

GREATER ORLANDO AVIATION AUTHORITY
AGENDA REVISED

DATE: WEDNESDAY, MARCH 27, 2024

TIME: 2:00 P.M.

PLACE: CARL T. LANGFORD BOARD ROOM, ORLANDO INTERNATIONAL AIRPORT, ONE JEFF FUQUA BOULEVARD

For individuals who conduct lobbying activities with Aviation Authority employees or Board members, registration with the Aviation Authority is required each year prior to conducting any lobbying activities. A statement of expenditures incurred in connection with those lobbying instances should also be filed prior to April 1 of each year for the preceding year. Lobbying any Aviation Authority Staff who are members of any committee responsible for ranking Proposals, Letters of Interest, Statements of Qualifications or Bids and thereafter forwarding those recommendations to the Board and/or Board Members is prohibited from the time that a Request for Proposals, Request for Letters of Interests, Request for Qualifications or Request for Bids is released to the time that the Board makes an award. The lobbyist shall file a Notice of Lobbying (Form 4) detailing each instance of lobbying to the Aviation Authority within 7 calendar days of such lobbying. Lobbyists will also provide a notice to the Aviation Authority when meeting with the Mayor of the City of Orlando or the Mayor of Orange County at their offices. The policy, forms, and instructions are available on the Aviation Authority's offices web site. Please contact the Chief Administrative Officer with questions at (407) 825-7105.

I. CALL TO ORDER

II. INVOCATION

III. PLEDGE OF ALLEGIANCE

IV. ROLL CALL

V. CONSIDERATION OF AVIATION AUTHORITY MINUTES FOR FEBRUARY 21, 2024

VI. RECOGNIZING YEARS OF SERVICE

VII. CONSENT AGENDA

(These items are considered routine and will be acted upon by the Aviation Authority in one motion. If discussion is requested on an item, it will be considered separately. Items under this section are less than \$1,000,000 dollars)

- A. Recommendation to Accept Aviation Authority Committee Minutes
- B. Recommendation to Dispose of Surplus Property
- C. Recommendation of the Procurement Committee to Extend Single Source Contract 23-457-SGS00222 with Oceaneering International, Inc. for Mobility Vehicles at Terminal C for a Period Up to Nine Months
- D. Recommendation to Amend Public Transportation Grant Agreements (PTGA) for Orlando International Airport (MCO) from the Florida Department of Transportation (FDOT)
- E. Recommendation to Accept Public Transportation Grant Agreements (PTGA) for Orlando Executive Airport (ORL) from the Florida Department of Transportation (FDOT)
- F. Recommendation of the Construction Committee to Approve an Addendum to the Design Services for Taxiways G and H Rehabilitation, Phases 1 and 2, Agreement with AECOM Technical Services, Inc. for Bid and Award Phase Services for Project Bid Package (BP) No. 00498, Taxiways G and H Rehabilitation – Phase 2, at the Orlando International Airport (MCO)
- G. Recommendation of the Construction Committee to Approve an Addendum to the Continuing Bridge Inspection Services Agreement with Kisinger Campo & Associates, Inc. for Fiscal Year (FY) 2024 Bridge Inspections for Project W-00348, Inspection of Bridge and Roadway Sign Structures, at the Orlando International Airport (MCO)
- H. Recommendation of the Construction Committee to Approve an Addendum to the Continuing Civil Engineering Services Agreement with Kimley-Horn and Associates, Inc. for Stormwater Management Program Development for Project W-00507, Stormwater Maintenance and Program Development, at the Orlando International Airport (MCO)
- I. Recommendation of the Construction Committee to Approve an Addendum to the Continuing Architectural Services Agreement with MLM-Martin Architects, Inc. for Architectural, Engineering and Cost Estimating Services for Project V-01020, Airside 4 Additional Transportation Security Administration (TSA) Screening Lanes, at the Orlando International Airport (MCO)
- J. Recommendation of the Construction Committee to Approval Change Order(s) to Various Construction Contracts
- K. Recommendation of the Finance Committee to Approve Contract Value Increase for Purchasing Agreement PS-608 Airport Consulting Services with Leigh Fisher, Inc.

NOTE: Any person who desires to appeal any decision made at these meetings will need record of the proceedings and for that purpose may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based.

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AGENDA FOR ITS MARCH 27, 2024 MEETING
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VII. CONSENT AGENDA (cont'd)

- L. Recommendation to Approve Resolution Which Approves a Plan of Finance for Internal Revenue Code Purposes and Expresses Official Intent to Reimburse Expenditures
- M. Recommendation to approve Foreign-Trade Zone Operator Agreement with Aircraft Service Inc.
- N. Recommendation to approve Amendment No. 4 to Lease Agreement for Fire Station No. 6 with the City of Orlando at Orlando Executive Airport
-  O. ~~Recommendation to Approve Amendment 2 to the East Hall Theme Retail Concession Agreement with Universal City Development Partners LTD.~~
- P. Recommendation of the Re-appointment of the Aviation Noise Abatement Committee (ANAC) Chairman
- Q. Recommendation to approve the License Agreement (Substation 32 West Duct Bank) (License Agreement) with Orlando Utilities Commission (OUC) at Orlando International Airport
- R. Recommendation of the Procurement Committee to Approve the Award of a Single Source Agreement with Move Agency Amsterdam B.V. (Move Agency), for the implementation of the Digital Airport Platform and upgrade of the Orlando Airports and MCO Cares websites, at the Orlando International Airport (MCO)
- S. Recommendation to Enter into a Statewide Mutual Aid Agreement with the State of Florida Division of Emergency Management for Response to Emergency Situations or Disasters
- T. Recommendation to Amend Organizational Policy 110.01, Chief Executive Officer

VIII. PROCUREMENTS

(Notification for release of documents for different services at the Aviation Authority in excess of \$500,000)

- A. Invitation for Bid, Aquatic Weed Control
- B. Invitation for Bid, Landscape Maintenance and Irrigation Services
- C. Request for Proposals, Insurance Broker & Consulting Services for Risk Management Program and Construction Projects
- D. Upcoming Construction Projects can be found at orlandoairports.net/site/uploads/2024-03-Mar-Construction-Update.pdf

IX. CHIEF EXECUTIVE OFFICER'S REPORT

X. NEW BUSINESS

(Consistent with GOAA Policy 450.04, contracts in excess of \$1,000,000 are listed under this section as separate line items)

- A. Recommendation to Approve the Second Amendment to Lease for Real Property with Aero Orlando, LLC, for 8,431 Square Feet in Building 402 and subsequent no cost sublease to U.S. Customs and Border Protection (CBP), at Orlando International Airport
- B. Recommendation to approve the Access and Due Diligence Agreement (Access Agreement) and Fixed Base Operator Lease Agreement (Lease) with SHOLA, LLC at Orlando Executive Airport
- C. Recommendation of the Construction Committee to Approve the Award of a Single Source Agreement (SG-00251) with COBUS, LLC, for Project W-00509, Automated People Mover (APM) Continuity of Operations Plan (COOP) Bus Owner-Direct Purchase of Airport Apron Buses in support of Project Bid Package (BP) No. 00477, Airsides 2 and 4 Automated People Movers (APM) Improvements, at the Orlando International Airport (MCO)
- D. Recommendation of the Construction Committee to Approve the Owner-Furnished Furniture, Fixtures and Equipment (FF&E) and Information Technology (IT) Estimate, Procurement Plan and Process for Updating the Construction Committee and the Aviation Authority Board for W-S00150, Owner-Procured FF&E and IT Items for Project Bid Package (BP) No. S00195, Terminal C Phase 1 Expansion (P1X) Airside Concourse (Gates C250-C253), at the Orlando International Airport (MCO)
- E. Recommendation of the Procurement Committee to Terminate Purchasing Contract 23-364-IFB, Landscape Maintenance of Parking Lots with Brightview Landscape Services, Inc. (Brightview) and enter into direct negotiations with Helping Hand Lawn Care, LLC (Helping Hand)
- F. Recommendation to Award Request for Proposal 23-380-RFP Terminals A and B Janitorial Maintenance as follows: Location 1: LGC Global Energy FM, Locations 2 & 3: Sunshine Cleaning System
- G. Recommendation of the Finance Committee to Approve an Amendment to a \$275 Million Line of Credit Facility with Bank of America, N.A.
-  H. Recommendation of the Finance Committee to Approve a \$275 Million Line of Credit Facility with Wells Fargo Bank, N.A.
- I. Recommendation of the Finance Committee to Amend the Fiscal Year 2024 budget and Approve the Authorizing Resolution to Utilize the Line of Credit Facility to Facilitate a Taxable Advance Refunding for Certain Outstanding Series 2016A and 2016B Bonds
- J. Recommendation to Accept the Aviation Authority's Annual Comprehensive Financial Report (Draft Copy) for the Year Ended September 30, 2023

XI. INFORMATION SECTION

(No action is required on the item(s). Board members should feel free to ask questions on the item(s).)

- A. Notification of Committee Recommendations to the Chief Executive Officer for Approval March 27, 2024, Aviation Authority Board Meeting
- B. Notification of Release of RFP/RFB/RFQ/IFB
- C. Construction Report

DRAFT

On **WEDNESDAY, FEBRUARY 21, 2024**, THE **GREATER ORLANDO AVIATION AUTHORITY** met in regular session in the Carl T. Langford Board Room of the Aviation Authority offices in the main terminal building at the Orlando International Airport (OIA), One Jeff Fuqua Boulevard, Orlando, Florida. Chairman Good called the meeting to order at 2:01 pm. The meeting was posted in accordance with Florida Statutes and a quorum was present. *[Live Streaming from Orlando, FL]*

Authority members present,

M. Carson Good, Chairman
Dr. John Evans, Vice Chairman
Mayor Jerry Demings
Mayor Buddy Dyer
Belinda Kirkegard
Tim Weisheyer
Craig Mateer

Also present,

Kevin J. Thibault, Chief Executive Officer
Yovannie Rodriguez, Chief Administrator Officer
Richard Clarke, Chief Creative Officer
Kenyatta Lee, Chief of External Affairs
Anthony Davit, Chief Operating Officer
Vicki Jaramillo, Chief Development Officer
Max Marble, Senior Vice President, Capital Programs
Brad Friel, Senior Vice President, Multi-Modal Planning & Environmental
Dan Gerber, General Counsel
Aracelis Mercado, Assistant to Chief Executive Officer
Anna Farmer, Manager, Board Services and Recording Secretary

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Before the meeting began, Chairman Good asked Pastor Jerrold W. Smith with Macedonia Baptist Church in Eatonville to bring the invocation.

Next, Mr. Gerber read the Conflict of Interest Statement; there were no affirmative responses from the Board members.

APPROVAL OF MINUTES

1. Upon motion by Mrs. Kirkegard, second by Mayor Dyer, vote carried to accept the meeting minutes of January 17, 2024 as written.

CONSENT AGENDA

2. Upon motion by Mayor Demings, second by Dr. Evans, vote carried to adopt a resolution as follows: It is hereby resolved by the Greater Orlando Aviation Authority Board that the following Consent Agenda items are approved, accepted, and adopted and execution of all necessary documents is authorized by the Aviation Authority's Officers or Chief Executive Officer:

A. accept for filing the following minutes: December 19, 2023 Ad-Hoc Committee; November 21, 2023 Construction Committee; January 2, 2024 Construction Finance Oversight Committee; December 13, 2023 Finance Committee; January 26, July 5, September 26, October 30 and December 20, 2023 Procurement Committee;

B. accept the recommendation to: (1) find the property listed in this memorandum no longer necessary, useful, or profitable in the operation of the Airport System; (2) request Orlando City Council concurrence and resolution of this finding; and (3) authorize staff to dispose of this property in accordance with the Aviation Authority's Policies and Procedures;

C. accept the recommendation of the Procurement Committee to: (1) exercise the first renewal option for Purchasing Agreement PS-647 Advertising Production Services, with SIX The Agency; and (2) authorize funding from the Operations and Maintenance Fund in the not-to-exceed amount \$501,000; and (3) authorize an Aviation Authority Officer or Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel;

D. accept the recommendation of the Procurement Committee to: (1) deem the fourteen respondents that did not provide all the required Invitation for Bid documentation non-responsive; (2) award Invitation for Bid 24-203-IFB for the purchase of 200 55" LCD display monitors to SITA Information Networking Computing USA, Inc. as the lowest responsible and responsive bidder; (3) authorize funding from the Operations and Maintenance Fund in the not-to-exceed amount of \$732,838; and (4) authorize the Procurement Office to issue the necessary purchase order;

E. accept the recommendation of the Construction Committee to: (1) approve an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-00500, Airport Master Plan Update Services at the Orlando Executive Airport, for the total amount of \$795,886, which includes the not-to-exceed fee amount of \$772,891 and the not-to-exceed expenses amount of \$22,995, with funds from previously-approved FY 2024 Capital Improvement Program Funds; to the extent possible, funds will be provided by the FAA BIL AIG and FDOT Grants funding, contingent upon receiving the grant funding from the FAA and FDOT; (2) approval from the Aviation Authority for the project budget as identified in the future update to the Capital Improvement Plan; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel;

F. accept the recommendation of the Construction Committee to: (1) approve Change Order No. Bid Package (BP) S00195-22 for \$4,000,000 and no time extension, with funding as outlined in Attachment A; and (2) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the change orders following satisfactory review by legal counsel;

G. accept the recommendation of the Procurement Committee to: (1) approve the ranking of the shortlisted firms for Professional Services for ORL Runway 7-25 Rehabilitation at the Orlando Executive Airport, as follows: First – Avcon, Inc.; Second – Kimley-Horn and Associates, Inc.; Third – Garver Engineers, LLC.; and, Fourth – Mead & Hunt, Inc.; (2) authorize hourly rate negotiations with the first-ranked firm in accordance with Aviation Authority policy; (3) subject to successful negotiations, approve a no cost Professional Services Agreement for ORL Runway 7-25 Rehabilitation at the Orlando Executive Airport with the first-ranked firm for its negotiated hourly rates; and (4) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel;

H. accept the recommendation of the Procurement Committee to: (1) approve the ranking of the shortlisted firms for Professional Services for MCO Taxiways E and F Rehabilitation - Phases 1 and 2 at the Orlando International Airport, as follows: First – AECOM Technical Services, Inc.; Second – C&S Engineers, Inc.; and, Third – RS&H, Inc.; (2) authorize hourly rate negotiations with the first-ranked firm in accordance with Aviation Authority policy; (3) subject to successful negotiations, approve a no cost Professional Services Agreement for MCO Taxiways E and F Rehabilitation - Phases 1 and 2 at the Orlando International Airport with the first-ranked firm for its negotiated hourly rates; and (4) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel;

I. accept the recommendation of the Procurement Committee to: (1) approve the ranking of the shortlisted firms for Continuing Program and Project Management Services for Airfield, Roadway, and Horizontal Construction Projects (OAR) at the Orlando International and Executive Airports, as follows: First – Loyal Wingman, LLC; Second – Corradino Group, Inc.; Third – Geotech Consultants International, Inc.; and, Fourth – PSA Constructors, Inc. dba PSA Management, Inc.; (2) authorize hourly rate negotiations with the first

and second-ranked firms in accordance with Aviation Authority policy; (3) subject to successful negotiations, approve a no cost Professional Services Agreement for Continuing Program and Project Management Services for Airfield, Roadway, and Horizontal Construction Projects (OAR) at the Orlando International and Executive Airports with the first and second-ranked firms for its negotiated hourly rates; and (4) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel;

J. accept the recommendation of the Construction Committee and approve an Amendment to Addendum No. 22 to the Continuing Program and Project Management Services Agreement with AECOM Technical Services, Inc. for Additional Design Phase Services for W-00497, North Terminal Refresh Program Oversight, at the Orlando International Airport, for the total amount of \$899,954, which includes the not-to-exceed fee amount of \$898,704 and the not-to-exceed reimbursable expenses amount of \$1,250, with funding from Line of Credit to be reimbursed by General Airport Revenue Bonds; and authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel;

K. accept the recommendation to ratify the Resolution accepting: (1) PTGA FM 448578-1-94-03; and (2) authorize the Chief Executive Officer and the Assistant Secretary to execute the necessary documents;

PROCUREMENTS

3. Mr. Thibault mentioned these items are for notifying the Board of Procurements that will soon be advertised.

- A. Request for Statement of Qualifications, Bid Package (BP) No. 00500, Selection of Design/Build Services for Airsides 1 and 3 Interior Refurbishment at the Orlando International Airport
- B. Request for Statement of Qualifications, Bid Package (BP) No. 00501, Selection of Design/Build Services for Terminals A and B, Levels 1 and 2 Interior Refurbishment at the Orlando International Airport
- C. Request for Statement of Qualifications, Bid Package (BP) No. 00502, Selection of Design/Build Services for Asphalt Paving at MCO Overflow Parking Lots E, G and H at South Park Place at the Orlando International Airport
- D. Request for Proposals, On-Call Low Voltage Services
- E. Upcoming Construction Projects can be found at 2024-02 February – Construction Update (orlandoairports.net)

CHIEF EXECUTIVE OFFICER REPORT

4. Mr. Thibault's report included the following:
- i. Keila Walker-Denis Appointed Interim Vice President of Information Technology
 - ii. Tod Willman - Assistant Vice President of Cargo
 - iii. December 2023 and January 2024 'Shoulder Season' Passenger Numbers
 - iv. Spring Break Projections

Chairman Good thanked Mr. Thibault and the GOAA team for the hard work that has been accomplished in 2023. Some of the topics he discussed that have been completed and are also in progress are:

- i. destinations and airlines that have been added to MCO
- ii. Brightline Train Station
- iii. parking systems, i.e. reserved parking, parking guidance, new surface lots
- iv. pedestrian bridge
- v. landscaping package at Terminal C
- vi. new senior executives
- vii. Strategic Plan
- viii. Terminal C Visitor Pass
- ix. revenue increases

Dr. Evans inquired about facial recognition at the airport and K through 12 schooling.

NEW BUSINESS ITEMS

5. Using visual aids (copies on file); Staff presented the following new business items.

A. New Business Item A is a Recommendation of the Construction Committee to (1) Award Project Bid Package (BP) No. S00196, Terminal C, Phase 1 Expansion (P1X) - Airfield Civil, Apron and Taxiway Paving, and Ground Support Equipment Facility at the Orlando International Airport, to Prince Contracting, LLC; and, (2) Approve the Expenditure for Insurance Premium for Builders Risk Insurance on BP No. S00196

Upon motion by Mr. Mateer, second by Dr. Evans, vote carried to accept the recommendation of the Construction Committee to: (1) award BP No. S00196, Terminal C, Phase 1 Expansion (P1X) - Airfield Civil, Apron and Taxiway Paving, and Ground Support Equipment Facility at the Orlando International Airport, to Prince Contracting, LLC, for the total bid amount of \$121,829,000 (Base Bid plus Add Alternate Nos. 1 and 2), with funding from future FAA BIL AIG and FDOT Grants to the extent eligible and General Airport Revenue Bonds; (2) approve the expenditure for Insurance Premium for Builders Risk Insurance on BP No. S00196 for the total amount of \$1,365,588, with funding from Passenger Facility Charges to the extent eligible and General Airport Revenue Bonds; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

B. New Business Item B is a Recommendation of the Construction Committee to Approve an Addendum to the Architect of Record for South Terminal C, Phase 1, Agreement with HNTB Corporation for Construction Administration Services for Project Bid Package (BP) No. S00196, Terminal C, Phase 1 Expansion (P1X), Airfield Civil, Apron and Taxiway Paving, and Ground Support Equipment Facility, at the Orlando International Airport

Upon motion by Mrs. Kirkegard, second by Mayor Demings, vote carried to accept the recommendation of the Construction Committee and approve an Addendum to the Architect of Record for South Terminal C, Phase 1, Agreement with HNTB Corporation for Construction Administration Services for BP No. S00196, Terminal C, Phase 1 Expansion (P1X), Airfield Civil, Apron and Taxiway Paving, at the Orlando International Airport, for the total not-to-exceed fee amount of \$3,952,595.50, with funding from Passenger Facility Charges to the extent eligible and General Airport Revenue Bonds; and authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

C. New Business Item C is a Recommendation to Approve the East Hall Theme Retail Concession Agreement with Universal City Development Partners LTD

Upon motion by Mayor Demings, second by Mr. Mateer, vote carried to accept the recommendation to: (1) approve the East Hall Theme Retail Concession Agreement with Universal City Development Partners LTD; and (2) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

D. New Business Item D is a Recommendation to Approve Amendment 1 to the Distributed Antenna System Agreement (DAS Agreement) with Verizon Wireless Personal Communications, LP

Upon motion by Mr. Weisheyer, second by Dr. Evans, vote carried to accept the recommendation to: (1) approve Amendment 1 to the DAS Agreement with Verizon Wireless Personal Communications, LP (Verizon) to extend the term to expire on April 30, 2030; and (2) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

E. New Business Item E is a Recommendation of the Procurement Committee to Approve Migration to UKG Pro Workforce Manager, Google Cloud Platform for UKG TeleStaff, and the Implementation of UKG Pro People Center (24-298-OEC) through the Utilization of US Communities Agreement #18220

Upon motion by Mr. Weisheyer, second by Mrs. Kirkegard, vote carried to accept the recommendation of the Procurement Committee to: (1) Approve Migration to UKG Pro Workforce Manager, Google Cloud Platform for UKG TeleStaff, and the Implementation of UKG Pro People Center (24-298-OEC) through the Utilization of US Communities Agreement #18220; (2) authorize funding for implementation in the not-to-exceed amount of \$350,000 from previously approved Capital Expenditure Funds; (3) authorize funding for SaaS fees for 60 months is a not-to-exceed amount of \$1,250,000 will be from the Operations and Maintenance Fund; (4) authorize staff to take any and all actions and execute any and all documents deemed necessary subject to satisfactory legal review; and (5) request concurrence from Orlando City Council for this unbudgeted expenditure.

F. New Business Item F is a Recommendation of the Procurement Committee to Approve Purchases of Computer Hardware and Software Maintenance, Support, Maintenance and Support Subscription and License Renewals

Upon motion by Mrs. Kirkegard, second by Mr. Mateer, vote carried to accept the recommendation of the Procurement Committee to: (1) approve the Purchase of Computer Hardware and Software Maintenance, Support, Maintenance and Support Renewals and License Renewals per the attached list, which renew within the twelve month approval period of April 1, 2024 through March 31, 2025; (2) authorize funding from approved departments' Operations and Maintenance Funds in the amount of \$13,360,196.42, which includes a 20% contingency for anticipated price increases and the purchase of new licenses and hardware support; and (3) authorize the Purchasing Department to award purchase orders for each renewal utilizing competitive quotations, direct negotiations, single source procurements, sole source procurements, other entity contracts (OEC's), procurement card, or other methods in compliance with referenced Aviation Authority's policies.

ADJOURNMENT

6. There being no further business to be considered, Chairman Good adjourned the meeting at 2:35 p.m.

(Digitally signed on , 2024)

Anna Farmer
Manager, Board Services and Recording Secretary

Kevin J. Thibault
Chief Executive Officer



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Anna Farmer, Manager, Board Services

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to Accept Aviation Authority Committee Minutes

BACKGROUND

The following Aviation Authority Committee meeting minutes are provided in conjunction with the agenda package for the board meeting:

1. February 27, 2024 Ad Hoc (RFP 24-111) Committee
2. November 14, December 5, and December 19, 2023, January 2, and January 9, 2024 Construction Committee
3. February 6, 2024 Construction Finance Oversight Committee
4. January 17, 2024 Finance Committee
5. January 17 (WS149 Shortlisting), May 31 (BPS198 Interviews – Ranking), November 7, November 21, December 19, 2023, January 2, January 9, January 23, January 30, and February 6, 2024 (24-203 IFB Award) Procurement Committee
6. February 29, 2024 TEFRA Hearing

The minutes package is provided under separate cover on the website at: www.orlandoairports.net

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept these minutes for filing.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Kelly Loll, Vice President, Purchasing & Procurement

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to Dispose of Surplus Property

BACKGROUND

The Greater Orlando Aviation Authority is permitted to dispose of property that is no longer necessary, useful or profitable.

ISSUES

The Airport Facilities Bond Resolution and Aviation Authority Policies and Procedures Section 450.05, Disposal of Surplus Property, Scrap and Trash, and Section 450.11, Property Control, permit the Aviation Authority to dispose, for fair and reasonable value at any time, any property constituting part of the Airport System which the Aviation Authority and City of Orlando determine, by Resolution, not necessary, useful or profitable.

The Aviation Authority Staff recommends disposal of property items as summarized below, in accordance with Aviation Authority policies.

- Computers, monitors and related equipment
- Electronic equipment
- Miscellaneous equipment

ALTERNATIVES

The Aviation Authority could hold the property for future disposal.

FISCAL IMPACT

None.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to: (1) find the property listed in this memorandum no longer necessary, useful, or profitable in the operation of the Airport System; (2) request Orlando City Council concurrence and resolution of this finding; and (3) authorize staff to dispose of this property in accordance with the Aviation Authority's Policies and Procedures.

**ASSETS NEEDING BOARD APPROVAL
FOR MARCH 2024 MEETING
GOAA GENERAL**

<u>ASSET #</u>	<u>TAG #</u>	
103599	51697	Cabinet Storage Oak
103598	51693	Cabinet Storage Oak
103600	51694	Workstation U Shape Oak
100377	35441	Artwork, Painting, Evans, "Flowers, Mountains, Water"
100379	35439	Artwork, Painting, Lezama, "Gondolas Water Scene"
100383	35437	Artwork, Painting, Kaufman, "Flowers, Mountains, Water..."
100515	35435	Artwork, Painting, Esleter, "Greek Scene", Oil
100399	34570	Artwork, Painting, Napoleon's Retreat, By Markinas, Oil
	54561	HPE D2600 Disk Enclosure, Serial#: 5C7151P4PN; PO#: 1003018
	54523	HPE D2600 Disk Enclosure, Serial#: 5C7152P0HM; PO#: 1003018
	54522	HPE D2600 Disk Enclosure, Serial#: 5C7145P3WT; PO#: 1003018
	55942	HPE D2600 Disk Enclosure, Serial#: 7CE436P2F5; PO#: 1003993
	55938	HPE D2600 Disk Enclosure, Serial#: 7CE436P2F8; PO#: 1003993
	55929	HPE D2600 Disk Enclosure, Serial#: 7CE436P2M2; PO#: 1003993
	55939	HPE D2600 Disk Enclosure, Serial#: 7CE436P2L3; PO#: 1003993
	54527	HPE D2600 Disk Enclosure, Serial#: 5C7145P1MG; PO#: 1003018
	54526	HPE D2600 Disk Enclosure, Serial#: 5C7151P4UC; PO#: 1003018
	54524	HPE D2600 Disk Enclosure, Serial#: 5C7147P4KX; PO#: 1003018
	54533	HPE D2600 Disk Enclosure, Serial#: 5C7152P0L8; PO#: 1003018
	54535	HPE D2600 Disk Enclosure, Serial#: 5C7151P4NG; PO#: 1003018
	54528	HPE D2600 Disk Enclosure, Serial#: 5C7147P4CZ; PO#: 1003018
	54559	HPE D2600 Disk Enclosure, Serial#: 5C7152P0H6; PO#: 1003018
	54554	HPE D2600 Disk Enclosure, Serial#: 5C7152P09J; PO#: 1003018
	54555	HPE D2600 Disk Enclosure, Serial#: 5C7152P0HB; PO#: 1003018
	54534	HPE D2600 Disk Enclosure, Serial#: 5C7151P4PM; PO#: 1003018
	54560	HPE D2600 Disk Enclosure, Serial#: 5C7151P4RE; PO#: 1003018
	55923	HPE D2600 Disk Enclosure, Serial#: 7CE436P2MR; PO#: 1003993
	55921	HPE D2600 Disk Enclosure, Serial#: 7CE436P2FK; PO#: 1003993
	55922	HPE D2600 Disk Enclosure, Serial#: 7CE436P2LK; PO#: 1003993
	55928	HPE D2600 Disk Enclosure, Serial#: 7CE436P2MM; PO#: 1003993
	54530	HPE D2600 Disk Enclosure, Serial#: 5C7147P486; PO#: 1003018
	55934	HPE D2600 Disk Enclosure, Serial#: 7CE436P2KE; PO#: 1003993
	55930	HPE D2600 Disk Enclosure, Serial#: 7CE436P2MJ; PO#: 1003993
	54563	HPE D2600 Disk Enclosure, Serial#: 5C7152P0H5; PO#: 1003018
	54564	HPE D2600 Disk Enclosure, Serial#: 5C7151P4PP; PO#: 1003018
	54565	HPE D2600 Disk Enclosure, Serial#: 5C7152P09S; PO#: 1003018
	55935	HPE D2600 Disk Enclosure, Serial#: 7CE436P2KB; PO#: 1003993
	55941	HPE D2600 Disk Enclosure, Serial#: 7CE436P2L4; PO#: 1003993
	55936	HPE D2600 Disk Enclosure, Serial#: 7CE436P2J9; PO#: 1003993
	55932	HPE D2600 Disk Enclosure, Serial#: 7CE436P2KW; PO#: 1003993
	54532	HPE D2600 Disk Enclosure, Serial#: 5C7146P0VK; PO#: 1003018
	55937	HPE D2600 Disk Enclosure, Serial#: 7CE436P2MZ; PO#: 1003993
	55933	HPE D2600 Disk Enclosure, Serial#: 7CE436P2FL; PO#: 1003993
	55940	HPE D2600 Disk Enclosure, Serial#: 7CE436P2KC; PO#: 1003993
	55931	HPE D2600 Disk Enclosure, Serial#: 7CE436P0KK; PO#: 1003993
	54536	HPE D2600 Disk Enclosure, Serial#: 5C7151P4UJ; PO#: 1003018
	54537	HPE D2600 Disk Enclosure, Serial#: 5C7152P0H3; PO#: 1003018
	54538	HPE D2600 Disk Enclosure, Serial#: 5C7151P4UG; PO#: 1003018
	54539	HPE D2600 Disk Enclosure, Serial#: 5C7147P4DZ; PO#: 1003018
	54556	HPE D2600 Disk Enclosure, Serial#: 5C7151P4WK; PO#: 1003018

54557 HPE D2600 Disk Enclosure, Serial#: 5C7151P4R3; PO#: 1003018
 54558 HPE D2600 Disk Enclosure, Serial#: 5C7151P4RF; PO#: 1003018
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 55924 HPE D2600 Disk Enclosure, Serial#: 7CE428P1BU; PO#: 1003993
 55926 HPE D2600 Disk Enclosure, Serial#: 7CE436P2KV; PO#: 1003993
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 54566 HPE D2600 Disk Enclosure, Serial#: 5C7145P3UE; PO#: 1003018
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 54520 HPE D2600 Disk Enclosure, Serial#: 5C7152P0HK; PO#: 1003018
 54542 HPE D2600 Disk Enclosure, Serial#: 5C7147P4A2; PO#: 1003018
 54562 HPE D2600 Disk Enclosure, Serial#: 5C7152P097; PO#: 1003018
 54511 Computer, ProLiant DL360 G7, SFF Server, Hewlett Packard Base, Serial#: USE2140SJL; PO#: 1003018
 55917 Computer, ProLiant DL360 G8 Server, Hewlett Packard Base, Serial#: MXQ45205L3; PO#: 1003993
 55915 Computer, ProLiant DL360 G8 Server, Hewlett Packard Base, Serial#: MXQ45205L5; PO#: 1003993
 55918 Computer, ProLiant DL360 G8 Server, Hewlett Packard Base, Serial#: MXQ45205L4; PO#: 1003993
 54516 Computer, ProLiant DL360 G7, SFF Server, Hewlett Packard Base, Serial#: USE2140SJC; PO#: 1003018
 55920 Computer, ProLiant DL360 G8 Server, Hewlett Packard Base, Serial#: MXQ45205L7; PO#: 1003993
 55919 Computer, ProLiant DL360 G8 Server, Hewlett Packard Base, Serial#: MXQ45205L2; PO#: 1003993
 54512 Computer, ProLiant DL360 G7, SFF Server, Hewlett Packard Base, Serial#: USE2140SJH; PO#: 1003018
 54518 Computer, ProLiant DL360 G7, SFF Server, Hewlett Packard Base, Serial#: USE2140SJN; PO#: 1003018
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 6954 Artwork, "Tree w/Pink Blossoms" 32X36
 6963 Artwork, "Pink Blossom Trees" 32X36
 Monitor, Display, LCD, 40", NEC #LCD4010-BK, Serial#: 69A06256YA; PO#: 1001273
 NEC MultiSync P402 Monitor, Serial#: 21000676NW; PO#: 1002953
 Samsung TV, Model#: UN55JS700DF, Serial#: 055W3CYGB03725M
 HPE StorageWorks 20 Modular Smart Array, MSA20, Serial#: E012MLJ19R
 HPE StorageWorks 20 Modular Smart Array, MSA20, Serial#: E046MLJ19P
 Computer, ProLiant DL360 G5, SFF Server, Hewlett Packard Base, Serial#: MXQ74601CG
 Lenovo 3250 M5 Server, Serial#: SIG03210
 Lenovo 3250 M5 Server, Serial#: SIG03209
 HP ProLiant ML350 Server, Serial#: USM64001M1
 NEC MultiSync X464UNS Monitor, Serial#: 6Z008456NA
 NEC MultiSync V423 Monitor, Serial#: 71048534NA
 NEC MultiSync V323-2 Monitor, Serial#: 69008129NA
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 NEC MultiSync X555UNS Monitor, Serial#: 6Y004459NA
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 NEC MultiSync LCD4020 Monitor, Serial#: 86106108YA
 NEC MultiSync P461 Monitor, Serial#: 97000296YA

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 NEC MultiSync P461 Monitor, Serial#: 09100921NA
 NEC MultiSync X464UNS Monitor, Serial#: 6Z007790NA
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 HP Compaq 8000 Elite Small Form Factor Desktop, Serial#: 2UA1180L7Y
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 HP Compaq 8000 Elite Small Form Factor Desktop, Serial#: 2UA0510P9B
 HP Compaq 8000 Elite Small Form Factor Desktop, Serial#: 2UA1180L6Y
 HP Compaq 8000 Elite Small Form Factor Desktop, Serial#: 2UA0510P9G
 HP Compaq 8100 Elite Small Form Factor Desktop, Serial#: 2UA1340LR2
 HP Compaq 8200 Elite Small Form Factor Desktop, Serial#: 2UA22216PB
 HP Compaq 8000 Elite Small Form Factor Desktop, Serial#: 2UA03005SF
 HP Compaq 8000 Elite Small Form Factor Desktop, Serial#: 2UA1180L6P
 HP Compaq 8000 Elite Small Form Factor Desktop, Serial#: 2UA03005ST
 Dell Optiplex 790 Desktop, Serial#: 1KPC4V1
 HP Compaq 8200 Elite Small Form Factor Desktop, Serial#: 2UA22216QF
 HP Compaq 8000 Elite Small Form Factor Desktop, Serial#: 2UA0510P8W
 HP Compaq 8000 Elite Small Form Factor Desktop, Serial#: 2UA03005SZ
 HP Compaq 8000 Elite Small Form Factor Desktop, Serial#: 2UA1180L7T
 HP Compaq 8000 Elite Small Form Factor Desktop, Serial#: 2UA03005T7
 Dell Optiplex GX620 Desktop, Serial#: 8L13TB1

ASSET #

TAG #

HYATT REGENCY

100410	34700	Mirror, Gold Frame
101465	33510	Mirror, Iron Scroll, 3X3 Square
101466	33509	Mirror, Iron Scroll, 3X3 Square
101467	33508	Mirror, Iron Scroll, 3X3 Square
111537	33136	Dish, Chaffing-Hotel
111538	33142	Dish, Chaffing-Hotel
111539	33137	Dish, Chaffing-Hotel
111540	33141	Dish, Chaffing-Hotel
111541	33138	Dish, Chaffing-Hotel
111542	33140	Dish, Chaffing-Hotel
111543	33139	Dish, Chaffing-Hotel
111544	33133	Dish, Chaffing-Hotel
111545	33135	Dish, Chaffing-Hotel
111546	33134	Dish, Chaffing-Hotel
102105		Enhanced Slicer, 1712-E
102106		Enhanced Slicer, 1712-E
102107		Enhanced Slicer, 1712-E
	54767	Workcounter, w/ Open Base, Supreme Metal #PRSCO-19-78-M; PO#: 1003089



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Kathleen M. Sharman, Interim Chair, Procurement Committee/Chief Financial Officer

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Procurement Committee to Extend Single Source Contract 23-457-SGS00222 with Oceaneering International, Inc. for Mobility Vehicles at Terminal C for a Period Up to Nine Months

BACKGROUND

This is to provide six manually driven mobility vehicles capable of accommodating up to six passengers, with a planned future fully automated state. Four vehicles are utilized post-security on the main domestic level, assisting passengers to and from the Palm Court and gates in Terminal C and two vehicles are utilized to assist passengers in the International Arrivals corridor at Terminal C. The vehicles are operated by Aviation Authority Contract personnel, with an on-site supervisor from Oceaneering. In addition, on-site maintenance and service support are provided by Oceaneering to ensure optimal operational capability.

Oceaneering's vehicle safety capabilities and design fit Terminal C requirements and measurements. The vehicle configuration, with regards to the passengers and payload, is optimal for use in an airport terminal. The operator is elevated for increased viewing capacity and line-of-sight. The passenger seating is specific to the intended guest demographic and configured optimally for the guest experience. The vehicle has accommodations for carry-on baggage with spatial allowance for the passengers to keep their belongings within their proximity.

In November of 2022, the Chief Executive Officer approved a single source contract with Oceaneering through March 2023 in the not-to-exceed amount of \$50,250 to assess these enhanced mobility vehicles. The intent from the outset was to evaluate the concept and performance of Oceaneering mobility vehicles.

On March 15, 2023, the Aviation Authority Board approved a Single Source Contract for Mobility Vehicles to Oceaneering International, Inc. for a period of one-year effective April 1, 2023, in the not-to-exceed amount of \$402,000, to allow for further assessments of the unit's performance and to gather the necessary data for a future competitive procurement. The one-year agreement includes the mobility vehicles, on-site maintenance and support.

ISSUES

The Aviation Authority recognizes the opportunity to provide passengers at Terminal C mobility vehicle services. These services have been successful in enhancing the customer experience, and reducing the concern over the walking distances in Terminal C.

The Aviation Authority staff is in the process of developing specifications for a new procurement for mobility vehicles with an expanded scope to include operators. Currently, the mobility vehicles are operated by the Aviation Authority's customer service Ambassador contractor.

The Aviation Authority Staff recommends extending the existing Single Source agreement for a period of up to nine months through December 31, 2024, at the same terms, conditions and pricing to allow adequate time to complete the new procurement. The cost of the nine-month extension is a not-to-exceed amount of \$301,500.

This procurement is based on a Single Source Procurement in accordance with Aviation Authority Policy 450.03. The Aviation Authority's Policy 450.03, Non-Competitive Procurements, permits the only source procurement from one firm among others in a competitive marketplace which, for justifiable reasons, is found to be most advantageous for fulfilling the given purchasing need.

On March 5, 2024, the Procurement Committee recommended to extend Single Source Contract 23-457-SGS00222 with Oceaneering International, Inc. for Mobility Vehicles at Terminal C for a period up to nine months.

SMALL BUSINESS

This Contract does not include a Minority and Woman Business Enterprise (MWBE) or Local Developing Business (LDB) participation requirement due to the limited and specialized scope.

ALTERNATIVES

There are no reasonable alternatives under consideration.

FISCAL IMPACT

The fiscal impact of the nine months extension is a not-to-exceed amount of \$301,500. Funding required in the current and subsequent fiscal year will be allocated from the Operations and Maintenance Fund as approved through the budget process and when funds become available.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Procurement Committee to: (1) extend Single Source Contract 23-457-SGS00222 with Oceaneering International, Inc. for mobility vehicles at Terminal C for a period up to nine months; (2) authorize funding from the Operations and Maintenance Fund in the not-to-exceed amount of \$301,500; and (3) authorize an Aviation Authority officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Max E. Marble, Senior Vice President, Capital Programs

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to Amend Public Transportation Grant Agreements (PTGA) for Orlando International Airport (MCO) from the Florida Department of Transportation (FDOT)

BACKGROUND

Throughout the year, FDOT provides grants (i.e., PTGA) to match funds with the Aviation Authority for certain projects in accordance with the Aviation Authority's Capital Improvement Program.

ISSUES

The Aviation Authority has received PTGA Amendment No. 3 from FDOT for MCO to extend the grant period of performance for V-00982, MCO Campus Key and Lock Replacement, and V-00980, Closed Circuit Television (CCTV) Renewal and Replacement – Phase 1. Security infrastructure projects provide new Access Control System (ACS) at key doors, and intrusion detection on other key perimeter doors.

These projects provide new CCTV coverage of select interior and exterior locations. To enable the two systems, the projects will also provide equipment and associated infrastructure at various locations, network improvements to allow for Internet Protocol (IP) addressable cameras, pathway, cabling, switch upgrades, and provision of Network Video Recording (NVR) appliances to enable these improvements. Addition of new cameras at various airport-wide locations, equipment and associated infrastructure will be provided. MCO expects to replace or provide approximately 850 cameras and supporting equipment within these multi-year projects.

These projects, as required by 215.971 F.S., include, as appropriate but not limited to, consultant and design fees, permitting, surveys, material testing and construction testing costs, mobilization and demobilization, maintenance of traffic, demolition, supply and installation of equipment, support wiring and associated conduit/duct banks, dedicated primary and back-up power supplies, erosion control, excavation, embankment, ground preparation, fencing, posts, rails, gates sodding, seeding, provisions for electrical and fiber optic systems, signage, pavement and all materials, equipment, labor and incidentals required to complete the projects.

SMALL BUSINESS

Not applicable.

ALTERNATIVES

None.

FISCAL IMPACT

There is no fiscal impact. The amendment extends the grant end date for the projects from June 1, 2024, to June 1, 2025.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board ratify the Resolution amending: (1) PTGA FM 438486-2; and (2) authorize the Chief Executive Officer and the Assistant Secretary to execute the necessary documents.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Max E. Marble, Senior Vice President, Capital Programs

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to Accept Public Transportation Grant Agreements (PTGA) for Orlando Executive Airport (ORL) from the Florida Department of Transportation (FDOT)

BACKGROUND

Throughout the year, FDOT provides grants (i.e., PTGA) to match funds with the Aviation Authority for certain projects in accordance with the Aviation Authority's Capital Improvement Program.

ISSUES

The Aviation Authority has received a PTGA from FDOT for ORL to award a grant for W-00500, ORL Master Plan Update. As required by 215.971, F.S., this scope of work includes, but is not limited to, consultant fees, survey and data acquisition costs, and all labor and incidentals required to develop the project working papers, forecasts, draft and final master plan and Airport Layout Plan documents in accordance with Federal Aviation Administration Advisory Circular (AC) 150/5070-6B, Airport Master Plans, and FDOT Guidebook for Airport Master Planning.

SMALL BUSINESS

Not applicable.

ALTERNATIVES

None.

FISCAL IMPACT

The fiscal impact with the acceptance of FDOT funding is the total amount of \$63,671. Aviation Authority's matching funds are in the amount of \$15,918 from ORL Revenue Funds for W-00500, ORL Master Plan Update.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board ratify the Resolution accepting: (1) PTGA FM 454478-1; and (2) authorize the Chief Executive Officer and the Assistant Secretary to execute the necessary documents.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Construction Committee to Approve an Addendum to the Design Services for Taxiways G and H Rehabilitation, Phases 1 and 2, Agreement with AECOM Technical Services, Inc. for Bid and Award Phase Services for Project Bid Package (BP) No. 00498, Taxiways G and H Rehabilitation – Phase 2, at the Orlando International Airport (MCO)

BACKGROUND

MCO Taxiways G and H Rehabilitation, Phases 1 and 2, will include the rehabilitation of existing Taxiways G and H and their connectors, including Taxiways H1 through H8, a portion of Taxiways E and F, and Taxiway G1. Construction work includes resealing the joints and replacing isolated cracked slabs for the concrete pavement, rehabilitating the asphalt shoulders, and improvements for pavement geometry, markings, lighting and signage.

On December 15, 2021, the Aviation Authority approved the award of a Professional Services Agreement for Design Services of Taxiways G and H Rehabilitation, Phases 1 and 2, at MCO, to AECOM Technical Services, Inc.

Design of both phases will be completed in Fiscal Year (FY) 2023, with construction work done as two contracts, in accordance with Federal Aviation Administration (FAA) direction, in subsequent fiscal years. BP No. 00497, Taxiways G and H Rehabilitation, Phase 1, will be the construction work completed in FY 2024, and BP No. 00498, Taxiways G and H Rehabilitation, Phase 2, will be the construction work completed in FY 2025.

On October 18, 2023, the Aviation Authority Board awarded BP No. 00497 to Hubbard Construction Company. Construction began in November 2023 and is scheduled for completion in August 2024.

ISSUES

BP No. 00498 will rehabilitate the southern end of Taxiways G and H and its connectors, including Taxiways H1 through H8, portion of Taxiways E and F, and Taxiway G1, beginning at the mid-crossfield taxiway. Scope will include resealing the joints and replacing isolated cracked slabs for the concrete pavement, rehabilitating the asphalt shoulders, and improving markings, lighting and signage. Construction for BP No. 00498 is scheduled to begin in October 2024, with completion scheduled in July 2025.

A fee has been negotiated with AECOM Technical Services, Inc. for the total amount of \$28,661, to provide Bid and Award Phase Services for BP No. 00498. The scope of services includes, but is not limited to, distribution and administration of bid documents including bid addenda, if any; providing assistance during advertisement; conducting the pre-bid conference and site visit; bid review, bid analysis and bid tabulation; qualifications review; and, preparation of contract and conformed documents.

On March 5, 2024, the Construction Committee recommended the approval of an Addendum to the Design Services for Taxiways G and H Rehabilitation, Phases 1 and 2, Agreement with AECOM Technical Services, Inc. for Bid and Award Phase Services for BP No. 00498, Taxiways G and H Rehabilitation – Phase 2, at MCO.

SMALL BUSINESS

The Aviation Authority has reviewed the proposal from AECOM Technical Services, Inc., and determined that AECOM Technical Services, Inc. proposes 14% Disadvantaged Business Enterprise (DBE) participation on this Addendum and certifies that AECOM Technical Services, Inc. is in good standing as it relates to its small business participation.

ALTERNATIVES

None.

