirements for the Program, an indicative preferred concept of operations, and an indicative facility layout to refine the Program's cost and provide planning guidance to consultants who will prepare the detailed design of the Program.

A fee has been negotiated with Ricondo & Associates, Inc. for the total amount of \$1,093,448, for W-00211, Development of the Program Definition Document (PDD) for the Terminal C, Phase 2, Program at the Orlando International Airport. The overarching goal for this scope of work is the development of the Terminal C Phase 2 PDD that defines the landside, terminal, concourse, and airside expansion that is capable of scaling between 16 and 24 aircraft gates. The PDD and its cost estimates would be used to recommend funding budgets for capital expenditures that are required to support the Aviation Authority's decision-making processes and mission.

The objectives of the PDD will include, but are not limited to, conducting a baseline capacity evaluation of the existing Phase 1 and Phase 1X facilities, including landside (curbs, roadways, parking, and ground transportation facilities), airside, major terminal functions, and building systems; development of demand

scenarios with the Aviation Authority that cover a range of potential airline tenants using the Terminal C facilities; identification of planning parameters that meet Aviation Authority -prescribed levels of service; use of the demand elements and planning parameters to define the Phase 2 program requirements; use of previously-developed Phase 2 concepts as a starting point to develop concepts sized to meet the identified program requirements and the Aviation Authority-prescribed Concept of Operations (CONOPS); conducting of preliminary engineering capacity analyses for major building systems in the Phase 1 and 1X facilities required to identify necessary capacity expansions for inclusion in the cost estimates; development of preliminary construction phasing plans and an implementation strategy to inform the cost estimates; preparation of parallel cost for the preferred concept by the end of February 2024; and, documenting of the PDD planning process and findings.

On October 10, 2023, the Construction Committee recommended approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for Development of the Program Definition Document (PDD) for the Terminal C, Phase 2, Program at the Orlando International Airport, as outlined in the memorandum.

SMALL BUSINESS

The Aviation Authority has reviewed the proposal from Ricondo & Associates, Inc., and determined that Ricondo & Associates, Inc. proposes to achieve 10% Minority and Women Business Enterprise (MWBE) participation for this Addendum, and certifies that Ricondo & Associates, Inc. is in good standing as it relates to its small business participation.

ALTERNATIVES

None.

FISCAL IMPACT

The fiscal impact is \$1,093,448. Funding is from previously-approved Capital Expenditure Funds.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to approve an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-S00211, Development of the Program Definition Document (PDD) for the Terminal C, Phase 2, Program at the Orlando International Airport, for the total not-to-exceed amount of \$1,093,448, with funding from previously-approved Capital Expenditure Funds; and authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.