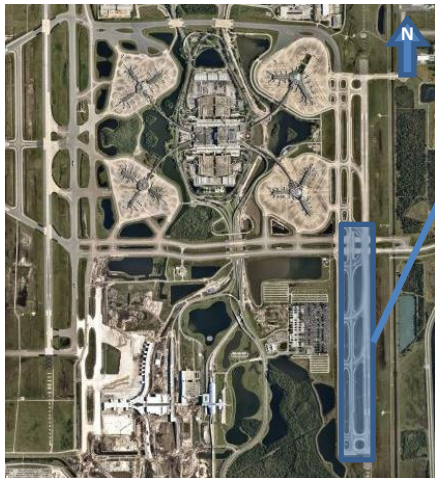
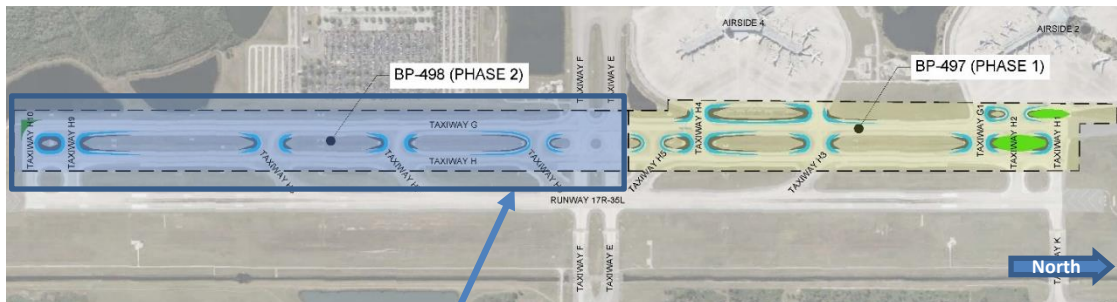
FISCAL IMPACT

The fiscal impact is \$28,661. Funding is from previously-approved Capital Expenditure Funds to be reimbursed by FAA and Florida Department of Transportation (FDOT) Grants to the extent eligible.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee and approve an Addendum to the Design Services for Taxiways G and H Rehabilitation, Phases 1 and 2, Agreement with AECOM Technical Services, Inc. for Bid and Award Phase Services for BP No. 00498, Taxiways G and H Rehabilitation – Phase 2, at MCO, for the total amount of \$28,661, which includes the not-to-exceed fees amount of \$28,361 and the not-to-exceed reimbursable expenses amount of \$300, with funding from previously-approved Capital Expenditure Funds to be reimbursed by FAA and FDOT Grants to the eligible; and, authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

BP-498 Site Map





MEMORANDUM

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Construction Committee to Approve an Addendum to the Continuing Bridge Inspection Services Agreement with Kisinger Campo & Associates, Inc. for Fiscal Year (FY) 2024 Bridge Inspections for Project W-00348, Inspection of Bridge and Roadway Sign Structures, at the Orlando International Airport (MCO)

BACKGROUND

On March 20, 2019, the Aviation Authority Board approved the Continuing Bridge Inspection Consulting Services Agreement with Kisinger Campo & 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 terms of this agreement shall be for a period of three years, with two one-year extensions. Both extensions have been exercised. The agreement with Kisinger Campo & Associates, Inc. was effective on April 10, 2019.

Services for these continuing bridge inspection consulting services at the MCO, Orlando Executive Airport (ORL) and Other Facilities operated by the Aviation Authority include, but are not limited to, the performance of bridge inspections and related professional services, including but not limited to, conducting the biennial or periodical inspections for bridges, roadway sign structures and high mast light poles, water structures such as box culverts and pipes, update the current inspection reports, and all other related services including coordination with the Aviation Authority, its Consultants, the City of Orlando and all agencies having jurisdiction over MCO or ORL. Services may also include studies and preparation of reports involving scope definition and validation of projects, design, bid procurement and award, permitting, construction administration, technical support and review of documents prepared by others, design management support on various Authority projects and other engineering and related professional services.

To remain in compliance with Florida Department of Transportation (FDOT) requirements, bridges located on MCO property must be inspected for structural integrity. Since 2006, FDOT has performed bridge inspection services on the public bridges, which are about 50% of the bridges located on MCO property. The Aviation Authority has utilized its Continuing Bridge Inspection Consultant to perform inspection services for all non-public bridges, which include public access bridges, Automated People Mover (APM) bridges, and public access restricted bridges located at MCO. These inspections are conducted every two years. Since the last inspection conducted in 2022, the Aviation Authority has added and removed structures from service as a result of construction activities at MCO. The current inspection effort will update the inventory to adjust for structures placed into service or removed from service since the last inspection effort.

ISSUES

A fee has been negotiated with Kisinger Campo & Associates, Inc. for the total amount of \$351,178.64 to provide FY 2024 biennial bridge inspection/condition assessment services for non-FDOT participated portions of 47 bridge structures located at MCO. Inspection services include eight public access bridges, thirteen APM bridges, and 26 public restricted access bridges. 25 of these bridges will require underwater inspection services, and one culvert structure will require a Remote Operated Vehicle (ROV) to access and inspect the interior of the structure.

On February 27, 2024, the Construction Committee recommended the approval of an Addendum to the Continuing Bridge Inspection Services Agreement with Kisinger Campo & Associates, Inc. for FY 2024 Bridge Inspections for W-00348, Inspection of Bridge and Roadway Sign Structures, at MCO.

SMALL BUSINESS

The Aviation Authority has reviewed the proposal from Kisinger Campo & Associates, Inc., and determined that Kisinger Campo & Associates, Inc. proposes 13% Minority and Women Business Enterprise (MWBE) participation on this Addendum, and certifies that Kisinger Campo & Associates, Inc. is in good standing as it relates to its small business participation.

ALTERNATIVES

None.

FISCAL IMPACT

The fiscal impact is \$351,178.64. Funding is from previously-approved Operations and Maintenance Funds.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee and approve an Addendum to the Continuing Bridge Inspection Services Agreement with Kisinger Campo & Associates, Inc. for FY 2024 Bridge Inspections for W-00348, Inspection of Bridge and Roadway Sign Structures, at MCO, for the total amount of \$351,178.64, which includes the not-to-exceed fees amount of \$274,110 and the not-to-exceed reimbursable expenses amount of \$77,068.64, with funding from previously-approved Operations and Maintenance Funds; and, authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Construction Committee to Approve an Addendum to the Continuing Civil Engineering Services Agreement with Kimley-Horn and Associates, Inc. for Stormwater Management Program Development for Project W-00507, Stormwater Maintenance and Program Development, at the Orlando International Airport (MCO)

BACKGROUND

On March 15, 2023, the Aviation Authority Board approved Continuing Civil Engineering Services Agreements with the following firms, following a competitive award process in compliance with state statutes and Aviation Authority policies:

- AECOM Technical Services, Inc.
- Atkins North America, Inc.
- Avcon Inc. (MWBE)
- C&S Engineers, Inc.
- Kimley-Horn and Associates, Inc.
- Mead & Hunt, Inc.

The agreements are 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 terms of these agreements shall be for a period of five years.

Services consist of continuing civil engineering services and related professional services, including but not limited to, civil, traffic, environmental, structural evaluation and design; landscape and irrigation design; utilities and infrastructure design; airfield design; roadway and signage design; surveying; cost estimating; scheduling; geotechnical services; stormwater management consulting and design services; and all other related services including coordination with the Aviation Authority, its Consultants, the City of Orlando and all agencies having jurisdiction over the facilities such as the Federal Aviation Administration, the Transportation Security Administration, the Florida Department of Transportation, and the Orlando Utilities Commission.

The Services may also include studies and preparation of reports involving scope definition and validation of projects, analysis of design parameters, budget development, evaluation and documentation of existing conditions; design, bid/procurement and award, design/build, design criteria package development, permitting, construction administration, resident engineering, master document support, technical support and review of documents prepared by others, design management support on various Aviation Authority projects and all other engineering and related professional services.

ISSUES

W-00507 will develop and implement a stormwater maintenance program at MCO. Services will include scheduling/developing a stormwater maintenance schedule, designing repairs, surveying ponds for future maintenance, repairing structures/conducting dredging and regrading ponds to meet new/previous design standards. This effort consists of the planning and development of a master stormwater management program for the ponds and canals within the MCO campus. Restoration includes removing settled material from the bottom of ponds to achieve conditions as were originally permitted, erosion control, maintenance of traffic, hauling, and disposal of all excavated material at a disposal site approved by the Aviation Authority, as well as rehabilitation of failed drainage structures and pond slopes and associated features.

A fee has been negotiated with Kimley-Horn and Associates, Inc. for a total amount of \$621,366, to provide stormwater management program development for all dry and wet ponds at MCO. Services include developing a set of standard drawings and specifications that will be used as the basis for the scheduled restoration of each pond and canal. The Management Program will include a single transect survey of each pond and canal, utilizing sounding technology, which will provide a cross-section of the existing conditions within each pond and canal, drainage structures from the Aviation Authority master drainage atlas associated with the waterbodies, permitted conditions, and an estimated quantity of material to be excavated, drainage structures to be repaired, and sedimentation to be removed from interconnected culverts. The Management Program will also include a restoration schedule along with an associated Opinion of Probable Cost for each pond and canal in the Program. It is anticipated that services will be required for approximately fifteen months.

On March 12, 2024, the Construction Committee recommended the approval of an Addendum to the Continuing Civil Engineering Services Agreement with Kimley-Horn and Associates, Inc. for Stormwater Management Program Development for W-00507, Stormwater Maintenance and Program Development, at MCO.

SMALL BUSINESS

The Aviation Authority has reviewed the proposal from Kimley-Horn and Associates, Inc., and determined that Kimley-Horn and Associates, Inc. proposes 48.2% Minority and Women Business Enterprise (MWBE) participation on this Addendum and certifies that Kimley-Horn and Associates, Inc. is in good standing as it relates to its small business participation.

ALTERNATIVES

None.

FISCAL IMPACT

The fiscal impact is \$621,366. Funding is from Operations and Maintenance Funds. Funding required in current and subsequent fiscal years will be allocated from the Operations and Maintenance Funds, as approved through the budget process and when funds become available.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee and approve an Addendum to the Continuing Civil Engineering Services Agreement with Kimley-Horn and Associates, Inc. for Stormwater Management Program Development for W-00507, Stormwater Maintenance and Program Development, at MCO, for the total not-to-exceed fees amount of \$621,366, with funding from Operations and Maintenance Funds; and, authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Construction Committee to Approve an Addendum to the Continuing Architectural Services Agreement with MLM-Martin Architects, Inc. for Architectural, Engineering and Cost Estimating Services for Project V-01020, Airside 4 Additional Transportation Security Administration (TSA) Screening Lanes, at the Orlando International Airport (MCO)

BACKGROUND

On December 12, 2018, the Aviation Authority Board approved no-cost base agreements for Continuing Architectural Services with the following firms.

- Alpha MRC, Inc. (MWBE)
- Bermello Ajamil & Partners, Inc.
- ELEVEN18 Architecture, LLC (MWBE)
- MLM-Martin Architects, Inc. (MWBE/LDB)
- Rhodes & Brito, Inc. (MWBE)

The provisions of these continuing agreements include a three-year service agreement with optional renewal periods of two additional one-year terms upon mutual agreement of the Aviation Authority and the consulting firm. Both optional renewal periods have been exercised. All agreements have expired except the agreement with MLM-Martin Architects, Inc. On January 17, 2024, the Aviation Authority Board concurred with the Construction Committee to extend the agreement with MLM-Martin Architects, Inc. through June 30, 2024, while new agreements for Continuing On-Call Architecture and Engineering Consulting Services are being procured.

ISSUES

A fee has been negotiated with MLM-Martin Architects, Inc. for the total amount of \$303,275, for architectural, engineering and cost estimating services for V-01020, Airside 4 Additional TSA Screening Lanes, at MCO. Services will include, but are not limited, to the design of an expansion of the existing one-lane checkpoint into a four-lane TSA Recheck checkpoint at the Airside 4 Transfer Level. Construction activities for V-01020 is scheduled to begin in January 2025, with completion targeted for March 2026.

On March 5, 2024, the Construction Committee recommended the approval of an Addendum to the Continuing Architectural Services Agreement with MLM-Martin Architects, Inc. for Architectural, Engineering and Cost Estimating Services for V-01020, Airside 4 Additional TSA Screening Lanes, at MCO.

SMALL BUSINESS

MLM-Martin Architects, Inc. is a certified Minority and Women Business Enterprise (MWBE) and Local Developing Business (LDB) firm. The Aviation Authority has reviewed the proposal from MLM-Martin Architects, Inc., and

determined that MLM-Martin Architects, Inc. proposes 12% MWBE and 8.5% Veteran Business Enterprise (VBE) participation on this Addendum and certifies that MLM-Martin Architects, Inc. is in good standing as it relates to its small business participation.

ALTERNATIVES

None.

FISCAL IMPACT

The fiscal impact is \$303,275. Funding is from General Airport Revenue Bonds.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee and approve an Addendum to the Continuing Architectural Services Agreement with MLM-Martin Architects, Inc. for Architectural, Engineering and Cost Estimating Services for V-01020, Airside 4 Additional TSA Screening Lanes, at MCO, for the total not-to-exceed fees amount of \$303,275 , with funding from General Airport Revenue Bonds; and, authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Construction Committee to Approval Change Order(s) to Various Construction Contracts

BACKGROUND

At its meetings on March 5 and 12, 2024, the Construction Committee recommended approval of the change order(s) as outlined in Attachment. A.

ISSUES

Description of change for each change order is outlined in Attachment A.

SMALL BUSINESS

Not applicable.

ALTERNATIVES

None.

FISCAL IMPACT

The funding source for each change order is outlined in Attachment A.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to: (1) approve Change Order No. Bid Package (BP) S00195-28 for \$875,000 and no time extension, with funding as outlined in Attachment A; (2) approve Change Order No. BP S00195-29 for \$280,624 and no time extension, with funding as outlined in Attachment A; (3) approve Change Order No. BP S00195-30 for \$350,000 and no time extension, with funding as outlined in Attachment A; (4) approve Change Order No. V-S00033-11 for \$467,307.16 and a 339 calendar day time extension to Substantial Completion, with funding as outlined in Attachment A; (5) approve Change Order No. V-S00033-12 for \$319,048.02 and no time extension, with funding as outlined in Attachment A; and (6) authorize an Aviation Authority Officer of the Chief Executive Officer to execute the change orders following satisfactory review by legal counsel.

Attachment A (Page 1 of 3)

Change Order No. BP-S00195-28

Construction Committee: March 5, 2024
Project: Terminal C Phase 1X – Airside Concourse
Contractor: Hensel Phelps Construction Co. dba Hensel Phelps Construction

Amount This Change Order: \$ **875,000.00** (0.32% of Original Contract Price)
Original Contract Amount: \$277,006,000.00
Previous Change Orders: \$ 6,972,978.00 (2.51% of Original Contract Price)
Revised Contract Amount: \$284,853,978.00

Time Extension: None.

Funding Source: General Airport Revenue Bonds.

Description of Change: 1. Allowance No. 5: Bulletin Nos. 7 and 7.1, Specification Sections-New and Revised: Provide all labor, material, and equipment to comply and install the scope in Bulletin Nos. 7 and 7.1 (dated October 16, and November 27, 2023, respectively) including, but not limited to, Building Information Modeling (BIM) project coordination, fire/smoke damper coordination in accordance with Request for Information (RFI)-0356, and other trade coordination and clarifications in accordance with RFI-0156.1, RFI-0173.1, RFI-0174.1, RFI-0271.1, RFI-0324.1, RFI-0363, RFI-0367, RFI-0368, and RFI-037. The Contractor has provided Rough Order of Magnitude (ROM) estimates for the allowance. Change Order(s) will be brought back to the Construction Committee to utilize a part of an Allowance or the entire Allowance with supporting back-up documentation prior to beginning the work. ADD: \$350,000; and, 2. Allowance No. 6: Bulletin No. 8, Site Enabling Scope: Provide all labor, material, and equipment to comply and install the scope in Bulletin No. 8 (dated January 24, 2024) including, but not limited to, electrical revisions and clarifications in accordance with RFI-0163, RFI-0372, RFI-0404, RFI-0421, RFI-0422, RFI-0423, RFI-0433, RFI-0444, RFI-0454, RFI-0460, RFI-0463, RFI-0469, RFI-0472, and RFI-0481. The Contractor has provided a ROM estimate for the Allowance. Change Order(s) will be brought back to the Construction Committee to utilize a part of an Allowance or the entire Allowance with supporting back up documentation prior to beginning the work. ADD: \$525,000.

Reason for Change: 1. Owner Requested Change: Allowance No. 5: Bulletin Nos. 7 and 7.1: Electrical and mechanical coordination and clarifications in accordance with RFI responses. Further breakdown will be provided in a future change order for allowance reconciliation; and, 2. Owner Requested Change: Allowance No. 6: Bulletin No. 8: Electrical coordination and clarifications in accordance with RFI responses. Further breakdown will be provided in a future change order for allowance reconciliation.

Change Order No. BP-S00195-29

Construction Committee: March 12, 2024
Project: Terminal C Phase 1X – Airside Concourse
Contractor: Hensel Phelps Construction Co. dba Hensel Phelps Construction

Amount This Change Order: \$ **280,624.00** (0.10% of Original Contract Price)
Original Contract Amount: \$277,006,000.00
Previous Change Orders: \$ 7,847,978.00 (2.83% of Original Contract Price)
Revised Contract Amount: \$285,134,602.00

Time Extension: None.

Attachment A (Page 2 of 3)

Funding Source: Federal Aviation Administration and Florida Department of Transportation (FDOT) Grants to the extent eligible, and General Airport Revenue Bonds.

Description of Change: High Mast Lighting Pole Foundations: Provide all material, labor, and equipment necessary to install four high mast lighting poles drilled shaft foundations. The scope of work primarily involves installing four high mast lighting poles drilled shaft foundations and underground electrical pathways and grounding system for the High Mast Lighting Pole Nos. 9, 11, 12 and 13. (Reference Contractor's COR-44). ADD: \$280,624.

Reason for Change: Unforeseen/Concealed Conditions: BP-S00196 and BP-S00195 were originally scheduled to be bid and procured at the same time; however, BP-S00196 was ultimately deferred until a later date. Part of the scope of BP-S00196 is the installation of the high mast lighting while BP-S00195 owns the installation of the sidewalks surrounding the high mast lighting. To complete the sidewalk scope in BP-S00195, the foundations, underground electrical pathways, and associated grounding in BP-S00196 must be completed first. Since procurement of the BP-S00196 Contractor has not yet been finalized, to mitigate this potential impact to the schedule, it was requested that the BP-S00195 Contractor incorporate the predecessor scope into BP-S00195. The installation of the poles, light fixtures, wire, or any other electrical components will remain part of BP-S00196 scope of work and a future change order will be issued under BP-S00196 to credit the installation of the foundations.

Change Order No. BP-S00195-30

Construction Committee: March 12, 2024
Project: Terminal C Phase 1X – Airside Concourse
Contractor: Hensel Phelps Construction Co. dba Hensel Phelps Construction

Amount This Change Order: \$ 350,000.00 (0.13% of Original Contract Price)
Original Contract Amount: \$277,006,000.00
Previous Change Orders: \$ 8,128,602.00 (2.93% of Original Contract Price)
Revised Contract Amount: \$285,484,602.00

Time Extension: None.

Funding Source: General Airport Revenue Bonds.

Description of Change: Allowance No. 7: Initiate an Allowance Change Order to direct the Contractor to engage a Florida Structural Engineer to provide a signed and sealed constructible set of structural shop drawings for four cast-in-place storm vault structures at Terminal C. This Change Order includes a \$350,000 allowance that will serve as a provisional measure until a final cost proposal can be presented. Note that this does not include any costs associated with the actual construction of the cast-in-place storm vaults and is only for structural engineering services. Change Order(s) will be brought back to the Construction Committee to utilize a part of an Allowance or the entire Allowance with supporting back-up documentation prior to beginning the work. ADD: \$350,000.

Reason for Change: Design Error: The contract documents specify the Contractor to provide four 31' long x 17' wide x 24' deep precast concrete storm vaults. Upon further investigation after award, it was determined that a precast structure of the size specified could not be fabricated. RFI 0045 submitted by the Contractor approved the use of a cast-in-place method that complies with the FDOT and project specifications to meet the design's intent. The design of these cast-in-place storm vaults was not included as part of the base bid for this scope and would be considered additional scope.

Attachment A (Page 3 of 3)

Change Order No. V-S00033-11

Construction Committee: March 12, 2024
Project: Terminal C U.S. Customs and Border Protection (CBP) and Transportation
Security Administration (TSA) Regulatory Changes (Design/Build)
Contractor: Clancy & Theys Construction Company

Amount This Change Order: \$ **467,307.16** (263.72% of Original Contract Price)
Original Contract Amount: \$ 177,196.00
Previous Change Orders: \$ 303,950.99 (171.53% of Original Contract Price)
Revised Contract Amount: \$ 948,454.15

Time Extension: 339 calendar days to Substantial Completion.

Funding Source: General Airport Revenue Bonds.

Description of Change: 1. CBP Staff Restrooms: Coordinate and provide all material, equipment, and labor to renovate the existing voluntary removal suite in CBP Secondary to new CBP staff restrooms at Level 6. ADD: \$467,307.16

2. Schedule Extension: Extend the contract schedule to coincide with the Substantial Completion of the Scope in this Change Order No. 11 for the restroom renovations. General Conditions have been included with each Change Order. Extend the contract Substantial Completion date by 339 calendar days.

Reason for Change: 1. Owner Requested Change: CBP requested to renovate the Voluntary Suite in CBP Secondary to new staff restrooms; and, 2. Owner Requested Change: Extend the schedule for Substantial by 339 calendar days. Note General Conditions are included with the individual change orders.

Change Order No. V-S00033-12

Construction Committee: March 12, 2024
Project: Terminal C CBP and TSA Regulatory Changes (Design/Build)
Contractor: Clancy & Theys Construction Company

Amount This Change Order: \$ **319,048.02** (180.05% of Original Contract Price)
Original Contract Amount: \$ 177,196.00
Previous Change Orders: \$ 771,258.15 (263.72% of Original Contract Price)
Revised Contract Amount: \$1,267,502.17

Time Extension: None.

Funding Source: General Airport Revenue Bonds.

Description of Change: CBP Breakroom: Coordinate and provide all material, equipment, and labor to renovate the existing storage room in CBP Secondary to a new CBP Breakroom at Level 6. ADD: \$319,048.02.

Reason for Change: Owner Requested Change: CBP requested to renovate the storage room in CBP Secondary to new CBP breakroom.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: M. Carson Good, Chair, Finance Committee

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Finance Committee to Approve Contract Value Increase for Purchasing Agreement PS-608 Airport Consulting Services with Leigh Fisher, Inc.

BACKGROUND

On December 13, 2023, the Aviation Authority Board approved the extension of Purchasing Agreement PS-608 Airport Consulting Services with LeighFisher Inc. through December 31, 2024.

The scope of services include, but are not limited to, the following:

- Prepare a Report of the Airport Consultant to be included in the Aviation Authority's Official Statements in connection with the issuance of bonds;
- Provide a report of estimates and financial projections pursuant to the Aviation Authority's Airport Facilities Revenue Bond Resolution, prior to the issuance of additional bonds;
- In conjunction with issuance of revenue bonds and the publication of Official Statements relating to those bonds, provide aviation market and traffic studies;

ISSUES

The Aviation Authority intends to issue airport facilities revenue bonds in support of the Aviation Authority's Capital Improvement Plan. Preliminary estimates, financial projections, and aviation market and traffic studies in support of the Report of the Airport Consultant to be included in the Aviation Authority's Official Statement in connection with the issuance the bonds will begin on or about April 1, 2024.

On February 21, 2024, the Finance Committee accepted Staff's request to approve funding in a not-to-exceed amount of \$250,000 for services related to the Report of Airport Consultant.

SMALL BUSINESS

None.

ALTERNATIVES

None.

FISCAL IMPACT

Fees for the Report of Airport Consultant to be included in the Aviation Authority's Official Statement in connection with the issuance of airport facilities revenue bonds will be in a not-to-exceed amount of \$250,000 to be allocated from discretionary funds and paid from the proceeds of the bond transaction.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Finance Committee to: (1) approve the contract value increase for Purchasing Agreement PS-608 Airport Consulting Services with Leigh Fisher, Inc. for services in connection with the Report of Airport Consultant in the not-to-exceed amount of \$250,000 to be allocated from discretionary funds and paid from the proceeds of the bond transaction; and (2) authorize staff to take any and all actions and execute any and all documents deemed necessary to amend PS-608 Airport Consulting Services with LeighFisher, Inc., subject to satisfactory legal review.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Kathleen M. Sharman, Chief Financial Officer/Hearing Officer

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to Approve Resolution Which Approves a Plan of Finance for Internal Revenue Code Purposes and Expresses Official Intent to Reimburse Expenditures

BACKGROUND

As a result of the Tax Equity and Fiscal Responsibility Act of 1982 (TEFRA), the Internal Revenue Code requires that in order for certain tax-exempt bonds to be issued, among other things, that the issuance of bonds be approved either by an elected official or body of elected officials of the applicable governmental entity after a public hearing (a TEFRA hearing) following public notice. Once a plan of finance is approved, tax-exempt bonds may be issued up to three years later, provided the first issuance of bonds is within one year.

ISSUES

On February 29, 2024, a TEFRA hearing was held on the plan of finance and potential issuance of not to exceed \$550,000,000 in aggregate par amount of debt (in addition to prior approvals) in one or more series, including bonds and debt previously issued by the Greater Orlando Aviation Authority and its Airport Facilities Revenue Bonds of the City of Orlando, Florida, and other senior and subordinate debt. The report of the hearing officer with attached affidavit of publication is attached to the Resolution.

The projects included in the plan of finance are anticipated to be constructed over the next three years and to be funded from a variety of sources, including lines of credit and tax-exempt bonds. The Resolution also expresses the intent of the Aviation Authority to reimburse various expenditures relating to the acquisition, construction, planning and design of the projects, and also legal and other costs and expenses in connection with the projects, from the proceeds of the debt. It is anticipated that subsequent to the adoption of the Resolution by the Aviation Authority, the Orlando City Council would also provide its approval of such Resolution for TEFRA purposes.

SMALL BUSINESS

Not applicable.

ALTERNATIVES

None.

FISCAL IMPACT

The plan of finance and TEFRA approval does not approve a contract for any project or actual debt financing, each of which are separately brought to the Aviation Authority Board for approval.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority resolve to: (1) adopt the attached Resolution approving a plan of finance and the potential issuance of not-to-exceed \$550,000,000 in aggregate par amount of debt (in addition to prior approvals) to fund a portion of the costs related to projects in the Capital Improvement Program; (2) express the Aviation Authority's official intent to reimburse expenditures from proceeds of such debt; and (3) request the Orlando City Council to approve the Resolution.

RESOLUTION

A RESOLUTION OF THE GREATER ORLANDO AVIATION AUTHORITY WITH RESPECT TO APPROVING A PLAN OF FINANCE AND ISSUANCE OF NOT TO EXCEED \$550,000,000 IN AGGREGATE PAR AMOUNT OF DEBT (IN ADDITION TO PRIOR APPROVALS) IN ONE OR MORE SERIES, INCLUDING BONDS AND DEBT PREVIOUSLY ISSUED FOR PURPOSES OF SECTION 147(f) OF THE INTERNAL REVENUE CODE OF 1986, AS AMENDED; EXPRESSING OFFICIAL INTENT TO REIMBURSE EXPENDITURES WHICH MAY BE MADE WITH RESPECT TO THE PROJECTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE FOR THIS RESOLUTION.

WHEREAS, the Greater Orlando Aviation Authority (the "Authority") was created by the Greater Orlando Aviation Authority Act, Chapter 98-492, Laws of Florida 1998, as recodified and amended (the "Act"), as an agency of the City of Orlando, Florida (the "City"); and

WHEREAS, the Orlando International Airport (the "Airport") is owned by the City and pursuant to an Amended and Restated Operation and Use Agreement dated August 31, 2015, and effective as of October 1, 2015, by and between the City and the Authority, the City has transferred to the Authority custody, control and management of the Airport for a term that will expire on September 30, 2065, subject to early termination under certain conditions, unless extended by the City and the Authority; and

WHEREAS, the Authority adopted an Airport Facilities Revenue Bond Resolution Authorizing Airport Facilities Revenue Bonds of the City of Orlando, Florida on June 13, 1978 with the most recent amended and restated version thereof adopted by the Authority and the City having an effective date of May 1, 2017, as may be further amended, restated and supplemented (collectively, the "Airport Facilities Bond Resolution"); and

WHEREAS, pursuant to the Act, the Authority has the power to acquire, construct, reconstruct, operate, maintain, extend and improve the Airport System (as defined in the Airport Facilities Bond Resolution); and

WHEREAS, it is desirable, convenient, and in the best interest of the Authority to provide for a plan for the issuance of not to exceed \$550,000,000 in aggregate par amount of debt (in addition to prior approvals) in one or more series, including bonds and debt previously issued, and other senior and subordinate debt (collectively, the "Debt") secured in whole or in part by Airport revenues for the purpose of financing and refinancing (A)

costs incurred to acquire, design, construct and equip Terminal C including: (1) site development such as the clearing, removal of vegetation and water features, grading to accommodate the proposed terminals, parking facilities, aircraft taxiways and aprons, construction of roadways and bridges necessary for ground transportation, utility lines and other related site development; (2) an expanded airside terminal and gate system which will accommodate both international and domestic air service, baggage handling systems, information technology, security systems, concession areas, food court, passenger hold rooms and tenant shell space, sterile corridor system, passenger conveyance systems, passenger boarding bridges, emergency generators, operations centers and related airside terminal improvements and infrastructure; (3) new and expanded aprons and taxiways, lighting and an aircraft fuel hydrant system; (4) expanded landside terminal, baggage handling system, information technology, security systems, federal inspection station, curbside check-in areas, internal ticket counters and kiosks, and other related landside terminal improvements and infrastructure; (5) new and expanded ground transportation center with elevated, covered walkways to and from the landside terminal, garage; (6) passenger mobility solutions, including but not limited to, Automated People Mover (APM) stations and moving walkways or other passenger conveyance means, and system connecting existing and future terminal areas within Terminal C; (7) additional parking spaces to supplement existing parking facilities; (8) new and expanded ground support equipment complex to house all of the supplies and equipment required to provide service to the proposed complex, dispose of airline waste, house portable fuel transports, minor communications, and facilities to maintain and repair ground support vehicles associated with aircraft activity, all as more particularly described in the plans and specifications on file with the Authority; and (9) a back-up power generation facility and central energy plant, (B) costs incurred to acquire, plan, design, construct and equip the following projects: (1) improvements and updates/upgrades to and/or replacement of building systems at Authority owned and controlled facilities and infrastructure including typical campus infrastructure, preparation of a strategic/master plan studies, aircraft rescue and firefighting facilities, building vertical circulation systems, sewer, water, building electrical and power, central energy plant chiller and HVAC equipment and systems, fire protection, interior and exterior signage, roofing, parking facilities, Authority support facilities, information technology systems, and environmental mitigation projects on Authority owned property ; (2) improvements and updates to the baggage handling systems and planning and preliminary design for future expansion and/or modification and upgrades of baggage systems; (3) replacement of and/or system updates to existing APM vehicles and related infrastructure; (4) Airport gate modifications and expansion, Airport-wide airline relocations, build-out, modifications to support space and associated improvements to accommodate the rebalancing of the Airport and airline operations, which work may also include but not be limited to other building area renovations and modifications such as the repurposing of select Federal Inspection Services spaces, tenant spaces in public and back-of-house areas of the landside and airside terminal and on-campus support buildings; (5) rehabilitation, widening and improvements of airport roadways, curb areas and approaches, and other roadway related improvements including,

but not limited to, the traffic signalization projects, Commercial Lane, Cargo Road, Tradeport Drive, Express Street, Heintzelman Boulevard, and Bear Road; (6) improvements to the existing roadway wayfinding system including signage improvement at the terminal curbs and parking garages; (7) fiber infrastructure/ductbanks/information technology enhancements, campus-wide and building specific security systems and checkpoint projects, self-service ticketing kiosks and baggage drop-off systems and other passenger processing efficiency systems improvement and upgrades, biometric systems, and closed circuit television systems and related infrastructure; (8) development of Airport property and infrastructure for Airport facilities and tenant spaces including but not limited to building new and expanding employee parking lots, public parking facilities, ground transportation lots for vehicle queuing and customer pick-up areas and equipment to support such facilities; (9) Airport capacity and existing facility asset preservation advanced planning studies and improvement, rehabilitation, or renovation projects including access control and security enhancement projects, airfield projects including runways, taxiways, aircraft aprons and hardstands, nav aids and infrastructure serving the air traffic control tower and airfield lighting system fiber optic communications, landside terminals including interior and exterior improvements, airside terminals and terminal support facilities including restroom upgrades and expansion; and (10) improvements to Airport facilities including health and safety improvements such as virtual ramp control systems and associated infrastructure to address changes in federal regulations and rehabilitation of airfield taxiways and runways and other miscellaneous airfield projects, (C) new consolidated Rent-a-Car (RAC) facilities including, but not limited to, advanced planning study, new customer service building (CSB), ready return garage, vehicle storage facilities, ground transportation facility pedestrian bridge, APM and station modifications and expansion related to RAC, and other RAC related infrastructure projects; and (D) costs related to the issuance of the Bonds including funding any necessary reserves (collectively, the "Projects"); and

WHEREAS, notice of a public hearing (the "Notice of Public Hearing") was published in The Orlando Sentinel, a newspaper of general circulation in Orange County, Florida, on February 19, 2024 providing at least 7 days' notice of a public hearing on February 29, 2024 at 11:30 a.m., or as soon thereafter as possible, in the Carl T. Langford Board Room located at One Jeff Fuqua Blvd., Orlando, Florida 32827 regarding the issuance by the Authority of the Debt for the Projects; and

WHEREAS, following publication of the Notice of Public Hearing, a duly authorized hearing officer held a public hearing on behalf of the Authority concerning the proposed debt and Projects on February 29, 2024, during which comments and discussion were requested from the public, the report for which is attached hereto as EXHIBIT A and incorporated herein (the "Report of Hearing Officer"); and

WHEREAS, the affidavit of publication, a copy of which is attached to the Report of Hearing Officer and incorporated herein, contains the text of the Notice of Public Hearing which described the Projects and informed the public of the location, time and

nature of the public hearing and stated that members of the public would be given reasonable opportunity to express their views at the public hearing; and

WHEREAS, before the issuance of the Debt, the Authority expects to continue paying additional acquisition, construction, planning, design, legal and other costs and expenses incurred in connection with the Projects with funds other than proceeds of the Debt (collectively, the "Advance Funds").

NOW THEREFORE, BE IT RESOLVED BY THE GREATER ORLANDO AVIATION AUTHORITY AS FOLLOWS:

SECTION 1. AUTHORITY FOR THIS RESOLUTION. This Resolution is adopted and implemented pursuant to the authority of the Act.

SECTION 2. DEFINITIONS. All terms used herein in capitalized form, except as otherwise defined herein, shall have the meanings ascribed thereto in the Airport Facilities Bond Resolution.

SECTION 3. APPROVAL OF THE PROJECTS. The Authority hereby approves the aforementioned Projects to be funded pursuant to a plan of finance, as amended from time to time.

SECTION 4. REIMBURSEMENT OF EXPENDITURES. It is the intent of the Authority to reimburse various expenditures relating to the acquisition, construction, planning, design, legal and other costs and expenses incurred in connection with the Projects with the Advance Funds, all of which costs and expenditures are properly chargeable to the capital accounts of the Projects under general income tax principles as part of the Authority's capital improvement plan. It is anticipated that such expenditures shall be paid from various accounts and funds of the Authority, which may include grants, passenger facility charges, customer facility charges, discretionary funds, and operating accounts. It is reasonably expected that such reimbursement shall come from proceeds of the Debt. This is a declaration of the official intent of the Authority in that regard, within the contemplation of Section 1.150-2 of the Income Tax Regulations promulgated by the Department of the Treasury.

SECTION 5. REQUEST FOR CITY TO PROVIDE APPROVAL. Based on the affidavit of publication and receipt of the Report of Hearing Officer attached as EXHIBIT A hereto, the Authority hereby recommends and requests the City to approve the plan of finance and issuance of debt for the Project pursuant to the requirements of Section 147(f) of the Internal Revenue Code of 1986, as amended.

ANY BONDS SO ISSUED WILL BE LIMITED OBLIGATIONS OF THE AUTHORITY AND THE CITY (TO THE EXTENT THAT THE CITY SUCCEEDS TO THE PAYMENT AND PERFORMANCE OBLIGATIONS OF THE AUTHORITY) PAYABLE SOLELY FROM THE REVENUES AND FUNDS PLEDGED TO THE

PAYMENT THEREOF PURSUANT TO THE BOND RESOLUTION AND SHALL NOT CONSTITUTE A GENERAL INDEBTEDNESS OF THE CITY, THE AUTHORITY, THE STATE OF FLORIDA, OR ANY OTHER POLITICAL SUBDIVISION THEREOF. NEITHER THE GENERAL FAITH AND CREDIT, NOR THE TAXING POWER OF THE CITY, THE STATE OF FLORIDA, OR ANY POLITICAL SUBDIVISION THEREOF IS PLEDGED TO THE PAYMENT OF ANY SUCH BONDS. THE AUTHORITY HAS NO TAXING POWER.

SECTION 6. SEVERABILITY AND INVALID PROVISIONS. If any one or more of the covenants, agreements or provisions herein contained shall be held contrary to any express provision of law or contrary to the policy of express law, even though not expressly prohibited, or against public policy, or shall for any reason whatsoever be held invalid, then such covenants, agreements or provisions shall be null and void and shall be deemed separable from the remaining covenants, agreements or provisions and shall in no way affect the validity of any of the other covenants, agreements or provisions hereof.

[SIGNATURE PAGE FOLLOWS]

SECTION 7. EFFECTIVE DATE. This Resolution shall become effective upon approval thereof by the City Council by proper resolution.

This Resolution was approved and adopted by the Greater Orlando Aviation Authority on March 27, 2024.

**GREATER ORLANDO AVIATION
AUTHORITY**

By: _____
M. Carson Good, Chairman

ATTEST:

By: _____
Assistant Secretary

EXHIBIT A

**REPORT OF HEARING OFFICER WITH
ATTACHED AFFIDAVIT OF PUBLICATION**

REPORT OF HEARING OFFICER

Mayor and Members of the City Council
of the City of Orlando, Florida
Chairman and Members of the Greater Orlando
Aviation Authority
Orlando, Florida

RE: Approval of plan of finance and issuance of not to exceed \$550,000,000 in aggregate par amount of debt (in addition to prior approvals) in one or more series, including bonds and debt previously issued by the Greater Orlando Aviation Authority and its Airport Facilities Revenue Bonds of the City of Orlando, Florida

Ladies and Gentlemen:

Pursuant to the authorization by the governing body of the Greater Orlando Aviation Authority (the "Authority"), I conducted a public hearing on February 29, 2024 at 11:30 a.m. at the Orlando International Airport, Carl T. Langford Board Room located at One Jeff Fuqua Blvd., Orlando, Florida 32827, with respect to the contemplated plan of finance and issuance by the Authority of the above-captioned debt. The public hearing was opened at 11:31 a.m. prevailing Eastern Time, and was closed at 11:40 a.m.

Due notice of the public hearing was published on February 19, 2024 in the Orlando Sentinel, a copy of the proof of publication of which is attached hereto.

At the public hearing no persons appeared and requested to be heard. Also, no persons submitted any comments in writing for the consideration of the Authority and the City Council of the City of Orlando (the "City") with respect to the plan of finance and issuance of debt by the Authority or the approval by the City.

Respectfully submitted on the 29th day of February 2024 by the undersigned.

By: Kathleen M. Sharman, CFO

Kathleen M. Sharman

Title: Executive Vice President/Chief Financial
Officer/Hearing Officer

EXHIBIT A
AFFIDAVIT OF PUBLICATION

Orlando Sentinel

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Sold To:

Greater Orlando Aviation Authority - CU00106011
PO Box 620125
Orlando, FL 32862-0125

Bill To:

Greater Orlando Aviation Authority - CU00106011
PO Box 620125
Orlando, FL 32862-0125

State Of Florida
County Of Orange

Before the undersigned authority personally appeared
Rose Williams, who on oath says that he or she is a duly authorized
representative of the ORLANDO SENTINEL, a DAILY newspaper
published in ORANGE County, Florida; that the attached copy of
advertisement, being a Legal Notice in:

The matter of 11220-2 Column Legals
Was published in said newspaper by print in the issues of, or by publication
on the newspaper's website, if authorized on Feb 19, 2024.

Affiant further says that the newspaper complies with all legal requirements
for publication in Chapter 50, Florida Statutes.



Signature of Affiant

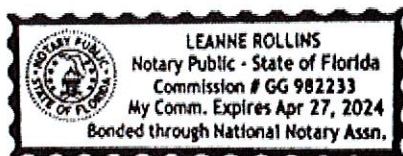
Rose Williams

Name of Affiant

Sworn to and subscribed before me on this 20 day of February, 2024,
by above Affiant, who is personally known to me (X) or who has produced identification ().



Signature of Notary Public



Name of Notary, Typed, Printed, or Stamped

NOTICE OF PUBLIC HEARING

Notice is hereby given of a public hearing to be held by the Greater Orlando Aviation Authority (the "Authority") on February 29, 2024, before Kathleen M. Sharman, as the duly appointed hearing officer of the Authority, at the Authority's offices at the Orlando International Airport, One Jeff Fuqua Blvd, Carl T. Langford Board Room, Orlando, Florida 32827 (the "Airport"), commencing at 11:30 a.m., or as soon thereafter as possible for the purpose of receiving comments and hearing discussion concerning the Authority's overall plan of finance and the issuance of not to exceed \$550,000,000 in aggregate par amount of debt (in addition to prior approvals) in one or more series, including bonds and debt previously issued and its Airport Facilities Revenue Bonds of the City of Orlando, Florida, and other senior and subordinate debt secured in whole or in part by Airport revenues (collectively, the "Bonds"), pursuant to an Airport Facilities Revenue Bond Resolution Authorizing Airport Facilities Revenue Bonds of the City of Orlando, Florida adopted on June 13, 1978, as amended and supplemented.

The Bonds will be issued to finance and refinance (A) costs incurred to acquire, design, construct and equip Terminal C including: (1) site development such as the clearing, removal of vegetation and water features, grading to accommodate the proposed terminals, parking facilities, aircraft taxiways and aprons, construction of roadways and bridges necessary for ground transportation, utility lines and other related site development; (2) an expanded airside terminal and gate system which will accommodate both international and domestic air service, baggage handling systems, information technology, security systems, concession areas, food court, passenger hold rooms and tenant shell space, sterile corridor system, passenger conveyance systems, passenger boarding bridges, emergency generators, operations centers and related airside terminal improvements and infrastructure; (3) new and expanded aprons and taxiways, lighting and an aircraft fuel hydrant system; (4) expanded landside terminal, baggage handling system, information technology, security systems, federal inspection station, curbside check-in areas, internal ticket counters and kiosks, and other related landside terminal improvements and infrastructure; (5) new and expanded ground transportation center with elevated, covered walkways to and from the landside terminal, garage; (6) passenger mobility solutions, including but not limited to, Automated People Mover (APM) stations and moving walkways or other passenger conveyance means, and system connecting existing and future terminal areas within Terminal C; (7) additional parking spaces to supplement existing parking facilities; (8) new and expanded ground support equipment complex to house all of the supplies and equipment required to provide service to the proposed complex, dispose of airline waste, house portable fuel transports, minor communications, and facilities to maintain and repair ground support vehicles associated with aircraft activity, all as more particularly described in the plans and specifications on file with the Authority; and (9) a back-up power generation facility and central energy plant, (B) costs incurred to acquire, plan, design, construct and equip the following projects: (1) improvements and updates/upgrades to and/or replacement of building systems at Authority owned and controlled facilities and infrastructure including typical campus infrastructure, preparation of a strategic/master plan studies, aircraft rescue and firefighting facilities, building vertical circulation systems, sewer, water, building electrical and power, central energy plant chiller and HVAC equipment and systems, fire protection, interior and exterior signage, roofing, parking facilities, Authority support facilities, information technology systems, and environmental mitigation projects on Authority owned property; (2) improvements and updates to the baggage handling systems and planning and preliminary design for future expansion and/or modification and upgrades of baggage systems; (3) replacement of and/or system updates to existing APM vehicles and related infrastructure; (4) Airport gate modifications and expansion, Airport-wide airline relocations, build-out, modifications to support space and associated improvements to accommodate the rebalancing of the Airport and airline operations, which work may also include but not be limited to other building area renovations and modifications such as the repurposing of select Federal Inspection Services spaces, tenant spaces in public and back-of-house areas of the landside and airside terminal and on-campus support buildings; (5) rehabilitation, widening and improvements of airport roadways, curb areas and approaches, and other roadway related improvements including, but not limited to, the traffic signalization projects, Commercial Lane, Cargo Road, Tradeport Drive, Express Street, Heintzelman Boulevard, and Bear Road; (6) improvements to the existing roadway wayfinding system including signage improvement at the terminal curbs and parking garages; (7) fiber infrastructure/ductbanks/information technology enhancements, campus-wide and building specific security systems and checkpoint projects, self-service ticketing kiosks and baggage drop-off systems and other passenger processing efficiency systems improvement and upgrades, biometric systems, and closed circuit television systems and related infrastructure; (8) development of Airport property and infrastructure for Airport facilities and tenant spaces including but not limited to building new and expanding employee parking lots, public parking facilities, ground transportation lots for vehicle queuing and customer pick-up areas and equipment to support such facilities; (9) Airport capacity and existing facility asset preservation advanced planning studies and improvement, rehabilitation, or renovation projects including access control and security enhancement projects, airfield projects including runways, taxiways, aircraft aprons and hardstands, navals and infrastructure serving the air traffic control tower and airfield lighting system fiber optic communications, landside terminals including interior and exterior improvements, airside terminals and terminal support facilities including restroom upgrades and expansion; and (10) improvements to Airport facilities including health and safety improvements such as virtual ramp control systems and associated infrastructure to address changes in federal regulations and rehabilitation of airfield taxiways and runways and other miscellaneous airfield projects, (C) new consolidated Rent-a-Car (RAC) facilities including, but not limited to, advanced planning study, new customer

Orlando Sentinel

MEDIA GROUP

service building (CSB), ready return garage, vehicle storage facilities, ground transportation facility pedestrian bridge, APM and station modifications and expansion related to RAC, and other RAC related infrastructure projects; and (D) costs related to the issuance of the Bonds including funding any necessary reserves (collectively, the "Projects").

The Projects are located at the Airport, located at One Jeff Fuqua Boulevard, Orlando, Florida 32827-4392, near the intersection of State Road 436 and the Beach Line Expressway. The Projects are part of and used in connection with the airport system operated by the Authority and the Projects are owned or operated by either the City of Orlando, Florida or the Authority.

All interested persons are invited to attend said hearing and, either personally or through their representatives, to present oral or written comments and discussion concerning the proposed plan of finance. Written comments may be submitted to the Greater Orlando Aviation Authority, One Jeff Fuqua Boulevard, Orlando, Florida 32827-4392, Attention: Kathleen M. Sharman, Executive Vice President/Chief Financial Officer. In accordance with the Americans with Disabilities Act, persons needing a special accommodation or an interpreter to participate in this proceeding should contact the Authority at 407/825-2026 in order to make appropriate arrangements. Any person deciding to appeal any decision made by the Authority or by the City after the hearing will need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based.

By order of the Greater Orlando Aviation Authority.

GREATER ORLANDO AVIATION AUTHORITY

/s/ Kathleen M. Sharman
Executive Vice President/Chief Financial Officer

7586802

2/19/2024

7586802



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Jay A. Cassens, Vice President, Real Estate

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to approve Foreign-Trade Zone Operator Agreement with Aircraft Service Inc.

BACKGROUND

The Aviation Authority operates Foreign Trade Zone (FTZ) No. 42 under FTZ Board Order 1979 dated June 26, 2015, as an Alternative Site Framework zone. ASIG is an airport services company that has been designated by the member Airlines Operating as Orlando Fuel Facilities, LLC (Fuel Consortium) as the operator of the fuel system at the Orlando International Airport pursuant to the Fuel System Lease Agreement between the Aviation Authority and the Fuel Consortium, with an effective date of March 1, 2009. Foreign Trade Zone No. 42 includes the facilities at the Airport for the receipt, storage, and delivery of jet fuel.

ISSUES

ASIG's current FTZ agreement is set to expire on March 31, 2024. The proposed Operator Agreement is a new agreement utilizing the current form in use with other operators in the zone.

The initial term of the agreement is five years with four extensions of five years each thereafter. The fees are set forth in the Zone Schedule and subject to change based on compliance with FTZ Board regulations.

SMALL BUSINESS

There is no small business requirement for FTZ Operator Agreements.

ALTERNATIVES

There are no reasonable alternatives under consideration.

FISCAL IMPACT

The Operator will pay an annual fee of \$5,000 pursuant to the current Zone Schedule, subject to revision at the sole discretion of the Authority.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation to: (1) approve the Foreign-Trade Zone Operator Agreement with Aircraft Service Inc.; and (2) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the appropriate documents following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Jay A. Cassens, Vice President, Real Estate

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to approve Amendment No. 4 to Lease Agreement for Fire Station No. 6 with the City of Orlando at Orlando Executive Airport

BACKGROUND

The City operates Fire Station Number 6 at Orlando Executive Airport pursuant to a Lease Agreement dated February 5, 1979, subject to three amendments.

ISSUES

Amendment No. 3 to the Lease Agreement extended the term until February 5, 2021. The City has been operating the Fire Station as a hold over Tenant since that date. The City is currently completing the design and construction is imminent for a new Fire Station Number 6 at a new site at Orlando Executive Airport.

The Parties desire to extend the Term to the earlier of six months after the Certificate of Occupancy is issued for the new Fire Station Number 6 or September 30, 2025.

SMALL BUSINESS

Small business goals do not apply to real estate leases.

ALTERNATIVES

None.

FISCAL IMPACT

There is no fiscal impact associated with this item.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation to: (1) approve the Amendment No. 4 to Lease Agreement for Fire Station No. 6 at Orlando Executive Airport; (2) seek approval from the City of Orlando; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the appropriate documents following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: M. Carson Good, Chairman

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Re-appointment of the Aviation Noise Abatement Committee (ANAC) Chairman

BACKGROUND

The Bylaws of the ANAC provide that the Chairman of ANAC shall be designated annually by the Chairman of the Aviation Authority to hold office for a term of one-year, or until a designated successor has been duly designated and has taken office.

The Bylaws of the Aviation Authority state that the Chairman of the Aviation Authority designates the Chairman of each committee, subject to the confirmation of the Board. This appointment is then subject to Orange County's acknowledgment.

ISSUES

Mr. Simon Snyder's appointment as Chairman will expire on April 4, 2024. Mr. Simon Snyder, a long-term resident of Winter Park (46 years), has served on ANAC since 1999 and has performed in a satisfactory manner.

SMALL BUSINESS

Not applicable.

ALTERNATIVES

The Aviation Authority Board can elect not to re-appoint Mr. Snyder as Chairman and ask the Chairman of the Aviation Authority to designate another successor.

FISCAL IMPACT

None.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation to confirm the Chairman's re-appointment of Simon Snyder as Chairman of the Aviation Noise Abatement Committee for a one-year term effective April 4, 2024.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Bradley Friel, Senior Vice President, Multi-Modal Planning & Environmental

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to Approve the License Agreement (Substation 32 West Duct Bank) (License Agreement) with Orlando Utilities Commission (OUC) at Orlando International Airport

BACKGROUND

OUC operates Substation 32 on the extreme southeast corner of the Orlando International Airport (MCO) and is the electrical utility company for MCO. The Aviation Authority and OUC are party to an Interlocal Agreement dated September 22, 2017, in which the parties agreed to work together for their mutual benefit.

ISSUES

OUC desires a non-exclusive License Agreement over .14 acres of Aviation Authority land to allow it to install a sixteen-way underground electrical duct bank system from Substation 32 to the south and west to enhance service off airport. As the intent of this License Agreement is to serve others, the Federal Aviation Administration (FAA) requires that the Aviation Authority receive fair market value (FMV) for the grant of the license. The FMV was determined by appraisal and is \$50,259.77. The FAA allows the Aviation Authority to obtain in kind services. OUC agreed to construct a six-way duct bank to the west to provide future electrical service to the Southeast Development Area on MCO property. This is critical infrastructure that is required for the development of that property. The estimated value of the work is \$95,000, which provides FMV for the grant of the license.

The License Agreement expires upon OUC ceasing to provide service through the License Agreement area. In the event the Aviation Authority desires the infrastructure or license area to be moved, such a move would be at the Aviation Authority's cost.

SMALL BUSINESS

Small business goals do not apply to real estate leases.

ALTERNATIVES

None.

FISCAL IMPACT

The Aviation Authority will receive the duct bank infrastructure to serve the Southeast Development Area with an approximate value of \$95,000.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation to: (1) approve the License Agreement (Substation 32 West Duct Bank) at Orlando International Airport; (2) seek approval from the City of Orlando; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the appropriate documents following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Kathleen M. Sharman, Interim Chair, Procurement Committee/Chief Financial Officer

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Procurement Committee to Approve the Award of a Single Source Agreement with Move Agency Amsterdam B.V. (Move Agency), for the implementation of the Digital Airport Platform and upgrade of the Orlando Airports and MCO Cares websites, at the Orlando International Airport (MCO)

BACKGROUND

The Aviation Authority seeks to redesign of the current MCO Website (orlandoairports.net) and the MCO Cares Website (MCOcares.com). Staff searched for suppliers to integrate and support multi-stream and multi-platform content management and control over that content, including creation, approval and publishing to meet its airport-specific needs.

ISSUES

On February 27, 2024 the Procurement Committee recommended the approval of a Single Source Agreement with Move Agency Amsterdam B.V. This procurement is based on a Single Source Procurement in accordance with Aviation Authority Policy 450.03, Non-Competitive Procurements. This permits the acquisition of Goods and Services, or Professional Services made from one firm among others in a competitive marketplace which, for justifiable reasons, is found to be most advantageous for the purpose of fulfilling the given purchasing need. The Notice of Intent to Award and Single Source, which contained the scope of work for the goods were electronically posted to the Aviation Authority's website, for fifteen business days on August 16, 2023. No challenges were received.

The Aviation Authority selected Move Agency for a Single Source procurement process for many reasons:

- The Move Agency's Digital Airport Platform (DAP) provides an airport-specific platform, integration with existing systems, a single-entry point for multiple front-end channels, customization options, security, reliability, and future expansion, at a reasonable cost.
- The tools in their DAP allow the Aviation Authority to re-use existing assets in terms of Content, Mapping tools, beacon infrastructure, and Airport infrastructure used for wayfinding in Terminals A, B, and C. The DAP includes Amazon Web Services hosting with enhanced security protections such as Distributed Denial of Service Prevention.
- Of the available options which staff reviewed, only the Move Agency option offers platform expansion capabilities, airport experience, and known upfront and maintenance costs. Market research conducted at the beginning of the procurement process did not identify any solutions that would directly integrate with the Aviation Authority's existing assets without costly customization. Many available platforms are not airport specific or have the ability to integrate with our existing Mobile Apps Content Management System (CMS) or our wayfinding infrastructure throughout the airport. Redevelopment of the CMS and

Digital Platform with integration and transfers of data would be more costly and could take an unknown amount of time to execute.

This is a one-time website upgrade cost of \$346,731.84.

SMALL BUSINESS

The Small Business Development Department has reviewed the requirements for the above-referenced solicitation and determined that, due to the specialized scope of the required services, a Minority and Women Business Enterprise, Local Developing Business and/or Veteran Business Enterprise participation goal is not applicable.

ALTERNATIVES

There are no reasonable alternatives under consideration.

FISCAL IMPACT

The fiscal impact of this award is a not-to-exceed amount of \$346,731.84 for the procurement of services associated with the Digital Airport Platform and Upgrade of the Orlando Airports and MCO Cares website to be funded from Capital Expenditure Funds. Funds anticipated to be spent under the contract in the current fiscal year are within budget. Funding required will be allocated from the Capital Expenditure Funds, as approved through the budget process and when funds become available.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority resolve to accept the following recommendation from the Procurement Committee to: (1) award Single Source SG-00235 to Move Agency Amsterdam B.V. for the implementation of the Digital Airport Platform and upgrade of the Orlando Airports and MCO Cares websites in the not-to-exceed amount of \$346,731.84; (2) authorize funding from the Capital Improvement Funds; and (3) authorize the Chief Executive Officer or designee to execute the necessary documents, following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

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

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to Enter into a Statewide Mutual Aid Agreement with the State of Florida Division of Emergency Management for Response and Recovery to Emergency Situations or Disasters

BACKGROUND

The State of Florida is vulnerable to a wide range of emergencies and disasters that are likely to cause disruption of essential services, as well as the destruction of the infrastructure needed to deliver those services. A disaster on this scale would likely exceed the capability of any one entity's existing resources. The Emergency Management Act, Chapter 252.32, gives local governments and special districts of the State, such as the Aviation Authority, the ability to enter into mutual aid agreements for assistance in emergencies. The agreement will facilitate the timely reimbursement of costs incurred when rendering assistance and allows for available resources to be concentrated where they are needed most.

ISSUES

This agreement provides the conduit for reimbursement of expenses incurred from Presidentially declared disasters. It also expands our mutual aid capability from local to statewide.

SMALL BUSINESS

Not applicable.

ALTERNATIVES

The Aviation Authority could choose not to enter into a mutual-aid agreement with the State of Florida Division of Emergency Management.

FISCAL IMPACT

None.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation to approve the statewide mutual aid agreement and authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Kevin J. Thibault, Chief Executive Officer

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to Amend Organizational Policy 110.01, Chief Executive Officer

BACKGROUND

The section of Organizational Policy 110.01 which addresses “Unanticipated Absence of the Chief Executive Officer or Acting Chief Executive Officer” currently states:

Should the Chief Executive Officer or Acting Chief Executive Officer be unable to perform the assigned duties for any reason, the Chief of Operations shall serve as Acting Chief Executive Officer until the Chairman of the Aviation Authority Board designates a new Acting Chief Executive Officer. The new Acting Chief Executive Officer will be confirmed by the Aviation Authority Board at its next meeting.

ISSUES

The current language of this section was adopted by the Aviation Authority Board in December 2021, during recruitment processes which led to my appointment as Chief Executive Officer. At the time this language was proposed by Chief Executive Officer Brown, the Aviation Authority did not have an appointed Chief Operating Officer. In the absence of a Chief Operating Officer, the logical choice to act temporarily in the Aviation Authority’s interests in an emergent situation was the Chief of Operations. Now that a Chief Operating Officer has been appointed, I propose that the title “Chief of Operations” is replaced with the title “Chief Operating Officer” in the relevant section of Policy 110.01.

SMALL BUSINESS

Not applicable.

ALTERNATIVES

The Aviation Authority Board can adopt or amend the recommendation.

FISCAL IMPACT

None.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to amend Organizational Policy 110.01 as presented.



MEMORANDUM

TO: Members of the Aviation Authority
FROM: Gary Hunt, Vice President, Facilities
DATE: March 27, 2024

TYPE OF RELEASE

Invitation for Bid

SERVICE/TYPE

Aquatic Weed Control

RELEASE DATE

April 1, 2024

COMMITTEE AND DATE

Procurement Committee / May 21, 2024

AWARD DATE

June 19, 2024

SCOPE/SERVICES

Provide aquatic weed control of all undesirable aquatic plants throughout all of Orlando International Airport.

SMALL BUSINESS PARTICIPATION

The Small Business Development Department has reviewed the requirements for the above referenced solicitation and determined that, due to limited and specialized scope of the required services, and/or lack of ready, willing and able certified small businesses it does not lend itself to MWBE/LDB/VBE participation. Small Business did not find enough LDB Certified firms to recommend LDB Direct.

VALUE/TERM

\$400,000 annually / \$2,000,000 over a five-year term

INCUMBENT

Bio-Tech



MEMORANDUM

TO: Members of the Aviation Authority
FROM: Gary Hunt, Vice President, Facilities
DATE: March 27, 2024

TYPE OF RELEASE

Invitation for Bid

SERVICE/TYPE

Landscape Maintenance and Irrigation Services

RELEASE DATE

April 1, 2024

COMMITTEE AND DATE

Procurement Committee / May 2024

AWARD DATE

June 19, 2024

SCOPE/SERVICES

Exterior landscape maintenance and irrigation services at specified roadway landscape areas located inside the Aircraft Operating Area at the Orlando International airport.

SMALL BUSINESS PARTICIPATION

No Participation Goal has been established at this time; under review by the Small Business Department.

VALUE/TERM

\$400,000 annually / \$2,000,000 over a five-year term

INCUMBENT

Helping Hand Lawn Care



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Tricia Cottman, Vice President, Risk Management

DATE: March 27, 2024

TYPE OF RELEASE

Request for Proposals

SERVICE/TYPE

Insurance Broker & Consulting Services for Risk Management Program and Construction Projects

RELEASE DATE

April 2024

COMMITTEE AND DATE

June 2024

AWARD DATE

August 19, 2024

SCOPE/SERVICES

Provide insurance brokerage and consulting services for the Aviation Authority's risk management program, for the protection of Aviation Authority physical and monetary assets via a variety of insurance products and services. Provide insurance brokerage and consulting services for the Aviation Authority's construction projects, under construction and new, for the protection of the Aviation Authority as the owner. Other services typically offered by an insurance broker may also be requested during the term of the agreement.

SMALL BUSINESS PARTICIPATION

The Small Business Development recommends a 5% MWBE goal on this RFP, subject to final review of scope and availability.

VALUE/TERM

Five Years/\$2,500,000. The insurance brokerage services that apply to the construction project(s) will be allocated within the soft costs of each project and payable through Construction Finance process. All other within the O&M of Risk Management's budget.

INCUMBENT

Arthur J. Gallagher Risk Management Services, LLC



GREATER ORLANDO AVIATION AUTHORITY

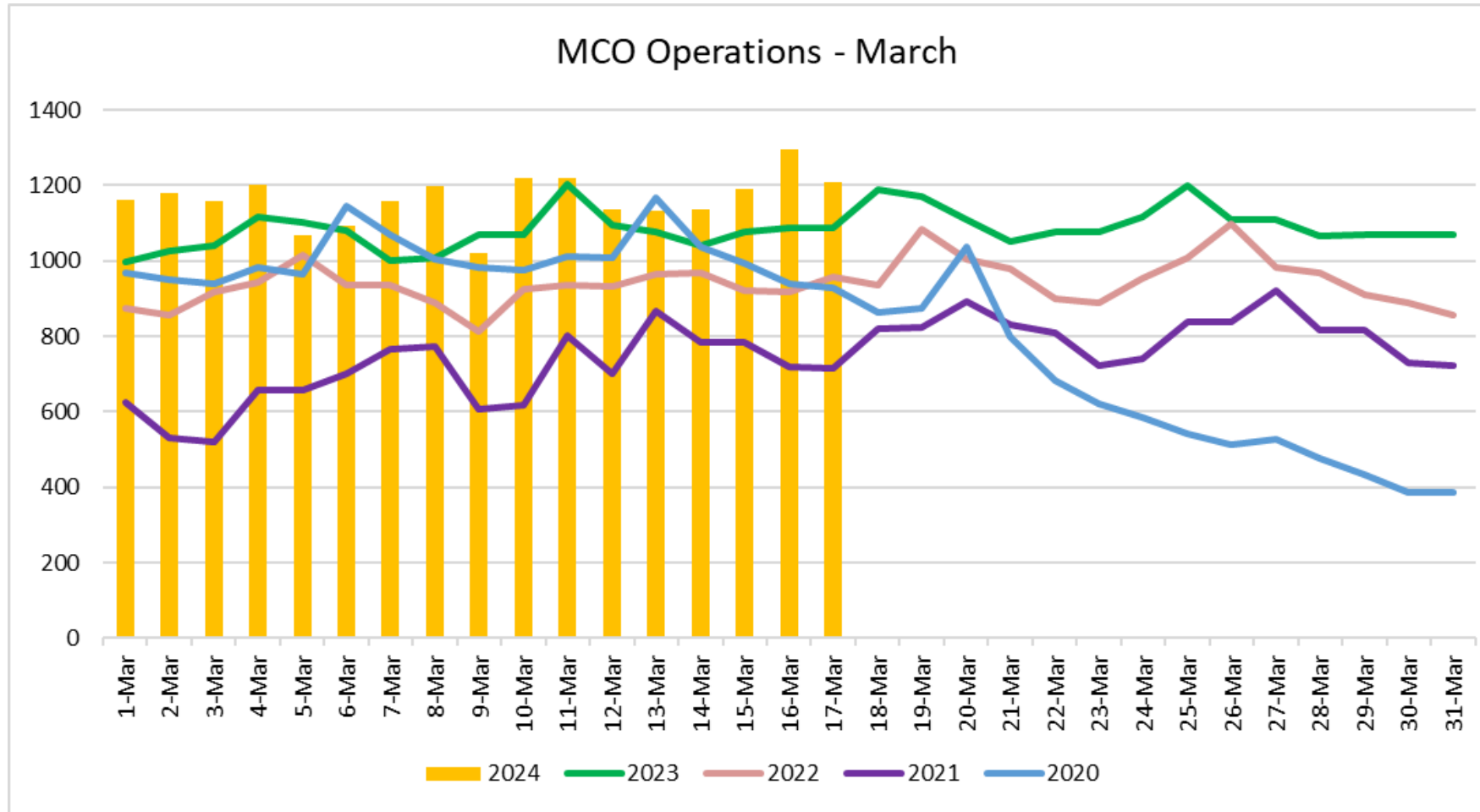
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CEO REPORT



DAILY FLIGHT ACTIVITY

MCO OPERATIONS – FEBRUARY 2024



TOP 3 BUSIEST DAYS

02/18 – 1,222

02/25 – 1,195

02/19 – 1,183

BUSIEST DAY IN FEBRUARY 2023:

02/18 – 1,138

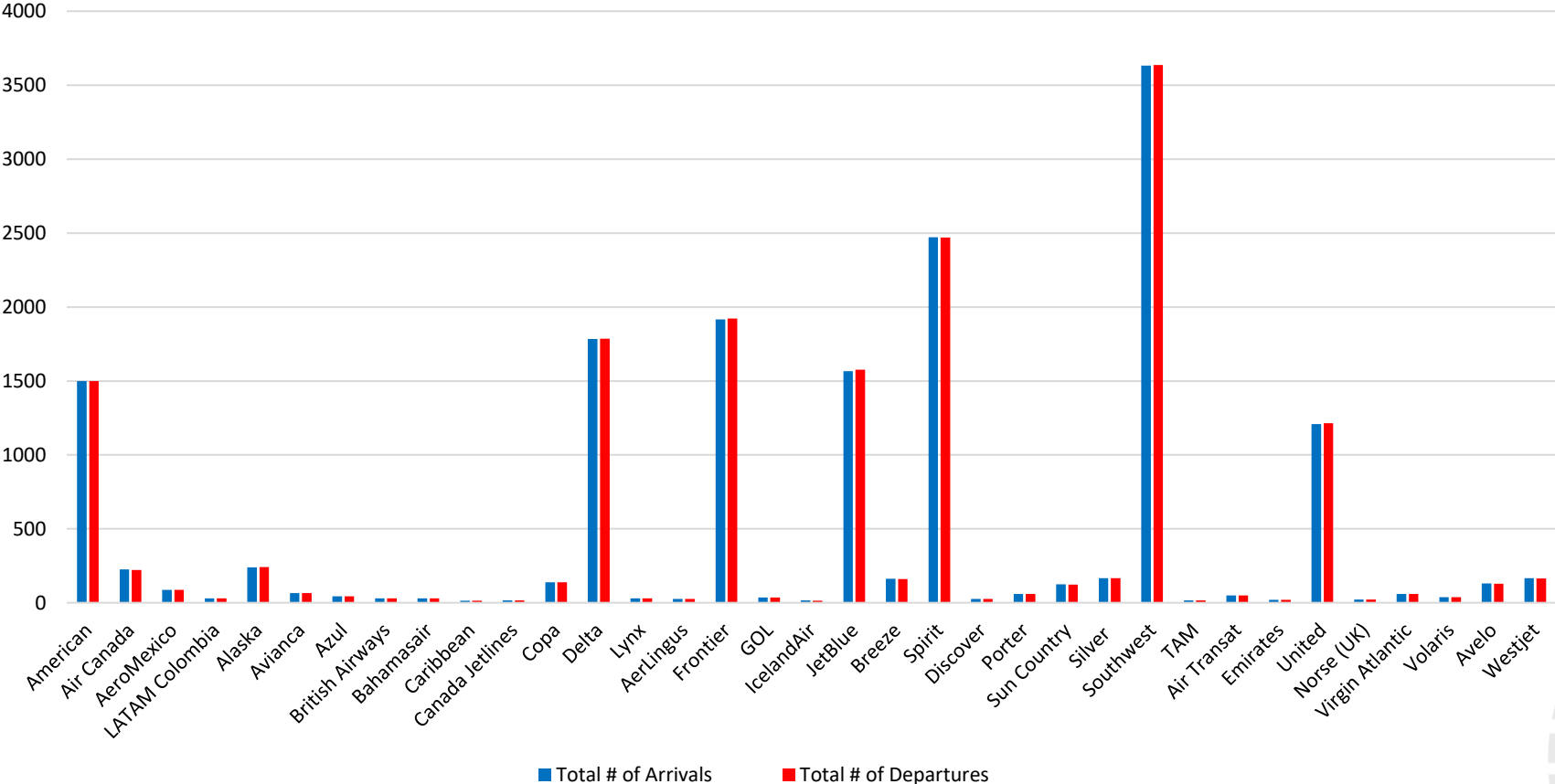


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FLIGHT ACTIVITY BY AIRLINE

FEBRUARY 2024



TOP 5 AIRLINES

Airline	Feb 2024	+/- over Feb 2023
SWA	3637	625
NKS	2470	-99
FFT	1922	254
DAL	1785	185
JETBLUE	1577	98

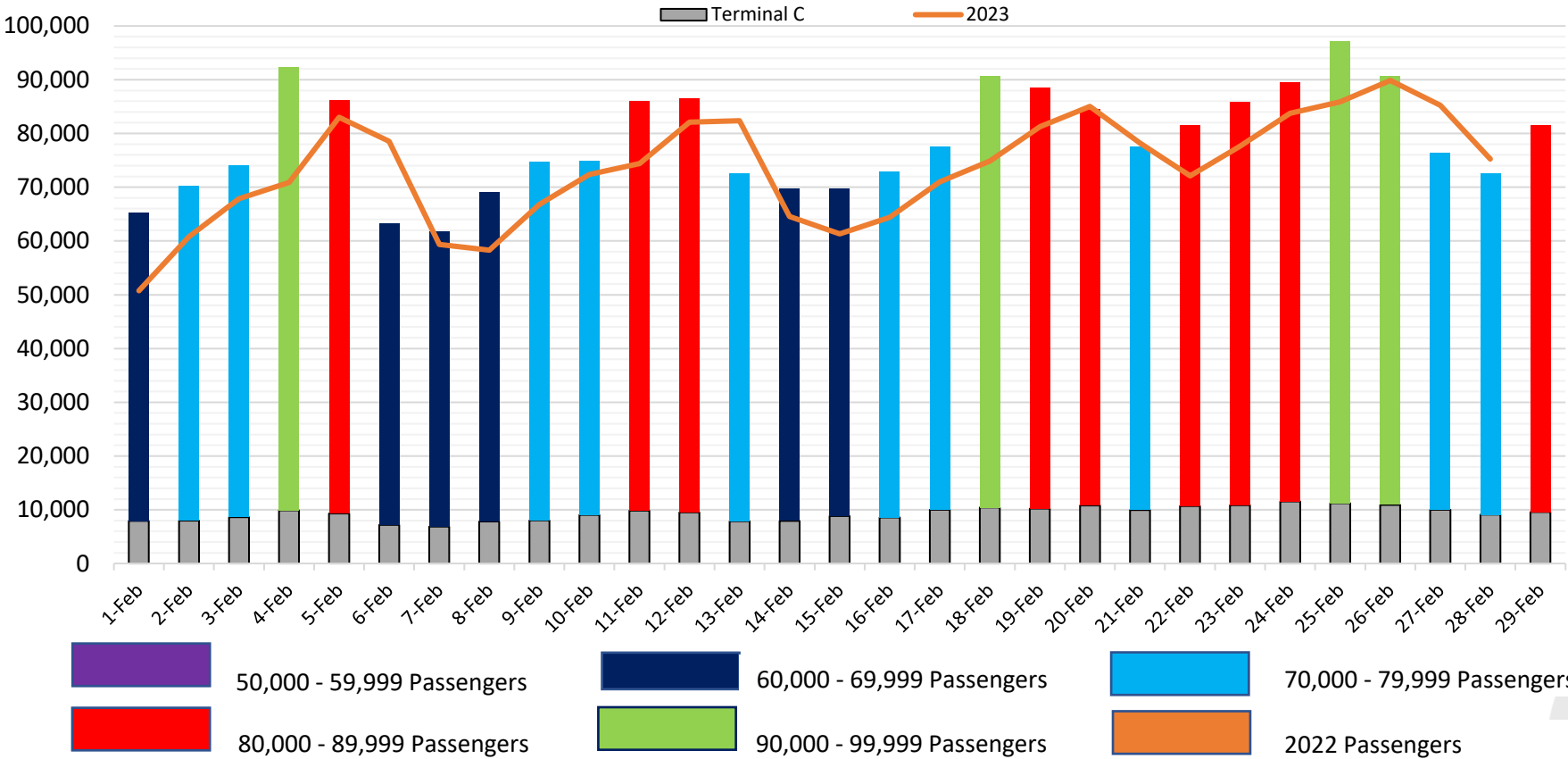


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DAILY DEPARTING PASSENGERS

FEBRUARY 2024



PASSENGER COUNTS

4 DAYS – 90,000-99,999

9 DAYS – 80,000-89,999

10 DAYS – 70,000-79,999

HEAVIEST DAY:

2/25/2024 – 97,122

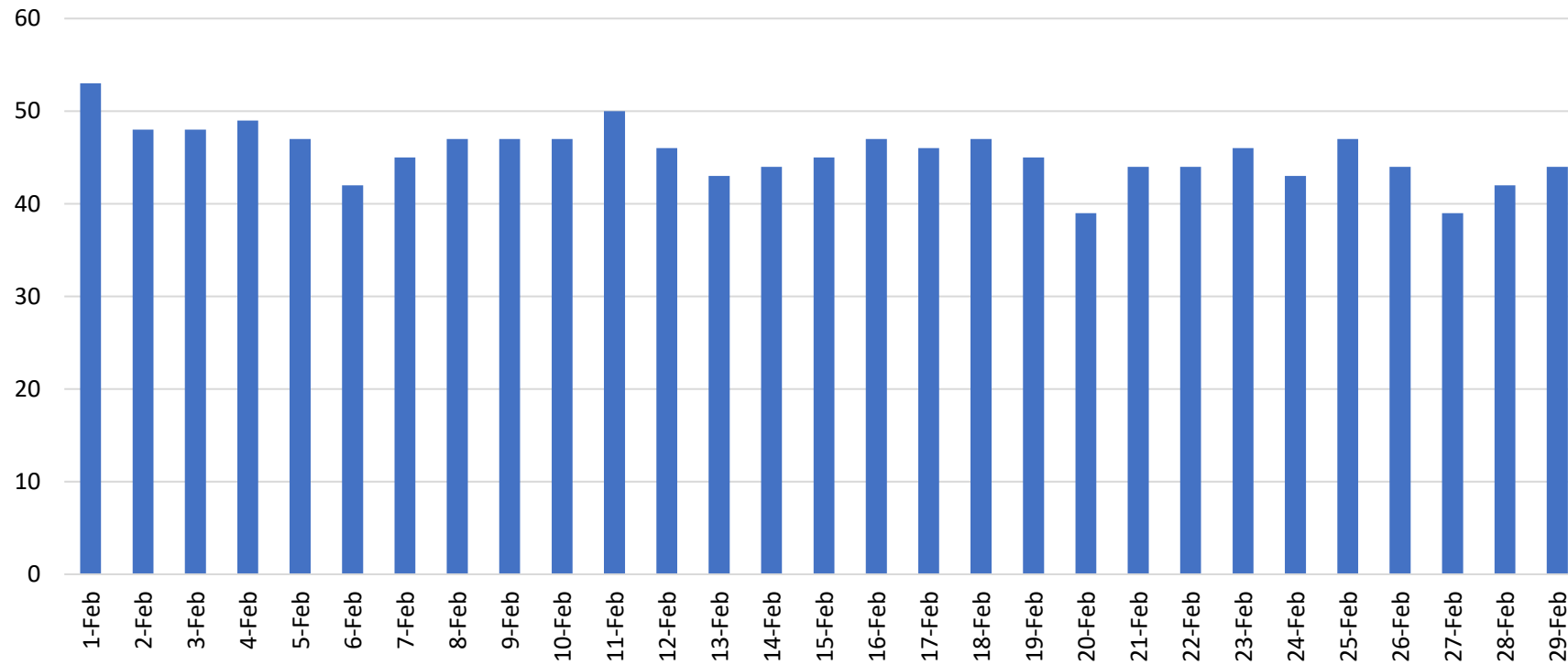


GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

INTERNATIONAL ACTIVITY – ARRIVING FLIGHTS

FEBRUARY 2024



NUMBER OF DAILY FLIGHTS:

HIGHEST: 02/01 – 53

LOWEST: 02/20 & 02/27 – 39

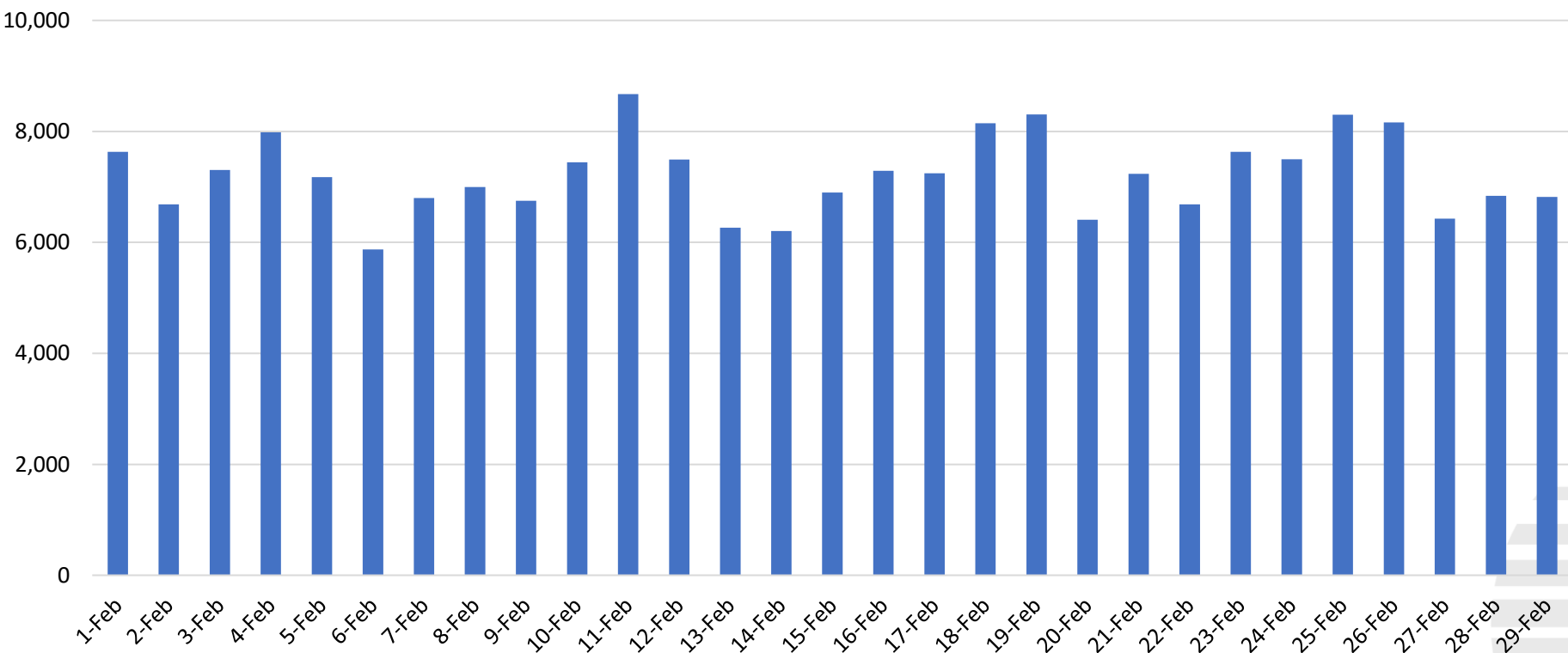


GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

INTERNATIONAL ACTIVITY – ARRIVING PASSENGERS

FEBRUARY 2024



PASSENGER COUNTS

HEAVIEST DAYS:

2/11 – 8,671

2/19 – 8,306

2/25 – 8,303

2/26 – 8,161

LIGHTEST DAYS:

2/06 – 5,874

2/14 – 6,206

2/13 – 6,263

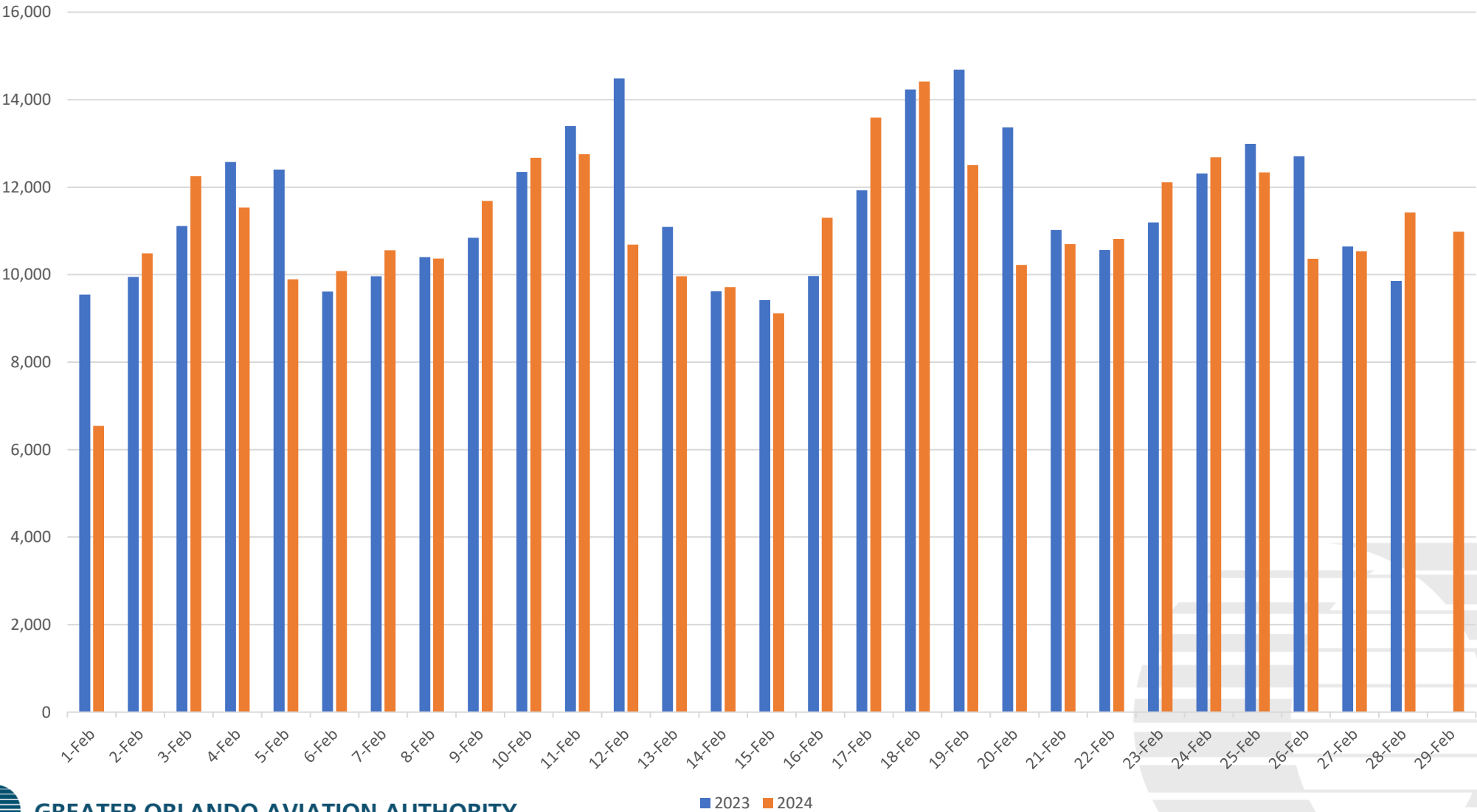


GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

DAILY PARKING

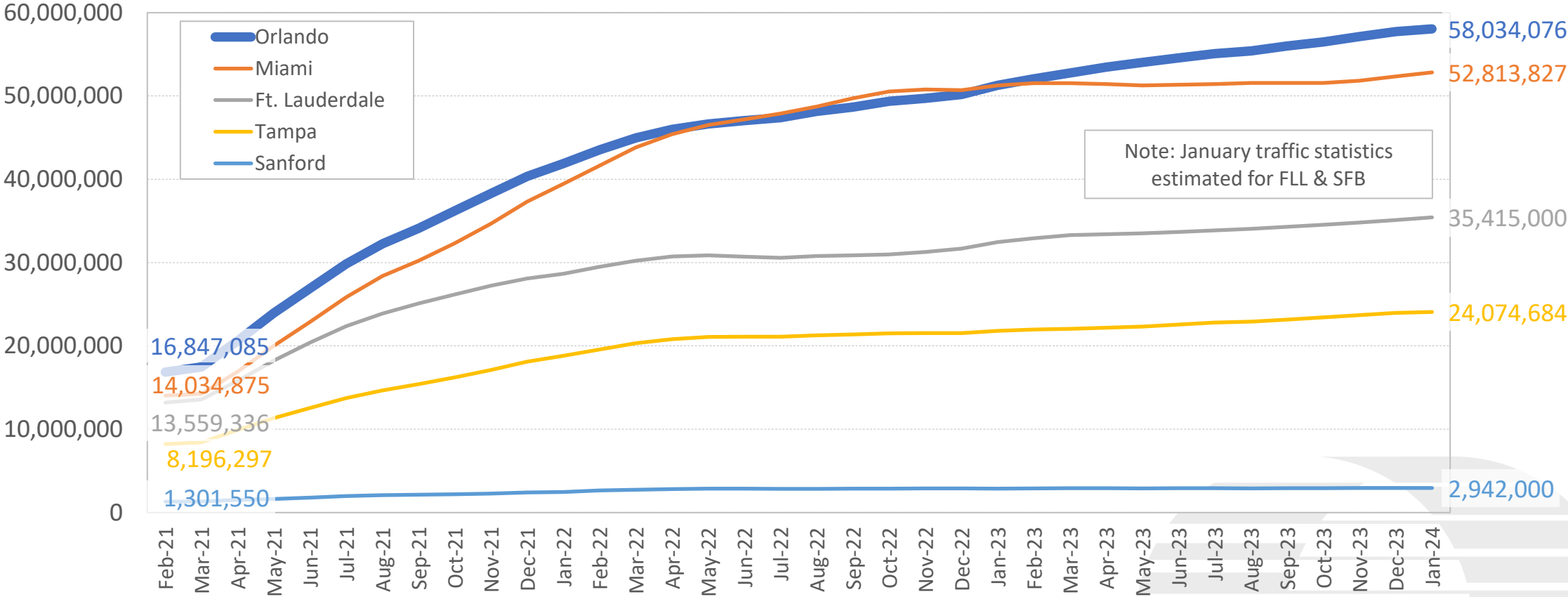
MCO DAILY VEHICLE COUNT - FEBRUARY 2024



GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

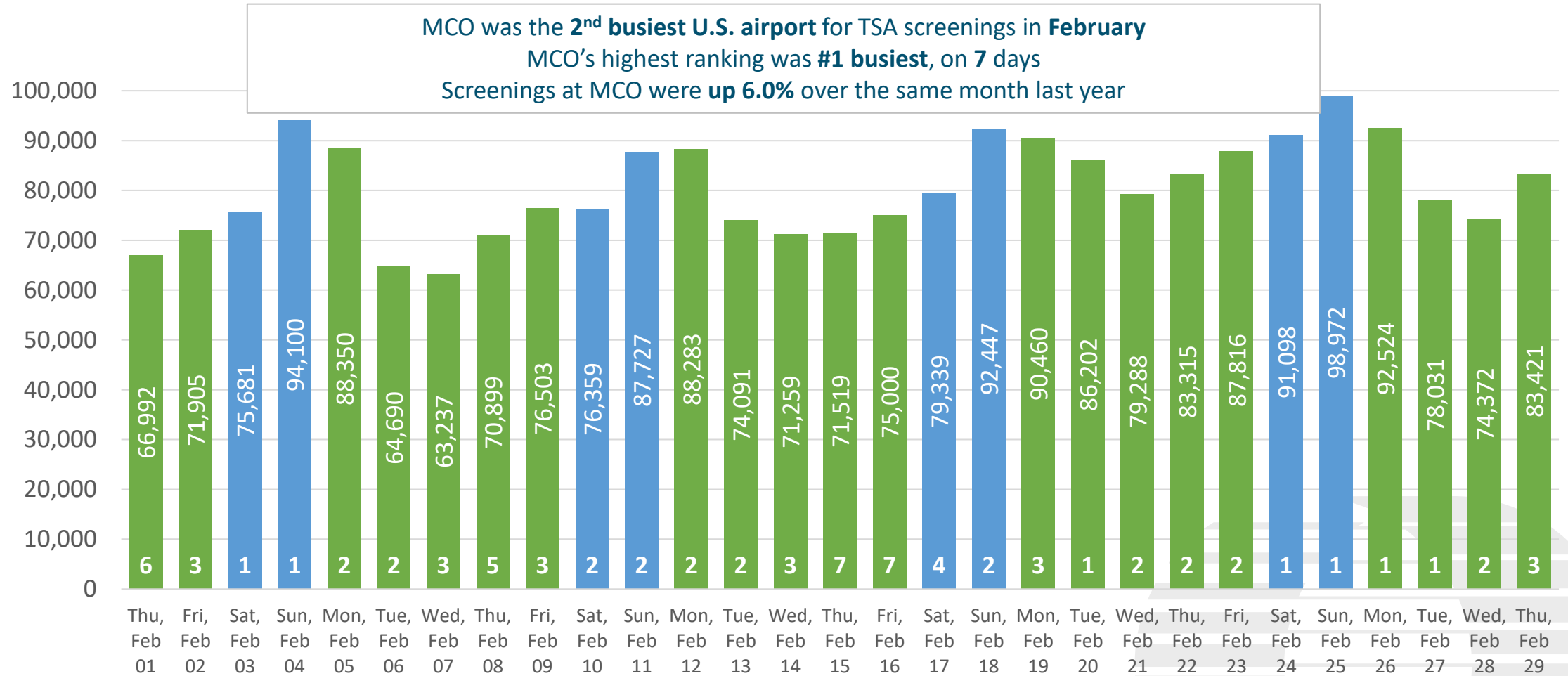
FLORIDA AIRPORTS ROLLING 12-MONTH PASSENGER TRAFFIC



GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

TSA SECURITY CHECKPOINT THROUGHPUT

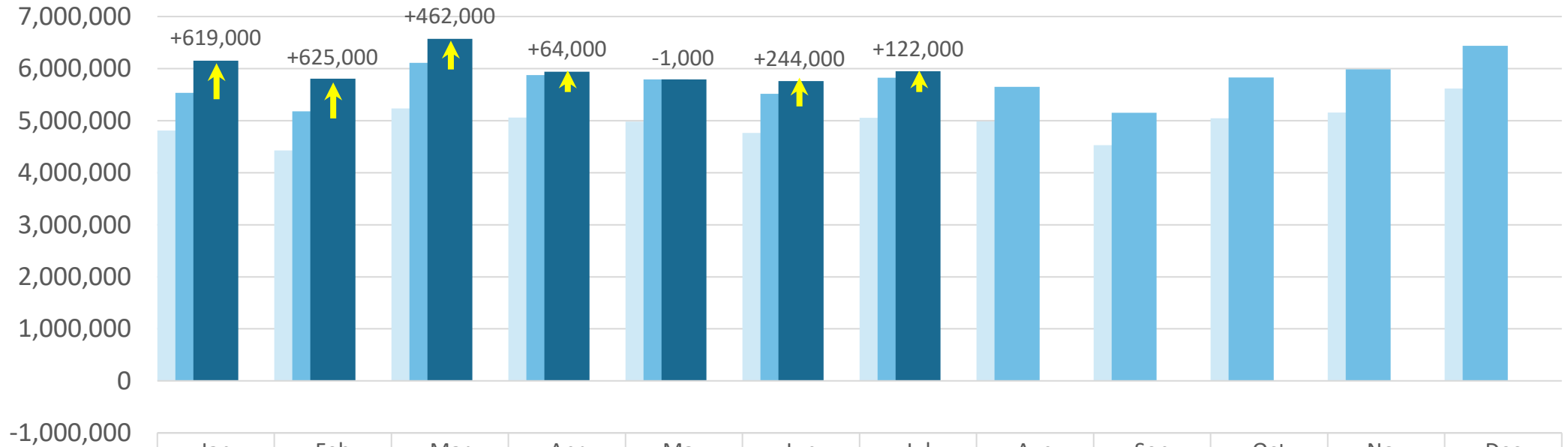


GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

MONTHLY SEAT CAPACITY

18 consecutive months of double-digit growth rates ends in March



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	4,811,448	4,425,876	5,235,687	5,061,504	4,982,845	4,763,666	5,056,781	4,985,528	4,530,400	5,047,656	5,156,342	5,615,619
2023	5,534,391	5,180,806	6,109,828	5,875,163	5,793,068	5,516,099	5,826,870	5,652,009	5,151,119	5,828,142	5,986,239	6,437,182
2024	6,153,524	5,805,707	6,571,535	5,939,026	5,792,323	5,759,772	5,948,869					
2024/2023 %Chg	11.2%	12.1%	7.6%	1.1%	0.0%	4.4%	2.1%					
2023/2022 %Chg	15.0%	17.1%	16.7%	16.1%	16.3%	15.8%	15.2%	13.4%	13.7%	15.5%	16.1%	14.6%



GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

UPCOMING SERVICE STARTS/RESUMPTIONS

Destination	Airline	Date
Hamilton, Bermuda (n, u)	BERMUDA AIR	Mar 26
Edinburgh, Scotland (u)	virgin atlantic	Apr 3
Hartford, CT	spirit	Apr 5
Eleuthera, Bahamas (u)	Silver	Apr 7
Augusta, GA (n, u)	DELTA	Apr 10
Houston/Hobby, TX	FRONTIER AIRLINES	Apr 10
Mobile, AL (n, u)	Breeze	Apr 10
Punta Cana, Dominican Republic	FRONTIER AIRLINES	Apr 10
San Antonio, TX	FRONTIER AIRLINES	Apr 10
Monterrey, Mexico (n, u)	VIVA	May 2
Asheville, NC (n, u)	allegiant	May 3
Allentown, PA (n, u)	allegiant	May 16
Cancun, Mexico	FRONTIER AIRLINES	May 16

Destination	Airline	Date
Memphis, TN	FRONTIER AIRLINES	May 16
Knoxville, TN (n)	allegiant	May 17
St. Maarten, Neth. Antilles (u)	FRONTIER AIRLINES	May 18
Huntsville, AL	Silver	May 23
Eau Claire, WI (u)	sun country airlines	May 24
Greenville/Spartanburg, SC (n, u)	Breeze	May 24
New Bern, NC (n, u)	Breeze	May 24
St. Croix, USVI (n, u)	FRONTIER AIRLINES	May 25
Hartford, CT (n)	Breeze	May 29
Orange County, CA (u)	Breeze	May 29
Halifax, Nova Scotia (n)	jetlines	Jun 2
San Salvador, El Salvador	avianca airlines	Jun 2
Recife, Brazil (u)	Azul	Jun 3

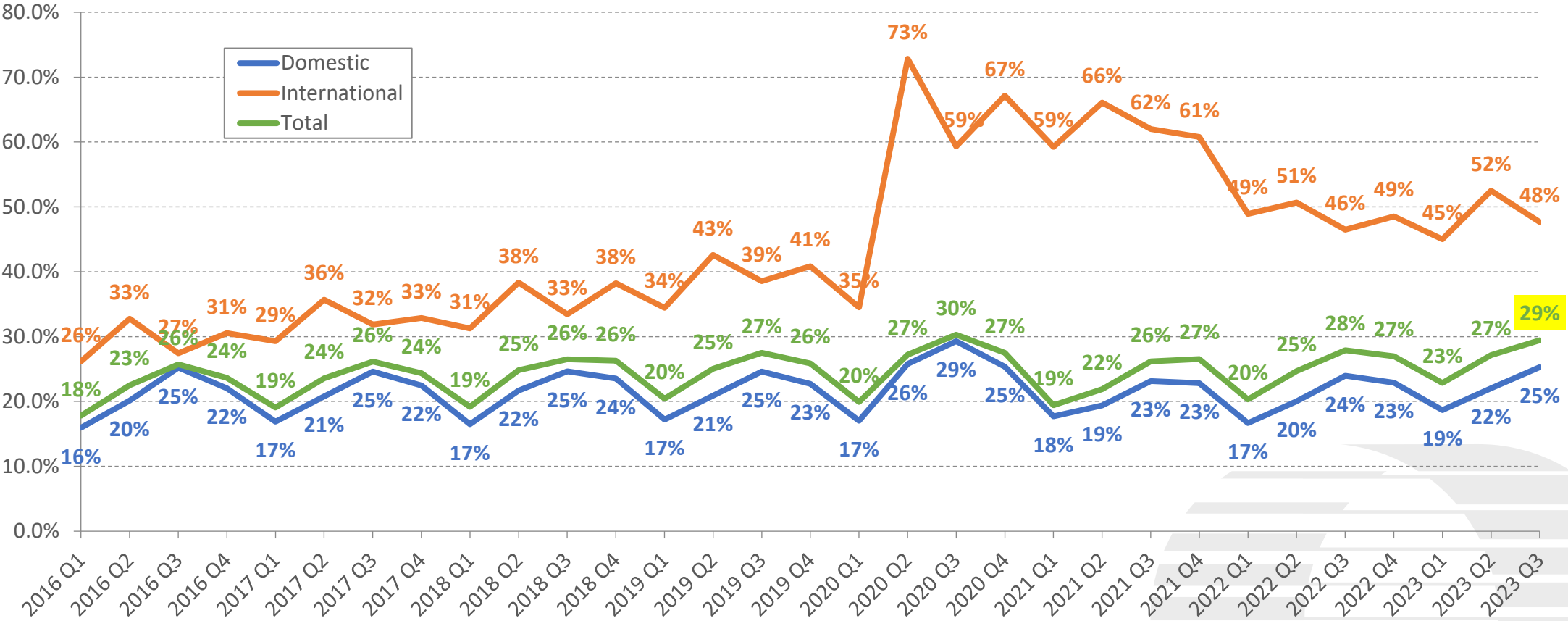


GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

ENPLANEMENTS

Almost 30% of Enplanements in Q3 Were Starting a Trip from MCO

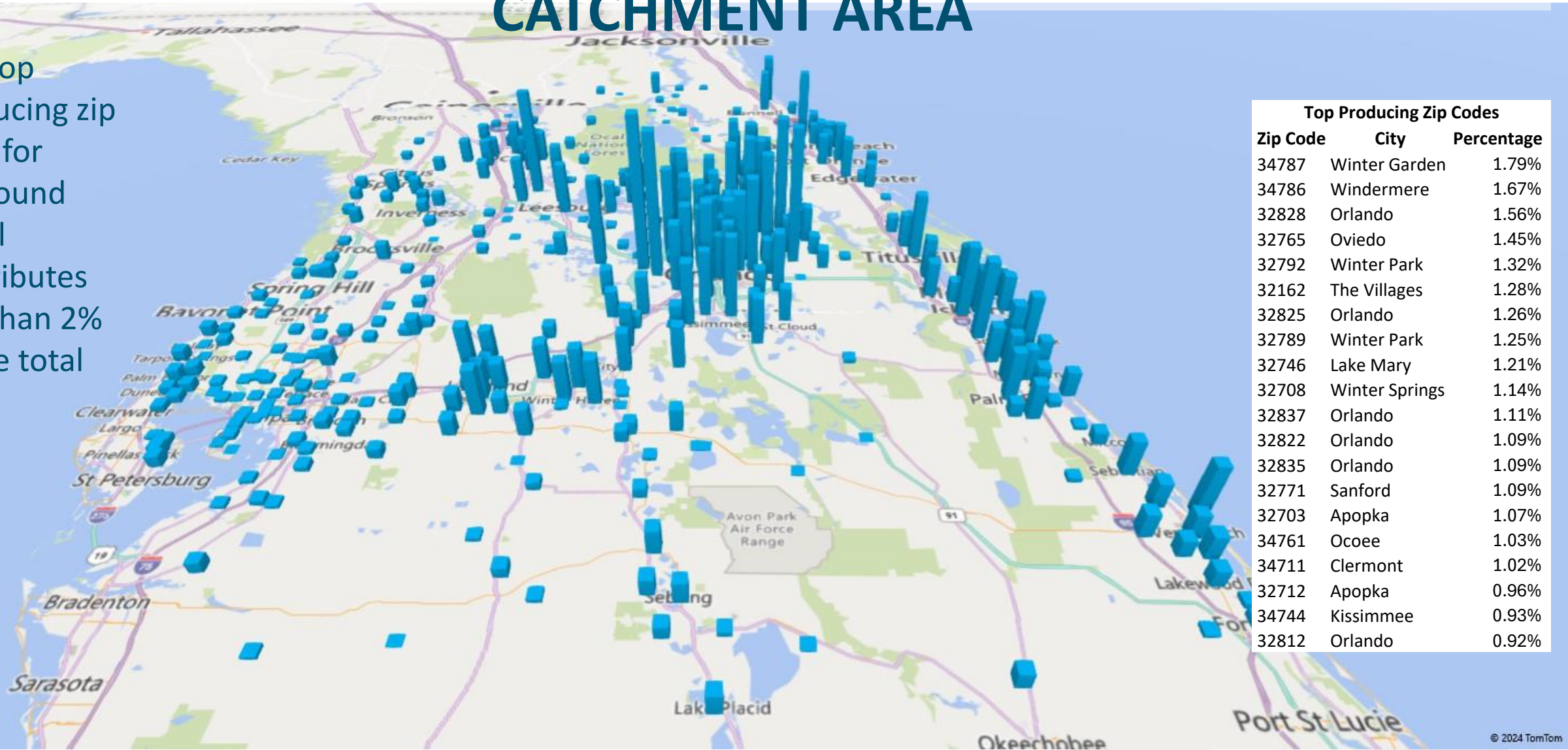


GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

MCO BENEFITS FROM HAVING FLORIDA'S LARGEST CATCHMENT AREA

The top producing zip code for outbound travel contributes less than 2% of the total



Top Producing Zip Codes		
Zip Code	City	Percentage
34787	Winter Garden	1.79%
34786	Windermere	1.67%
32828	Orlando	1.56%
32765	Oviedo	1.45%
32792	Winter Park	1.32%
32162	The Villages	1.28%
32825	Orlando	1.26%
32789	Winter Park	1.25%
32746	Lake Mary	1.21%
32708	Winter Springs	1.14%
32837	Orlando	1.11%
32822	Orlando	1.09%
32835	Orlando	1.09%
32771	Sanford	1.09%
32703	Apopka	1.07%
34761	Ocoee	1.03%
34711	Clermont	1.02%
32712	Apopka	0.96%
34744	Kissimmee	0.93%
32812	Orlando	0.92%



GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

FEBRUARY 2024 – OPERATIONS VOLUMES MCO

39.5M Gallons
(26% FTZ)

2.3M Departing Passengers
15.5K Departing Flights



Received
1,386 Trucks
11.1M Gallons



Daily Avg: 1,363,003 gallons
Peak Day: 2/25 – 1,545,414
Low Day: 2/06 – 1,172,963 Mar.
Forecast: 45.1M Gallons

1.4M Daily Avg.

CFPL
Received 28.2M Gallons
(Includes other supplier shipments)

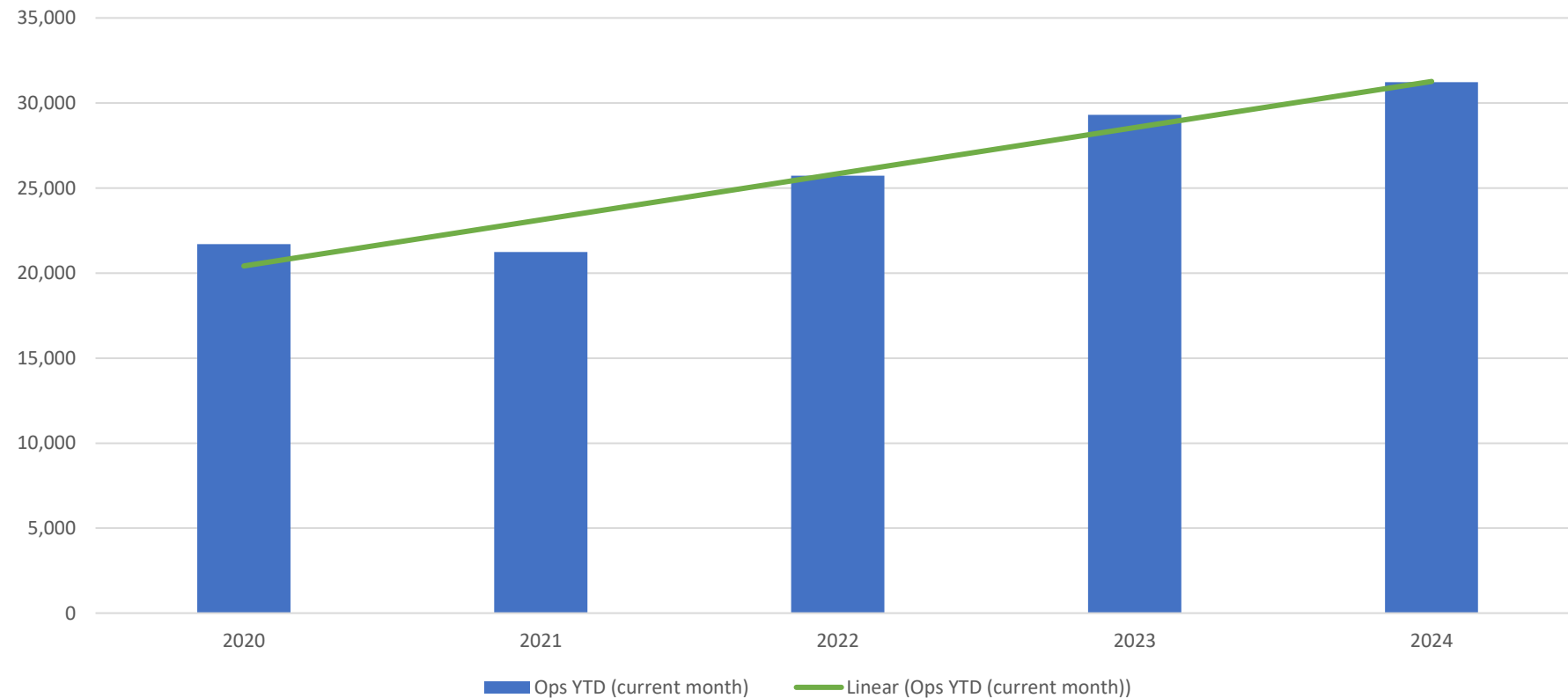


GREATER ORLANDO AVIATION AUTHORITY

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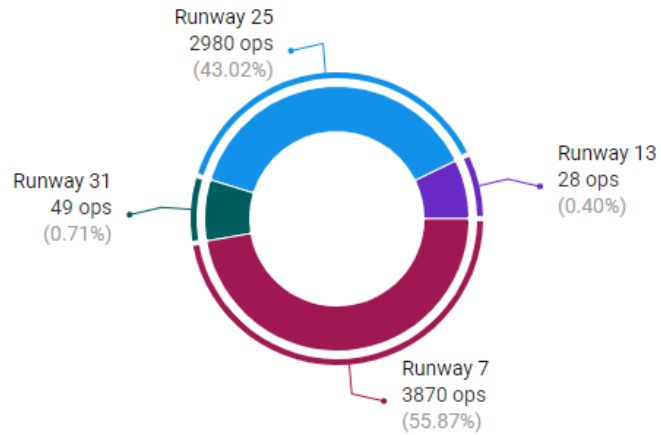
ORL FEBRUARY OPERATIONS

Year To Date (February) ORL Operations Count

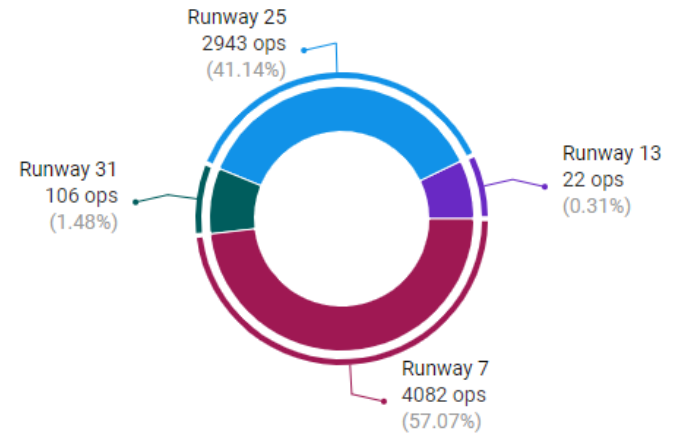


ORL FEBRUARY OPERATIONS

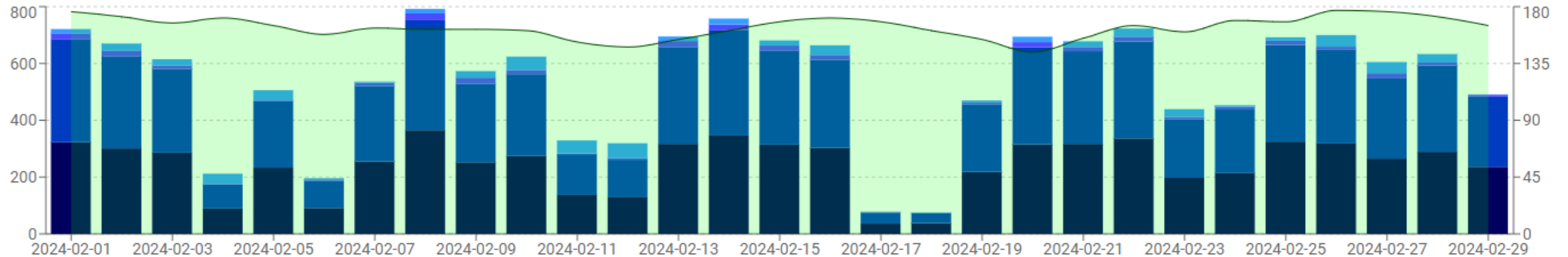
Landings



Takeoffs



OPERATIONS BY DAY ⓘ



ORLANDO EXECUTIVE AIRPORT | ORL

Advancing Aviation, Business & Community



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Jay A. Cassens, Vice President, Real Estate

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to Approve the Second Amendment to Lease for Real Property with Aero Orlando, LLC, for 8,431 Square Feet in Building 402 and subsequent no cost sublease to U.S. Customs and Border Protection (CBP), at Orlando International Airport

BACKGROUND

Aero Orlando, LLC Ground Lease

The Aviation Authority and Aero Orlando, LLC (Aero) are party to a master Ground Lease Agreement for Building 402 and two additional facilities, dated August 28, 2002, expiring on August 27, 2032. Upon expiration of the lease all associated facility improvements will revert to Aviation Authority ownership and control.

Customs and Border Protection on the West Ramp

In 1999, CBP selected, Lambry Properties, LLC, a third-party developer to construct a new facility to house CBP operations at MCO at the Lambry Building. On March 1, 2003, all federal entities with border responsibilities were unified under one frontline border agency. As a result of the CBP initiative, CBP had outgrown their MCO operation and required additional support space at the airport.

CBP desired to consolidate all CBP's current needs into a single facility and identified Building 402 as its desired location. In 2011, CBP entered into an agreement with Aero to occupy and improve Building 402 based on the Customs and Border Protection Airport Technical Design Standards (Standards). Aero made significant improvements to Building 402 to accommodate CBP's growing operation and provides a full-service lease to CBP.

Requirement that Space is Provided to CBP Without Cost

Title 8 of United States Code (8 U.S.C. § 1223) requires international carriers provide and maintain, at their expense, suitable landing stations at airports to process international passengers. Moreover, to be designated an International Airport, adequate facilities must be provided at the airport without cost to the Federal Government for the proper inspection and disposition of international travelers, including office space and detention quarters. (8 C.F.R. § 234.4).

Method of Providing Space to CBP without Cost

As CBP had already selected and negotiated a full-service lease with Aero for its new location, the CBP and the Aviation Authority determined that 8,341 square feet of the total 22,341 was adequate space pursuant to the cited regulation above. On December 14, 2011, the Aviation Authority Board approved a ten-year full-service lease agreement with Aero, for 8,341 square feet. Subsequently, on April 17, 2013, the Aviation Authority Board approved Amendment No. 1 to address new federal security provisions contained in the 2012 update to the Standards. To

comply with the new Standards, the Aviation Authority was required to fund additional improvements and upgrades to the CBP space. The total not-to-exceed lease cost of \$3,780,058 for the ten-year lease, which included Aero provided improvements of \$904,662. The current annual rent is \$430,231.00. The lease agreement expires on March 31, 2024.

ISSUES

CBP desires to remain in Building 402 and is satisfied with the space and the determination of adequate space being provided by the Aviation Authority on behalf of the international airlines. To meet the requirement to continue providing said space, the Aviation Authority staff has negotiated with Aero, to extend the lease term from April 1, 2024, through August 27, 2032, which is equal to the expiration date of the underlying ground lease between Aero, and the Aviation Authority. Subsequently, the Aviation Authority will enter a no cost sublease with CBP with the same expiration date.

The total cost of the lease term extension is a not-to-exceed amount of \$2,582,262, which includes Aero provided improvements of \$331,544. The new annual rent in year one will be \$278,633.10.

SMALL BUSINESS

Small business goals do not apply to real estate leases.

ALTERNATIVES

There are no reasonable alternatives to consider.

FISCAL IMPACT

The total cost of the lease from April 1, 2024, through August 27, 2032, is a not-to-exceed amount of \$2,582,262. Funding required in the current and subsequent years will be allocated from the Operations and Maintenance Fund as approved through the budget process and when funds become available.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation to: (1) approve the Second Amendment to Lease for Real Property with Aero Orlando, LLC, to extend the term through August 27, 2032; (2) approve the no cost sublease agreement between the Aviation Authority and CBP; (3) authorize funding from the Operations and Maintenance Fund in the amount not-to- exceed \$2,582,262; and (4) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the lease amendment, sublease agreement, and any necessary related documents, following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Jay A. Cassens, Vice President, Real Estate

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to approve the Access and Due Diligence Agreement (Access Agreement) and Fixed Base Operator Lease Agreement (Lease) with SHOLA, LLC at Orlando Executive Airport

BACKGROUND

On September 11, 2023, the Real Estate Department received an application pursuant to the Orlando Executive Airport Aeronautical Service Operator Minimum Standards (Minimum Standards) from SHOLA, LLC to develop and operate as a Category A Fixed Base Operator (FBO) at Orlando Executive Airport (ORL). SHOLA, LLC is a fully owned subsidiary of Sky Harbour Group Corporation. The Federal Aviation Administration (FAA) requires that the Aviation Authority make the airport available for aeronautical uses on fair and reasonable terms. SHOLA is a publicly traded company that operates commercial hangar operations around the United States, including locations in Miami, Houston, Dallas, Nashville, Denver and Phoenix. Following a diligent review of the application and of SHOLA's financial ability to perform, the Real Estate Department determined that the application met the Minimum Standards for a Category A FBO, an aeronautical use, and SHOLA and the Aviation Authority executed a non-binding term sheet on November 1, 2023. This Lease is the result of many months of discussions and negotiations between SHOLA, LLC, and the Aviation Authority.

ISSUES

Meeting Hangar and Tie Down Demand

The addition of a third FBO at ORL aligns with FAA guidance, enhancing capacity and fostering healthy competition at the airport.

The development addresses the growing demand for aeronautical services by significantly increasing hangar capacity at ORL. Each phase of construction contributes an additional 67,600 square feet of hangar storage, resulting in a total of 202,800 square feet of aircraft storage upon completion of all three phases. Additionally, the project will introduce twenty new aircraft tie-downs and a 5,000 square foot FBO terminal.

Due Diligence

The Access Agreement allows SHOLA a ninety-day period to conduct due diligence on the site, including environmental, survey, and other physical tests of the site. This ninety-day period may be extended one time by the Chief Executive Officer for an additional sixty days, at the Chief Executive Officer's sole discretion. Prior to expiration of the Access Agreement, SHOLA will either issue a notice terminating the Access Agreement and Lease or will issue a Notice Proceed, at which time the Lease will become effective.

The Lease

SHOLA is required to provide all FBO services to the general public, including providing hangar space, tie downs space, fueling, terminal facilities, parking, rental cars, and other services required by the Minimum Standards. The Development is phased over a term of nine years. The first phase, which includes the terminal, two hangars, ramp, off-site improvements, and the fuel farm is to be completed within 24 months of the Notice to Proceed. Phase II Improvements shall begin within 60 months of the Effective Date and must be completed within 24 months of initiation of construction. Phase III Improvements shall begin within 84 months of the Notice to Proceed and shall be completed within 24 months of initiation of construction.

SHOLA will receive an initial 30-year term for a \$30,000,000 estimated investment. The term of the agreement will be adjusted up or down by one year for each \$1 million in investment over or under the estimated investment. Upon the completion of Phase II and Phase III, the term will be adjusted by adding one year for each \$1,000,000 expended for each phase, not to exceed 50 years.

The initial rental rate for the Lease is equal to the current Fair Market Value of \$0.45 per square foot, based upon an appraisal, and will increase annually at 3.5% throughout the term. The Lease is absolute triple net. SHOLA will pay the same fuel flowage fee and Percentage Privilege Fee as the current FBO's, \$0.12 per gallon and 5.5% of gross receipts, respectively.

In addition to the FBO improvements, SHOLA will be making off-site improvements including widening taxiways to accommodate Group III aircraft, relocating an Aviation Authority gate and access road, relocating an FAA NAVAID, and bringing utilities to the site.

SMALL BUSINESS

Small business goals do not apply to real estate leases.

ALTERNATIVES

None.

FISCAL IMPACT

SHOLA shall make an initial investment of approximately \$30,000,000 in phase 1, \$5,000,000 in phase 2, and an additional \$5,000,000 in phase 3. Following the phase 1 construction period, SHOLA will pay the Aviation Authority an annual ground rent of \$392,040 (Minimum Annual Guarantee) for the entire twenty-acre leasehold, with an annual adjustment rate of 3.5%. The approximate total ground rent over the term of the agreement will be \$33,000,000. Additionally, SHOLA will be responsible for fuel flowage fees of \$0.12 per gallon, or approximately \$3,600,000 over the term in 2024 dollars.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation to: (1) approve the Access and Due Diligence Agreement and Fixed Base Operator Lease Agreement with SHOLA, LLC at Orlando Executive Airport; (2) seek concurrence from the City of Orlando as to the Lease; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the appropriate documents following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Construction Committee to Approve the Award of a Single Source Agreement (SG-00251) with COBUS, LLC, for Project W-00509, Automated People Mover (APM) Continuity of Operations Plan (COOP) Bus Owner-Direct Purchase of Airport Apron Buses in support of Project Bid Package (BP) No. 00477, Airsides 2 and 4 Automated People Movers (APM) Improvements, at the Orlando International Airport (MCO)

BACKGROUND

BP No. 00477 provides for the replacement of the existing APM Operating System (OS) serving Airsides 2 and 4 at MCO. Scope includes, but is not limited to, the replacement of all vehicles, running surfaces, central control equipment in MCO's Communications Center, all other required subsystems (i.e., communications, command and controls, power distribution, station doors) and all modifications, if any, required to the existing APM stations, guideway and other facilities to accommodate the proposed APM OS.

On October 18, 2023, the Aviation Authority Board approved the award of BP No. 00477 to Mitsubishi Heavy Industries America, Inc. (MHIA). The Notice-to-Proceed was issued to MHIA on January 24, 2024, with onsite construction activities scheduled to begin in December 2025. Completion of BP No. 00477 is anticipated in the Spring 2027.

Maintaining passenger service to Airsides 2 and 4 during the work and minimizing the time that any one of the two APM lanes to each airside is out of service during construction is essential. To provide for the movement of passengers, in the event any APM system is out of service, the procurement of large capacity COBUS 3000 model buses is required during the construction of BP No. 00477. The APM COOP (i.e., having the buses onsite) must be in place prior to the start of onsite construction activities.

ISSUES

This procurement is based on a Single Source Procurement in accordance with Aviation Authority Policy 450.03, Non-Competitive Procurements. This policy permits for the single source procurement from one firm amongst others in a competitive marketplace, which for justifiable reasons, is found to be most advantageous for fulfilling the given purchasing need. The Aviation Authority policy required the requesting department to complete a Single Source Procurement Justification form, which stated, in detail, the justification for the Single Procurement. The Notice of Intent to Award Single Source Procurement SG-00251 for W-00509 was electronically posted on the Aviation Authority's website for fifteen business days on March 8, 2024. No challenges were received. The Procurement Department performed market research and was not able to find any available cooperative purchase contracts to utilize for this procurement.

A Single Source Procurement Request (SG-00251) has been initiated for the total estimated amount of \$5,510,000. COBUS, LLC has submitted a proposal for the manufacture of ten large capacity COBUS 3000 model buses, to be

provided within fifteen months of an executed purchase order. The COBUS buses are designed specifically to move large groups of airline passengers over relatively short distances. Certain unique features incorporated into the design of the buses include extra-large sets of passenger doors for rapid loading and unloading, and doors on both sides of the bus to eliminate extra maneuvering by the driver.

The Procurement Department is working with Operations to develop a Request for Proposals (RFP) for a turnkey ground transportation solution for buses, drivers, and operations/maintenance. Postponing the procurement of the APM COOP buses until after this turnkey RFP would severely impact the construction schedule of BP No. 00477, which carries a minimum cost impact of \$750,000 per month. Advertising for other manufacturers could carry a further potential delay of four months. Thus, the earliest award of the turnkey RFP is late 2024. Given the fifteen-month lead time required by the manufacturer, the earliest delivery would be mid-2026. The buses for the APM COOP are required onsite prior to December 2025.

On March 19, 2024, the Construction Committee recommended the Award of the Single Source Agreement (SG-00251) with COBUS, LLC, for W-00509, APM COOP Owner-Direct Purchase of Airport Apron Buses in support of BP No. 00477, Airsides 2 and 4 APM Improvements, at MCO.

SMALL BUSINESS

The Aviation Authority has reviewed this procurement and determined that no small business participation goals could be established because of the single source method of procurement.

ALTERNATIVES

None.

FISCAL IMPACT

Fiscal impact is \$5,510,000. Funding is from General Airport Revenue Bonds.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee and award the Single Source Agreement (SG-00251) with COBUS, LLC for the Purchase of Airport Apron Buses in support of BP No. 00477, Airsides 2 and 4 APM Improvements at MCO, for the total amount of \$5,510,000, with funding from General Airport Revenue Bonds; and authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Construction Committee to Approve the Owner-Furnished Furniture, Fixtures and Equipment (FF&E) and Information Technology (IT) Estimate, Procurement Plan and Process for Updating the Construction Committee and the Aviation Authority Board for W-S00150, Owner-Procured FF&E and IT Items for Project Bid Package (BP) No. S00195, Terminal C Phase 1 Expansion (P1X) Airside Concourse (Gates C250-C253), at the Orlando International Airport (MCO)

BACKGROUND

The Aviation Authority has set a precedent for Owner-Procured FF&E and IT Items in recent past projects such as the W-S00145 South Terminal C, Phase 1- Owner Furnished FF&E and IT Items, utilizing a two-part process that includes approving a Procurement Estimate which allows procurements to move forward, with updates to the Construction Committee.

ISSUES

With to the size and scope of BP No. S00195, the Terminal C Program proposing to utilize a similar methodology used for W-S00145 with a defined Procurement Plan intended to assist with effective management of the project budget. The W-S00150 FF&E and IT Procurement Estimate, dated February 21, 2024, shows the total estimated cost for the Procurement of FF&E and IT for BP No. S00195, including attic stock (for select FF&E items) and a 5% contingency, as \$ 9,501,304.71. Standard procurement methods will be implemented. There are a number of long-lead items that require Purchase Orders (POs) to be issued well in advance of the anticipated opening date of BP No. S00195.

The W-S00150 Procurement Estimate of \$9,501,304.71 and the FF&E and IT Procurement Plan includes the following:

1. Managing the Approved Line Items
2. Method of Procurement
3. The Process for Updating the Construction Committee
4. Responsibility Matrix/Construction Procurement Flowchart
5. Small Business Participation.

1. Managing the Approved Line Items:

- a. The detailed line item FF&E and IT Procurement Estimate allows the Procurement Services to issue solicitations and the issuance of POs up to 5% over the total estimated Approved Line.

- b. POs will be awarded based on the Aviation Authority's Procurement Policies (450) and, the Approval Authorization from the Aviation Authority Board for the Purchasing Staff, shall be up to 5% or up to \$5,000 over the estimated value for each Approved Line Item. Approved Line Items may include multiple components to provide a complete functional installation. One or more POs may be required to buy out the Approved Line. In addition, an Approved Line may be separated into staggered purchases to facilitate installation and true quantities needed.
1. Approved Lines with staggered POs:
 - Approved Lines may be separated into staggered purchases to facilitate installation and true quantities needed.
 - Close out of the Approved Line to occur after confirmation by the project team.
 2. Approved Lines with multiple components may result in a Single PO or Multiple POs:
 - Approved Lines with multiple components may have only one manufacturer resulting in a single PO.
 - Approved Lines with multiple components may have multiple manufacturers resulting in multiple POs.
- c. Freight is excluded from the calculation when determining the 5% overage of the approved estimated values as there is a separate estimate included in the total to provide for Freight.

2. Method of Procurement:

- a. The FF&E and IT Procurement Plan identifies the specific method of procurement for each item. Each procurement method follows Florida law and Authority Policy. The methods include:
- **Competitive solicitations** that are posted on OpenGov (to registered vendors) and the Aviation Authority Website using the Aviation Authority's standard forms and processes.
 - **Utilizing Other Entities' Contracts (OEC)**, which are contracts that have already been competitively procured by the State of Florida or other entity. And, in many cases, there may be additional competition among the authorized resellers. This is a common way for governments to obtain the benefit of state pricing, taking advantage of economies of scale, and procuring goods in the most expedient manner.
 - **Negotiating contract amendments with existing vendors** that were already competitively procured in accordance with Florida law and Aviation Authority Policy.
 - **Single or sole source procurements**, which are limited to items that the Aviation Authority has already procured, such as seating, upholstery fabrics and security screening equipment. No other single or sole source procurements are included in this FF&E and IT Procurement Plan unless approved through the Aviation Authority's Workflow and publicly posted for fifteen business days.
- b. All POs will be awarded based on the Aviation Authority's Procurement Policies (450) and Florida Statutes:
- Unless a valid exception applies, all purchases for commodities or services subject to Florida Statute 287 that exceed \$250,000 must be competitively procured through a formal process.
 - Emergency Purchases, Single/Sole Sources and OEC procurements are listed as exceptions in the statute.
 - Each proposed contract/PO that is \$1,000,000 or more and not included in the original W-S00150, FF&E and IT Procurement Estimate, dated February 21, 2024, will be presented to the Aviation Authority Board as a new business item, requiring a presentation. For all other contracts/POs, the Aviation Authority Board's approval of this procurement plan and the procurement methods as noted for each item listed in the W-S00150, FF&E and IT Procurement Estimate, dated February 21, 2024, authorizes The Aviation Authority Purchasing/Procurement Services to proceed with each procurement and issue a contract/PO in accordance with this procurement plan.
 - Aviation Authority Policies and Procedures 450 Series provide further details:
 - 450.01, Purchasing Introductions and Definitions

- 450.02, Competitive Procurements
- 450.03, Non-Competitive Procurements
- 450.04, General Approval Authorizations and Documentation

3. The Process for Updating the Construction Committee (CC):

- a. If the summation of POs for an Approved Line, excluding freight, is over the 5% and over \$5,000 of the total Approved Line Item cost, then the item will be presented to the Construction Committee for approval.
- b. If the PO change exceeds 5% of the estimate and is over \$250,000, then the item will be presented to the Construction Committee and then to the Aviation Authority Board for approval.
- c. For Allowances and new/additional lines, the Lines with estimates will be compiled and submitted to the Construction Committee for approval to add to the list.
- d. Clarification for Low Dollar Overages:
 - If the sum of all purchases (excluding freight) for an Approved Line exceeds the approved amount by more than 5%, but the amount needed to supplement the line is less than \$5,000, then the item would not need to be presented to the Construction Committee for approval to use Contingency Funds. The purchase would be processed in the same manner where the additional amount needed is below 5% of the line total which would be included in the Contingency Tracking Report that is prepared monthly.
 - If the sum of all purchases (excluding freight) for an Approved Line exceeds the approved amount by more than 5%, the amount needed to supplement the line is more than \$5,000, then the item will be presented to Construction Committee for approval to use Contingency Funds. All transactions will be included in the Contingency Tracking Report that is prepared monthly. To manage these types of requests to utilize contingency, a set-aside of \$25,000 is included.
- e. Overages that range up to 5% or under \$5,000 will automatically be charged to contingency without re-approval by the Construction Committee.
- f. If the method of procurement changes to a more restrictive method and is less than \$250,000 per PO, then the item will be presented to the Construction Committee as an action item, and if the item is over \$250,000 per PO, then the item will be presented to the Construction Committee and then to the Aviation Authority Board. For example, if an item is competitively bid and moves to a single source, then the item would be presented to the Construction Committee and Board as required.
- g. At the 60% total spent milestone, an updated schedule for procurement costs will be provided to the Construction Committee.
- h. If additional funding is required to increase the contingency, then the item will have to be presented to the Construction Committee, and then to the Aviation Authority Board, as applicable.

4. Responsibility Matrix/Construction Procurement Flowchart includes:

- a. **Construction Committee memoranda to be provided** for requests to:
 1. Add lines.
 2. Define allowance items with additional lines.
 3. Request 5% cost increase of a line item (when over \$5,000) from contingency.
 4. Change in procurement method to a more restrictive method.
 5. 60% updates. Purchasing/Procurement will advise the Aviation Authority's Owner's Authorized Representative (OAR) of any issues with cost increases or procurement.
 6. OAR prepares Construction Committee memoranda in coordination with Purchasing/Procurement Service, with review by the Aviation Authority's financial consultant, Anser Advisory Consulting, LLC. Any changes over \$250,000 will require Board approval.
- b. **Receipt of Goods/Services/Installation:** Responsible parties noted for receipt of goods, services, and installation.

- c. **Reporting by Purchasing/Procurement:** Purchasing/Procurement Services prepares monthly report for all FF&E and IT purchases for BP No. S00195. Purchasing/Procurement also prepares periodic reports for Construction Committee on purchases for BP No. S00195. These reports will be included as information items on the Construction Committee agenda.
- d. **Funding Type/Eligibility by Financial Consultant:** Anser Advisory Consulting, LLC provides eligibility and asset funding-currently funded by General Airport Revenue Bonds and Capital Expenditure Funds; however, Anser Advisory Consulting, LLC will address any Passenger Facility Charges funding at the end of the project as part of the funding optimization.
- e. **Procurement Initiation Forms (PIF) include:**
 1. PIF to be provided via OpenGov by the Aviation Authority or OAR to Purchasing/Procurement Services to start the procurement process.
 2. Delivery Date: Both FF&E and IT PIF forms will note the delivery date required to meet the BP No. S00195 schedule.

5. Small Business Participation

- a. The Small Business Department will be consulted regarding the Furniture Installation Services or any other contracts that will be competitively bid to establish goals.

Executive Summary Table

Owner Furnished	Fiscal Year (FY) 2024	FY 2025	Grand Total
FF&E		\$1,946,548.29	\$1,946,548.29
Capital Expenditure Funds		\$275,121.93	\$275,121.93
General Airport Revenue Bonds		\$1,671,426.36	\$1,671,426.36
IT	\$2,934,838.50	\$4,131,249.84	\$7,066,088.34
Capital Expenditure Funds	\$2,934,838.50	\$4,131,249.84	\$7,066,088.34
Shipping & Handling	\$17,250.00	\$18,975.00	\$36,225.00
Capital Expenditure Funds	\$17,250.00	\$18,975.00	\$36,225.00
Contingency	\$147,604.43	\$304,838.65	\$452,443.08
Capital Expenditure Funds	\$147,604.43	\$221,267.33	\$368,871.76
General Airport Revenue Bonds		\$83,571.32	\$83,571.32
Grand Total	\$3,099,692.93	\$6,401,611.78	\$9,501,304.71

Additional Clarifications:

Since BP No. S00195 is underway with bulletins issued and in planning, and some scope items not completely defined, the FF&E and IT Procurement Estimate is qualified below:

FF&E

- a. The FF&E procurement estimate **includes** the items specified by the BP No. S00195, Architect of Record, HNTB Corporation, for public spaces – Gates Package, revised July 14, 2023, and CBP Package, revised July 6, 2023.
- b. The FF&E procurement estimate **does not include** the following items:
 - Aviation Authority office furniture or Tenant spaces furniture.

IT

- a. The IT procurement estimate includes items noted in the BP No. S00195 Contract Documents as well as items issued through Bulletin 4.1.
- b. The IT procurement estimate does not include the following items, which have been previously identified and included in a series of existing projects that are in various phases of procurement:
 1. Virtual Ramp Control hardware
 2. Passenger Boarding Bridges
 3. Airline Relocation Costs
 4. Rigging Allowance
 5. Artwork
 6. Emergency Distributed Antenna System (DAS)
- c. The IT procurement estimate does not include projects where the scope has not been completely defined:
 1. RadioOne and Airinc System
 2. Bulletins in progress or future Bulletins
 3. A line item is included for undefined scope of Bulletins
- d. The IT procurement estimate does not include: Attic stock to be addressed through Operations and Maintenance Funds.

Additional Notes:

All other items have been included in BP No. S00195 (i.e., Contractor Furnished and Contractor Installed items).

The FF&E and IT Procurement Estimate package includes items where various products have been utilized as a basis of design. Because of the long-term schedule for the project, make and models may change as a result of the evolution of the FF&E and IT industries.

The original FF&E and IT procurement estimates were obtained in 2023, and because of rapidly changing market conditions and geopolitical shifts, a 15% market adjustment has been included in the procurement estimate for items that will be procured in FY 2024. An additional 10% adjustment has been included in the procurement estimate for estimated FY 2025 procurements. Actual procurement will be conducted using PIF procedures.

Original FF&E estimates were obtained from the following sources:

- State Contract Pricing
- Manufacturer Representative or Dealer quotes or on-line pricing

Original IT estimates were obtained from the following sources:

- State Contract Pricing
- Recent Technology Bids
- Industry Quotes
- SITA quotes (IT vendor under contract with the Aviation Authority)
- All items reviewed with the Aviation Authority IT Department (Burns Engineering, Inc.)

An aggregated IT and FFE Procurement estimate for W-S00150, dated February 21, 2024, is included with this memorandum (Appendix 1) and will be used to track the POs and to ensure that individual line items do not exceed the approved procurement estimate allowance as described in the detailed procurement plan above. A detailed master budget sheet is also included (Appendix 2) for reference.

On March 5, 2024, the Construction Committee recommended the approval of the Owner-Furnished FF&E and IT Estimate, Procurement Plan and Process for Updating the Construction Committee and the Aviation Authority Board for W-S00150, Owner-Procured FF&E and IT Items for BP No. S00195, Terminal C P1X Airside Concourse (Gates C250-C253), at MCO.

SMALL BUSINESS

The Aviation Authority has reviewed this procurement and determined that small business participation goals will be established on a case-by-case basis depending on the method of procurement for items that will be competitively bid.

ALTERNATIVES

None.

FISCAL IMPACT

Fiscal impact is \$9,501,304.71. Funding is from previously-approved Capital Expenditure Funds to the extent eligible and General Airport Revenue Bonds.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to: (1) approve the Owner-Procured detailed line item FF&E and IT Estimate for W-S00150, Owner-Procured FF&E and IT Items for BP No. S00195, Terminal C Airside Concourse (Gates C250-C253), at MCO, for the total not-to-exceed amount of \$9,501,304.71, with funding from previously-approved Capital Expenditure Funds to the extent eligible and General Airport Revenue Bonds; (2) approve the FF&E and IT Procurement Plan; (3) approve the Process for Updating the Construction Committee and the Aviation Authority Board regarding W-S00150, Owner-Procured FF&E and IT Items Procurement Plan; and (4) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.

Appendix1

IT AND FFE PROCUREMENT ESTIMATE for WS-150
2/21/2024

LINE TYPE	BUDGET					
FUNDING	FUNDING DEPARTMENT	FUNDING	APPROVAL LINE #	DESCRIPTION IN BUDGET TABLE	MOP (BUDGET)	Sum of BUDGET TABLE AMOUNT
FY24						
	IT DEPARTMENT	CAP EX	1.00	IT Undefined - Per Bulletins	OEC	\$94,300.00
	IT DEPARTMENT	CAP EX	2.00	Network System - PON Only	Single Source	\$950,561.70
	IT DEPARTMENT	CAP EX	3.00	Common Use Equipment and Related Services	OEC	\$104,113.41
	IT DEPARTMENT	CAP EX	4.00	Common Use Equipment and Related Services	Single Source	\$1,468,481.79
	IT DEPARTMENT	CAP EX	5.00	Shipping and Handling	N/A	\$17,250.00
	IT DEPARTMENT	CAP EX	6.00	Contingency - CAP EX	N/A	\$131,735.35
	IT DEPARTMENT	CAP EX Total				\$2,766,442.25
	IT DEPARTMENT Total					\$2,766,442.25
	OPERATIONS	CAP EX	7.00	Digital Signage	OEC	\$317,381.60
	OPERATIONS	CAP EX	8.00	Contingency - CAP EX	N/A	\$15,869.08
	OPERATIONS	CAP EX Total				\$333,250.68
	OPERATIONS Total					\$333,250.68
FY25						
	CONSTRUCTION	GARBS	8.00	Agati Furniture	OEC	\$105,697.91
	CONSTRUCTION	GARBS	9.00	Arconas Furniture	OEC	\$1,487,298.45
	CONSTRUCTION	GARBS	10.00	Furniture Storage, Installation and Handling	Competition	\$78,430.00
	CONSTRUCTION	GARBS	11.00	Contingency - GARBS	N/A	\$60,000.00
	CONSTRUCTION	GARBS	12.00	Low \$ Contingency - GARBS	N/A	\$23,571.32
	CONSTRUCTION	GARBS Total				\$1,754,997.68
	CONSTRUCTION Total					\$1,754,997.68
	FACILITIES	CAP EX	13.00	Agati Furniture	OEC	\$83,997.06
	FACILITIES	CAP EX	14.00	Coalesse Furniture	Competition	\$30,360.00
	FACILITIES	CAP EX	15.00	Hightower Furniture	Competition	\$2,777.91
	FACILITIES	CAP EX	16.00	Keilhauer Furniture	OEC	\$40,075.20
	FACILITIES	CAP EX	17.00	Mfg TBD Stanchions and Panels	Single Source	\$27,020.41
	FACILITIES	CAP EX	18.00	National Office Furniture	OEC	\$22,026.18
	FACILITIES	CAP EX	19.00	OFS Furniture	OEC	\$30,248.39
	FACILITIES	CAP EX	20.00	Peter Pepper Furniture	Competition	\$5,250.15
	FACILITIES	CAP EX	21.00	PostGuard Bollard	OEC	\$304.26
	FACILITIES	CAP EX	22.00	Safco Printer Stand	OEC	\$1,315.60
	FACILITIES	CAP EX	23.00	Stance Furniture	Competition	\$13,428.23
	FACILITIES	CAP EX	24.00	Staples Supplies	OEC	\$151.80
	FACILITIES	CAP EX	25.00	Terra Bound Receptacles	Competition	\$1,483.10
	FACILITIES	CAP EX	26.00	Trinity Furniture	OEC	\$7,969.50
	FACILITIES	CAP EX	27.00	Via Seating Furniture	OEC	\$8,714.13
	FACILITIES	CAP EX	28.00	Shipping and Handling	N/A	\$18,975.00
	FACILITIES	CAP EX	29.00	Contingency - CAP EX	N/A	\$14,704.85
	FACILITIES	CAP EX Total				\$308,801.77
	FACILITIES Total					\$308,801.77
	IT DEPARTMENT	CAP EX	30.00	Communications	OEC	\$84,255.59
	IT DEPARTMENT	CAP EX	31.00	Digital Signage	Single Source	\$200,958.14
	IT DEPARTMENT	CAP EX	32.00	MCO Mobile Application	Single Source	\$82,225.00
	IT DEPARTMENT	CAP EX	33.00	Network System - Except PON	OEC	\$181,579.16
	IT DEPARTMENT	CAP EX	34.00	Security - Video Surveillance System	OEC	\$1,058,449.28
	IT DEPARTMENT	CAP EX	35.00	Contingency - CAP EX	N/A	\$80,373.36
	IT DEPARTMENT	CAP EX Total				\$1,687,840.53
	IT DEPARTMENT Total					\$1,687,840.53
	OPERATIONS	CAP EX	36.00	Allowance for CBP IT Equipment	OEC	\$217,064.89
	OPERATIONS	CAP EX	37.00	Digital Signage	OEC	\$1,818,715.55
	OPERATIONS	CAP EX	38.00	Network System - Except PON	OEC	\$488,002.23
	OPERATIONS	CAP EX	39.00	Contingency - CAP EX	N/A	\$126,189.13
	OPERATIONS	CAP EX Total				\$2,649,971.80
	OPERATIONS Total					\$2,649,971.80
Grand Total						\$9,501,304.71

Lines 3, 4 and 32: amendment(s) to GOAA's current contracts with Faith Group and SITA may also be included under these lines

Appendix 2

LINE TYPE	IT/FFE	FUNDING	PROJECT	FUNDING DEPARTMENT	ESTIMATED PO DATE	DESCRIPTION IN IT TABLE / PLANS	DESCRIPTION IN BUDGET TABLE	PRICING SOURCE	LINE #	DESCRIPTION (BUDGET)	ELEMENT #	QUANTITY (BUDGET)	UOM	UNIT PRICE (BUDGET)	EXTENSION RD (BUDGET)	ADJUSTED EXTENSION FOR JAN 2024 (+15%)	ADJUSTED EXTENSION FOR DEC 2024 (+10%)	BUDGET TABLE AMOUNT	FOB (BUDGET)	INSTALLED?	MOP (BUDGET)
BUDGET	CONTING	GARBS	WS-150	CONSTRUCTION	FY25	Contingency	Contingency- GARBS		11.00	Contingency- GARBS / Construction / FY25	N/A		USD					\$60,000.00	N/A		N/A
BUDGET	CONTING	CAP EX	WS-150	IT DEPARTMENT	FY24	Contingency	Contingency- CAP EX / IT / FY24		6.00	Contingency- CAP EX / IT / FY24	N/A		USD					\$111,735.35	N/A		N/A
BUDGET	CONTING	CAP EX	WS-150	IT DEPARTMENT	FY25	Contingency	Contingency- CAP EX		85.00	Contingency- CAP EX / IT / FY25	N/A		USD					\$80,373.36	N/A		N/A
BUDGET	CONTING	CAP EX	WS-150	OPERATIONS	FY24	Contingency	Contingency- CAP EX / Operations / FY24		8.00	Contingency- CAP EX / Operations / FY24	N/A		USD					\$15,869.08	N/A	N	N/A
BUDGET	CONTING	GARBS	WS-150	CONSTRUCTION	FY25	Contingency	Low \$ Contingency- GARBS		12.00	Low \$ Contingency- GARBS / Construction / FY25	N/A		USD					\$23,573.32	N/A		N/A
BUDGET	CONTING	CAP EX	WS-150	FACILITIES	FY25	Contingency	Contingency- CAP EX / Facilities / FY25		20.00	Contingency- CAP EX / Facilities / FY25	N/A		USD					\$14,704.85	N/A		N/A
BUDGET	CONTING	CAP EX	WS-150	OPERATIONS	FY25	Contingency	Contingency- CAP EX / Operations / FY25		39.00	Contingency- CAP EX / Operations / FY25	N/A		USD					\$126,189.13	N/A		N/A
BUDGET	FFE	CAP EX	WS-150	FACILITIES	FY25	Seating	Agiti Furniture		13.00	Custom Upholstered Bench w/Powered Side - Stripe	B59	6.00	USD	\$6,850.1600	\$41,100.96		\$51,992.71	\$51,992.71	Delivered	Yes	OEC
BUDGET	FFE	GARBS	WS-150	CONSTRUCTION	FY25	Tables	Agiti Furniture		8.00	Charging Station with Powerbar	T50	2.00	USD	\$41,777.8300	\$83,555.66		\$105,897.91	\$105,897.91	Delivered	Yes	OEC
BUDGET	FFE	CAP EX	WS-150	FACILITIES	FY25	Tables	Agiti Furniture		13.00	Children's Table	T54	4.00	USD	\$6,324.5700	\$25,299.88		\$32,004.35	\$32,004.35	Delivered	Yes	OEC
BUDGET	FFE	GARBS	WS-150	CONSTRUCTION	FY25	Seating	Arconas Furniture		9.00	Holdroom Seating, Delivered, Installed	CS3, CS4	1.00	USD	\$1,175,730.0000	\$1,175,730.00		\$1,487,298.45	\$1,487,298.45	Delivered	Yes	OEC
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Tables	Coalesce Furniture		14.00	Round Table, Cafe Height	T51	14.00	USD	\$1,000.0000	\$14,000.00		\$17,710.00	\$17,710.00	Delivered	No	Competition
BUDGET	FFE	GARBS	WS-150	CONSTRUCTION	FY25	Storage/Installation	Coalesce Furniture		14.00	Square Table, Cafe Height	T52	10.00	USD	\$1,000.0000	\$10,000.00		\$13,600.00	\$13,600.00	Delivered	No	Competition
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Seating	Furniture Storage, Installation and Handling		10.00	Furniture Storage, Installation and Handling	N/A	1.00	USD	\$62,000.0000	\$62,000.00		\$79,430.00	\$79,430.00	N/A	N/A	Competition
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Seating	Hightower Furniture		15.00	Bench, Ayre, Wood Slats, Square	B50	1.00	USD	\$2,195.9800	\$2,195.98		\$2,777.91	\$2,777.91	Prepay and Add	No	Competition
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Crowd Control	Kelthauer Furniture		15.00	Dining Chair	C50	96.00	USD	\$330.0000	\$31,680.00		\$40,075.20	\$40,075.20	Delivered	No	OEC
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Crowd Control	Mfg TBD Stanchions and Panels		17.00	Framed Hinge Panels, Fixed	E52	36.00	USD	\$283.1410	\$4,530.26		\$5,730.78	\$5,730.78	Prepay and Add	Yes	Single Source
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Crowd Control	Mfg TBD Stanchions and Panels		17.00	Framed Hinge Panels, Operable	E53	2.00	USD	\$915.6800	\$1,831.36		\$2,316.67	\$2,316.67	Prepay and Add	Yes	Single Source
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Crowd Control	Mfg TBD Stanchions and Panels		17.00	Betrase Partition Posts	E317	26.00	USD	\$122.0150	\$3,183.99		\$4,045.96	\$4,045.96	Prepay and Add	Yes	Single Source
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Crowd Control	Mfg TBD Stanchions and Panels		17.00	Crowd Control - Installation	N/A	1.00	USD	\$11,800.0000	\$11,800.00		\$14,927.00	\$14,927.00	N/A		Single Source
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Seating	National Office Furniture		18.00	Children's Stool	C52	24.00	USD	\$725.5000	\$17,412.00		\$22,026.18	\$22,026.18	Delivered	No	OEC
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Seating	OPS Furniture		19.00	Pedestal Barstool	B550	12.00	USD	\$1,675.6100	\$20,107.56		\$25,436.06	\$25,436.06	Delivered	No	OEC
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Tables	OPS Furniture		20.00	X&O Table	OY50	3.00	USD	\$1,248.0700	\$3,744.21		\$4,812.33	\$4,812.33	Delivered	No	OEC
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Misc. FFE	Peter Pepper Furniture		20.00	Magazine Rack	A03	8.00	USD	\$518.7900	\$4,150.32		\$5,250.15	\$5,250.15	Prepay and Add	No	Competition
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Misc. FFE	PostGuard Rollard		21.00	Bollard, Stainless Steel, 3/2", Threaded Base, #540-3	E51	1.00	USD	\$240.5200	\$240.52		\$304.26	\$304.26	Delivered	No	OEC
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Misc. FFE	Safe Printer Stand		22.00	Printer Stand	C10	8.00	USD	\$130.0000	\$1,040.00		\$1,315.40	\$1,315.40	Delivered	No	OEC
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Seating	Stanes Furniture		23.00	Accent Chair	N/A	1.00	USD	\$661.4500	\$661.45		\$834.88.23	\$834.88.23	Prepay and Add	No	Competition
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Misc. FFE	Staples Supplies		24.00	Waste Bin, 7 Gall	A26	8.00	USD	\$15.0000	\$120.00		\$151.80	\$151.80	Delivered	No	OEC
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Misc. FFE	Table Power Receptacles		25.00	Power Receptacle	W54	1.00	USD	\$11,722.4100	\$11,722.41		\$14,483.10	\$14,483.10	Prepay and Add	No	Competition
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Seating	Trinity Furniture		26.00	Mother's Chair	L55	1.00	USD	\$1,750.0000	\$1,750.00		\$2,225.00	\$2,225.00	Prepay and Add	No	OEC
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Seating	Trinity Furniture		26.00	Ottoman for Mother's Chair	L55.1	3.00	USD	\$350.0000	\$1,050.00		\$1,328.25	\$1,328.25	Prepay and Add	No	OEC
BUDGET	FFE	CAP EX	NON-CONSTRUCTO	FACILITIES	FY25	Seating	Via Seating Furniture		27.00	Brisbane office Chair	C10	8.00	USD	\$861.0800	\$6,888.64		\$8,714.13	\$8,714.13	Delivered	No	OEC
BUDGET	SHIPPING	CAP EX	NON-CONSTRUCTO	IT DEPARTMENT	FY24	Shipping and Handling	Shipping and Handling		5.00	Shipping and Handling	N/A	1.00	USD	\$15,000.0000	\$15,000.00	\$17,250.00		\$17,250.00	N/A	N/A	N/A
BUDGET	SHIPPING	CAP EX	NON-CONSTRUCTO	IT DEPARTMENT	FY24	Shipping and Handling	Shipping and Handling		5.00	Shipping and Handling	N/A	1.00	USD	\$15,000.0000	\$15,000.00		\$18,975.00	\$18,975.00	N/A	N/A	N/A
BUDGET	IT	CAP EX	NON-CONSTRUCTO	IT DEPARTMENT	FY24	MCO Mobile Application	MCO Mobile Application	Email from Pankaj	32.00	MCO Mobile Application	N/A	1.00	USD	\$65,000.0000	\$65,000.00		\$82,225.00	\$82,225.00	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	OPERATIONS	FY24	Digital Signage	Digital Signage	Email from Pankaj	33.00	Digital Signage Commissioning, Licensing & Content	N/A	1.00	USD	\$158,860.1900	\$158,860.19		\$200,958.14	\$200,958.14	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	OPERATIONS	FY24	Allowance for CAP IT Equipment	Allowance for CAP IT Equipment		34.00	Allowance for Various IT Equipment for CAP	N/A	1.00	USD	\$17,593.8000	\$17,593.80		\$21,764.89	\$21,764.89	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	Per Iahin Integrate	3.00	HP Workstations, with Monitor	N/A	30.00	USD	\$1,320.0000	\$39,600.00	\$45,540.00		\$45,540.00	Delivered	Single Source	
BUDGET	IT	CAP EX	NON-CONSTRUCTO	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	Email from Vicki Ha	3.00	Licenses Software/Firmware - OS	N/A	30.00	USD	\$182.5200	\$5,475.60	\$6,296.94		\$6,296.94	Delivered	Single Source	
BUDGET	IT	CAP EX	NON-CONSTRUCTO	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	Email from Vicki Ha	3.00	Licenses Software/Firmware - Software/Firmware	N/A	30.00	USD	\$390.2600	\$11,707.80	\$13,463.97		\$13,463.97	Delivered	Single Source	
BUDGET	IT	CAP EX	NON-CONSTRUCTO	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	HP Printer Price - 13	3.00	HP Printer for GP Workstations	N/A	7.00	USD	\$980.0000	\$2,245.00	\$2,245.00		\$2,245.00	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	Per Iahin Integrate	3.00	Cables, Cords, etc...	N/A	1.00	USD	\$5,450.0000	\$5,450.00	\$6,267.50		\$6,267.50	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	Per Iahin Integrate	3.00	Monitor Arms for GP Workstation	N/A	30.00	USD	\$500.0000	\$15,000.00	\$17,250.00		\$17,250.00	Delivered	OEC	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	Per Iahin Integrate	3.00	OCR Posters	N/A	1.00	USD	\$15,525.0000	\$15,525.00	\$18,360.00		\$18,360.00	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	BGR Reader	N/A	11.00	USD	\$13,362.0000	\$14,982.00	\$17,229.30		\$17,229.30	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Custom T1810 Multi-purpose	N/A	30.00	USD	\$917.0000	\$27,510.00	\$31,636.50		\$31,636.50	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	BTP Paper Roll Printer	N/A	28.00	USD	\$320.0000	\$9,160.00	\$9,864.80		\$9,864.80	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	RFD BTP Printer	N/A	30.00	USD	\$17,382.0000	\$523,460.00	\$61,479.00		\$61,479.00	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Honeywell Scanner with Firmware	N/A	20.00	USD	\$672.0000	\$13,440.00	\$15,456.00		\$15,456.00	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Win10 Enterprise LTSC License (one-time cost per lic	N/A	27.00	USD	\$390.2600	\$50,137.02	\$121,117.57		\$121,117.57	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Hardware Warranty - 12 months from Final Complet	N/A	30.00	USD	\$60.0000	\$1,800.00	\$2,070.00		\$2,070.00	Delivered	Single Source	
BUDGET	IT	CAP EX	NON-CONSTRUCTO	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	CUPS Workstation Software / Firmware Licenses an	27.00	CUPS Workstation Software / Firmware Licenses an	N/A	27.00	USD	\$182.5200	\$4,928.04	\$5,667.25		\$5,667.25	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Professional Services	N/A	1.00	USD	\$75,565.4100	\$75,565.41	\$86,900.22		\$86,900.22	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Professional Services	N/A	1.00	USD	\$4,345.6494	\$4,345.65	\$4,997.50		\$4,997.50	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Non-Biomet	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Trail Allowance for Biometric eGates	N/A	1.00	USD	\$183,881.5434	\$183,881.54	\$211,463.77		\$211,463.77	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Biometric	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Type 3 Lane	N/A	1.00	USD	\$76,196.7900	\$380,983.95	\$438,131.54		\$438,131.54	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Biometric	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Type 1 Lane	N/A	4.00	USD	\$76,196.7900	\$304,787.16	\$350,505.23		\$350,505.23	Delivered	Single Source	
BUDGET	IT	CAP EX	NON-CONSTRUCTO	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Biometric	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Biometric Hardware Spare Kit	N/A	1.00	USD	\$14,730.0000	\$14,730.00	\$16,939.50		\$16,939.50	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Biometric	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	3rd party Charges	N/A	1.00	USD	\$2,555.0000	\$2,555.00	\$2,593.25		\$2,593.25	Delivered	Single Source	
BUDGET	IT	CAP EX	NON-CONSTRUCTO	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Biometric	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	SmartPath Software/Firmware License and Maintena	N/A	18.00	USD	\$3,857.8800	\$69,441.84	\$79,858.12		\$79,858.12	Delivered	Single Source	
BUDGET	IT	CAP EX	NON-CONSTRUCTO	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Biometric	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Professional Services	N/A	1.00	USD	\$82,146.2000	\$82,146.20	\$94,468.13		\$94,468.13	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Common Use Equipment - Non-SITA, Biometric	Common Use Equipment and Related Services	SITA Quote dated 9	4.00	Bond @ 2%	N/A	1.00	USD	\$17,086.8830	\$17,086.88	\$19,649.91		\$19,649.91	Delivered	Single Source	
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY2																

BUDGET	IT	CAP EX	NON-CONSTRUCTIO	IT DEPARTMENT	FY25	Video Surveillance System VSS	Security - Video Surveillance System	34.00	Camera License (293 cameras)	N/A	293.00	USD	\$328,000.00	\$96,104.00		\$121,571.56	\$121,571.56	Delivered	OEC
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY25	Video Surveillance System VSS	Security - Video Surveillance System	34.00	Top of Rack Switches	N/A	2.00	USD	\$32,513.0500	\$65,026.10		\$82,258.02	\$82,258.02	Delivered	OEC
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY25	Video Surveillance System VSS	Security - Video Surveillance System	34.00	100GBASE-LX10 SFP transceiver module, MMF/OM3	N/A	68.00	USD	\$699,160.00	\$47,542.88		\$60,141.74	\$60,141.74	Delivered	OEC
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY25	Video Surveillance System VSS	Security - Video Surveillance System	34.00	Transceiver, 10GBASE-LR SFP Module, Enterprise-Class	N/A	37.00	USD	\$828,140.00	\$30,641.18		\$38,761.09	\$38,761.09	Delivered	OEC
BUDGET	IT	CAP EX	NON-CONSTRUCTIO	IT DEPARTMENT	FY25	Premise Distribution System PDS	Network System - Except PON	33.00	Screws and Cage Nuts, M16x16MM, for Server Cabine	N/A	10.00	USD	\$45,000.00	\$450.00		\$569.25	\$569.25	Delivered	OEC
BUDGET	IT	CAP EX	NON-CONSTRUCTIO	OPERATIONS	FY25	Baggage Handling System BHS	Network System - Except PON	38.00	Configurable HP Z2 G5 TWR Series IDS - Configuratio	N/A	2.00	USD	\$3,222,300.00	\$6,444.66		\$8,152.49	\$8,152.49	Delivered	OEC
BUDGET	IT	CAP EX	NON-CONSTRUCTIO	OPERATIONS	FY25	Baggage Handling System BHS	Network System - Except PON	38.00	Monitor, LED, Color, Flat Panel, 24", ViewSonic	N/A	4.00	USD	\$125,000.00	\$480.00		\$607.20	\$607.20	Delivered	OEC
BUDGET	IT	CAP EX	WS-150	OPERATIONS	FY25	Passenger Boarding Bridges PBB	Network System - Except PON	38.00	Switch, "Catalyst 9300" by Cisco	N/A	1.00	USD	\$42,476.0700	\$42,476.07		\$53,732.23	\$53,732.23	Delivered	OEC
BUDGET	IT	CAP EX	WS-150	OPERATIONS	FY25	Passenger Boarding Bridges PBB	Network System - Except PON	38.00	16000 with 8Gb Copper, 8Gb Pol+ and 4Gb combo u	N/A	8.00	USD	\$12,508.2230	\$100,065.78		\$126,583.21	\$126,583.21	Delivered	OEC
BUDGET	IT	CAP EX	WS-150	OPERATIONS	FY25	Passenger Boarding Bridges PBB	Network System - Except PON	38.00	SFP-C-BQS38MD-BE 4000-B + RJ45 10/100/1000 with B	N/A	8.00	USD	\$1,170,830.00	\$9,366.64		\$11,848.80	\$11,848.80	Delivered	OEC
BUDGET	IT	CAP EX	WS-150	OPERATIONS	FY25	Passenger Boarding Bridges PBB	Network System - Except PON	38.00	240W AC Power Supply (Lite)	N/A	8.00	USD	\$1,951.7600	\$15,614.08		\$19,751.81	\$19,751.81	Delivered	OEC
BUDGET	IT	CAP EX	WS-150	OPERATIONS	FY25	Passenger Boarding Bridges PBB	Network System - Except PON	38.00	1000Mbps Single Mode Rugged SFP	N/A	16.00	USD	\$1,335.2800	\$21,364.48		\$27,026.07	\$27,026.07	Delivered	OEC
BUDGET	IT	CAP EX	NON-CONSTRUCTIO	IT DEPARTMENT	FY25	Tenant VoIP	Communications	30.00	Type B - J129 -	N/A	37.00	USD	\$35,680.00	\$13,286.16		\$16,553.99	\$16,553.99	Delivered	OEC
BUDGET	IT	CAP EX	NON-CONSTRUCTIO	IT DEPARTMENT	FY25	Tenant VoIP	Communications	30.00	Type C - J129 -	N/A	10.00	USD	\$89,240.00	\$892.40		\$1,128.89	\$1,128.89	Delivered	OEC
BUDGET	IT	CAP EX	NON-CONSTRUCTIO	IT DEPARTMENT	FY25	Tenant VoIP	Communications	30.00	Wall Mount for J129 -	N/A	10.00	USD	\$14,340.00	\$143.40		\$181.40	\$181.40	Delivered	OEC
BUDGET	IT	CAP EX	NON-CONSTRUCTIO	IT DEPARTMENT	FY25	Tenant VoIP	Communications	30.00	Wireless Access Point - Type A - Indoor Omnidirectio	N/A	11.00	USD	\$1,600.0000	\$17,600.00		\$22,264.00	\$22,264.00	Delivered	OEC
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Passive Optical Network PON	Network System - PON Only	PCS Quote dated 11	GPON Integration	N/A	1.00	USD	\$75,795.0000	\$75,795.00	\$87,164.25		\$87,164.25	Delivered	Single Source
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Passive Optical Network PON	Network System - PON Only	PCS Quote dated 11	OLT Hardware	N/A	1.00	USD	\$230,538.7800	\$230,538.78	\$265,119.60		\$265,119.60	Delivered	Single Source
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Passive Optical Network PON	Network System - PON Only	PCS Quote dated 11	OLT Software	N/A	1.00	USD	\$19,612.8100	\$19,612.81	\$22,554.73		\$22,554.73	Delivered	Single Source
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Passive Optical Network PON	Network System - PON Only	PCS Quote dated 11	ONT Hardware	N/A	1.00	USD	\$374,128.8000	\$374,128.80	\$430,248.12		\$430,248.12	Delivered	Single Source
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Passive Optical Network PON	Network System - PON Only	PCS Quote dated 11	Splitters	N/A	1.00	USD	\$51,500.0000	\$51,500.00	\$59,225.00		\$59,225.00	Delivered	Single Source
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Passive Optical Network PON	Network System - PON Only	~10% of PCS quote	PON Equipment, Supplies and Related Services, Incid	N/A	1.00	USD	\$75,000.0000	\$75,000.00	\$86,250.00		\$86,250.00	Delivered	Single Source
BUDGET	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Undefined	IT Undefined - Per Bulletins	1.00	IT Undefined - Per bulletins	N/A	1.00	USD	\$82,000.0000	\$82,000.00	\$94,300.00		\$94,300.00	Delivered	OEC
BUDGET ADJUSTMEN	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Undefined	IT Undefined - Per Bulletins	1.00	IT Undefined - Per bulletins	N/A	-	-	-	-	-	-	-	-	OEC
BUDGET ADJUSTMEN	IT	CAP EX	WS-150	OPERATIONS	FY24	Digital Signage	Digital Signage	7.00	Pier Interlock Signage Type C41	N/A	-	-	-	-	-	-	-	-	OEC
FUNDS MOVED FROM	FFE	CAP EX	NON-CONSTRUCTIO	FACILITIES	FY25	Seating	Hightower Furniture	15.00	Bench, Ayre, Wood Slats, Square	B50	-	-	-	-	-	-	-	-	Competition
FUNDS MOVED FROM	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Undefined	IT Undefined - Per Bulletins	1.00	IT Undefined - Per bulletins	N/A	-	-	-	-	-	-	-	-	OEC
PURCHASES	IT	CAP EX	WS-150	IT DEPARTMENT	FY24	Passive Optical Network PON	Network System - PON Only	2.00	GPON Integration	N/A	-	-	-	-	-	-	-	-	Single Source
PURCHASES	CONTING	CAP EX	WS-150	IT DEPARTMENT	FY24	Contingency	Contingency - CAP EX	6.00	Contingency - CAP EX / IT / FY24	N/A	-	-	-	-	-	-	-	-	#N/A
		#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		#N/A		-	-	-	-	-	-	-	-	#N/A
														\$7,386,616.98	\$2,952,088.50	\$6,096,773.13	\$9,501,304.71		



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Kathleen M. Sharman, Interim Chair, Procurement Committee/Chief Financial Officer

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Procurement Committee to Terminate Purchasing Contract 23-364-IFB, Landscape Maintenance of Parking Lots with Brightview Landscape Services, Inc. (Brightview) and enter into direct negotiations with Helping Hand Lawn Care, LLC (Helping Hand)

BACKGROUND

On June 20, 2023, the Aviation Authority received the following bid responses from BrightView Landscape Services, Inc. for \$2,062,291.55, Helping Hand Lawn Care, LLC for \$3,681,855 and AERO Groundtek, LLC for \$5,215,799. On October 18, 2023, the Aviation Authority Board approved award for Invitation for Bid 23-364-IFB for Landscape Maintenance of Parking Lots to Brightview Landscape Services, Inc. The contract commenced on November 6, 2023.

ISSUES

On December 6, 2023, the Aviation Authority received a letter from Brightview requesting an immediate release from Contract 23-364-IFB. They cited their pricing structure resulted in a monetary loss due to the omission of labor costs for daily trash and debris removal from each of the six parking lots.

On December 14, 2023, Purchase Order was issued to Helping Hand in the amount of \$125,604 to begin trash and debris removal from the parking lots and to provide as needed landscape maintenance services as BrightView was not able to continue these services.

The department is seeking approval to terminate Purchasing Contract 23-364-IFB with Brightview and recommends entering into direct negotiations for up to two years with Helping Hand while the Aviation Authority determines the appropriate procurement method to procure the services. Helping Hand has agreed to honor their bid prices from 23-364-IFB and is willing to begin providing services immediately.

The parking lot locations are North Park Place located at the intersection of Bear Road and Cargo Road, South Park Place located at the South Access Road, Employee Parking Lot located at the north end of Casa Verde Road, West Park Place located on Tradeport Drive, South Cell Lot and South Employee Parking Lot.

Helping Hand will furnish all labor, supervision, materials, supplies, equipment, tools, chemicals, and all other items necessary or proper for, or incidental to, performing landscape maintenance of parking lots at the Orlando International Airport in accordance with the Contract Documents.

Pricing for the services is based on Unit Prices for mowing; edging and trimming; weeding; disease and insect control; fertilization; provide and install annuals; trash and debris removal; provide and placement of mulch; and, irrigation maintenance.

SMALL BUSINESS

This Contract includes a Minority and Women Business Enterprise participation goal of 25%. The Small Business Development Department reviewed the responses submitted for 23-364-IFB for Landscape Maintenance of Parking Lots, and had recommended all three bidders be deemed responsive to this solicitation.

After meeting with the Small Business Development Department the Facilities Department, and the Procurement Department, Helping Hand has agreed to meet the 25% MWBE participation goal requirement. It should be noted that Helping Hand is a Veteran Owned Business and is certified as a VBE company.

ALTERNATIVES

The Aviation Authority Board may choose not to award/recommend this procurement.

FISCAL IMPACT

The fiscal impact of this award is a not-to-exceed amount of \$1,470,722 for a two-year period. Funds anticipated to be spent under the contract in the current fiscal year are within budget. Funding required in current and subsequent fiscal years will be allocated from the Operations and Maintenance Fund, as approved through the budget process and when funds become available.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Procurement Committee and to: (1) terminate Purchasing Contract 23-364-IFB, Landscape Maintenance of Parking Lots, with Brightview Landscape Services Inc.; (2) Request award to Helping Hand Lawn Care, LLC; for the total not-exceed amount of \$1,470,722; (3) authorize funding from the Operations and Maintenance Fund; and (4) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Kathleen M. Sharman, Interim Chair, Procurement Committee/Chief Financial Officer

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to Award Request for Proposal 23-380-RFP Terminals A and B Janitorial Maintenance as follows:
Location 1: LGC Global Energy FM, Locations 2 & 3: Sunshine Cleaning System

BACKGROUND

On August 15, 2023, the Aviation Authority issued Request for Proposal 23-380-RFP for Terminals A and B Janitorial Maintenance Services. The purpose of this RFP is to select a Contractor to provide janitorial services as described in the solicitation to three locations at Orlando International Airport (MCO): Location 1: Terminals A and B; Location 2: Airsides 1 and 3; and Location 3: Airsides 2 and 4. The term of the Contract will be for five years with initial service to start on or about July 1, 2024.

The selected Contractor shall provide all labor, supervision, management oversight, training, materials, equipment, tools, vehicles, submissions, reports, consumables, uniforms, janitorial cleaning supplies (except hand soap, trash liners and baling wire), paper products (except paper towels and toilet tissue), feminine hygiene products, toilet seat covers, trash can inserts, fuel, oil, lubricants, and all other items with no markup necessary or proper for, or incidental to, performing janitorial maintenance of the Terminals A and B areas and Airsides located at the Orlando International Airport (MCO) North Terminal, in accordance with the Contract Documents.

ISSUES

The Aviation Authority established the following evaluation criteria for this Request for Proposals:

EVALUATION CRITERIA	
CATEGORY	POINTS
Experience and Qualifications of Respondent; Knowledge and Experience of Key Individuals/Management Team and Client References	25
Approach and Methodology: Staffing, Training , Quality Control, Customer Services, Transition Plans.	25
Small Business Participation Goal	25
Price Proposal	25
TOTAL:	100

On October 9, 2023, the Aviation Authority received eight proposals of which two were previously deemed non-responsive. Below are listed the remaining six firms which were evaluated in alphabetical order, with the proposed total five-year price for each:

Proposers (in alphabetical order)	Location 1 Terminal A&B	Location 2 Airsides 1 & 3	Location 3 Airsides 2 & 4
ABM	\$81,714,759.59	\$55,264,820.61	\$51,256,507.95
C&W Services	\$71,873,013.28	\$49,399,644.20	\$42,505,435.91
Flagship Facility Services	\$74,696,864.39	\$51,401,883.42	\$43,558,375.01
LGC Global Energy FM LLC	\$67,857,865.00*	\$45,949,370.00	\$38,635,975.00
Owens Realty Services	\$72,708,543.75	\$48,669,351.32	\$41,320,855.51
Sunshine Cleaning Systems Inc.	\$71,870,052.08	\$47,557,820.00*	\$41,648,448.00*

*Indicates the dollar amount included in the calculation of the fiscal impact.

The vast majority of the total price is fixed by the Aviation Authority. The Proposers compete on the fraction of the price representing the Management Fee. The Proposers' Management Fees for the first year and the total five-year Management Fees were:

Proposers (in alphabetical order)	Location 1 Terminal A&B	Location 2 Airsides 1 & 3	Location 3 Airsides 2 & 4	Total
	5-Yr Management Fee	5-Yr Management Fee	5-Yr Management Fee	5-Yr Management Fee
ABM	\$27,809,059.59	\$18,761,220.61	\$20,562,907.95	\$67,133,188.15
C&W Services	\$17,967,313.28	\$12,896,044.20	\$11,811,835.91	\$42,675,193.39
Flagship Facility Services	\$20,791,164.39	\$14,898,283.42	\$12,864,775.01	\$48,554,222.82
LGC Global Energy FM LLC	\$13,952,165.00	\$9,445,770.00	\$7,942,375.00	\$31,340,310.00
Owens Realty Services	\$18,802,843.75	\$12,165,751.32	\$10,627,255.51	\$41,595,850.58
Sunshine Cleaning Systems Inc.	\$17,964,352.08	\$11,054,220.00	\$10,954,848.00	\$39,977,420.08

The proposed Management Fee for Year One is as follows:

Proposer (in alphabetical order)	Location 1 Terminal A&B	Location 2 Airsides 1 & 3	Location 3 Airsides 2 & 4	
	1st Yr Management Fee	1st Yr Management Fee	1st Yr Management Fee	1st Yr Management Fee
ABM	\$5,269,260.76	\$3,564,307.45	\$3,904,531.60	\$12,738,099.81
C&W Services	\$3,384,225.59	\$2,429,028.88	\$2,224,813.29	\$8,038,067.76
Flagship Facility Services	\$3,838,612.67	\$2,727,965.27	\$2,355,617.65	\$8,922,195.59
LGC Global Energy FM LLC	\$2,724,555.00	\$1,844,550.00	\$1,550,900.00	\$6,120,005.00
Owens Realty Services	\$3,577,182.00	\$2,314,496.00	\$2,021,802.00	\$7,913,480.00
Sunshine Cleaning Systems Inc.	\$3,383,668.08	\$2,082,115.00	\$2,063,396.00	\$7,529,179.08

The Management Fee is inclusive of salaries of management positions, workers compensation, general liability and other insurance, performance and customs bond, payroll processing, recruiting expenses/training, badges and keys, office equipment, operating supplies, vehicles, utility carts, lifts, other motorized equipment, all powered cleaning equipment, tools and related consumables, janitorial cleaning carts and accessories, staff engagement, cleaning management software, 401k matching contribution for participating reimbursable positions and all other associated performance costs not listed as reimbursable expenses. The reimbursable budget includes labor costs for services rendered, health care benefits, uniforms, and supplies and consumables. Any items under the reimbursable budget are paid for as utilized.

On February 20, 2024, the Procurement Committee met to comparatively consider the proposal submissions and scored the Proposers. For Location 1, the Procurement Committee scored the Proposers as follows:

<i>BRIEF CRITERIA DESCRIPTION</i>	<i>ABM</i>	<i>C&W Services</i>	<i>Flagship Facility Services</i>	<i>LGC Global Energy FM LLC</i>	<i>Owens Realty Services</i>	<i>Sunshine Cleaning System, Inc.</i>
Experience and Qualifications...	19	18	21	22	18	19
Approach and Methodology; Staffing...	20	18	21	22	21	21
Small Business Participation Goal	19	17	19	24	17	20
<i>Qualifications Score Total</i>	<i>58.00</i>	<i>53.00</i>	<i>61.00</i>	<i>68.00</i>	<i>56.00</i>	<i>60.00</i>
Pricing Score	12.54	19.41	16.78	25.00	18.55	19.42
<i>Grand Total</i>	<i>70.54</i>	<i>72.41</i>	<i>77.78</i>	<i>93.00</i>	<i>74.55</i>	<i>79.42</i>

Based on these scores, the Procurement Committee ranked the Proposers as follows for Location 1:

First: LGC Global Energy
 Second: Sunshine Cleaning System, Inc.
 Third: Flagship Facility Services
 Fourth: Owens Realty Services
 Fifth: C&W Services
 Sixth: ABM

Pursuant to the rules of the RFP, after the Location 1 award, the recommended Proposer was disqualified from being recommended for Location 2 and Location 3. The Procurement Committee scored the Proposers as follows on Location 2:

<i>BRIEF CRITERIA DESCRIPTION</i>	<i>ABM</i>	<i>C&W Services</i>	<i>Flagship Facility Services</i>	<i>Owens Realty Services</i>	<i>Sunshine Cleaning System, Inc.</i>
Experience and Qualifications... and Approach and Methodology...	39	36	42	39	40
Small Business Participation Goal	20	17	20	18	24
<i>Qualifications Score Total</i>	<i>59.00</i>	<i>53.00</i>	<i>62.00</i>	<i>57.00</i>	<i>64.00</i>
Pricing Score	14.73	21.43	18.55	22.72	25.00
<i>Grand Total</i>	<i>73.73</i>	<i>74.43</i>	<i>80.55</i>	<i>79.72</i>	<i>89.00</i>

Based on these scores, the Procurement Committee ranked the Proposers as follows for Location 2:

First: Sunshine Cleaning System, Inc.

Second: Flagship Facility Services

Third: Owens Realty

Fourth: C&W Services

Fifth: ABM

The Procurement Committee scored the Proposers as follows on Location 3:

<i>CRITERIA</i>	<i>ABM</i>	<i>C&W Services</i>	<i>Flagship Facility Services</i>	<i>Owens Realty Services</i>	<i>Sunshine Cleaning System, Inc.</i>
Experience and Qualifications...and Approach and Methodology...	39	36	42	39	40
Small Business Participation Goal	24	17	19	18	23
<i>Qualifications Score Total</i>	<i>63.00</i>	<i>53.00</i>	<i>61.00</i>	<i>57.00</i>	<i>63.00</i>
Pricing Score	12.92	22.49	20.65	25.00	24.25
<i>Grand Total</i>	<i>75.92</i>	<i>75.49</i>	<i>81.65</i>	<i>82.00</i>	<i>87.25</i>

Based on these scores, the committee ranked the Proposers as follows for Location 3:

First: Sunshine Cleaning System, Inc.

Second: Owens Realty Services

Third: Flagship Facility Services

Fourth: ABM

Fifth: C&W Services

Following these recommendations, Flagship Facility Services appealed. The Chief Executive Officer affirmed the Procurement Committee's decision after appeal. A copy of relevant documents from the appeal is attached for your consideration.

SMALL BUSINESS

LGC proposed a combined 40% participation from the three MWBE/LDB Small Businesses with which it proposed for Location 1. For Location 2 and Location 3, Sunshine proposed 40% participation from the two MWBE/LDB Small Businesses with which it proposed.

ALTERNATIVES

The Aviation Authority Board may accept this recommendation or take other actions within its discretion.

FISCAL IMPACT

The value of this procurement is a not-to-exceed amount of \$157,064,133 for the five-year period. Funds anticipated to be spent under the contract in the current fiscal year are within budget. Funding required in the current and subsequent fiscal years will be allocated from the Operations and Maintenance Fund, as approved through the budget process and when funds become available.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation to the Chief Executive Officer to: (1) approve the award of Purchasing Request for Proposal 23-380-RFP Terminals A and B

Janitorial Maintenance Services as follows: Location 1: LGC Global Energy FM, Locations 2 and 3: Sunshine Cleaning System; (2) concur with the recommendation of the Procurement Committee to deem 24 Hours Inc. and Tryfacta Inc. non-responsive; (3) authorize funding in a not-to-exceed amount of \$157,064,133 from the Operations and Maintenance Fund; and (4) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.



VIA EMAIL

March 20, 2024

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RE: 23-380 RFP Terminals A and B Janitorial Maintenance

Dear Sirs and Madam,

Flagship Aviation Services LLC ("Flagship") appeals the Procurement Committee's recommendation to award 23-380-RFP Terminals A and B Janitorial Maintenance ("RFP") Location 1 to LGC Global Energy FM LLC ("LGC") and collaterally appeals the Location 2 and Location 3 recommended award to Sunshine Cleaning Systems Inc. ("Sunshine"). Pursuant to Aviation Authority Policy, a hearing on the appeal occurred on March 13, 2024.

Flagship's appeal is well-organized in four sections. Legal counsel informs me that Florida law provides that a procurement recommendation is evaluated on an "abuse of discretion" standard. I have been advised that case law defining this standard leads to the conclusion that

absent arbitrariness, capriciousness, fraud, illegality, dishonesty, misconduct, or facial non-responsiveness, a procurement recommendation or decision is a discretionary action which should be respected. *See generally, Dep't of Transp. v. Groves-Watkins Constructors*, 530 So. 2d 912, 913 (Fla. 1988)); *Emerald Corr. Mgmt. v. Bay Cnty. Bd. of Cnty. Comm'rs*, 955 So. 2d 647, 651 (Fla. 1st DCA 2007); *Sutron Corp. v. Lake Cnty. Water Auth.*, 870 So. 2d 930, 932 (Fla. 5th DCA 2004). I will use these standards throughout this decision.

Whether LGC Met the Mandatory Experience Requirement

Flagship argues that the Committee should have disqualified LGC as non-responsive to RFP Section 3.1.c. which states:

Respondent must demonstrate that the Respondent has satisfactorily performed janitorial maintenance services for a large transportation or public access facility, servicing a minimum of thirty (30) million passengers/employees (can be a single building and/or campus of contiguous buildings less than 5 miles from each other under ONE contract) under conditioned air (including Airports) with a minimum of 2,000,000 square feet of floor area of which 20% may be hardscape and/or patio, serviced in multiple shifts over a 24 hour period, seven days per week, for which Respondent has employed or managed at least 200 full-time equivalent positions in performing its janitorial services.

Dissected into component parts, Flagship's argument is that LGC and the Committee relied heavily on LGC's claimed experience at Chicago O'Hare International Airport ("ORD") as LGC's "only qualifying airport in the United States." Flagship's position is that the response and the reference from ORD, signed by an apparent janitorial sub-contractor at ORD, Vargas Group Inc., "raises questions about the service it was providing." Further, that those questions taint other responses provided by LGC such as the number of shifts and its role as a sub-contractor instead of the prime contractor in ORD's facilities.

ABM, a Proposer¹ which did not appeal, added comments during the appeal that it is a prime contractor at ORD and that it has "no knowledge" of LGC's presence at ORD. Further, that Vargas is an ABM sub-contractor which has no sub-contractors with whom it operates.

Aviation Authority staff and the Committee do not take a Proposer's past experience representations unchallenged. Staff conducts reference checks on any proposers' RFP representations and this RFP was no exception. Signed references were received from Jamie

¹ I will use the term "Proposers" to mean those entities which submitted responses to the RFP.

Cruz, a representative of Vargas, and Dhananjay Dave, a representative of Mumbai International Airport. Staff followed up the signed reference from Jamie Cruz with a telephone call to clarify Vargas' and LGC's relationship regarding janitorial services to ORD. Both Cruz and Dave verified that LGC met the various components of the RFP's experience requirements in Section 3.1.c.

Flagship points out the Committee's discussion during the LGC ORD reference evaluation was, in its view, flawed and incomplete. Another view may be that the Committee engaged in thorough discussion in a public forum, asked probing questions, and reached sufficient consensus to weigh LGC's experience along with the other Proposers' experience. Whether the discussion on reference checks fell on one end of a spectrum bounded by "imperfect" and "perfect" is not the legal standard against which I evaluate this appeal in accordance with legal counsel's advice. *See, e.g. Keystone Peer Rev. Org., Inc. v. State of Fla., Ag. for Health Care Admin.*, Case No. 00-4032BID, at ¶¶ 32, 35 (Fla. DOAH Dec. 20, 2000); *GTE Data Servs., Inc. v. Dep't of Health & Rehab. Servs.*, Case No. 87-3188BID, at ¶¶ 71, 74 (Fla. DOAH Nov. 19, 1987).

Flagship raises other points which are not persuasive when compared to the legal standard of review: The claim that ORD is LGC's "only qualifying airport in the United States" is rebutted by the fact that the RFP did not require only experience in the United States. The claim that there is a dichotomy between LGC's statement of "24/7" experience at ORD versus the verified experience of two shifts in a 24-hour period is ameliorated by the RFP language that requires "multiple shifts over a 24-hour period," and not full coverage for 24 consecutive hours. The claim that LGC is a sub-contractor and not a prime contractor at ORD is defeated by the fact that the RFP did not require prime contracting experience. Taken together, and considering the unchallenged Mumbai International Airport reference check, Flagship's appeal on these points does not meet the standard required by Florida law.

Whether LGC Provided the Proposed Site Manager's Resume

Flagship correctly points out that the proposed Site Manager's resume, including the number of years and specific experience in the field was required by the RFP in Section 8.1. Flagship cites page 24 of LGC's proposal, claiming that the reference there to the Site Manager is not a resume. Flagship did not cite to pages 37 and 38 of LGC's proposal (PDF pages 39 and 40), which, on its face, appears to be the Site Manager's resume.²

² To be clear, this is not a criticism of Flagship's representation. This was a good faith argument by Flagship because page 24 refers to the Site Manager and his experience, as does page 31. However, the Site Manager's experience is fully explained on pages 37 and 38.

I reviewed each RFP response. Each Proposer used its own format in providing information to meet the requirement of providing the Site Manager's qualifying experience. The Committee was well within its discretion to determine that LGC's approach was sufficient to meet this requirement.

Whether the Procurement Committee Evaluated the Price Component in Accordance with the RFP

To protect the Aviation Authority's interest in avoiding irresponsible scored price components in an RFP response, the Aviation Authority included a term in RFP Section 3.2.c which commits the Aviation Authority to conduct a price realism analysis if the low proposed fee is "twenty-five percent (25%) lower than the next lowest Management Fee proposal" The RFP did not specify any formula by which this difference would be calculated. Aviation Authority staff showed their method of calculation in public records. Staff divided the low price proposal by the next lowest proposal to determine the percent difference between the two. This method satisfied two components of the RFP: first, by setting the pricing ratio for scoring under RFP Section 3.2.b; and second, to determine whether the pricing was "unrealistically low" in Section 3.2.c.

Mathematically, as calculated by staff, the calculated difference on Location 1, which is at issue, was 22.3%. (\$13,952,165 (the low price) divided by \$17,964,352 (the next low price), which equals a percentage of 77.7% or a percentage difference of 22.3%). Flagship challenges this method of calculation and states that the correct method would be to calculate the difference in the dollar value between the two prices, then divide that difference by the lower price, which equals 28.76%.

There are other methods, too. If one calculates the difference in the two prices, then the difference is divided by the higher price in this case, the percentage difference is 22.3%, again. Flagship cites to a calculated variance amount of 25.142% in its appeal letter.

During the hearing, we asked Flagship for any legal authority that would prohibit GOAA's use of a mathematical method of making this calculation in the absence of a defined method in the bid/proposal itself. I have been advised by legal counsel that, "[i]f agency action is justifiable under any analysis that a reasonable person would use to reach a decision of similar importance, the decision is neither arbitrary nor capricious." *RA Outdoors v. Dep't of Env'tl. Prot.*, Case No. 20-3376BID at ¶ 81 (Fla. DOAH Oct. 15, 2020) (citing *J.D. v. Fla. Dep't of Child. & Fams.*, 114 So. 3d 1127, 1130 (Fla. 1st DCA 2013)). Assuming good faith consideration has been given to the relevant factors—as required for "determining acceptability and relative merit of [any] bid, proposal, or reply," § 258.057(1), Fla. Stat.—and the entity has used reason "rather

than whim to progress from considering those factors to reaching a final decision,” “a decision is justifiable under any analysis that a reasonable person might use to reach a decision of similar importance, [and] the decision is not arbitrary or capricious.” *Rick Richards, Inc. v. Dep’t of Transp.*, Case No. 22-3440BID at ¶ 36 (Fla. DOAH Feb. 22, 2023); see also *Dravo Basic Materials Co. v. State, Dep’t of Transp.*, 602 So. 2d 632, 634 n.3 (Fla. 2d DCA 1992) (“If an administrative decision is justifiable under any analysis that a reasonable person would use to reach a decision of similar importance, it would seem that the decision is neither arbitrary nor capricious.” (citing *Canakaris v. Canakaris*, 382 So. 2d 1197, 1203 (Fla. 1980) (“The trial court’s discretionary power is subject only to the test of reasonableness, but that test requires a determination of whether there is logic and justification.”); cf. *Sun Coast Int’l Inc. v. Dep’t of Bus. Reg., Div. of Land Sales, Condos. & Mobile Homes*, 596 So. 2d 1118, 1120 (Fla. 1st DCA 1992) (finding “[i]t is impossible for [the court] to say that the division’s reliance on the [dictionary’s] definition [of the word ‘delivery’] [wa]s not a reasonable method of interpreting the statutory term”). Flagship provided no legal authority which concludes that there is only one approach to this calculation. I find that Flagship did not meet the legal standard on this appeal point.

Whether the MWBE Scoring was Erroneous

Flagship appeals further because, in its view, the Committee scored the Small Business Participation evaluation arbitrarily. Flagship notes, as an example, that two Proposers, LGC and Sunshine, both offered 40% Small Business participation; yet, LGC received 24 points out of 25 and Sunshine received 20 points. This, Flagship alleges, is evidence of an arbitrary scoring system and possible confusion by the Committee members.

Although I give the Committee only the deference in its decisions due under the applicable legal standard, I pause to comment that the Procurement Committee is a standing committee of the Aviation Authority comprised of senior executives experienced in public procurements. The Committee is not formed in a haphazard way with inexperienced staff. The Committee is chaired by the Aviation Authority’s Chief Financial Officer and the Vice-Chair is the Senior Vice President of Operations. Other Committee members have considerable experience and responsibilities. In reviewing the transcript of the Committee hearing, I see no deviation from the standards of professionalism expected of the members which indicates confusion or a lack of deliberative processes.

Flagship’s argument that equal proposed Small Business participation percentages must result in equal evaluation points is rejected. The RFP, Addenda, and the competitors’ responses contradict that point. First, the RFP states that the required submission for the Small Business Plan includes more than just a number:

Small Business Participation Plan

A. MWBE Participation Plan

The Aviation Authority has set a MWBE participation **goal of twenty percent (20%)**, for this solicitation. Describe the level of MWBE participation that will be provided, **how and what services will be performed by each firm.**

B. LDB/VBE Participation Plan

The Aviation Authority has set a LDB/VBE participation **goal of seventeen percent (17%)**, for this solicitation. Describe the level of LDB/VBE participation that will be provided, **how and what services will be performed by each firm.**

(emphasis supplied in original).

Second, Flagship cites Addendum 5 to the RFP³ as an example of insufficient information being provided to the competitors. In answering a competitor's question, GOAA cited the appropriate standards from the RFP:

Question: As long as a Proposer successfully meets the Small Business Participation Goal (MWBE & LDB requirements), will they receive the full 25 points, that is pass/fail? Or is the participation scored by factors such as utilizing multiple Subcontractors and/or exceeding the goals?

Answer: Responses will be evaluated based upon the Evaluation Criteria per Section 3.2; and supported by the Respondent's provided required information per Section 8.0 Response Submission Requirements. The Committee will evaluate and score based on multiple factors, to include the level of MWBE/LDB participation that will be provided, how and what services will be performed by each firm.

The Proposers were not confused by the answer, including Flagship. While Flagship's appeal presumes that the only scoring criteria was the numerical percentage of Small Business participation, Flagship's proposal discusses its "Mentor-Protégé" program for its Small Business partners and highlights its empowerment of Small Businesses. ABM's Small Business proposal is four pages long and includes substantial information about its approach to small business partnerships and its efforts to monitor compliance and the success of its programs. Owens promotes its selection of Modern Industry Services, Inc. to conduct specific functions for its team. Owens also focuses on Whayne Enterprises as one of its partners, calling attention to

³ Addenda are issued, for example, to answer possible competitors' questions about an RFP. Addendum 5 was one such addenda.

Whayne's experience at Denver's and Seattle's international airports as a basis for Whayne's providing the same services at MCO. C and W also highlights the strength of its Small Business partner, Sterling, throughout its proposal, and included a plan on how it planned to utilize Sterling's expertise. Sunshine's subjective information was shorter than the others; but, was included nonetheless. Each Proposer included, to one degree or another, its Small Business partners in their required Organizational Charts and some described specific shifts that the partners would cover. That is, no proposer, including Flagship, submitted only a raw number. Each participant endeavored to demonstrate the "participation that will be provided, how and what services will be performed by each firm."

The Committee's approach is best exemplified by the scoring difference between Sunshine and LGC. Sunshine and LGC both proposed 40% Small Business participation, greater than all other Proposers. LGC proposed three Small Business partners, highlighted its program goals and focused attention on the managerial experience of one of its partners' employees. Sunshine's submission was less robust. Given the Committee's experience and ability to evaluate proposals such as these, whether that difference accounted for a one-point or five-point scoring difference - or something else - is within the Committee's discretion which I will not disturb it on appeal.⁴

Other Issues

LGC noted as part of its argument that Flagship did not have standing to appeal the Committee's decision, citing case law which stands for the proposition that a low-ranked proposer cannot challenge the award to the first-ranked proposer without challenging those ranked between the challenger and the first-ranked proposer. *Preston Carroll Co. Inc. v. Florida Keys Aquaduct Auth.*, 400 So. 2d 524 (Fla. 3d DCA 1991). On Location 1, which is the keystone of Flagship's appeal, LGC was ranked first. Sunshine was ranked second and Flagship was ranked third. Flagship's direct appeal on the Location 1 award did not attack Sunshine's ability to replace Flagship in the first position.

Because I affirm the Procurement Committee's recommendation, I do not decide the issue of Flagship's standing to appeal. Nevertheless, Flagship's second point on appeal requesting the Aviation Authority to re-issue the RFP, demonstrates sufficient "substantial interest" as defined by the Fifth District Court of Appeal in *Madison Highlands, LLC v. Florida Housing Finance Corp.*, 220 So. 3d 467, 473-474 (5th DCA 2017)(distinguishing the "low bid" challenge in *Preston* from a

⁴ I note that Flagship benefitted from the Committee's evaluation. Flagship, which proposed 35% participation but had a more thorough subjective description than Sunshine, scored 19 points compared to Sunshine's 20 points with 40% participation.

scoring challenge applying to all higher-ranked competitors) for me to issue this decision without formally resolving the question of standing.

ABM offered unsigned letters at the hearing, not provided in any response before the hearing. One letter suggested that Owens used the name “Juan Carlos Gamez” as a possible manager without authorization. The other letter suggested that Vargas did not authorize LGC to use Vargas as a reference. If the letters were submitted on time and if the letters were signed when submitted, they would not change my evaluation of Flagship’s appeal. As to the “Gamez” letter, the Committee did not recommend Owens, so that letter is irrelevant to my review.

The Vargas letter requires additional discussion. At the appeal hearing, ABM produced an unsigned letter purportedly from Jamie Cruz, dated March 12, 2024, stating in total:

I am hereby confirming the Vargas Group is a subcontracting partner with ABM at O’Hare International Airport, at no time did Vargas Group authorize LGC to use the Vargas Group name or its references as a business reference for the Orlando Airport proposal.

As presented at the March 13 morning hearing, the letter appears irrelevant to the appeal because whether LGC authorized Vargas to act as a reference was not at issue. We noted on the morning of March 13 that the Vargas letter was unsigned. Apparently in response to that comment, ABM emailed a signed letter from Cruz in the afternoon on March 13.⁵ The signed Cruz letter is dated the same as the unsigned letter, March 12, 2024. Yet, the signed letter received on March 13 has an added sentence which was not in the March 12 letter produced in the morning on March 13:

I am hereby confirming that the Vargas Group is a subcontractor with ABM at O’Hare International Airport, at no time did Vargas Group authorize LGC to use the Vargas Group name or its references as a business reference for the Orlando Airport proposal.

Furthermore, LGC, is not currently or has ever worked at ORD with Vargas Group.

We investigated the matter further upon receiving the signed letter from Cruz. Aviation Authority records show an email transmitted the reference check to jcruz@vargasgroupinc.com on October 26, 2023.⁶ The attached reference check form is a fillable form, meaning that the person responding to the reference check electronically fills in each field on their own.

⁵ Aviation Authority staff to whom the email was sent on March 13 did not recognize that the letters were different than those provided at hearing earlier that morning, resulting in a delay in forwarding those emails to General Counsel and to me.

⁶ An internet search leading to <https://www.vargasgroupinc.com/who-we-are/> reveals that Jamie Cruz is the President of the Vargas Group and that vargasgroupinc.com is the suffix used in the company’s email address.

On October 27, 2023, the Aviation Authority received an email from jcruz@vargasgroupinc.com, electronically signed by Jamie Cruz, President of Vargas Group. The email included an attachment which was the filled-in fillable form the Aviation Authority sent the previous day. Where fillable blanks existed the previous day, the form was filled in on October 27. The top of the form was filled in as follows:

COMPANY:	<u>Chicago O'Hare International Airport</u>
REFERENCE FOR:	<u>LGC Global Energy FM</u>
CONTACT PERSON	<u>Jamie Cruz</u> PHONE: <u>312 - 515 - 2176</u>

The filled-in form attached to Mr. Cruz's October 27 email had every field of the once empty form completed with relevant information, concluding with:

COMMENTS THAT WOULD ASSIST US IN OUR EVALUATION (Use additional pages if necessary.)
LGC Global is doing a fantastic job at our airport, ensuring it's always super clean and safe. They are in good terms with us, which really helps our operations run smoothly. With the right number of skilled staff, they not only exceed cleaning standards but also enhance our passenger satisfaction. I highly recommend them for all your janitorial needs, especially with their 24/7 dedication.

Signature of Evaluator: Jamie Cruz Date: 10/27/2023

From the Aviation Authority's perspective, Jamie Cruz signed and emailed a form not only confirming LGC's participation at ORD; but, going further to praise LGC Global for doing a "fantastic job" and praising LGC for exceeding cleaning standards and enhancing passenger satisfaction. The comment ends with a high recommendation.

GOAA's electronic records confirm that a telephone call was made to 312-515-2176 (the contact number in the filled in form) from Aviation Authority extension 6426, which is the extension of the staff member confirming reference checks. The reference check call was mentioned in GOAA's documents in a note, "Confirmed via phone – Jamie Cruz . . . LGC sub-contractor for Vargas Group." On March 19, 2024, the Aviation Authority's General Counsel called 312-515-2176 and confirmed that the telephone number belongs to Jamie Cruz, President of Vargas and that Jamie Cruz's email address is jcruz@vargasgroupinc.com.

One could speculate on the reasons for the inconsistencies and changes in the letters' verbiage. Perhaps Jamie Cruz forgot that the reference form was emailed to him, filled out, and sent back, between October 2023 and March 2024. Perhaps someone hacked Jamie Cruz's email account. Perhaps ORD and ABM did not authorize Vargas to utilize LGC at ORD, resulting in the different statements at different times. The Aviation Authority does not have to entertain such unproven speculation, though. First, the ORD reference remains immaterial to the ultimate recommendation given the other unchallenged experience provided by LGC. Second, the

Aviation Authority may rely in good faith on the routine activities of reference checking and the use of email accounts to conduct those checks.

Conclusion

The Procurement Committee's recommendations to award on 23-380-RFP Terminals A and B Janitorial Maintenance are affirmed.

Sincerely,



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

C Dan Gerber, General Counsel, Rumberger Kirk
 Daniel J. Kuhn, Legal Counsel for Flagship Aviation Services, LLC
 Joseph M. Goldstein, Legal Counsel for LGC Global FM LLC

February 27, 2024

Via Email Only

Kevin Thibault
Chief Financial Officer
Greater Orlando Aviation Authority
kevin.thibault@goaa.org

Yovannie Rodriguez
Chief Administrative Officer
Greater Orlando Aviation Authority
yovannie.rodriguez@goaa.org

Dear Mr. Thibault and Ms. Rodriguez,

We represent Flagship Aviation Services, LLC f/k/a Flagship Airport Services, Inc. ("Flagship"). Flagship was a respondent to Greater Orlando Aviation Authority ("GOAA"), Request for Proposal (Solicitation), 23-380-RFP Terminals A and B Janitorial Maintenance ("RFP"). A copy of the RFP, including Addendum 1 to the RFP, is included with this Appeal Letter as Exhibit A. The GOAA Procurement Committee ("Committee") conducted a meeting on February 20, 2024. The Committee recommended the award of a contract under the RFP for Location 1 – Terminals A and B ("Location 1") to LGC Global Energy FM LLC ("LGC"); and the Committee recommended the award of contracts under the RFP for Locations 2 and 3 – Airsides 1 and 3, and Airsides 2 and 4 ("Locations 2 and 3") to Sunshine Cleaning Systems Inc. ("Sunshine"). Pursuant to GOAA Policy 110.04, Flagship hereby timely files its Appeal of the Procurement Committee's recommended contract awards.

The Orlando International Airport served over 54 million passengers in 2023 plus tens of thousands of Employees at MCO. Cleaning an airport is a very serious business as it is the gateway to the region and many attractions such as Disney World, Universal Orlando Resort and Major Events. Not having a proven Airport cleaning specialist for MCO & GOAA is extremely risky. Flagship is proud to have serviced the Orlando International Airport since 2014 in which time it has made great improvements and received customer service awards. Cleanliness is a large part of the scoring for JD Power Rankings and Flagship has helped Orlando achieve and remain in the JD Power top 10 ranked Mega airports. Flagship has also grown its MWBE & SBE program to include 3 key Sub-Partners and currently it has 42% participation at MCO which will be lower now in the new RFP as the recommended & ranked companies for the combined Locations 1, 2 & 3 participation will be at 40. In addition, Flagship has worked diligently to ensure industry leading compensation with its Unionized staff. Flagship is submitting an Appeal because it cares about MCO as the important gateway to Orlando and the surrounding communities. Flagship knows how to protect this GOAA asset, complete the scope of work successfully, and believes the current selected vendor has not met the requirements and places the airport cleaning operation in jeopardy.

A. Failure to Comply with Respondent's Mandatory Requirements

Section 3.1 of the RFP sets forth the Respondent's Mandatory Minimum Requirements. A respondent to the RFP must meet the Mandatory Minimum Requirements to be considered for an award of the contract.

GOAA was required to evaluate each respondent's response to the RFP to determine whether said respondent had demonstrated, through written documentation, it meets the Mandatory Minimum Requirements. Failure to meet the Mandatory Minimum Requirements disqualifies a respondent from being further evaluated. GOAA failed to properly analyze LGC's response to the RFP for Location 1 and Owens, Renz & Lee Co., Inc's ("Owens") response to the RFP for Location 2 and 3 to determine whether they provided sufficient information to demonstrate they met the Mandatory Minimum Requirements.

1. Section 3.1 – 5 Years of Continuous and Recent Experience of the Type Described in the Scope of Services

Section 3.1.b. of the RFP requires each respondent "Shall have a minimum of five (5) years of continuous, and recent experience providing services of the type described in the Scope of Services above, prior to the deadline of this Solicitation. Respondent shall provide an affirmative statement and/or documentary proof of such experience with the Response submission."

Section 3.1.c. of the RFP requires:

Respondent must demonstrate that the Respondent has satisfactorily performed janitorial maintenance services for a large transportation or public access facility, servicing a minimum of thirty (30) million passengers/employees, (can be a single building and/or a campus of contiguous buildings less than 5 miles from each other, under ONE contract) under conditioned air (including Airports) with a minimum of 2,000,000 square feet of floor area of which 20% may be hardscape and/or patio, serviced in multiple shifts over a 24 hour period, seven days per week, for which the Respondent has employed or managed at least 200 full-time equivalent positions in performing its janitorial services.

In response to these Mandatory Minimum Requirements, Flagship, ABM, C&W, and Sunshine each provided qualifying references and documentary evidence that specifically addressed the same type of facility, the same services (janitorial) being procured under the RFP and meeting the passenger/employee traffic level requirements. More importantly, these respondents demonstrated the work performed meeting the Mandatory Minimum Requirements was as a prime contractor. In response to these same Mandatory Minimum Requirements, LGC provided essentially the same chart attempting to demonstrate its contracts for airports or other similar regulated transportation environments. However, there are apparent issues with LGC's submission that the GOAA Procurement Committee either did not recognize or chose to ignore in recommending an award of the contract for Location 1 to LGC.

First, the types of services LGC provided are not like services at the scale required under the Mandatory Minimum Requirements. Specifically, the projects LGC listed to show large experience were mostly Facility Management or Integrated Facility Management, which are substantially different than the large-scale janitorial contract being procured under the RFP. Copies of applicable pages from LGC's response are included with this Appeal Letter as Exhibit B. Flagship has over a thousand culinary & non-janitorial facility employees, but it did not include these as they were not similar in scope as to what was being procured under the RFP. The RFP specifically required "recent experience providing services of the type described in the Scope of Services" – LGC's Facility Management or Integrated Facility Management work is simply not similar in scope to what GOAA was seeking through the RFP.

Second, and more egregious, LGC listed “Complete management and operation of custodial services at O’Hare International Airport” or otherwise identified O’Hare International Airport several times in its response to the RFP. Specifically, pages 7 and 12 in response to the Mandatory Minimum Requirements; page 25 for a list of contracts for airports or other similar regulated transportation environments; and page 41 as a reference. Copies of these pages are included with this Appeal Letter as Exhibit C. It is apparent LGC relied heavily on its work at O’Hare International Airport, as its only qualifying airport in the United States, as it is listed first in its responses to the Mandatory Minimum Requirements and first for its list of contracts for airports.

The implication of LGC’s response is that it was the prime contractor providing janitorial services to O’Hare International Airport. Specifically, in response to Mandatory Minimum Requirement, Section 3.1.c., LGC identifies that it has 270 FTE providing 24x7x365 janitorial services to Terminals 1 & 2 and other areas of O’Hare International Airport. However, a careful review of LGC’s reference 3, (page 41 of its response to the RFP) raises questions about the services it was providing. Said reference appears to be from Chicago O’Hare International Airport but does not list a representative from O’Hare International Airport as the contact person; rather, reference 3 lists a person from Vargas Group Inc. as the contact person for the reference. Moreover, LGC’s reference 3 states it provides “24/7 janitorial maintenance services at Chicago O’Hare Airport...across Terminal 1 (Second Shift) and Terminal 2 (Third Shift).” Providing services during the second shift at one terminal and the third shift at a separate terminal is not the equivalent of providing 24-hour janitorial services. Reference 3 appears to show, at best, LGC was providing limited services to a small area of O’Hare International Airport and if LGC does this work as a subcontractor for Vargas or another Company, that should be clearly noted and would further not qualify this to be used as a reference.

Procurement staff and RFP rules allow for some discretion in verifying Proposer’s information. For example, D&B information was not submitted in certain proposals, however, during the Committee Meeting it was stated that D&B or something to that equivalent was utilized. Thus, when you review LGC’s proposal they list 4,555 FTE’s/Employees, with the Mumbai reference 2,870 FTE’s really standing out. However, a quick review of their provided website states they are an SBA with 350 +- employees. Provided that websites are not always updated quickly, there obviously can be variations, however, that is a large difference.

In preparation of this Appeal Letter, Flagship conducted a search of the contracts for O’Hare International Airport available on the City of Chicago website. During said search, Flagship was able to locate contracts between the City of Chicago, Department of Aviation and ABM Aviation (“ABM”) and the City of Chicago, Department of Aviation and Diverse Facility Solution Inc. (“DFS”). DFS’s contract is for the terminal landside/non-secure side of Terminals 1, 2 & 3 as shown on the attached Contract 183280; and ABM’s contract is for the terminal airside/secure side of Terminals 1, 2 & 3 as shown on the attached Contract 190841. A copy of each contract is included with this Appeal Letter as Exhibit D and E. Significantly, Flagship was unable to locate any contract between the City of Chicago, Department of Aviation and LGC.

LGC has relied heavily on its supposed work at O’Hare International Airport throughout its response to the RFP. However, serious questions are present about what, if any, work LGC has performed at O’Hare International Airport, which raises additional serious questions about the other contracts LGC identified in its response to the RFP.

The Committee does not appear to have thoroughly reviewed LGC's response to the RFP, including its responses to the Mandatory Minimum Requirements and References sections. Rather, the Committee Members glossed over LGC's qualifications stating that LGC was obviously qualified as it served O'Hare International Airport, Detroit Airport, and Mumbai Airport. However, the implication, or at least the understanding of the Committee Members, appeared to be that LGC was a prime contractor on each of the contracts LGC identified. At the award meeting, the Committee Members discussed whether LGC was a prime contractor or subcontractor and whether performance as a subcontractor qualified under the RFP. Unfortunately, the Committee Members did not resolve these issues and moved on to other subjects.

Moreover, the Committee Members discussed how LGC's Reference 3 for O'Hare International Airport appeared to be from Vargas Group and not from the City of Chicago (minute 33 on award meeting recording). One Committee Member indicated (minute 37 on award meeting recording) an email was sent to Vargas Group (and possibly a phone call) but Vargas Group did not respond. Again, the Committee Members did not resolve this issue and, once again, moved on.

The Minimum Mandatory Requirements are clear and specific in the RFP – there is nothing in the RFP indicating the requirements can be met through the performance of work as a subcontractor. LGC's reliance on O'Hare International Airport raises serious doubts about the validity of its relevant experience. LGC does not have a prime contract with the City of Chicago to provide janitorial services to O'Hare International Airport, and, at best, LGC's response is misleading relating to its janitorial experience. LGC has failed to demonstrate, as required by the RFP, that it is either a Responsible or Responsive Vendor, as defined in GOAA Policy 450.01. As such, pursuant to the express terms of the RFP, LGC should have been disqualified and should not have been evaluated further.

Further, Owens has also not met the Mandatory Minimum Requirements of the RFP. Owens response clearly do not meet the minimum requirements set forth by GOAA in the RFP. The references include a small airport as discussed by the Committee as having minimal passenger counts, facilities that are not 24x7, nor meet the scale of the RFP project. In addition, the response attempts to highlight Management & Airport Experience from a Consultant and/or Subcontractors. The understanding of the Consultants role was questioned during the Committee Review meeting and determined to be unclear. At a minimum, it is irrelevant for qualifying Owens. Also, Owens submitted many airport examples they simply do not service. For example, Owens identified airports that are primarily cleaned, if not cleaned in total, by other vendors. The list of airports Owens presented in their proposal includes Denver, Seattle, Orlando, Salt Lake City, Phoenix and Oklahoma International Airports – these airports are cleaned by Flagship and Owens does not and never has provided services to Flagship at these airports. Pages relating to Owens' experience are included in this Appeal Letter as Exhibit F.

As with LGC, Owens attempt to utilize airports serviced by other vendors to meet the RFP's Mandatory Minimum Requirements calls into question Owens' ability to meet said requirements. It is apparent the Committee did not thoroughly review either LGC's or Owens' experience and ability to meet the Mandatory Minimum Requirements relating to the Scope of Services in the RFP.

B. Failure to Provide the Required Resumes

Section 8.1, Tab 3 of the RFP states: "Respondent shall provide resumes, which shall include the number of years of experience for the Site Manager and specific experience as a terminal janitorial

maintenance services manager in an airport, transportation or other public access facility as large in size and scope to that being proposed in terms of square footage.”

Based on the above language, it was a clear and mandatory requirement of the RFP that each vendor submit resumes for “key individuals” identified in the vendor’s response. Sunshine, ABM, and Flagship each submitted detailed resumes as required as a mandatory item under the terms of the RFP. However, LGC did not provide a resume for any of its key personnel, including its site manager, as required under the RFP. Rather, LGC included one page in its response discussing generally its site manager’s experience. Noticeably absent from LGC’s response is a detailed description of its site manager’s experience - its response states generally that the site manager has “25+ years of expertise in airport janitorial maintenance including 17+ years of supervisory and management experience.” It does not identify any employer information, dates of employment, location of employment, years of service, positions held, etc. A copy of page 24 of LGC’s response is included as Exhibit G to this Appeal.

The Committee specifically discussed resumes during the award meeting, which would be consistent with resumes being a mandatory item a vendor is required to provide under the RFP. Specifically, the Committee held extensive discussions about the different vendors’ site managers (Award meeting recording – 18 minute, 19 minute, 21 minute, 26 minute, 28 minute, and up to the 42 minute mark). During this discussion, a Committee member raised concerns about a vendor’s site manager having a gap in employment history, which negatively impacted the vendor’s score on this section of the Evaluation Criteria. However, the Committee also recognized LGC did not even provide resumes, but LGC received the highest overall score of all vendors on the Knowledge and Experience of Key Individuals Evaluation Criteria.

This inconsistency begs the question – how can one vendor be treated negatively based on a gap in its site manager’s employment history and another vendor receive the highest overall score where it did not even provide an employment history for its site manager? GOAA must apply the standards set forth in the RFP fairly and equitably to all respondents. The fact is that LGC did not provide resumes – the RFP expressly states “Respondent shall provide resumes” – this is a mandatory requirement and is not optional.

Based on LGC’s failure to provide the required resumes, LGC should have been deemed non-responsive and its response to the RFP should have been eliminated from consideration. Holding one respondent to the RFP to a different standard than the other respondents to the same RFP is arbitrary, capricious, contrary to competition, and violates both Florida law and GOAA procurement policies.

C. Section 3.2 – Evaluation of Responses.

Section 3.2 of the RFP sets forth the requirements for the evaluation of proposals submitted to GOAA in response to the RFP. Pursuant to Section 3.2.b., Price is one of the evaluation criteria and is worth a total of 25 points. Section 3.2.c. states,

The Aviation Authority’s intent is to avoid the risk of poor performance from a contractor who is forced to provide goods or services at little or no profit. Unrealistically low Management Fee proposals may be grounds for eliminating a proposal from competition. In the event the management fee proposed is twenty-five (25%) lower than the next lowest Management Fee proposal a price realism analysis will be performed to determine whether this risk is present.

In response to the RFP for Location 1, LGC submitted a total five-year Management Fee proposal in the amount of \$13,952,165. Sunshine submitted the next lowest total five-year Management Fee proposal in the amount of \$17,964,352. As such, the next lowest Management Fee proposal is \$4,012,187 higher than LGC's proposal, which represents a variance amount of 25.142%. Or another way of comparing, LGC would have to increase their price 28.76% to match the next highest price. In addition, LGC stands out in a negative way as the lowest proposal in all 3 Locations.

Also, concerning Location 3 before the scoring process a price realism analysis should have been applied, as LGC's Management Fee was \$7,942,375 and the next highest was Owens at \$10,627,255, which is a difference of \$2,684,880 or 28.92% lower, or another words LGC would have to increase their price 33.80% to match the next highest price.

As discussed above, the RFP required a price realism analysis to be performed on any management fee proposal twenty-five (25%) percent lower than the next lowest proposal. On February 20, 2024, Flagship submitted two public records requests to GOAA seeking documents relating to the scoring and evaluations of each proposal GOAA received in response to the RFP. Flagship was provided with no documents relating to the required (the RFP states a price realism analysis will be performed if the criteria are met) performance of a price realism analysis. In addition, there was no discussion of a price realism analysis at the Evaluator's award meeting conducted on February 20, 2024.

Accordingly, despite it being a mandatory requirement in the RFP, it appears GOAA did not perform a price realism analysis on LGC's Management Fee proposal. Instead, the Committee appear to have ignored the express risk the RFP contemplated (the risk of poor performance from a contractor who is forced to provide good or services at little or no profit) and arbitrarily awarded LGC the highest allowable points under the Price evaluation criteria.

The Committee's choice to ignore the requirements of the RFP is arbitrary, capricious, contrary to competition, and in violation of GOAA procurement policies, and this decision leaves GOAA exposed to accepting a vendor that cannot possibly perform the contract at the proposed Management Fee. This is the exact risk the RFP sought to avoid through the requirement for the performance of the required price realism analysis.

As the incumbent vendor, Flagship has intimate knowledge of the operational costs associated with Location 1 – when you combine Flagship's knowledge & the pricing responses of the other competitors it is highly unlikely that LGC can perform the contract for the amount it proposed in its response to the RFP. Another concern should have been that LGC pricing was by far the lowest proposed price in all 3 Locations. GOAA Policy 450.01 defines a Responsive Offeror, Bidder or Proposer as "A business entity that has submitted a Quotation, Bid, Proposal, or response that conforms to all material aspects of the solicitation, as determined by the Authority." As LGC submitted an unrealistically low Management Fee proposal, LGC should be deemed non-responsive and its proposal should be removed from competition, in accordance with Section 3.2 of the RFP.

D. The Committee Scoring for MWBE and LDB was Done in Error

Section 3.10 and Section 3.11 describe GOAA's Minority and Women Business Enterprise ("MWBE") and Local Developing Business ("LDB") participation programs. The original RFP was amended, through

Addendum 1, to change the MWBE and LDB participation goals. The MWBE Participation Goal is 15% per location; and the LDB Participation Goal is 10% per location.

Significantly, neither the RFP nor any addendum to the RFP identify how GOAA intended to score the MWBE and LDB Participation Goals. Rather, Sections 3.10 and 3.11 state only the MWBE and LDB were established for the Contract and “Such participation is encouraged, and will be considered during the evaluation process for award of this Contract.”

As the RFP provided respondents with no guidance as to how the Participation Goals would impact the evaluation of the proposals, vendors submitted questions during the question/answer period, which GOAA’s responses were published in Addendum 5 to the RFP. In response to Item 49 in Addendum 5, GOAA stated:

Answer: There are 3 locations Terminal: The small business goal for this location is 15% MWBE and 10% LDB/VBE for a total of 25% Airsides 1 & 3 and Airside 2 & 4: The small business goal for these two locations is 25% MWBE or LDB or VBE, meaning it can be met by either one of these programs. For additional questions regarding small business participation goal setting you may contact Orlando Santiago, Small Business Compliance Administrator by phone 407.825.7134 or email osantiago@goaa.org.

In addition, a vendor specifically asked GOAA how the MWBE and LDB Participation Goals would be scored and considered in the evaluation process for award of this contract, as follows:

ITEM 74. Question: As long as a Proposer successfully meets the Small Business Participation Goal (MWBE & LDB requirements), will they receive the full 25 points, that is pass/fail¹? Or is the participation scored by factors such as utilizing multiple Subcontractors and/or exceeding the goals?

Answer: Responses will be evaluated based upon the Evaluation Criteria per Section 3.2; and supported by the Respondent’s provided required information per Section 8.0 Response Submission Requirements. The Committee will evaluate and score based on multiple factors, to include the level of MWBE/LDB participation that will be provided, how and what services will be performed by each firm.

Unfortunately, GOAA’s response did not answer the vendor’s question. Rather, the response stated only that the Respondents would be evaluated based on the Evaluation Criteria per Section 3.2 – Section 3.2 does not contain any information about how the Participation Goals will be scored. Specifically, Section 3.2 does not identify whether the Participation Goal will be scored as a pass/fail – you either meet the goal or you don’t – or whether the Committee will apply some type of formula to Participation Goal.

With the last sentence of its response to Item 74, GOAA appears to say it can score however it wants without providing any guidance to the Respondents. This type of arbitrary and open-ended criteria is not

¹ In nearly all procurements Flagship has participated in, small business type participation goals are scored on a pass/fail basis – you either meet the goal or you don’t.

consistent with Florida procurement law and is directly adverse to GOAA Policy 450.01² and GOAA Policy 450.02³. The arbitrary and undefined evaluation criteria leave open the possibility the Committee will hand-pick the respondent without the proper application of the enumerated selection criteria, as required under Florida law. Moreover, it leads to the unfair and inequitable distribution of points, which have significant and sometimes dispositive impacts on the outcome of a procurement.

In this case, it appears the Committee attempted to utilize some type of formula to award points under the Small Business Participation Goal Evaluation Criteria. The maximum points allowed under this category of Evaluation Criteria was 25 points, and it appears all six Respondents considered for the Location 1 contract exceeded the Participation Goal. However, the distribution of points for this Evaluation Criteria was arbitrary, capricious, contrary to competition, and contrary to Florida law. In fact, there is no reasonable basis in law or in fact to explain the distribution of points under this Evaluation Criteria.

We are including below a chart showing the distribution of points to each vendor under this Evaluation Criteria and the percentage differences in Participation Goal and points received for each respondent. This chart demonstrates the lack of any reasonable justification for the points awarded under this Evaluation.

Proposing Company	Committee Final Score	Combined Company SBE Participation	% Variance vs LGC in participation levels proposed	% Difference vs LGC on participation levels	# of Points Difference vs LGC	% Difference vs LGC on point given to LGC
ABM	19	34.60%	-5.40%	-14.48%	-5.00	-23.26%
C & W	17	30.00%	-10.00%	-28.57%	-7.00	-41.18%
Flagship	19	35.00%	-5.00%	-13.33%	-5.00	-23.26%
LGC	24	40.00%	0.00%	0.00%	0.00	0.00%
Owens	17	25.00%	-15.00%	-46.15%	-7.00	-34.15%
Sunshine	20	40.00%	0.00%	0.00%	-4.00	-18.18%

As set forth in the chart, LGC received the highest number of points (24 Points), which is apparently based on LGC's forty (40%) percent Participation Goal. However, Sunshine also had forty (40%) percent Participation Goal, but Sunshine only received 20 points – eighteen (18%) percent fewer points for meeting the identical Participation Goal. There is no reasonable explanation for two vendors meeting the exact same Participation Goal and receiving different scores. This discrepancy demonstrates the issue with the lack of clarity in the RFP Specifications, including the Evaluation Criteria, and in the evaluation of the proposals. Awarding two different scores for achieving identical Participation Goals is arbitrary, capricious, contrary to competition, and violates Florida law.

Moreover, Flagship exceeded the Participation Goal by proposing thirty-five (35%) percent Small Business Participation. Despite exceeding the stated Participation Goal, Flagship received five (5) fewer points

² GOAA Policy 450.01 states the Aviation Authority goals for procurements include: Encouraging and promoting fair and equal opportunity for all persons doing, or seeking to do business with the Aviation Authority, safeguarding the quality and integrity of the Aviation Authority's procurement process, and ensuring compliance with laws and regulations pertaining to the procurement of Goods and Services.

³ GOAA Policy 450.02 requires specifications to be clear, concise, and complete.

that LGC – twenty-three (23%) percent fewer points for five (5%) lower Participation. However, for example, Owens proposed twenty-five (25%) Small Business Participation, ten (10%) percent lower than Flagship, but received only two (2) fewer points than Flagship. This equates to eleven (11%) fewer points for ten (10%) lower Participation.

GOAA has broad discretion in establishing the terms of its procurements. However, GOAA is required to comply with its own policies for procurements and the requirements of Florida law. Moreover, GOAA must apply the standards set forth in the RFP fairly and equitably to all respondents. In this case, GOAA's specifications were not clear, concise, and complete as required under GOAA policy 450.02. There is not reasonable explanation for the how points were distributed for the Small Business Participation Goal Evaluation Criteria. As such, the award of the contract to LGC is arbitrary, capricious, contrary to competition, and violates Florida law.

Based on the above, the Committee should have determined that both LGC and Owens were non-responsive to the RFP. As such, GOAA now has two viable options on how to proceed, including: (1) deem LGC and Owens non-responsive and remove their responses to the RFP from consideration, which would allow for the re-ranking of the remaining vendors; or (2) determine the RFP process is fatally flawed and reject all responses to allow GOAA to re-issue the RFP.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Kuhn', is written over the typed name.

Daniel J. Kuhn, Esq.

DJK

March 6, 2024

VIA EMAIL

Anna Farmer
Manager, Board Services
anna.farmer@goaa.org
Orlando International Airport
One Jeff Fuqua Boulevard
Orlando, Florida 32827

Kevin Thibault
Chief Financial Officer
Greater Orlando Aviation Authority
kevin.thibault@goaa.org

Yovannie Rodriguez
Chief Administrative Officer
Greater Orlando Aviation Authority
yovannie.rodriguez@goaa.org



Dear Ms. Farmer, Mr. Thibault and Ms. Rodriguez,

On behalf of Owens Realty Services, I would like to acknowledge receipt of the letter and associated documentation of the appeal of the Procurement Committee's recommended contract of award regarding 23-380 RFP Terminals A and B Janitorial Maintenance. I appreciate your communication and the opportunity to respond to the comments and misinterpretations presented by Flagship Aviation Services, LLC appeal letter regarding Owens Renz & Lee Co., dba Owens Realty Services. Owens Realty Services is headquartered in Orlando, Florida and we are proud to be a local company bidding on such a great facility.

Please find our responses outlined below.

1. **Mandatory Minimum Requirements** - As the Procurement Committee determined, Owens Realty Services met the qualifications as a successful contractor regarding similar type and scope of work and received applicable scoring in accordance with the requirements of the evaluation criteria.

Owens Realty Services currently provides janitorial services for Sarasota Bradenton International Airport, which has experienced rapid growth over the last few years and Owens Realty Services has grown with them. In 2023, Sarasota Bradenton International Airport had over 4.3 million passengers use the airport. We currently provide janitorial services to the Orange County Convention Center which is 7 million square feet and on certain days of the year has more people pass through it than many major airports. We also provide janitorial services to the remainder of the Orange County government buildings which includes 2.1 million square feet of sheriff's offices, county office buildings, court houses, libraries, and public works facilities.



2. Partnership/Subcontractor Qualifications – Flagship Aviation Services, LLC asserts that Owens Realty Services does not provide services in the Seattle or Denver airports. While this is true, our proposed partner/subcontractor, Whayne Enterprises performs services in both airports. In the Denver airport, Whayne Enterprises is the largest janitorial contractor based on total employees and services a larger area than Flagship Aviation Services. In the Seattle Airport, Whayne Enterprises provides services in 2 of the 5 zones and provided services in 4 of the 5 Zones from 2017-2022.

I would also like to provide further clarification on the “List of Custodial Clients and Partners” that Flagship Aviation Services references. As stated, we formed strategic partnerships with industry experts, including Scott Murray, Whayne Enterprises and Southeast Airport Services because of their extensive experience in airport janitorial maintenance across the county. As presented in our proposal “Our partnership combines the extensive airport experience of our esteemed partners with Owens Realty Services’ deep-rooted local expertise, creating a uniquely qualified team”. A list was provided outlining the airports that Owens and our strategic partners have been involved with and Owens never claimed to be the contractor or the sub-contractor at the partner locations. Scott Murray was included in our proposal because he is a consultant that has extensive experience in airport janitorial services and was contracted to assist in the transition planning and oversight, as well as providing audits and inspections throughout the contract.

Thank you once again for your consideration and for providing us with the opportunity to address the concerns presented in the Flagship Aviation Services appeal letter. I’m very proud to be part of the Orlando Community and take pride in providing quality services to my clients.

Please do not hesitate to contact us if you have any further questions or if there is any additional information you require from our team.

Best Regards,

A handwritten signature in blue ink, appearing to read "R. Owens", is positioned above the printed name.

Robert D. Owens
President & CEO



ABM Aviation, Inc.
4151 Ashford Dunwoody Road, Suite 600
Atlanta, GA 30319
Office: (404) 926-4200

March 7, 2024

Ms. Anna M. Farmer
Manager, Board Services
Orlando International Airport
One Jeff Fugua Boulevard
Orlando, Florida 32827

RE: RE: 23-380 RFP Terminals A and B Janitorial Maintenance dated February 29, 2024

Dear Madam,

In accordance with your Acknowledgement of Appeal Letter, *RE:23-380 RFP Terminals A and B Janitorial Maintenance* dated February 29, 2024, ABM Aviation, Inc. ("ABM") hereby timely files this response to the Appeal Letter filed by Flagship Aviation Services, LLC ("Flagship") regarding the Greater Orlando Aviation Authority ("GOAA") RFP 23-2380-RFP Terminals A and B Janitorial Maintenance ("RFP").

With regards to **Part A. Failure to Comply with Respondent's Mandatory Requirements**, ABM can confirm that it is a Prime Contractor at O'Hare International Airport ("ORD") and employs Vargas Group Inc. as a subcontractor. ABM has no knowledge of any current LGC presence at ORD.

With respect to **Part B. Failure to Provide the Required Resumes**, ABM acknowledges the non-responsiveness of LGC's proposal as discussed in the Appeal Letter. In contrast, ABM provided a detailed resume for our Site Manager that demonstrated the manager's decade of experience directly managing airport janitorial accounts in addition to her other experience complimenting the skill set required to provide world class service to GOAA. In comparison to the scoring for Experience and Qualifications given to LGC, ABM agrees with Flagship's logical conclusion that LGC was held to a different standard than other respondents.

With regards to **Part C. Evaluation of Responses**, ABM must also point out additional inconsistencies in the scoring for *Staffing, Quality Control, Transition, and Safety plans*. A member of the Procurement Scoring Committee stated that ABM did not provide a specific safety plan. However, ABM provided a detailed 5-page overview of our safety training. Furthermore, ABM's entire Safety Training plan was uploaded to GOAA's procurement portal as Appendix I, and the 100-page Revision 16 of our current Safety and Training plan was included as part of our RFP response in its entirety. In contrast, LGC included a dubious conclusory statement that they have, remarkably, had "zero work-related injuries and illnesses in the past five years", which is unsupported by any actual reporting.

Based on the aforementioned, and in addition to other points raised by Flagship which speak for themselves and do not directly pertain to ABM but do raise significant questions regarding the LGC and Owens proposals,



ABM Aviation, Inc.
4151 Ashford Dunwoody Road, Suite 600
Atlanta, GA 30319
Office: (404) 926-4200

ABM shares the concerns raised in the Appeal Letter. In the event GOAA does re-issue the RFP, ABM fully intends to dedicate the necessary resources to provide another fully responsive and competitive proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sean Bromfield". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Sean Bromfield
President

7 March 2024

Anna M. Farmer, Manager

Board Services anna.farmer@goaa.org

Kevin Thibault, Chief Executive Officer

Greater Orlando Aviation Authority kevin.thibault@goaa.org

Dear Mr. Thibault and Ms. Farmer,

Subject: Your communication Dated 29th February 2024: 23-380 RFP Terminals A and B Janitorial Maintenance

Partnership and Vision

We are excited to have been selected by the Greater Orlando Aviation Authority (GOAA) to support their ambitious goal of becoming a global leader in mobility, as articulated in their 2023 Strategic Plan aiming to serve 90 million passengers annually by FY2043. With an annual passenger traffic of over 56 million and recent accolades such as "North America's Leading Airport," we are honored to align our efforts with theirs.

We applaud the diligent efforts of the GOAA evaluation committee members and the entire staff for their commitment to transparency throughout the Request for Proposal (RFP) process, ensuring fairness for all involved parties.

We're surprised by the approach the incumbent has taken in their protest letter. It seems their action taken is to undermine the hard work and integrity of the RFP evaluation process conducted by GOAA's evaluation committee and staff members.

Instead of offering their best response to the GOAA to be successful, the incumbent is prioritizing and undermining others' capabilities.

Professionalism and Transparency

We applaud GOAA for conducting the RFP process with the highest level of professionalism and transparency, ensuring fairness and clarity in the evaluation process. We appreciate the diligence and impartiality demonstrated by GOAA openly throughout the process.

Post Award Meeting Protest

We understand that the incumbent has submitted an appeal in the form of a protest letter regarding the evaluation process conducted by **GOAA**, in the following 3 criteria:

- "Failure to Comply with Respondent's Mandatory Requirements",
- "Failure to Provide the Required Resumes" and
- "Evaluation of Responses" including Scoring for MWBE and LDB.

A. Failure to Comply with Respondent's Mandatory Requirements:

LGC meets and exceeds the minimum requirements as described in the RFP as we are currently servicing **20+ International Airports and Hubs** globally.

- **317 million** passengers annually (**5 Airports** which have more than **30 million annual passenger traffic** each)
- A total facility area of **28 million square feet on our Airport Facilities** (**5** of which are over **2 million square feet** under one roof)
- Total of **5400 FTE** operating **24x7x365** providing **Janitorial Service** at our various airport locations (**5 Airports** which have more than **200 FTE working daily**)

Please see below for a summary of the materials we submitted outlining our capability to fulfill the **Respondent's Mandatory Requirements**.

	Airport Code	City	Name of the Airport	Annual Passengers (in Millions)	Area in Sq Ft	No of FTE	Ongoing Relationship Since
1	ORD	Chicago	O'Hare International Airport Terminal 1&2	84.65	3,200,000	270	2017
2	BOM	Mumbai	Mumbai International Airport	44	4,951,398	2870	2018
3	DTW	Detroit	Detroit Metropolitan Wayne County Airports	40	326,092	120	2023
4	RUH	Riyadh	King Khalid International Airport	31	3,100,000	425	2017
5	BLR	Bangalore	Kempegowda International Airport	31.91	3,180,000	212	2014-2018
6	PNQ	Pune	Pune International Airport	8	620,000	195	2017
7	MAA	Chennai	Chennai International Airport	18	687,168	210	2016
8	CNN	Kannur	Kannur International Airport	1.3	1,040,000	196	2018
9	LKO	Lucknow	Chaudhary Charan Singh International Airport	5.22	1,130,000	190	2018
10	AMD	Ahmedabad	Sardar Vallabhbhai Patel International Airport	10.13	480,000	160	2018
11	TRV	Thiruvananthapuram	Thiruvananthapuram International Airport	4.4	479,000	126	2017
12	TRZ	Tiruchirappalli	Tiruchirappalli International Airport	1.6	126,770	95	2021
13	IDR	Indore	Devi Ahilya Bai Holkar Airport	2.82	190,000	89	2019

14	CJB	Coimbatore	Coimbatore International Airport	3.08	265,500	88	2018
15	RPR	Raipur	Swami Vivekananda Airport	1.63	215,278	73	2017
16	GAU	Guwahati	Lokpriya Gopinath Bordoloi International Airport	5.05	308,760	59	2019
17	NAG	Nagpur	Dr. Babasaheb Ambedkar International Airport	2.56	185,000	55	2016
18	DED	Dehradun	Dehradun Airport	1.59	193,330	43	2021
19	HYD	Hyderabad	Rajiv Gandhi International Airport	2.09	1,260,000	68	2012-2015
20	CCU	Kolkata	Netaji Subhash Chandra Bose International Airport (Outside Building only)	17.76	2,510,000	35	2019
Total				316.79	27,292,774	5,633	

Furthermore, we are including below the materials submitted in our response to demonstrate that we not only meet or comply with but also exceed the Respondent's Mandatory Requirement.

Name of the Client	Number of Passengers	Types of Buildings	Total Area (Square Feet)	Shift Periods	Number of FTE
O'Hare International Airport (ORD)	84.65 million	- Terminals – 1&2 - Curbside - Entrances - Vestibules - Waiting areas - Jetway - Baggage claim - Administrative offices - Public and private restrooms	3,200,000	All shifts 24x7x365	270
Mumbai International Airport (BOM)	44 million	- Terminals - Entrances - Food vending area - Curbside - Restrooms - Waiting area	4,951,398	All shifts 24x7x365	2870

		• Baggage claim • Security screening area			
Wayne County Airport Authority (DPW)	40 million	• Construction • Integrated Facility Management • Terminals • Non-terminals • Airside • Passenger sider • Curbside • Entrances • Security screening area • Public and private restrooms • Transportation Center	326,092	All shifts 24x7x365	120
King Khalid International Airport, Riyadh (RUH)	31 million	• Construction services • Integrated Facility Management • Terminals • Curbside • Entrances • Waiting area • Ticketing • Security screening area • Baggage claim • Jetway • Restrooms • Parking areas • Equipment maintenance room	3,100,000	All shifts 24x7x365	425
Bangalore International Airport, India (BLR)	31.91 million	• Terminals • Curbside • Entrances • Vestibules • Waiting areas • Jetway • Baggage claim • Restrooms • Food vending Area • Security Screening area	3,180,000	All shifts 24x7x365	212

		Sidewalk			
City of Detroit – Great Lakes Water Authority	Public access spaces	- Integrated Facility Management Services - Administrative offices - Equipment and maintenance rooms - Office rooms - Public and private restrooms	4,085,000	All shifts 24x7x365	225
Chennai International Airport, India (MAA)	18 million	- Terminals - Concourse areas - Ticketing counters - Baggage claims areas - Check-in desks - Security checkpoints - Waiting lounges - Public restrooms - Private restrooms - Information desks and kiosks	687,168	All shifts 24x7x365	210
Pune International Airport, India (PNQ)	8 million	- Terminals - Entrances - Public restrooms - Baggage claim - VIP and executive lounges - Restaurants and food courts - Sidewalk - Ground transportation Pickup/Drop-off Zones	620,000	All shifts 24x7x365	195

Ahmedabad International Airport, India (AMD)	10.13 million	- Entrances - Waiting areas - Vestibules - Baggage claim - Jetway - Sidewalk - Security check-in area	480,000	All shifts 24x7x365	160
Houston Metro	44,070 (Weekdays average in August 2023)	Public access spaces	1500+ Bus Stops and Shelters	All shifts 24x7x365	35
Volkswagen Group of America	Public access spaces	- Sidewalks - Office rooms - Equipment rooms - Restrooms - Maintenance areas - Conference rooms - Public access and waiting areas	5,000,000	All shifts 24x7x365	48

Reference – 1

Organization's Name: Wayne County Airport Authority

Address: 11050 Rogell Drive #602, Detroit Metropolitan Wayne County Airport, Detroit, Michigan 48242

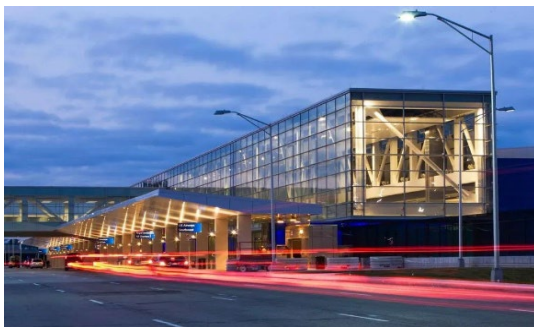
Contact Person: Nicole Martin, Director, Procurement

Telephone Number: Office: 734-247-1260
Mobile: 313-268-7114

E-mail Address: Nicole.Martin@wcaa.us

Brief Description: LGC serves as the **integrated facility management** service provider for **terminal and non-terminal facilities within Detroit Metropolitan and Willow Run Airports**. Our dedicated team is entrusted with cleaning the essential areas, including the Public Safety Building, Fire Stations, Airport Maintenance Complex, Airport Authority Administration Building, Central Deice Pad Building, Northline Maintenance Complex, and numerous other locations.

We provide the services at the airside, passenger side, and security side ensuring that these facilities consistently meet the highest standards of cleanliness and maintenance. Additionally, we stand ready to promptly respond to unforeseen situations or special events.



Key Services:

- Complete facility management
- Construction services
- HVAC maintenance
- Electrical and plumbing maintenance
- Energy management
- Mechanical services
- Fire safety and security management
- Asset management
- Security access control
- Utility management
- Emptying trash containers
- Restroom cleaning
- Replenishment of restroom supplies
- Window and glass cleaning
- Scrubbing floors with autonomous scrubber
- Carpet extraction
- Graffiti removal
- Sanitizing high-touch areas
- Landscaping and lawn maintenance
- Snow removal
- Pest control

LGC Global Added Value:

- Autonomous sweepers and scrubbers
- Customized mobile solution for reporting and monitoring

LGC's Role: LGC provides labor, equipment, tools, supervision, uniforms, consumables and supplies at the location.

Site Manager: Sylvia Elison

Date of Services/Status (current or past client):
From June 1, 2023, to May 31, 2026 (Current client)



DETROIT METRO • WILLOW RUN
WAYNE COUNTY AIRPORT AUTHORITY

Reference – 2

Organization's Name: Mumbai International Airport

Address: Mumbai, India

Contact Person: Dhananjay Dave

Telephone Number: 313-284-8564

E-mail Address: Dhananjay.dave@bvgindia.com

Brief Description:

LGC Global provides janitorial maintenance services at Mumbai International Airport, India. Our commitment extends to key service areas within the airport, including entrances, terminals, curbside areas, checkpoints, kitchen facilities, conveyor areas, restrooms, common spaces, and baggage areas.

Additionally, our management and administration teams are available around the clock, 24/7, ensuring seamless coordination and supervision of our staff to maintain the airport's exceptional standards of cleanliness and service excellence.

Key services:

- Cleaning interior glass surfaces.
- Vacuuming and spot cleaning various floor types.



- Dusting horizontal and vertical surfaces.
- Cleaning elevators and escalators.
- Cleaning public ashtray urns.
- Disinfecting porcelain and metal surfaces.
- Emptying and sanitizing trash containers.
- Cleaning carpets and light fixtures.
- Ensuring restroom supplies are stocked.
- Policing and adjusting cleaning frequencies.
- Stripping, scrubbing, sealing, and waxing floors.
- Washing and cleaning vertical surfaces.
- Collecting and recycling cardboard.

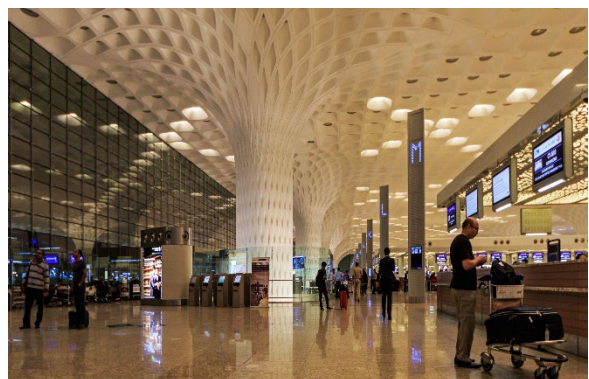
LGC Global Added Value:

- Smooth transition process
- Digitization of checklists, SLA/KPI, and dashboards in coordination with the client
- Continuous satisfactory passenger feedback about services, and ensuring 100% ownership with cost leadership
- Customized mobile solution for reporting and monitoring

LGC's Role: LGC provides labor, equipment, tools, and supplies at the location.

Site Manager: Yogisha Rao

Date of Services/Status (current or past client): From March, 2018 to Ongoing (Current client)



Reference - 3

Organization's Name: Chicago O'Hare International Airport

Address: Ohare Ave, Chicago, IL

Contact Person: Jamie Cruz

Telephone Number: 312-515-2176

E-mail Address: jcruz@vargasgroupinc.com

Brief Description:

LGC Global provides 24/7 janitorial maintenance services at Chicago O'Hare Airport, accommodating an average of 84.65 million passengers across Terminal 1 (Second Shift) and Terminal 2 (Third Shift). Our comprehensive services span critical areas throughout the airport, encompassing entrances, terminals, vestibules, office spaces, checkpoints, baggage areas, AIT zones, restrooms, and common areas.

We prioritize maintaining an immaculate and uncontaminated environment, upholding stringent cleanliness standards by utilizing autonomous machines. This results in a clean and inviting atmosphere, fostering traveler confidence while ensuring the well-being of all airport visitors. Our mission is clear: to provide an exceptionally pristine setting that reflects our steadfast devotion to passenger health and satisfaction.



Key Services:

- Maintain both carpeted and non-carpeted floors.
- Spot clean or shampoo carpets
- Clean all glass surfaces
- Disinfect and polish metal surfaces, including water fountains.
- Dust or wipe down horizontal and vertical surfaces.
- Sanitize elevators, escalators, and moving walkways.
- Clean restrooms and restock supplies and keep them available.
- Scrub and maintain restroom floors.
- Periodically strip, scrub, seal, and wax floors.
- Efficiently collect, transport, and compact waste.

LGC Global Added Value:

- Autonomous cleaning machines
- Covid-19 disinfection plan

LGC's Role: LGC provides labor, supervision, vehicles, equipment, tools, paper products, consumables, and supplies at the location.

Site Manager: Denise Wiley

Date of Services/Status (current or past client): From July 2017 to Ongoing (Current client)



Reference - 4

Organization's Name: Chennai International Airport

Address: Chennai, India

Contact Person: E. Bobby Dorin, Dy. General Manager (Ops)

Telephone Number: +91 737-395-5117

E-mail Address: agmops.vomm@AAI.AERO

Brief Description:

LGC oversees janitorial services at Chennai International Airport, efficiently managing a substantial area of 687,168 square feet. Our dedicated team operates in three shifts, offering comprehensive services including janitorial maintenance, and janitorial support. We prioritize cleanliness and maintenance across key areas, delivering exceptional service and maintaining high cleanliness standards in common areas, baggage areas, conveyor belts, terminals, cafeterias, checkpoints, and restrooms throughout the airport premises.

Key Services:

- Clean glass surfaces inside.
- Dust both horizontal and vertical surfaces.



- Maintain elevators and escalators.
- Attend to public ashtray urns.
- Restroom cleaning and restocking supplies
- Vacuum and spot-clean various floor types.
- Disinfect high-touch surfaces
- Collect and recycle cardboard materials.
- Wash and clean vertical surfaces.
- Clean carpets and light fixtures.
- Perform floor stripping, scrubbing, sealing, and waxing.
- Maintain for non-carpeted floors.
- Dust and vacuum surfaces regularly.
- Restock restroom supplies.
- Clean and sanitize restrooms.
- Policing and enforcing cleaning routines.

LGC Global Added Value:

- Covid-19 disinfection program
- Autonomous floor cleaners
- 24/7 essential services

LGC's Role: LGC provides labor, equipment, supervision, consumables, and supplies at the location.

Site Manager: Raj Kumar

Date of Services/Status (current or past client): From 2016 to Ongoing (Current client)



Reference - 5

Organization's Name: Houston METRO

Address: All METRO stops and shelters: 1900 Main Street, Houston, TX 77002

Contact Person: Capricia M. Ross, Contract Planning Coordinator

Telephone Number: 713-615-6157 or 281-851-1091

E-mail Address: Capricia.Ross@ridemetro.org

Brief Description:

LGC is responsible for delivering custodial and maintenance services at over 1500 Stops and Shelters located in the Southeast District. This comprehensive contract encompasses various essential tasks, including janitorial services, and efficient trash management.

In order to ensure service excellence, we implement our robust Quality Control Program, which involves conducting regular daily and weekly inspections to evaluate performance. These inspections are seamlessly recorded and reported through our customized mobility solutions, allowing for effective monitoring and accountability.



Key Services:

- Sweeping and debris removal from platforms and walkways.
- Cleaning and sanitizing seating areas.
- Restocking and maintaining trash receptacles.
- Clearing snow and ice during inclement weather.
- Monitoring and replenishing public information materials.
- Inspecting and reporting maintenance issues.
- Routine maintenance of lighting fixtures.
- Cleaning and disinfecting public information boards.
- Routine inspections for safety hazards.

LGC Global Added Value:

- Covid disinfection plan
- Customized mobile technology is utilized for reporting and monitoring.

LGC's Role: LGC provides labor, equipment, vehicles, and cleaning supplies at the location.

Site Manager: Juan Deleon

Date of Services/Status (current or past client):

From December 2019 to Ongoing (Current client)



Additional Reference - MICC Fort Riley

Project Name: Integrated Facility Management at MICC Fort Riley

Address: Fort Riley, Kansas – 66442

Contact Person: Johnny D Webb, Municipal Services Branch Chief - DPW O&M

Telephone Number: 785-240-0577
Mobile: 785-307-1236

E-mail Address: Johnny.d.webb.civ@army.mil

Brief Description: Since November 2020, LGC with our Mentor Protégé Partner, Nisou has proudly served as the custodial service provider for the U.S. Army Garrison Fort Riley covering approximately 119 buildings and over 1 million square feet of floor area. This extensive project encompasses a diverse range of facilities, including administrative, educational, community, and headquarters buildings.

Our commitment to excellence includes providing labor, supplies, equipment, and supervisory personnel to maintain these spaces. We prioritize safety, compliance, and adaptability in our approach. Our adherence to federal, state, and local regulations, along with comprehensive training programs, ensures security and environmental compliance. Our proactive and well-trained cleaning crew operates during convenient hours to deliver efficient and high-quality cleaning services, utilizing technology for prompt issue resolution.



Key Services:

- Integrated facility management services
- Construction
- Electrical maintenance
- Plumbing
- Lighting maintenance
- HVAC maintenance
- Emergency repairs
- Mechanical services
- Vacuuming
- Cleaning walk-off mats
- Furniture cleaning
- Interior and exterior window cleaning
- Non-carpeted floor maintenance
- Spray cleaning and buffing
- Shampooing carpets
- Metal and glass cleaning
- Restroom services
- Grounds maintenance
- Walkways cleaning
- Snow/ice cleaning

LGC Global Added Value:

- Autonomous floor cleaning machines

LGC's Role: LGC provides labor, equipment, vehicles, supervisory personnel and cleaning supplies at the location.

Site Manager: Krysteen Harbert

Date of Services/Status (current or past client):

From December 2020 to Ongoing (Current client)



Integrated Facility Management (IFM) methodology offers a comprehensive approach to managing facilities like various Airports, while using these best practices in our cleaning approach we ensure safety, efficiency, and total passenger satisfaction.

In our initial response, we provided all the necessary information for the reference checks. During this process, GOAA received contact information for O'Hare International Airport personnel, and it was confirmed by O'Hare that LGC provided services. This was thoroughly discussed and confirmed by the evaluation committee. Furthermore, during the open evaluation process, there was a detailed discussion regarding LGC's reference checks conducted by the GOAA evaluation committee team before any scoring took place. (**This discussion can be found in the procurement committee recording from 34.08 to 40.07 minutes given as Exhibit A as attached**)

00:35:21 Speaker 14

Hi, my name is Rachel Khalil. I am the senior procurement agent. Yes, we did that check Francis with Bombay and other two international airports and all the feedback can exceed the requirements adding to Nina, we had a phone call with O'Hare Airport and they mentioned that LGC they do the service.

00:35:41 Speaker 14

And.

00:35:43 Speaker 2

Rachel, did you speak with the airport personnel or the contractor so. So the airport personnel verified the reference that was.

00:35:46 Speaker 14

Yes, yes, yes. We had the phone call, yes.

00:35:53 Speaker 14

Yeah, but I couldn't get any feedback by via e-mail.

00:35:56 Speaker 2

OK. But but you called someone?

00:35:58 Speaker 2

Who works at the airport?

00:35:58 Speaker 14

Yes, we were asking about other thing, but OK. And they did. They mentioned they did the good, the good service.

B. Failure to Provide the Required Resumes:

LGC currently oversees operations at more than 20 airports and has a workforce consisting of over 25 Site Managers, 50 Assistant Managers, 150 Supervisors, and 5,400+ Janitorial and other staff members, all operating around the clock, 365 days a year.

Dorian Ellis (Site Manager)



Led 4000+ staff

Positive Customer Experience

Expert in Large-scale Projects

Complete on-site support



Professional Experience

- **25+ Years** in Facility Operations & Management
- Certified CMI – Train the Trainer
- Certified- CIMS Certification Expert
- GBAC certification
- IFMA Facility Management Professional

Skills and Value-Driving Innovations

- Implemented IOTs (Smart Restroom & Trash Management Systems), Autonomous Cleaning Equipment technology
- Maintaining KPI and SLA of any contract
- Transition Management
- Conflict Management

Service Performed type

- At Various High Traffic Airports, like SAT, ORD, DPW and more
- Facility with Cleanable Sq. Ft > 2,000,000

Industry Sector Dorian Serviced	Locations	Size of the Building/s Square Feet
Airports	SAT, ORD, DPW	4.5 million
Cities & Counties	Union County City of Dallas City of Sterling Heights	0.6 million 7.0 million 0.8 million
School District	Avondale	0.6 million
Federal	Fort Riley	2.0 million

Dorian is a locally based, full-time professional assigned exclusively to overseeing the Aviation Authority's Terminal Janitorial Maintenance Contract. Dorian will meet weekly with the AAR or as needed.

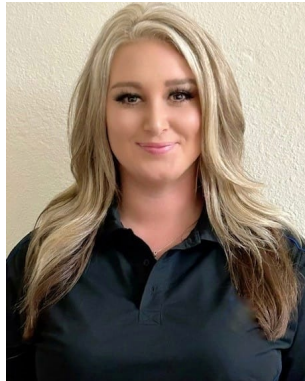
Dorian Ellis has over 25 years of experience in providing top-notch janitorial services for large-scale facilities, beginning his career as a front-line worker. Since 2010, he has successfully worked with LGC's airport operations and various vendors across the United States.

Dorian's qualifications surpass the minimum standards for the Site Manager position as specified in the contract. **With 17+ years of experience as an Operations Manager** at LGC, he has effectively managed janitorial services contracts similar in size and scope to the work expected under this Contract.

His background includes management and expertise in continuous improvement metric software, providing a solid foundation for our team. Dorian excels in guiding business operations, with a particular focus on collaborating with airports to address their unique challenges, identify optimal solutions, and prioritize their needs.

Industry Proficiency: Dorian possesses experience in overseeing aviation facilities as well as various other industry sectors. As MCO ranks among the top airports in the US, Dorian's expertise in airport accreditations and recognitions will be a valuable asset for this project. **Below is an overview of his industrial experience:**

Name of the Client	Years of Experience	Size of the Buildings (SF)	Roles and Responsibilities as the Key Personnel
Wayne County Airport Authority	4+ months	0.33 million	• Transition management • Strategic/Tactical Planning • Conflict Resolution • System Integration • Safety Compliance • KPI and SLA integration
O'Hare International Airport	6+ Years	3.2 million	• Overall Management • Continuous Improvement • Vendor Management • KPI and SLA integration
San Antonio Airport	4+ Years	4.0 million	• Start-up /Turnaround Management • Managing Autonomous Technology • Vendor/Union Negotiations/Relations • Lean Maintenance/QS-9000
Union County	3+ Years	0.6 million	• Conflict Resolution • Continuous Improvement • System Integration
City of Dallas	3+ Years	7.0 million	• Team Mentoring and Development • Vendor Management • Strategic/Tactical Planning • Conflict Resolution
City of Sterling Heights	4+ Years	0.8 million	• Regulatory Compliance • Regulatory Compliance • Strategic/Tactical Planning
Avondale School District	5+ Years	0.6 million	• Quality and Safety Compliance • Continuous Improvement • KPI and SLA compliance
MICC Fort Riley (Federal)	3+ Years	2.0 million	• KPI and SLA integration • Conflict Management • Vendor Management



Krysteen Harbert
(Assistant Manager)

With **10+ years of experience** in facility management including **5+ years supervisory experience** and **vendor management**, Krysteen excels in coordinating projects, obtaining quotes, scheduling, and **maintaining inventory and supply/equipment needs**.

Domains of Excellence:

- Excels in **managing cleaning, turnover, and maintenance staff**, ensuring both interior and exterior cleanliness standards are consistently met.
- Strong ability to **forecast client requirements and optimize staffing levels**, ensuring efficient operations.
- Skilled in **effective fiscal budget management**.
- Krysteen contributed to our projects such as **Houston Metro, Volkswagen Group of America** and more.



Latwan Wesely
(Assistant Manager)

Latwan has **15+ years of experience** including **8+ years supervising** large teams, addressing customer concerns promptly, and ensuring timely resolution of issues.

Domains of Excellence:

- **Inspection, evaluation, and monitoring of operations, equipment, and processes.**
- Effective **management of janitorial staff**.
- **Rapid resolution** of customer concerns.
- Innovative operations strategies leading to significant **improvements in cleanliness scores**.
- Successfully oversaw large-scale cleaning operations in critical **24/7 facilities** at **O'Hare International Airport and Lakeshore Healthcare**.



Jonathan Crosby
(Assistant Manager)

With **14+ years in facilities management** including **9+ years of supervisory experience**. Jonathan excels in leadership, team management, and effective communication of organizational goals

Domains of Excellence:

- Optimizing employee performance and ensuring top-notch service quality.
- Designing and executing **tailored training programs**.
- Assisting in **quality control inspections** and ensuring established standards of quality service and performance through **regular cleaning reports**.
- Providing guidance and support to staff, including clients like **San Antonio Airport** and the **City of Wayne**, **identifying development needs**, and managing the **reciprocal relationship** between staff and on-site management.



Orville Palmer
(Assistant Manager)

Orville has over **17+ years of hands-on experience** in managing daily janitorial services, including **9+ years of supervisory experience**, across a portfolio of 15+ public access buildings.

Domains of Excellence:

- Enhancing **workplace safety and quality control** through policy recommendations and employee education
- Skilled at **implementing autonomous technology** and adeptly **managing conflicts**.
- Orville has experience working with diverse clients such as the **Dane County Airport, Wayne County Airport Authority, Union County, City of Detroit – Great Lakes Water Authority** and more.

Matilde Mauricio
(Assistant Manager)

With **27+ years of experience**, Matilde Mauricio started her career as a Hospitality Supervisor, and she now holds the position of **Director of Operations at Age Wise**.

Matilde has extensive **experience in the aviation industry**, where she **supervised airline cleaning contracts and managed public area contracts at MCO for 20+ Years**

Domains of Excellence:

- Manages **logistics, special projects, and promptly responds to requests**.
- **Allocates resources across multiple contracts, ensuring safety compliance and comprehensive training**
- Extensive experience in customer satisfaction and handling special requests.

Certifications:

- **OSHA Safety Certification**
- **IWCA Certification**
- **Payroll Certifications**

During the evaluation process, the qualifications of **our Site Manager** were thoroughly discussed, and it was determined that **LGC's Proposed Site Manager** meets the required qualifications for the job. **(This discussion can be found in the procurement committee recording from the 45.08 to 45.26 and 59.05-59.34 minute segments given as Exhibit B)**

C. Section 3 .2 – Evaluation of Responses:

Incumbent has raised the question to GOAA regarding the risk associated with the proposed LGC management fee.

In response, LGC asserts that our proposed management fee is very competitive. We remain competitive by implementing best-in-class processes and cutting-edge technologies, such as autonomous and robotic cleaning equipment. Additionally, we reduced waste in our management process by providing a real-time communication mobility solution for all our staff, while still maintaining the highest cleaning quality standards at the airports.

Our cost response also meets and exceeds the staffing requirements outlined in the RFP. LGC is fully committed to and stands by the management fee schedule provided to GOAA.

Furthermore, LGC believes that GOAA faces no risk, as we have also furnished a Letter of Bondability and will provide GOAA with the required **Performance Bond**.

D. The Committee Scoring for MWBE and LDB was Done in Error

The incumbent has questioned GOAA about the scoring methodology concerning the lack of guidance on evaluating participation goals and the comparison between LGC and Sunshine's scores.

Our response to this objection by the incumbent is as follows:

The methodology by which the scoring of all participants in key 4 evaluation criteria was discussed extensively in length during the evaluation committee meeting. **(please refer to the conversation from 1.17 minutes to 1.25.59 minutes in the procurement committee recording).**

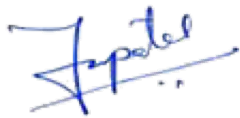
Also, for **location 2 and location 3 scoring mechanism** was discussed in detail with factors like the highest percentages given, the number of subcontractors used, etc. **(please refer to the conversation from 1.39 minutes to 1.45 minutes in the procurement committee recording given as Exhibit C)**

Concluding remarks:

It is very evident that the Incumbent, having served GOAA for the last 10 years, has grown complacent and failed to approach this RFP with the seriousness it demanded. Despite their familiarity with the facility over the past decade, they have been unable to propose the most cost-optimized solution to GOAA.

With that said, we stand firmly behind GOAA and its fair and transparent evaluation process. We urge GOAA to dismiss the incumbent's protest and uphold the decision made on February 20th, 2024, to recommend to the board its original recommendations in favor of LGC Global for Location 1 – Terminals A and B and Sunshine Cleaning Systems Inc. for Location 2 and 3.

Yours Sincerely,



Tushar Patel, Chief Operating Officer
tussharnpatel@lgccorp.com



MEMORANDUM

TO: Members of the Aviation Authority

FROM: M. Carson Good, Chair, Finance Committee

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Finance Committee to Approve an Amendment to a \$275 Million Line of Credit Facility with Bank of America, N.A.

BACKGROUND

On January 17, 2024, the Finance Committee (a) accepted the recommendation of the Ad Hoc Committee to deem a proposal received in response to 24-108-RFP (RFP) for a \$550M revolving line of credit (LOC) from Bank of America, N.A. (Bank of America), along with a proposal from Wells Fargo Bank, N.A., as being most advantageous to the Aviation Authority; and (b) authorized the Chief Financial Officer, with the assistance of staff and legal counsel, to (i) negotiate final terms of the facility with Bank of America, including, but not limited to, the amount, length of agreement, and final pricing of each facility and (ii) present the results of those negotiations to the Finance Committee and Aviation Authority Board at a future meeting for final approval.

ISSUES

Following negotiations, Bank of America agreed to amend the current \$275M LOC with the Aviation Authority with the following terms:

The amended Bank of America agreement will provide a two-year variable rate revolving line of credit facility in the amount of \$275,000,000 with amended terms beginning on or about August 1, 2024, and ending July 31, 2026, with the Aviation Authority having two options to renew the facility for additional periods of up to 24 months each, subject to mutual agreement. The formula for determining the variable rate on the tax-exempt draws will be 79% of the Secured Overnight Financing Rate (SOFR) with a SOFR adjustment of 10 bps (i.e., increase in borrowing rate) plus 35 bps, and the formula for taxable draws will be 100% of SOFR plus 67 bps, and the unutilized fee (or fee for undrawn amounts) will be 20 bps. Unutilized fees will be waived if the Line of Credit is greater than 50% utilized. The current Bank of America facility will remain in place through July 31, 2024 with no change in rates. In addition, the Aviation Authority shall have a one-time option to make a draw on or about the effective date of the renewal for a tenor of two years based upon a fixed rate of interest determined two business days prior to the draw. Bank of America has provided indicative fixed rates as of 3/18/24 of 5.50% for a taxable fixed rate draw and 4.30% for a tax-exempt fixed rate draw. It is anticipated that the fixed rate facility will be eligible to be re-borrowed (i.e., “revolving”) at a variable rate once repaid. Authorization for the execution of any fixed rate draws under the LOC shall be contingent upon (i) the actual fixed rate for a tax-exempt draw not exceeding 5.30% (1.00% higher than the March 18, 2024 tax-exempt indicative rate) and (ii) the actual fixed rate for a taxable draw not exceeding 6.50% (1.00% higher than the March 18, 2024 taxable indicative rate).

On February 21, 2024, the Finance Committee accepted staff’s recommendation to approve an amendment to the \$275 Million Line of Credit Facility with Bank of America, N.A., beginning on or about August 1, 2024, and expiring on July 31, 2026, with the Aviation Authority having an option to renew the facility for an additional period of up to 24 months, subject to mutual agreement.

SMALL BUSINESS

Due to the nature of services Small Business participation was not required for this solicitation.

ALTERNATIVES

None at this time.

FISCAL IMPACT

If no draws were made, Bank of America's annual unutilized fee of 20 basis points on their \$275,000,000 available amount would total approximately \$550,000 per year, with fees paid from the Operations and Maintenance Fund. Bank of America will waive the unutilized fees if the Line of Credit is greater than 50% utilized.

Until the current facility expires on July 31, 2024, the interest rate formulas for utilized amounts for Bank of America are Security Industry and Financial Markets Association Index (SIFMA) plus 29 bps for tax-exempt draws, and Bloomberg Short-term Bank Yield Index (BSBY) plus 62 bps for taxable draws. Beginning August 1, 2024, the interest rate formulas for utilized amounts for Bank of America will be 79% of SOFR with a SOFR adjustment of 10 bps plus 35 bps for tax-exempt draws and 100% of SOFR plus 67 bps for taxable draws.

The actual interest payable for utilized amounts will vary based on draw amounts, SOFR rates, tax status and the duration the draws are outstanding. Accrued Interest amounts will be paid and principal advances reimbursed from the proceeds of the permanent financing source.

Closing costs in an estimated not-to-exceed \$82,500 will be funded from the Operations and Maintenance Fund.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Finance Committee to: (1) amend a revolving line of credit facility with Bank of America, NA in the amount of \$275,000,000 beginning on or about August 1, 2024, and expiring on July 31, 2026, with the Aviation Authority having an option to renew the facility for an additional period of up to 24 months, subject to mutual agreement; (2) authorize funding of unutilized fees from the Operations and Maintenance Fund, funding of principal and interest on variable rate facility draw amounts from the proceeds of the permanent financing source, funding of principal and interest on the fixed rate facility from the Revenue Fund, and the funding of closing costs in an estimated not-to-exceed amount of \$82,500 from the Operations and Maintenance Fund; and (3) authorize staff to take any and all actions necessary to negotiate, execute, and enter into any and all agreements, certificates, and other documents necessary in their reasonable discretion to effect the foregoing, subject to satisfactory review by legal counsel, following consent of the Orlando City Council.

RESOLUTION

A RESOLUTION OF THE GREATER ORLANDO AVIATION AUTHORITY WITH RESPECT TO APPROVING AND AUTHORIZING EXECUTION OF A SECOND AMENDMENT TO REVOLVING CREDIT AGREEMENT RELATING TO AMENDED AND RESTATED TAX-EXEMPT AND TAXABLE SERIES 2019B (BANA) REVOLVING CREDIT NOTES; AUTHORIZING EXECUTION OF AMENDED AND RESTATED TAX-EXEMPT AND TAXABLE SERIES 2019B (BANA) REVOLVING CREDIT NOTES; MAKING CERTAIN COVENANTS AND AGREEMENTS IN CONNECTION THEREWITH; PROVIDING CERTAIN OTHER DETAILS WITH RESPECT THERETO; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE FOR THIS RESOLUTION.

WHEREAS, the Greater Orlando Aviation Authority (the "Authority") was created by the Greater Orlando Aviation Authority Act, Chapter 98-492, Laws of Florida 1998, as recodified and amended (the "Act"), as an agency of the City of Orlando, Florida (the "City"); and

WHEREAS, the Orlando International Airport (the "Airport") is owned by the City and pursuant to an original agreement dated September 27, 1976, as amended, and particularly as amended and restated by an agreement dated August 31, 2015, the City transferred to the Authority custody, control and management of the Airport for a period which will expire, subject to certain conditions, on September 30, 2065; and

WHEREAS, the Authority adopted an Amended and Restated Airport Facilities Revenue Bond Resolution Authorizing Airport Facilities Revenue Bonds of the City of Orlando, Florida on September 16, 2015, and effective May 1, 2017, as amended and supplemented from time to time (collectively, the "Airport Facilities Bond Resolution"); and

WHEREAS, pursuant to the Act, the Authority has the power to acquire, construct, reconstruct, operate, maintain, extend and improve the Airport System (as defined in the Airport Facilities Bond Resolution); and

WHEREAS, pursuant to the Airport Facilities Bond Resolution, the Authority is authorized to issue Subordinated Indebtedness (as defined in the Airport Facilities Bond Resolution) for various purposes including the financing of extensions, improvements and betterments to the Airport System; and

WHEREAS, the Authority has previously entered into a Revolving Credit Agreement, dated as of July 31, 2019, as amended by a First Amendment to Revolving Credit Agreement dated July 29, 2022 (collectively, the "Credit Agreement"), between the Authority and Bank of America, N.A. (the "Series 2019B Bank") to provide up to an aggregate amount of \$275,000,000 for interim financing for certain Airport System projects and the obligation to repay amounts borrowed thereunder is currently evidenced by the \$275,000,000 Amended and Restated Tax-Exempt Series 2019B (BANA) Revolving Credit Note (AMT) and the Amended and Restated Taxable Series 2019B (BANA) Revolving Credit Note (collectively, the "Series 2019B Revolving Credit Notes"); and

WHEREAS, the Authority entered into that certain Amended and Restated Master Subordinated Indenture of Trust dated as of July 1, 2016, as supplemented by that certain First Supplemental Subordinated Indenture of Trust dated as of July 1, 2016 and Second Supplemental Indenture of Trust dated as of October 3, 2017 (collectively the "Subordinated Indenture"), each with U.S. Bank Trust Company, National Association (as successor in interest to U.S. Bank National Association), as trustee; and

WHEREAS, the Authority and the Series 2019B Bank now desire to enter into a Second Amendment to Revolving Credit Agreement attached as EXHIBIT A hereto (the "Second Amendment") to modify the Credit Agreement effective July 31, 2024 to reflect (1) new interest rate formulas, (2) an option for a fixed rate advance and (3) an extension of the maturity date from July 31, 2024 to July 31, 2026, together with other related changes; and

WHEREAS, the Authority further desires to delegate to the Chairman or the Vice Chairman or any Authorized Officer (within the meaning of the Airport Facilities Bond Resolution) of the Authority the authority to take such further actions and to execute and deliver the Second Amendment and any further documents, certificates, agreements and instruments with respect to the Second Amendment.

NOW THEREFORE, BE IT RESOLVED BY THE GREATER ORLANDO AVIATION AUTHORITY AS FOLLOWS:

SECTION 1. AUTHORITY FOR THIS RESOLUTION. This Resolution is adopted and implemented pursuant to the authority of the Act.

SECTION 2. DEFINITIONS. All terms used herein in capitalized form, except as otherwise defined herein, shall have the meanings ascribed thereto in the Second Amendment.

SECTION 3. APPROVAL OF SECOND AMENDMENT, AMENDED AND RESTATED SERIES 2019B REVOLVING CREDIT NOTES. The Authority hereby approves the form of the Second Amendment attached hereto as EXHIBIT A and

related changes to the amended and restated Series 2019B Revolving Credit Notes, subject to such changes, insertions, omissions and filling of blanks therein may be made in such form in a manner consistent with the terms of this Resolution and approved by the officer of the Authority executing the Second Amendment, such execution to be conclusive evidence of such approval. The Chairman, Vice Chairman or any Authorized Officer and the Secretary or Assistant Secretary of the Authority are hereby authorized to execute and deliver the Second Amendment, and any and all documents referenced therein and related to the performance thereof including, but not limited to, the amended and restated Series 2019B Revolving Credit Notes.

SECTION 4. COMPLIANCE WITH SUBORDINATED INDENTURE.

The amended and restated Series 2019B Revolving Credit Notes shall continue to be deemed "Line of Credit Indebtedness" which constitutes "Other Parity Indebtedness" as such terms are defined in the Subordinated Indenture. The Authority's resolution adopted on July 17, 2019 approving the Credit Agreement and issuance of the Series 2019B Revolving Credit Notes, together with a subsequent resolution of the Authority approving amendment to the Series 2019B Revolving Credit Notes on June 15, 2022 and this Resolution, shall collectively constitute the Issuing Instrument (as defined in and required by the Subordinated Indenture) for the amended and restated Series 2019B Revolving Credit Notes. The amended and restated Series 2019B Revolving Credit Notes shall continue to be paid and secured in the manner described in the Credit Agreement and in accordance with the Airport Facilities Bond Resolution and the Subordinated Indenture. Authentication of the amended and restated Series 2019B Revolving Credit Notes shall not be required pursuant to Section 4.04 of the Subordinated Indenture; provided, however, U.S. Bank Trust Company, National Association (as successor in interest to U.S. Bank National Association) shall continue to serve as Paying Agent (as defined in the Subordinated Indenture).

SECTION 5. GENERAL AUTHORIZATION. The Authorized Officers and the Secretary or Assistant Secretary, and such other officers and employees of the Authority as may be designated by the Authorized Officers, are each designated as agents of the Authority in connection with the delivery of the Second Amendment and amended and restated Series 2019B Revolving Credit Notes, and are authorized and empowered, collectively or individually, to take all action and steps and to execute all instruments, documents, agreements and contracts on behalf of the Authority that are necessary or desirable in connection with the execution and delivery of the Second Amendment, the amended and restated Series 2019B Revolving Credit Notes, and all other documents related thereto.

SECTION 6. SEVERABILITY AND INVALID PROVISIONS. If any one or more of the covenants, agreements or provisions herein contained shall be held contrary to any express provision of law or contrary to the policy of express law, even though not expressly prohibited, or against public policy, or shall for any reason

whatsoever be held invalid, then such covenants, agreements or provisions shall be null and void and shall be deemed separable from the remaining covenants, agreements or provisions and shall in no way affect the validity of any of the other covenants, agreements or provisions hereof.

SECTION 7. EFFECTIVE DATE. This Resolution shall become effective immediately upon its adoption.

This Resolution was approved and adopted by the Greater Orlando Aviation Authority on March 27, 2024.

**GREATER ORLANDO AVIATION
AUTHORITY**

By: _____
Chairman

ATTEST:

By: _____
Assistant Secretary

EXHIBIT A

FORM OF SECOND AMENDMENT



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Carson Good, Chairman, Finance Committee

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Finance Committee to Approve a \$275 Million Line of Credit Facility with Wells Fargo Bank, N.A.

BACKGROUND

On January 17, 2024, the Finance Committee (a) accepted the recommendation of the Ad Hoc Committee to deem a proposal received in response to 24-108-RFP (RFP) for a \$550M revolving line of credit (LOC) from Wells Fargo Bank, N.A. (Wells Fargo), along with a proposal from Bank of America N.A., as being most advantageous to the Aviation Authority; and (b) authorized the Chief Financial Officer, with the assistance of staff and legal counsel, to (i) negotiate final terms of the facility with Wells Fargo, including, but not limited to, the amount, length of agreement, and final pricing of each facility and (ii) present the results of those negotiations to the Finance Committee and Aviation Authority Board at a future meeting for final approval.

ISSUES

Following negotiations, Wells Fargo agreed to the following terms for a new line of credit to replace the current, outstanding line of credit:

Wells Fargo will provide a two-year variable rate revolving line of credit facility in the amount of \$275,000,000 with a start date on or about April 1, 2024, and ending March 31, 2026, with the Aviation Authority having two options to renew the facility for additional periods of up to 24 months each, subject to mutual agreement. The new Wells Fargo facility will terminate the current Wells Fargo facility prior to its July 31, 2024 expiration date. The formula for determining the variable rate for tax-exempt draws will be 79% of SOFR plus 45 bps, the formula for taxable draws will be 100% of SOFR plus 67 bps, and unutilized fee (or fee for undrawn amounts) will be 20 bps. In addition, Wells Fargo will provide a fixed-rate portion of the credit facility with indicative rates at a tax-exempt rate of 4.41% and a taxable rate of 5.66%. The fixed rate facility may only be drawn upon once, on or shortly after the initial Closing Date, but may be subsequently re-borrowed (i.e., "revolving") at a variable rate once repaid. Authorization for the execution of any fixed rate draws under the LOC shall be contingent upon (i) the actual fixed rate for a tax-exempt draw not exceeding 5.16% (0.75% higher than the March 18, 2024 tax-exempt indicative rate) and (ii) the actual fixed rate for a taxable draw not exceeding 6.41% (0.75% higher than the March 18, 2024 taxable indicative rate).

On February 21, 2024, the Finance Committee accepted staff's recommendation to award a revolving line of credit facility to Wells Fargo Bank, N.A. in the amount of \$275,000,000 beginning on or about April 1, 2024, and expiring on March 31, 2026, with the Aviation Authority having an option to renew the facility for an additional period of up to 24 months, subject to mutual agreement.

SMALL BUSINESS

Due to the nature of services Small Business participation was not required for this solicitation.

ALTERNATIVES

None at this time.

FISCAL IMPACT

If no draws were made, Wells Fargo's annual unutilized fee of 20 basis points on their \$275,000,000 available amount would total approximately \$550,000 per year, with fees paid from the Operation and Maintenance Fund.

The interest rate formulas for utilized amounts for Wells Fargo will be 79% of SOFR plus 45 bps for tax-exempt draws and 100% of SOFR plus 67 bps for taxable draws. Indicative rates, as of March 18, 2024, for the fixed rate draw are 4.41% for tax-exempt draws and 5.66% for taxable draws.

The actual interest payable for utilized amounts will vary based on draw amounts, SOFR rates, tax status and the duration the draws are outstanding. Accrued Interest amounts will be paid and principal advances will be reimbursed from the proceeds of the permanent financing source.

In addition, in the event of a rating downgrade, Wells Fargo has proposed a provision that interest on tax-exempt advances will increase in accordance with the table below:

	Authority Rating			Increase in Spread
	Moody's	S&P	Fitch	
Level I	A1 or above	A+ or above	A+ or above	0 bps
Level II	A2	A	A	15 bps
Level III	A3	A-	A-	15 bps
Level IV	Baa1	BBB+	BBB+	25 bps
Level V	Baa2	BBB	BBB	35 bps
Level VI	Baa3	BBB-	BBB-	50 bps

In the event of a rating downgrade, Wells Fargo has proposed a provision that interest on taxable advances will increase in accordance with the table below:

	Authority Rating			Increase in Spread
	Moody's	S&P	Fitch	
Level I	A1 or above	A+ or above	A+ or above	0 bps
Level II	A2	A	A	15 bps
Level III	A3	A-	A-	15 bps
Level IV	Baa1	BBB+	BBB+	25 bps
Level V	Baa2	BBB	BBB	35 bps
Level VI	Baa3	BBB-	BBB-	50 bps

~~In the event of a rating downgrade, Wells Fargo has proposed a provision that interest on taxable term loan advances will increase in accordance with the table below:~~

	Authority Rating			Increase in Spread
	Moody's	S&P	Fitch	
Level I	A1 or above	A+ or above	A+ or above	0 bps
Level II	A2	A	A	15 bps
Level III	A3	A-	A-	15 bps
Level IV	Baa1	BBB+	BBB+	25 bps
Level V	Baa2	BBB	BBB	35 bps
Level VI	Baa3	BBB-	BBB-	50 bps

In the event of a rating downgrade, Wells Fargo has proposed a provision that fees for any unused portion of the facility would increase in accordance with the table below:

	Authority Rating			Increase in Commitment Fee
	Moody's	S&P	Fitch	
Level I	A1 or above	A+ or above	A+ or above	0 bps
Level II	A2	A	A	5 bps
Level III	A3	A-	A-	5 bps
Level IV	Baa1	BBB+	BBB+	15 bps
Level V	Baa2	BBB	BBB	25 bps
Level VI	Baa3	BBB-	BBB-	35 bps

Closing costs in an estimated not-to-exceed \$82,500 will be funded from the Operations and Maintenance Fund.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Finance Committee to: (1) award a revolving line of credit facility with Wells Fargo Bank, N.A. that replaces the current Wells Fargo line of credit, with the new facility being in the amount of \$275,000,000, beginning on or about April 1, 2024, and expiring on March 31, 2026, with the Aviation Authority having an option to renew the facility for an additional period of up to 24 months, subject to mutual agreement; (2) authorize funding of unutilized fees from the Operations and Maintenance Fund, funding of principal and interest on variable rate facility draw amounts from the proceeds of the permanent financing source, funding of principal and interest on the fixed rate facility from the Revenue Fund, and the funding of closing costs in an estimated not-to-exceed amount of \$82,500 from the Operations and Maintenance Fund; and (3) authorize staff to take any and all actions necessary to negotiate, execute, and enter into any and all agreements, certificates, and other documents necessary in their reasonable discretion to effect the foregoing, subject to satisfactory review by legal counsel, following consent of the Orlando City Council.

RESOLUTION

A RESOLUTION OF THE GREATER ORLANDO AVIATION AUTHORITY WITH RESPECT TO THE ISSUANCE OF TAX-EXEMPT AND TAXABLE SERIES 2024A (WFB) REVOLVING CREDIT NOTES AND A TAXABLE SERIES 2024A (WFB) TERM LOAN NOTE OF THE CITY OF ORLANDO, FLORIDA IN AN AGGREGATE PRINCIPAL AMOUNT OUTSTANDING AT ANY ONE TIME NOT TO EXCEED \$275,000,000 TO FINANCE AND REFINANCE CERTAIN EXTENSIONS, IMPROVEMENTS AND BETTERMENTS TO THE AIRPORT SYSTEM; APPROVING THE FORM AND AUTHORIZING THE EXECUTION AND DELIVERY OF A REVOLVING CREDIT AGREEMENT WITH RESPECT TO SUCH NOTES; MAKING CERTAIN COVENANTS AND AGREEMENTS IN CONNECTION THEREWITH; PROVIDING CERTAIN OTHER DETAILS WITH RESPECT THERETO; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE FOR THIS RESOLUTION.

WHEREAS, the Greater Orlando Aviation Authority (the "Authority") was created by the Greater Orlando Aviation Authority Act, Chapter 98-492, Laws of Florida 1998, as recodified and amended (the "Act"), as an agency of the City of Orlando, Florida (the "City"); and

WHEREAS, the Orlando International Airport (the "Airport") is owned by the City and pursuant to an original agreement dated September 27, 1976, as amended, and particularly as amended and restated by an agreement dated August 31, 2015, the City transferred to the Authority custody, control and management of the Airport for a period which will expire, subject to certain conditions, on September 30, 2065; and

WHEREAS, the Authority adopted an Amended and Restated Airport Facilities Revenue Bond Resolution Authorizing Airport Facilities Revenue Bonds of the City of Orlando, Florida on September 16, 2015, having an effective date of May 1, 2017, as amended and supplemented from time to time (collectively, the "Airport Facilities Bond Resolution"); and

WHEREAS, pursuant to the Act, the Authority has the power to acquire, construct, reconstruct, operate, maintain, extend and improve the Airport System (as defined in the Airport Facilities Bond Resolution); and

WHEREAS, pursuant to the Airport Facilities Bond Resolution, the Authority is authorized to issue Subordinated Indebtedness (as defined in the Airport Facilities Bond

Resolution) for various purposes including the financing of extensions, improvements and betterments to the Airport System; and

WHEREAS, the Authority entered into that certain Amended and Restated Master Subordinated Indenture of Trust dated as of July 1, 2016, as supplemented by that certain First Supplemental Subordinated Indenture of Trust dated as of July 1, 2016 and Second Supplemental Indenture of Trust dated as of October 3, 2017 (collectively the "Subordinated Indenture"), each with U.S. Bank Trust Company, National Association (as successor in interest to U.S. Bank National Association), as trustee; and

WHEREAS, the Authority now desires to approve the form of, and the execution and delivery of, a new Revolving Credit Agreement (the "Series 2024A Credit Agreement") between the Authority and Wells Fargo Bank, National Association (the "Bank") and accompanying form of notes (the "Series 2024A Notes") in the not to exceed aggregate principal amount of \$275,000,000 attached as EXHIBIT A hereto, subject to any modifications made in the manner set forth herein; and

WHEREAS, simultaneously with the effective date of the Series 2024A Credit Agreement, the Authority and the Bank will terminate a Revolving Credit Agreement, dated as of July 31, 2019, between the Authority and the Bank, as amended and supplemented, relating to a \$275,000,000 line of credit, along with any notes securing such line of credit (collectively, the "Series 2019A Line of Credit"); and

WHEREAS, the Authority further desires to delegate to the Chairman or the Vice Chairman or any Authorized Officer (within the meaning of the Airport Facilities Bond Resolution) of the Authority the authority to take such further actions and to execute and deliver any further documents, certificates, agreements and instruments with respect to the Series 2024A Credit Agreement.

NOW THEREFORE, BE IT RESOLVED BY THE GREATER ORLANDO AVIATION AUTHORITY AS FOLLOWS:

SECTION 1. AUTHORITY FOR THIS RESOLUTION. This Resolution is adopted and implemented pursuant to the authority of the Act.

SECTION 2. DEFINITIONS. All terms used herein in capitalized form, except as otherwise defined herein, shall have the meanings ascribed thereto in the Series 2024A Credit Agreement.

SECTION 3. APPROVAL OF SERIES 2024A CREDIT AGREEMENT AND TERMINATION OF SERIES 2019A LINE OF CREDIT. The Authority hereby approves the form of the Series 2024A Credit Agreement attached hereto as EXHIBIT A which constitutes the Issuing Instrument within the meaning of the Subordinated Indenture, subject to such changes, insertions, omissions and filling of blanks therein may be made in such form in a manner consistent with the terms of this Resolution and approved by the officer of the Authority executing the Series 2024A Credit Agreement, such execution to

be conclusive evidence of such approval. The Chairman, Vice Chairman or any Authorized Officer and the Secretary or Assistant Secretary of the Authority are hereby authorized to execute and deliver the Series 2024A Credit Agreement, and any and all documents referenced therein and related to the performance thereof, including in particular the Series 2024A Notes, on behalf of the Authority in substantially the form attached hereto with such change, insertions, omissions and filling of blanks as the Chairman, Vice Chairman or any Authorized Officer shall approve. Simultaneously with the effective date of the Series 2024A Credit Agreement, the Authority hereby approves the termination of the Series 2019A Line of Credit.

SECTION 4. GENERAL AUTHORIZATION. The Authorized Officers and the Secretary or Assistant Secretary, and such other officers and employees of the Authority as may be designated by the Authorized Officers, are each designated as agents of the Authority in connection with the issuance and delivery of the Series 2024A Credit Agreement and the Series 2024A Notes, and are authorized and empowered, collectively or individually, to take all action and steps and to execute all instruments, documents, agreements and contracts on behalf of the Authority that are necessary or desirable in connection with the execution and delivery of the Series 2024A Credit Agreement as contemplated therein.

SECTION 5. SEVERABILITY AND INVALID PROVISIONS. If any one or more of the covenants, agreements or provisions herein contained shall be held contrary to any express provision of law or contrary to the policy of express law, even though not expressly prohibited, or against public policy, or shall for any reason whatsoever be held invalid, then such covenants, agreements or provisions shall be null and void and shall be deemed separable from the remaining covenants, agreements or provisions and shall in no way affect the validity of any of the other covenants, agreements or provisions hereof.

SECTION 6. EFFECTIVE DATE. This Resolution shall become effective immediately upon its adoption.

This Resolution was approved and adopted by the Greater Orlando Aviation Authority on March 27, 2024.

**GREATER ORLANDO AVIATION
AUTHORITY**

By: _____
Chairman

ATTEST:

By: _____
Assistant Secretary

EXHIBIT A

FORM OF SERIES 2024A CREDIT AGREEMENT



MEMORANDUM

TO: Members of the Aviation Authority

FROM: M. Carson Good, Chair, Finance Committee

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation of the Finance Committee to Amend the Fiscal Year 2024 budget and Approve the Authorizing Resolution to Utilize the Line of Credit Facility to Facilitate a Taxable Advance Refunding for Certain Outstanding Series 2016A and 2016B Bonds

BACKGROUND

Recent negotiations with Wells Fargo Bank, N.A. to finalize terms of a line of credit facility, in an aggregate amount \$275 million, resulted in the opportunity to use portion of the facility for a taxable advance refunding of one or more outstanding series of Airport Facilities Revenue Bonds of the City of Orlando, Florida.

ISSUES

Management continues to evaluate various strategic options to accelerate principal repayment for multiple series of outstanding General Airport Revenue Bonds (GARB) and Passenger Facility Bonds (PFC).

The following series of GARB bonds are identified for taxable advance refunding:

Series	Proposed Principal Redemption
2016A	\$60,840,000
2016B	\$7,600,000
Total	\$68,440,000

Repayments of the amount drawn on the lines of credit for the advance refunding are expected to occur over the next two years, on or about September 30, 2024, September 30, 2025, and March 31, 2026.

Among the Series 2016A and 2016B bonds, the Series 2016B has a portion of debt service that is PFC-supported debt. This 2016B bonds PFC-supported debt will not be refunded as the Aviation Authority does not intend to file an amendment to its PFC approval in connection with this transaction, as would be required by 14 CFR § 158.37. This 2016B bonds PFC-supported debt will remain outstanding and continue to be paid by Passenger Facility Charges.

The Authorizing Resolution authorizes (a) the refunding of Series 2016A and 2016B GARB bonds, (b) the identification of the particular Series 2016A and 2016B Bonds to be refunded ("the Refunded Bonds"), (c) the form of an escrow deposit agreement, (d) the appointment of an escrow agent, and (e) the Aviation Authority officers to approve, modify, execute and deliver the final form of all documents required in connection with the refunded bonds, among other matters.

The Series 2016A and 2016B Bonds identified for taxable advance refunding have an optional redemption date of October 1, 2026. Draws from the line of credit facilities, along with other available eligible funds as identified, would be used to purchase US Treasury securities (State and Local Government Series or SLGS), or other allowable investment securities pursuant to the governing bond documents, earning guaranteed rates, and would be deposited into escrow accounts. The maturity date of the SLGS securities will coincide with each series of bond's scheduled principal and interest payment dates up to and including the optional redemption date for the purpose of a legal defeasance.

The utilization of a portion of the line of credit facilities to fund a taxable advance refunding of the Refunded Bonds would:

- Generate substantial debt service and interest savings currently calculated at \$47,916,326.99;
- Leverage robust debt service coverage in the near term to strengthen debt service coverage in future years; and
- Place the Aviation Authority in a more favorable position to access the capital markets in the future.

The Aviation Authority is required to amend the FY 2024 Debt Service Budget to account for the required principal and interest amounts payable in FY 2024 to repay the advances made from the lines of credit to advance refund bonds. This amount is currently calculated to be \$31,608,115.67.

The Authority's Debt Issuance and Management Policy requires a present value analysis to identify the economic effect of any proposed refunding. In a typical refunding, net present value savings that exceed the target amounts in the policy is necessary for the Aviation Authority to pursue the refunding.

The same policy allows the Board to approve refundings for "other than economic purposes, such as to restructure debt, to change the type of debt instrument, or to retire a bond issue and indenture for more desirable covenants".

In this case, because principal repayments will be accelerated, there will not be any "present value" savings associated with the refunding. However, as noted above, the refunding will provide other important benefits to the Aviation Authority, including overall savings in the amount of interest payable over the life of the Refunded Bonds of \$47,916,326.99 on just \$68,440,000 of bonds. More importantly, the refunding allows for a restructuring of the Aviation Authority's debt profile to take advantage of favorable debt service coverage ratios in the near term and create debt service coverage and borrowing capacity in the long term.

On February 21, 2024, the Finance Committee accepted staff's recommendation to utilize the Line of Credit Facility to facilitate a taxable advance refunding for certain series of outstanding bonds.

SMALL BUSINESS

There is no Small Business participation for this item.

ALTERNATIVES

The Aviation Authority Board could choose not to approve the Authorizing Resolution and not pursue a taxable advance refunding.

FISCAL IMPACT

The taxable advance refunding of the Series 2016A and 2016B GARB bonds is expected to result in net debt service savings of approximately \$47.9 million. Debt service payments against the line of credit facilities are expected to be \$31.6 million in FY 2024.

The costs related to the execution of the transaction are estimated not to exceed \$125,000, which shall be funded from the Operations and Maintenance Fund.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Finance Committee to: (1) adopt the Authorizing Resolution authorizing the taxable advance refunding of Series 2016A and 2016B GARB bonds funded by a portion of the Line of Credit Facility, along with other available eligible funds as identified; (2) authorize amendments to the FY24 Debt Service Budget to reflect an amount equal to the additional FY24 debt service payments required to be paid under the terms of the Line of Credit Facility, currently estimated to be \$31.6 million but, in any event, not exceed \$40 million; (3) approve the costs related to the execution of the transactions not to exceed \$125,000 to be funded from the Operations and Maintenance Fund; (4) authorize the Chairman, Vice Chairman or other Authorized Officer of the Aviation Authority and the Secretary or Assistant Secretary of the Aviation Authority to approve, modify, execute and deliver the final form of all documents required in connection with the refunding of such bonds, subject to satisfactory review by legal counsel, and to take other such actions as may be necessary or helpful for the redemption; and (5) request City Council approval, as required, of these actions.

RESOLUTION

RESOLUTION OF THE GREATER ORLANDO AVIATION AUTHORITY AUTHORIZING AMENDMENTS TO THE AUTHORITY'S FISCAL YEAR 2024 BUDGET; THE DEFEASANCE OF CERTAIN OUTSTANDING BONDS OF THE AUTHORITY AND THE REDEMPTION OF A PORTION OF SUCH BONDS; AUTHORIZING THE EXECUTION AND DELIVERY OF ESCROW DEPOSIT AGREEMENTS AND APPOINTING ESCROW AGENTS IN ORDER TO FACILITATE THE DEFEASANCE; PROVIDING FOR GENERAL AUTHORITY; AND PROVIDING FOR AN EFFECTIVE DATE FOR THIS RESOLUTION.

WHEREAS, the Greater Orlando Aviation Authority (the "Authority") was created by the Greater Orlando Aviation Authority Act, Chapter 98-492, Laws of Florida 1998, as recodified and amended (the "Act"), as an agency of the City of Orlando, Florida (the "City"); and

WHEREAS, the Orlando International Airport (the "Airport") is owned by the City and pursuant to an original agreement dated September 27, 1976, as amended, and particularly as amended and restated by an agreement dated August 31, 2015, the City transferred to the Authority custody, control and management of the Airport for a period which will expire, subject to certain conditions, on September 30, 2065; and

WHEREAS, the Authority adopted an Amended and Restated Airport Facilities Revenue Bond Resolution Authorizing Airport Facilities Revenue Bonds of the City of Orlando, Florida on September 16, 2015, and effective May 1, 2017, as may be further amended, restated and supplemented (collectively, the "Airport Facilities Bond Resolution"); and

WHEREAS, the Authority determines it is in the best interest of the Authority and the users and customers of the Airport defease a portion of the following Authority bond issues: (1) the Airport Facilities Revenue Bonds, Series 2016A (AMT) of the City of Orlando, Florida (the "Series 2016A Bonds"), and (2) the Airport Facilities Revenue Bonds, Series 2016B (Non-AMT) of the City of Orlando, Florida (the "Series 2016B Bonds") the Series 2016A Bonds and the Series 2016B Bonds which may be defeased are referred to herein as "Defeased Bonds; and

WHEREAS, the Authority deems it in its best economic interest to provide payment for the Defeased Bonds with draws from certain revolving credit agreements, along with legally available moneys of the Authority, including moneys on deposit in certain funds and accounts established by the Airport Facilities Bond Resolution for the benefit of the Defeased Bonds; and

WHEREAS, the defeasance of the Defeased Bonds shall be done in accordance with the Airport Facilities Bond Resolution and the Escrow Deposit Agreement the form of which is attached hereto as EXHIBIT A; and

NOW, THEREFORE, BE IT RESOLVED BY THE GREATER ORLANDO AVIATION AUTHORITY, as follows:

SECTION 1. DEFINITIONS. When used in this Resolution, the terms defined in the Airport Facilities Bond Resolution shall have the meanings therein stated, except as such definitions may be hereinafter amended or defined.

SECTION 2. AUTHORITY FOR THIS RESOLUTION. This Resolution is adopted in accordance with the provisions of the Act and the Airport Facilities Bond Resolution.

SECTION 3. AUTHORIZATION TO AMEND THE AUTHORITY'S FISCAL YEAR 2024 BUDGET. The Authority hereby approves amendments to the Authority's Fiscal Year 2024 budget for expenses, in the form of subordinate debt service payments, resulting from the implementation of this Resolution, in amounts not to exceed \$35 million, to be paid from the Revenue fund.

SECTION 4. AUTHORIZATION TO DEFEASE THE DEFEASED BONDS; AUTHORIZATION TO EXECUTE ESCROW DEPOSIT AGREEMENTS AND APPOINTMENT OF ESCROW AGENTS. The Authority hereby approves the defeasance of the Defeased Bonds as provided herein. Defeasance of the Defeased Bonds may be done in one or more transactions at multiple times. In the event the Defeased Bonds are defeased in multiple transactions, the Authority shall execute an escrow deposit agreement for each transaction substantially in the form of the hereinafter defined Escrow Deposit Agreement.

The Authority hereby authorizes and directs any of the Chairman, Vice-Chairman, Chief Executive Officer or Chief Financial Officer (each an "Authorized Officer of the Authority" within the meaning of the Airport Facilities Bond Resolution) to execute an escrow deposit agreement or agreements in the case of multiple transactions described above (collectively, the "Escrow Deposit Agreement") and to deliver the Escrow Deposit Agreement to The Bank of New York Mellon Trust Company, N.A., which is hereby appointed as escrow agent thereunder (the "Escrow Agent"). The Escrow Deposit Agreement shall be in substantially the form of the Escrow Deposit Agreement attached hereto as EXHIBIT A with such changes, amendments, modifications, omissions and additions, including the date of such Escrow Deposit Agreement, as may be approved by said Authorized Officer of the Authority. Execution by the Authorized Officer of the Authority of the Escrow Deposit Agreement shall be deemed to be conclusive evidence of approval of such changes, amendments, modifications, omissions and additions.

The Authorized Officer of the Authority shall determine, upon advice of the Financial Advisor, which Bonds shall constitute Defeased Bonds. In addition, the Authorized Officer of the Authority shall determine, upon the advice of the Financial Advisor, which redemption dates, if any, shall be applicable to the Defeased Bonds. Such determinations shall be reflected in a certificate executed by the Authorized Officer of the Authority at the time each transaction is concluded.

SECTION 5. GENERAL AUTHORITY. The members of the governing body, the Authorized Officers of the Authority, and the officers, attorneys and other agents or employees of the Authority are hereby authorized to do all acts and things required of them by this Resolution or the Escrow Deposit Agreement or desirable or consistent with the requirements hereof or the Escrow Deposit Agreement for the full punctual and complete performance of all the terms, covenants and agreements contained herein or in the Escrow Deposit Agreement and each member, employee, attorney and officer of the Authority or the governing body is hereby authorized and directed to execute and deliver any and all agreements, documents, papers and instruments and to do and cause to be done any and all acts and things necessary or proper for carrying out the transactions contemplated hereunder and under the Escrow Deposit Agreement in connection with the Defeased Bonds.

SECTION 6. SEVERABILITY AND INVALID PROVISIONS. If any one or more of the covenants, agreements or provisions herein contained shall be held contrary to any express provision of law or contrary to the policy of express law, even though not expressly prohibited, or against public policy, or shall for any reason whatsoever be held invalid, then such covenants, agreements or provisions shall be null and void and shall be deemed separable from the remaining covenants, agreements or provisions and shall in no way affect the validity of any of the other covenants, agreements or provisions hereof.

SECTION 7. EFFECTIVE DATE. This Resolution shall become effective immediately upon its adoption.

This Resolution was approved and adopted by the Greater Orlando Aviation Authority on March 27, 2024.

**GREATER ORLANDO AVIATION
AUTHORITY**

By: _____
Chairman

ATTEST:

By: _____
Assistant Secretary

EXHIBIT A

FORM OF ESCROW DEPOSIT AGREEMENT



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Kathleen M. Sharman, Chief Financial Officer

DATE: March 27, 2024

ITEM DESCRIPTION

Recommendation to Accept the Aviation Authority's Annual Comprehensive Financial Report (Draft Copy) for the Year Ended September 30, 2023

BACKGROUND

The Aviation Authority's Finance Department prepared a draft Annual Comprehensive Financial Report (ACFR), and MSL P.A. (MSL), audited the general-purpose financial statements contained therein for the year ended September 30, 2023.

Total assets of the Aviation Authority on September 30, 2023, are approximately \$8,361,159,000 net of accumulated depreciation. Financial results for the year ended September 30, 2023, reflect an operating gain of approximately \$64,458,000 and an increase in net position (net income) of \$207,664,000.

The total net pension liability for the Defined Benefit (DB) Plan included in the report was approximately \$20,960,000, and the total net liability for the Other Post Employment Benefits (OPEB) Trust included in the report was approximately \$1,571,000. The DB Plan is 85.49% funded and the OPEB Trust is 97.79% funded.

In addition, for the 42nd consecutive year, the Aviation Authority was awarded a Certificate of Achievement for Excellence in Financial Reporting for the fiscal year ended September 30, 2022. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management. The September 30, 2023, ACFR will be submitted for this award within the required deadline of March 31, 2024.

ISSUES

In accordance with the Laws of Florida, Chapter 57-1658 Section 13 as amended by Chapter 98-492, the Aviation Authority shall cause an audit to be made by an independent certified public accountant, which audit shall be accompanied by the accountant's opinion. The Annual Comprehensive Financial Report will fulfill this requirement. A copy of the ACFR is available upon request.

SMALL BUSINESS

Not applicable.

ALTERNATIVES

None.

FISCAL IMPACT

None.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the Annual Comprehensive Financial Report of the Greater Orlando Aviation Authority for the year ending September 30, 2023.



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Kathleen M. Sharman, Interim Chair, Procurement Committee/Chief Financial Officer

DATE: March 27, 2024

ITEM DESCRIPTION

Notification of Committee Recommendations to the Chief Executive Officer for Approval March 27, 2024, Aviation Authority Board Meeting

BACKGROUND

The attached list represents contracts executed by the Chief Executive Officer or designee per Board Policy or requiring notification to the Board.

The following list represents contracts recommended by the Procurement Committee (PC) to be executed by the Chief Executive Officer requiring notification to the Aviation Authority Board:

- Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for Advanced Air Mobility Taskforce Support Services at Orlando International Airport Orlando Executive Airport, for the total not-to-exceed fee amount of \$59,139, with funding from previously-approved Operation and Maintenance Funds. Services will provide assistance to the Aviation Authority's newly formed Advance Air Mobility (AAM) Task Force, and advisory services with Task Force meeting coordination and external outreach activities, preparation of meeting material, and general support. Services will be provided through September 30, 2024. The Aviation Authority has reviewed the proposal from Ricondo & Associates, Inc., and determined that Ricondo & Associates, Inc. proposes 15% MWBE/LDB/VBE participation on this Addendum and certifies that Ricondo & Associates, Inc. is in good standing as it relates to its small business participation. *[Reference PC Meeting held February 27, 2024, Agenda Item No. III-A].*
- Addendum to the Continuing Transportation Planning Services Agreement with HDR Engineering, Inc. for 2024 Easter Traffic Count Program at the Orlando International Airport, for the total not-to-exceed fee amount of \$90,000, with funding from previously-approved Operation and Maintenance Funds. Services will provide traffic count data collection for seven days at 90 locations, including airport cordon line and other locations of interest, and data collection for 8-hour turning movement counts at two locations. Services will also include the updates of the Environmental Systems Research Institute (ESRI) File Geodatabase (FGDB) and final report, and the ArcGIS Online application created for last year's count program which provides user-friendly access to the traffic data. The Aviation Authority has reviewed the proposal from HDR Engineering, Inc., and determined that HDR Engineering, Inc. proposes 44% MWBE/LDB/VBE participation on this Addendum and is in good standing as it relates to its small business participation. *[Reference PC Meeting held March 12, 2024, Consent Agenda Item No. II-A].*
- Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for Fiscal Year (FY) 2024 On-Call General Consulting Services for the Airline Relations Department at Orlando International Airport, for the total not-to-exceed fee amount of \$58,250, with funding from previously-approved Operation and Maintenance Funds. Services will provide the Airline Relations Department with

miscellaneous support services on an as-needed basis, and will include, but are not limited to, establishment of passenger demand, including daily and hourly peak passenger demand, aircraft gate allocation simulation, review of existing processor performance and establishment of facility requirements associated with passenger demand, formulation of terminal improvement plans to meet operational requirements associated with future passenger demand, preparation of aircraft parking concept plans, research and identification of best practices related to the management of common use facilities at airports, formulation of common use priorities and framework for the management of common use facilities. Services will be provided through September 30, 2024. The Aviation Authority has reviewed the proposal from Ricondo & Associates, Inc., and determined that Ricondo & Associates, Inc. does not propose any small business participation on this Addendum because of the on-call nature of the required services to be provided. The Small Business Department certifies that Ricondo & Associates, Inc. is in good standing as it relates to its small business participation on those addenda on which small business participation is required in its professional services agreement. *[Reference PC Meeting held March 12, 2024, Agenda Item No. II-B].*

- Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for Support Services for Modeling of Passenger Flows and Bus Operations during the Maintenance of the Airsides 2 and 4 Automated People Mover (APM) Systems Services for the Airline Relations Department at Orlando International Airport, for the total not-to-exceed fee amount of \$129,650, with funding from previously-approved Operation and Maintenance Funds. Services will develop a simulation model to assess the resulting passenger flows/circulation at Airsides 2 and 4, and the North Terminal Landside Terminal under various scenarios during the maintenance activities of the Airsides 2 and 4 APM system. The model will be used to estimate the number of buses that would be required to transport passengers from one airside to the other. Resulting tasks will include modeling of passenger flow and bus loading/unloading operations simulation, and establishment of high-capacity bus and bus staging area requirements. The Aviation Authority has reviewed the proposal from Ricondo & Associates, Inc., and determined that Ricondo & Associates, Inc. proposes 4% MWBE participation on this Addendum and certifies that Ricondo & Associates, Inc. is in good standing as it relates to its small business participation. *[Reference PC Meeting held March 12, 2024, Agenda Item No. II-C].*

PROCUREMENT SUBMITTALS FOR BOARD NOTIFICATION - MARCH 2024 ITEMS

Action	Competition	Vendor	Committee Approval	Cost	Funding	Description of Goods or Service	Terms	Date Signed
Agreement	S24-360-EX	Whishpond Technologies Ltd.	VPPS	\$2,988.00	O&M	Wishpond Software subscription - Customer Experience, Social Media	1 Yr	2/2/2024
Agreement	AG-594	Hodges-Mace/s SartBen (Alight Solutions	VPPS	\$35,000.00	O&M	On-Line Benefits Enrollment System SmartBen - Contract Adjustment - 6 months extension of services	12/11/23 - 6/10/24	2/6/2024
Agreement	05-20	Allegion Access Technologies, LLC F.K.A. Stanley Access Technologies	VPPS	\$88,250.00	O&M	Automatic Door Repair, Maintenance and Upgrade Services - Second Renewal Option	10/1/23 - 9/30/24	2/6/2024
Agreement	07-21	Bureau Veritas National Elevator Inspection Services	VPPS	\$178,351.00	O&M	Elevator, Escalator, Moving Walkway- Inspection and Test Witnessing Services - First Renewal Option approved for a period of two years (\$89,175.50 ea. Year)	2/16/24 - 2/15/26	2/7/2024
Agreement	10-21	Maxwell Lightning Protection of Florida Company	VPPS	\$76,347.18	O&M	Lightning Protection System Maintenance - Renewal Option #2	6/1/24 - 5/31/25	2/9/2024
Agreement	24-374-RFQ	Rapiscan Systems Inc.	VPPS	\$20,036.00	O&M	GateKeeper Maintenance & Service	1/1/24 - 12/31/24	2/23/2024
Agreement	24-139-OEC	20/20 Parking Consultants, LLC	VPPS	\$233,800.00	O&M	Parking consulting services	Estimated 2/1/24 - 1/31/26	2/23/2024



MEMORANDUM

TO: Members of the Aviation Authority

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

DATE: March 27, 2024

ITEM DESCRIPTION

Notification of Release of RFP/RFB/RFQ/IFB

BACKGROUND

The list below represents the release of documents for different services at the Aviation Authority under \$500,000.00

TYPE OF RELEASE	SERVICE/TYPE	ESTIMATED RELEASE DATE	ESTIMATED AWARD DATE	SCOPE/SERVICE	VALUE/TERM
IFB	Service/5 years	April 2024	August 2024	Lift Station Preventative Maintenance Services	Less than \$500K
RFP-PS	Service/5 Years	April 2024	August 2024	Appraisal Services	Less than \$500K



GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

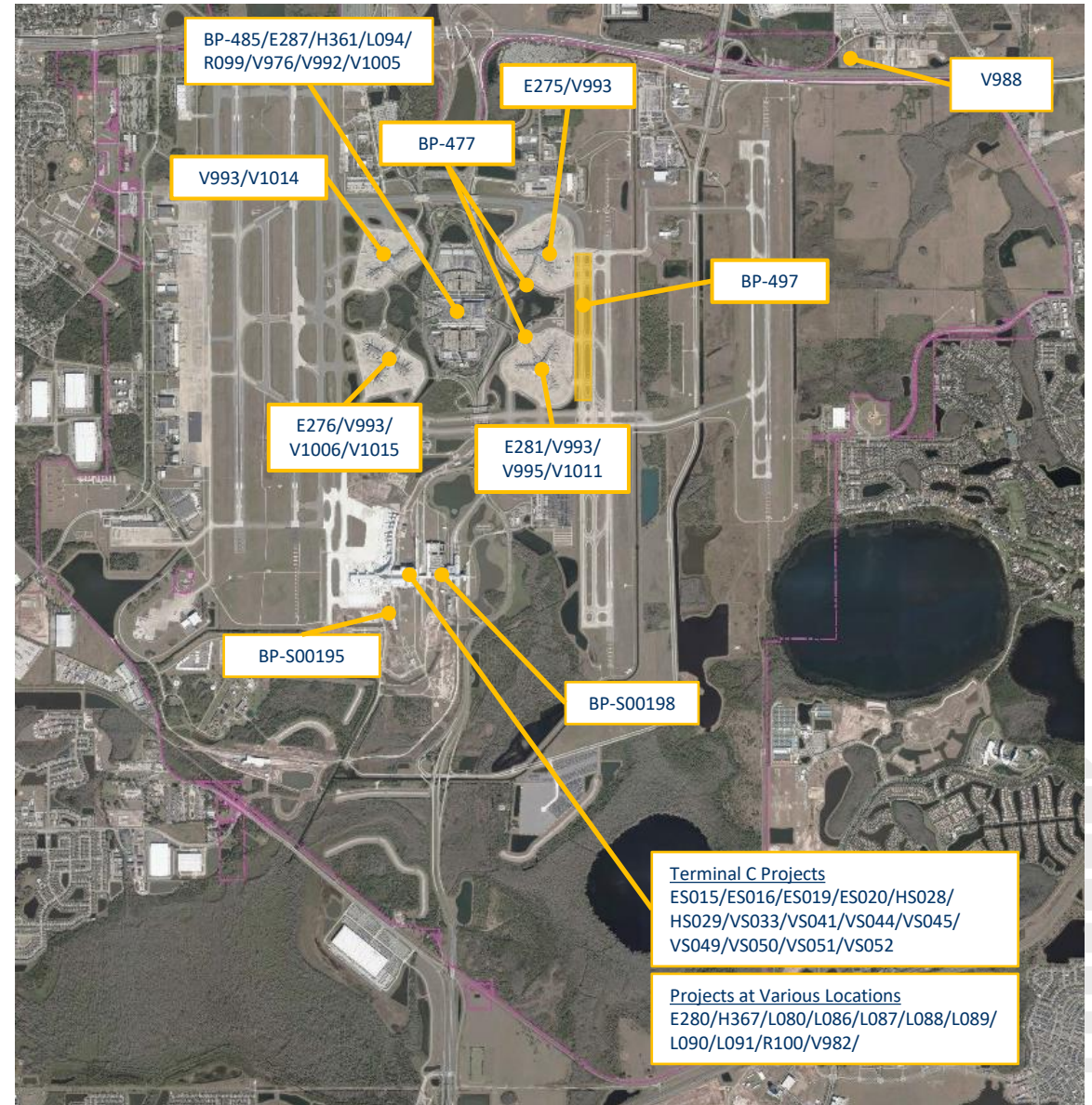
CONSTRUCTION PROGRESS REPORT

For Board Meeting of March 27, 2024



MCO Location Map for Active Construction Projects

Project No	Description	Contractor
BP-00477-MCO	AIRSIDES 2 AND 4 APM IMPROVEMENTS	Mitsubishi Heavy Industries America
BP-00485-MCO	HYATT LOBBY RENOVATION (DESIGN/BUILD)	The Weitz Company LLC
BP-00497-MCO	TAXIWAYS G & H REHABILITATION – CONSTRUCTION PHASE 1	Hubbard Construction Company
BP-S00195-MCO	TERM C, PH 1X - AIRSIDE CONCOURSE	Hensel Phelps Construction
BP-S00198-MCO	TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE & RENTAL CAR LOBBY (D/B)	The Weitz Company LLC
E-00275-MCO	COMMON USE AND BIOMETRIC EXPANSION - A/S 2 (D/B)	Electric Services, Inc.
E-00276-MCO	COMMON USE AND BIOMETRIC EXPANSION - A/S 3 (D/B)	Electric Services, Inc.
E-00280-MCO	WEST AIRFIELD ELECTRICAL UPGRADES	H. L. Pruitt Corporation
E-00281-MCO	AIRSIDE 4 PA SYSTEM UPGRADE	Quality Cable Contractors, Inc.
E-00287-MCO	PARKING GARAGE EV CHARGING STATIONS	Power Engineering Group, Inc.
E-S00015-MCO	TERMINAL C KVAR PILOT PROGRAM	Electric Services, Inc.
E-S00016-MCO	TERMINAL C MISC. ELECTRICAL CONSTRUCTION	Electric Services, Inc.
E-S00019-MCO	TERMINAL C EXIT SIGNAGE IN LANDSIDE AND AIRSIDE	Electric Services, Inc.
E-S00020-MCO	TERMINAL C ENHANCEMENTS ELECTRICAL BHS LIGHTING IMPROVEMENTS	Electric Services, Inc.
H-00361-MCO	JFB (LOOP RD) TERMINAL B ENTRANCE RECONFIGURATION (D/B)	The Middlesex Corporation
H-00367-MCO	QTA FENCE RELOCATION TERMINALS A AND B	HORMAC Construction Group, Inc.
H-S00028-MCO	TERMINAL C INTERIM GSE D/B	The Middlesex Corporation
H-S00029-MCO	AIRFIELD CIVIL RESTART ENABLING WORK	The Middlesex Corporation
L-00080-MCO	ACS/REX BUTTONS REPLACEMENT	Quality Cable Contractors, Inc.
L-00086-MCO	ON-CALL LOW VOLTAGE SERVICES (FY24-MOUNTCHOR)	Mountchor Technologies, Inc.
L-00087-MCO	ON-CALL LOW VOLTAGE SERVICES (FY24-QCC)	Quality Cable Contractors, Inc.
L-00088-MCO	ON-CALL LOW VOLTAGE SERVICES (FY24-OBT)	OBT
L-00089-MCO	ON-CALL LOW VOLTAGE SERVICES (FY24-CNET)	Certified Network Professionals, Inc.
L-00090-MCO	ON-CALL LOW VOLTAGE SERVICES (FY24-ARCHIS)	Archis Technologies, Inc.
L-00091-MCO	ON-CALL LOW VOLTAGE SERVICES (FY24-PCS)	Precision Contracting Services, Inc.
L-00094-MCO	GOAA EXECUTIVE OFFICE ACS	Quality Cable Contractors, Inc.
R-00099-MCO	TERMINALS A & B RENTAL CAR QTA CANOPY LEAKS	RUSH Facilities, LLC
R-00100-MCO	2022-2023 EMERGENCY ROOF REPAIRS AND WATERPROOFING MAINTENANCE	P&A Roofing and Sheet Metal, Inc.
V-00976-MCO	SMART RESTROOM PILOT PROJECT	H.A. Contracting Corporation
V-00982-MCO	MCO CAMPUS KEY & LOCK REPLACEMENT	H.A. Contracting Corporation
V-00988-MCO	BEACHLINE WAREHOUSE ROOF REPLACEMENT	H.A. Contracting Corporation
V-00992-MCO	REHABILITATION OF STRUCTURAL STEEL COMMERCIAL LANES CANOPIES	Clancy & Theys Construction Co.
V-00993-MCO	AIRSIDES 1-4 SERVICE AREAS TRITURATOR CANOPIES (D/B)	Clancy & Theys Construction Co.
V-00995-MCO	REPLACEMENT OF ELEVATOR P58 AT AIRSIDE 4 (D/B)	Gomez Construction Company
V-01005-MCO	CARL T. LANGFORD BOARD ROOM IMPROVEMENTS	Collage Companies
V-01006-MCO	AIRSIDE 3 WING 1 RAMP LEVEL UPGRADES	H.A. Contracting Corporation
V-01011-MCO	AIRSIDE 4 60'S WING RENOVATION (D/B)	Gomez Construction Company
V-01014-MCO	AIRSIDE 1 WING 5 RAMP LEVEL RESTROOM REFURBISHMENT	H. W. Davis Construction, Inc.
V-01015-MCO	AIRSIDE 3 WING 3 RAMP LEVEL RESTROOM REFURBISHMENT	H. W. Davis Construction, Inc.
V-S00033-MCO	TERMINAL C CBP AND TSA REGULATORY CHANGES (D/B)	Clancy & Theys Construction Co.
V-S00041-MCO	TERMINAL C BHS CANOPY AND CHECKPOINT DELTA IMPROVEMENTS	Clancy & Theys Construction Co.
V-S00044-MCO	TERMINAL C TENANT BUILDOUT (COMPLETION OF BP-S187)	Collage Companies
V-S00045-MCO	TERMINAL C ENHANCEMENTS TRASH ROOM PLATFORMS	Gomez Construction Company
V-S00049-MCO	COPA AIRLINES RELOCATION	Clancy & Theys Construction Co.
V-S00050-MCO	AVIANCA AIRLINES RELOCATION	Clancy & Theys Construction Co.
V-S00051-MCO	AEROMEXICO AIRLINES RELOCATION	Clancy & Theys Construction Co.
V-S00052-MCO	TERMINAL C REPAIR BHS CANOPY FASCIA AT GATE C236	Gomez Construction Company

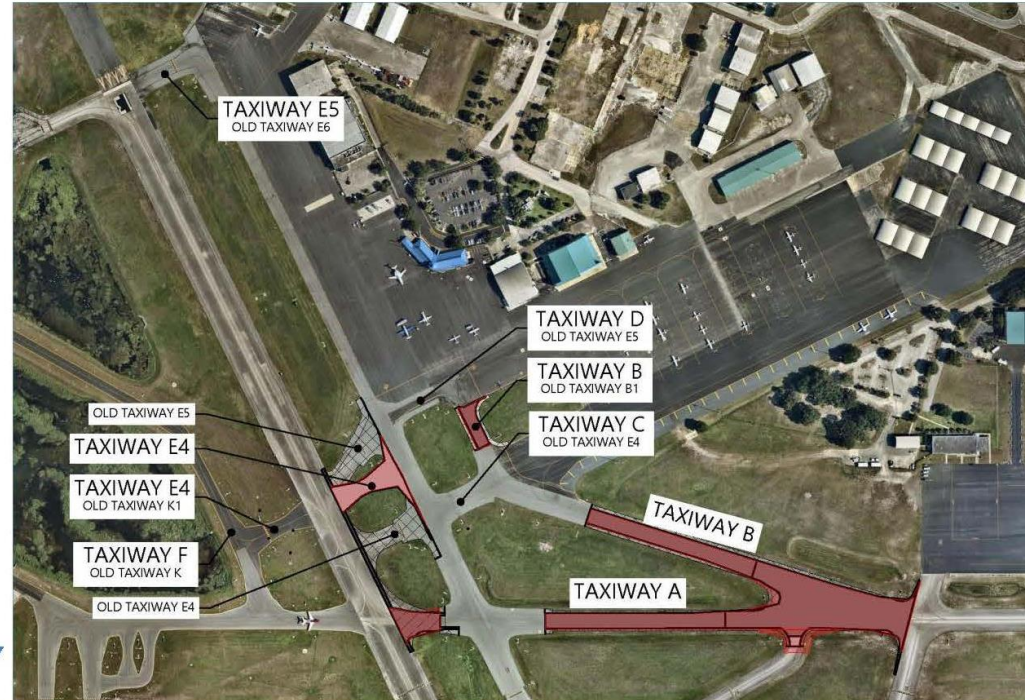


GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

ORL Location Map for Active Construction Projects

BP-00049, ORL Taxiways A, B and E4 Rehabilitation



GREATER ORLANDO AVIATION AUTHORITY

Innovation Connecting the World

PROJECTS IN CONSTRUCTION

BP-00049-ORL ORL TAXIWAYS A, B AND E4 REHABILITATION

CONTRACTOR: The Middlesex Corporation

A/E: C&S Engineers, Inc.

OAR: The Roderick Group, Inc. dba Ardmore
Roderick

FUNDING: FAA AIP,FDOT,OEA Revenue Fund

GOAA CONTACTS:

Sponsor: Orlando Executive Airport

Construction: Scott Shedek

PROJECT COST: \$5,783,500.00

SCOPE: Rehabilitate Taxiways A, B and B1; demolish portions of Taxiways E4 and E5; and construct new Taxiway E4 between Runway 13-31 and its parallel Taxiway E, at the Orlando Executive Airport. The construction work will include new asphalt pavement, mill and overlay existing asphalt pavement, and new and associated improvements for taxiway markings, lighting and signage.

STATUS: Paving activities are underway.

NOTICE TO PROCEED: 12/15/23

CONSTRUCTION COST:

Original Contract		\$4,853,045.50	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$4,853,045.50	
Paid To Date Thru PA #	0	\$0.00	0.0%

TIME(DAYS)

COMPLETION

150

05/12/24

0

150

05/12/24

Time: 0.00%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

BP-00477-MCO AIRSIDES 2 AND 4 APM IMPROVEMENTS

CONTRACTOR:	Mitsubishi Heavy Industries America, Inc.	GOAA CONTACTS:	
A/E:	Lea & Elliott, Inc.	Sponsor:	Operations
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Scott Shedek
FUNDING:	O&M (Operations & Maintenance Fund),Cap. Ex. (Capital Expenditure Fund),PFCs (Passenger Facility Charges)	PROJECT COST:	\$177,808,750.00
SCOPE:	Design, fabricate, and install the Operating System (OS) of two Automated People Mover (APM) systems (i.e., replacement of the two existing OS at Airsides 2 and 4) at the Orlando International Airport.		
STATUS:	Project is in the design/submittal/procurement phase.		

CONSTRUCTION COST:

Original Contract	\$177,808,750.00				
Thru Change Order #	0	\$0.00	0.0%		
Current Contract		\$177,808,750.00			
Paid To Date Thru PA #	0	\$0.00	0.0%		

NOTICE TO PROCEED: 01/24/24

TIME(DAYS)

COMPLETION

	1165	04/02/27
	<u>0</u>	
	1165	04/02/27
Time: 0.00%		

ANTICIPATED COMPLETION: On Schedule
--

PROJECTS IN CONSTRUCTION

BP-00485-MCO HYATT LOBBY RENOVATION (DESIGN/BUILD)

CONTRACTOR: The Weitz Company LLC

GOAA CONTACTS:

A/E: NONE

Sponsor: Hyatt Regency Hotel

OAR: NONE

Construction: Arlene Grant

FUNDING: Cap. Ex. (Capital Expenditure Fund)

PROJECT COST: \$7,948,620.00

SCOPE: Lobby renovations of the Hyatt Regency Hotel at the Orlando International Airport will include new carpeting and hard flooring/floor tiles; wayfinding signage; new millwork and equipment; replace interior landscaping and planters; new access lighting; light fixtures and ceiling fans; painting and new wall coverings; and, new soft seating/area rugs/televisions.

STATUS: Project is in the Design Pre-Construction Phase. Additional scopes of work, requested by the Hyatt Team for feasibility while refreshing the 30% design effort, are being evaluated.

NOTICE TO PROCEED: 11/19/19

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$882,060.35

365

11/17/20

Thru Change Order # 2 \$293,100.00 33.2%

0

Current Contract

\$1,175,160.35

365

11/17/20

Paid To Date Thru PA # 6 \$519,753.19 44.2%

Time: 428.5%

**ANTICIPATED
COMPLETION:
Early 2025**

PROJECTS IN CONSTRUCTION

BP-00497-MCO TAXIWAYS G & H REHABILITATION – CONSTRUCTION PHASE 1

CONTRACTOR:	Hubbard Construction Company	GOAA CONTACTS:	
A/E:	AECOM Technical Services, Inc.	Sponsor:	Engineering & Construction
OAR:	The Roderick Group, Inc. dba Ardmore Roderick	Construction:	Scott Shedek
FUNDING:	Cap. Ex. (Capital Expenditure Fund),FAA AIP,FDOT	PROJECT COST:	\$39,266,493.64

SCOPE: Rehabilitation of a portion of Taxiways G and H and the connectors north of Taxiway E at the Orlando International Airport. Construction work will include resealing the joints and replacing isolated cracked slabs for the concrete pavement, rehabilitating the asphalt shoulders, and improvements for pavement geometry, taxiway markings, lighting and signage.

STATUS: Laydown areas and haul routes have been established. Construction activities are underway.

				NOTICE TO PROCEED: 12/20/23	
CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$32,179,042.64		315	10/29/24
Thru Change Order #	0	\$0.00	0.0%	0	
Current Contract		\$32,179,042.64		315	10/29/24
Paid To Date Thru PA #	1	\$1,381,593.56	4.3%	Time: 26.0%	

ANTICIPATED COMPLETION:
On Schedule

PROJECTS IN CONSTRUCTION

BP-S00195-MCO TERM C, PH 1X - AIRSIDE CONCOURSE

CONTRACTOR:	Hensel Phelps Construction Co. dba Hensel Phelps Construction	GOAA CONTACTS:	
A/E:	HNTB Corporation	Sponsor:	Engineering & Construction
OAR:	Jacobs Project Management Co.	Construction:	Scott Shedek
FUNDING:	GARBS (General Account Revenue Bonds),PFCs (Passenger Facility Charges)	PROJECT COST:	\$285,484,602.00

SCOPE: Concrete, masonry, waterproofing, fireproofing, doors, frames and hardware, tile, resilient tile and carpet, fire suppression, plumbing and Heating, Ventilation, Air Conditioning (HVAC), electrical and low voltage work, elevators and an escalator for four aircraft gates as part of the expansion of Terminal C at the Orlando International Airport.

STATUS: The Airside Concourse (ASC) Building is progressing across multiple levels and phases. On the Ramp Level, masonry work is in-progress, with select interior demolition ongoing. Hybrid walls are being constructed, and rough-in work for MEP systems is underway. Additionally, there are priority housekeeping pads being installed. On the upper floors, various activities are taking place, including the installation of insulation, fireproofing, framing, exterior metal panel anchors, roofing, exterior sheathing, and stucco air barriers. Low roof parapet insulation is being completed in several sections. At the gates, different stages of preparation and framing work are being carried out, including slab-on-metal deck, rough-in and prep, pre-fireproofing framing, attachments, and steel erection. Overall, the construction is progressing steadily, with different tasks being executed simultaneously across different levels and areas of the ASC building.

					NOTICE TO PROCEED: 12/06/22	
CONSTRUCTION COST:					TIME(DAYS)	COMPLETION
Original Contract		\$277,006,000.00			1095	12/04/25
Thru Change Order #	30	\$8,478,602.00	3.1%		0	
Current Contract		\$285,484,602.00			1095	12/04/25
Paid To Date Thru PA #	14	\$80,771,936.70	28.3%		Time: 41.1%	

**ANTICIPATED COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

BP-S00198-MCO TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE & RENTAL CAR LOBBY (D/B)

CONTRACTOR: The Weitz Company LLC

A/E: HNTB - Airport Office

OAR: Jacobs Project Management Co.

FUNDING: CFCs (Customer Facility Charges),FDOT,GARBS (General Account Revenue Bonds)

GOAA CONTACTS:

Sponsor: Engineering & Construction

Construction: Torie Brooks

PROJECT COST: \$113,304,405.00

SCOPE: Demolition, masonry, waterproofing and caulking, roofing, fireproofing, fire stopping, skylights, interior glass and glazing, curtain wall, doors, frames and hardware, drywall, framing, finishes, fire protection, mechanical, and plumbing work to expand the Ground Transportation Facility Boulevard with conditioned air connection between the Landside Terminal C and the Train Station Complex at the Orlando International Airport. This scope also includes moving walkways and a rental car lobby.

STATUS: Concrete columns, beams and elevated concrete deck placements for the pedestrian bridge are progressing. Temporary construction measures and selective demolition in the existing train station are complete. Selective demolition at the existing ground transportation facility for the west end of the pedestrian bridge are underway. Erection of structural steel is ongoing, MEP rough-in is in-progress. Material procurement and deliveries are ongoing. Garage C fire sprinkler permit has been issued. RAC lobby design documents have been submitted for permit; permit comments have been issued and are being addressed by the design team.

NOTICE TO PROCEED: 07/27/23

CONSTRUCTION COST:

Original Contract		\$113,293,387.00	
Thru Change Order #	1	\$11,018.00	0.0%
Current Contract		\$113,304,405.00	
Paid To Date Thru PA #	6	\$25,877,219.92	22.8%

TIME(DAYS)

COMPLETION

686 06/11/25

0

686 06/11/25

Time: 32.2%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

E-00275-MCO COMMON USE AND BIOMETRIC EXPANSION - A/S 2 (D/B)

CONTRACTOR: Electric Services, Inc.

GOAA CONTACTS:

A/E: NONE

Sponsor: Operations

OAR: Geotech Consultants International, Inc., dba
GCI, Inc.

Construction: Scott Shedek

FUNDING: GARBS (General Account Revenue Bonds)

PROJECT COST: \$525,000.00

SCOPE: Project will (1) remove and dispose of existing counter inserts and install new owner-furnished counter inserts at all ticket counters; and, (2) remove and deliver to HBJ Warehouse existing lift podiums and install new owner-furnished podiums at twenty gates with the exception of Gates 111 and 112, at the Orlando International Airport. Project will also (a) provide and install two 1.5" conduits for data from twenty existing gate ticket counters to nearest communications room, and one 1.5" conduit from Gates 111 and 112; (b) provide and install pull box below all ticket counter locations as junction for all new conduits; and, (c) provide and install one 1.5" conduits from new pull box to all gate podiums and provide and install two 1.5" conduits from new pull box to ticket counter; remove electrical at existing gate podium and ticket counter inserts and re-install in new millwork.

STATUS: All equipment has been received. Construction activities are nearing completion.

NOTICE TO PROCEED: 04/11/22

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$433,000.00

180

10/07/22

Thru Change Order # 0 \$0.00 0.0%

0

Current Contract

\$433,000.00

180

10/07/22

Paid To Date Thru PA # 6 \$299,428.60 69.2%

Time: 105.0%

**ANTICIPATED
COMPLETION:
4/30/2024**

PROJECTS IN CONSTRUCTION

E-00276-MCO COMMON USE AND BIOMETRIC EXPANSION - A/S 3 (D/B)

CONTRACTOR: Electric Services, Inc.

GOAA CONTACTS:

A/E: NONE

Sponsor: Operations

OAR: Geotech Consultants International, Inc., dba
GCI, Inc.

Construction: Scott Shedek

FUNDING: GARBS (General Account Revenue Bonds)

PROJECT COST: \$460,000.00

SCOPE: Remove and dispose the existing counter inserts and install new owner-furnished counter inserts at twelve ticket counters at Airside 3 at the Orlando International Airport. Work will include (1) removal and delivery to HBJ Warehouse fifteen existing lift podiums and installation of new owner-furnished dual lift podiums at twelve gates, and single-ticket lift podiums at three gates; (2) installation of two 1.5" conduits, for data, from eighteen existing gate ticket counters to nearest communications room and one 1.5" conduit from Gates 30, 33 and 34; (3) installation of pull box below all ticket counter locations, except for Gates 31 and 32, as junction for all new conduits; (4) installation of one 1.5" conduit from new pull box to gate podiums, and installation of two 1.5" conduits from new pull box to ticket counter; and, (5) removal of electrical at existing gate podium and ticket counter inserts, and reinstallation in new millwork.

STATUS: All equipment has been received and installed. Various electrical/low voltage punchlist activities, in anticipation of final City inspections, are nearing completion.

NOTICE TO PROCEED: 04/11/22

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$379,500.00

180

10/07/22

Thru Change Order # 1 (\$3.93) 0.0%

0

Current Contract **\$379,496.07**

180

10/07/22

Paid To Date Thru PA # 8 \$330,488.41 87.1%

Time: 378.3%

**ANTICIPATED
COMPLETION:
3/31/2024**

PROJECTS IN CONSTRUCTION

E-00280-MCO WEST AIRFIELD ELECTRICAL UPGRADES

CONTRACTOR:	H. L. Pruitt Corporation	GOAA CONTACTS:	
A/E:	Avcon, Inc.	Sponsor:	Maintenance
OAR:	PSA Constructors Inc. dba PSA Management Inc.	Construction:	Tuan N. Nguyen
FUNDING:	Cap. Ex. (Capital Expenditure Fund)	PROJECT COST:	\$3,003,334.00

SCOPE: Provide electrical upgrades to the west airfield electrical system at the Orlando International Airport.

STATUS: All taxiway lighting, signage, cable, fiber from tower to vaults, and beacon replacement activities are complete. Delivery and installation of the new generator, as well as additional electrical installation associated with the generator, will now occur in early 2025. A change order to address this schedule adjustment and revised load banks is being developed.

NOTICE TO PROCEED: 06/12/23

CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$3,003,334.00		365	06/10/24
Thru Change Order #	0	\$0.00	0.0%	0	
Current Contract		\$3,003,334.00		365	06/10/24
Paid To Date Thru PA #	5	\$1,656,115.52	55.1%	Time: 75.6%	

**ANTICIPATED
COMPLETION:
2/28/2025**

PROJECTS IN CONSTRUCTION

E-00281-MCO AIRSIDE 4 PA SYSTEM UPGRADE

CONTRACTOR: Quality Cable Contractors, Inc.

GOAA CONTACTS:

A/E: C&S Engineers, Inc.

Sponsor: Facilities

OAR: Geotech Consultants International, Inc., dba
GCI, Inc.

Construction: Tuan N. Nguyen

FUNDING: GARBS (General Account Revenue
Bonds), Cap. Ex. (Capital Expenditure Fund)

PROJECT COST: \$3,692,147.00

SCOPE: Design and install a new Public Address (PA) system for Airside 4 at the Orlando International Airport. Innovative Electronic Designs (IED) is the single source manufacturer of the PA systems components at the north complex at the Orlando International Airport. IED has given the Aviation Authority written notice that they can no longer supply maintenance parts for the current system installed at the north complex. IED has recommended that the Aviation Authority convert all PA system components to new IP address components that can be maintained.

STATUS: Conduit installation on the Ramp Level is underway. Speaker testing and replacement on the Transfer Level are ongoing. Procurement of the new IED public address head-end equipment is in-progress.

NOTICE TO PROCEED: 12/20/23

CONSTRUCTION COST:

Original Contract		\$3,692,147.00	
Thru Change Order #	1	\$0.00	0.0%
Current Contract		\$3,692,147.00	
Paid To Date Thru PA #	0	\$0.00	0.0%

TIME(DAYS)

165
0
165
Time: 0.00%

COMPLETION

06/01/24

06/01/24

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

E-00287-MCO PARKING GARAGE EV CHARGING STATIONS

CONTRACTOR:	Power Engineering Group, Inc.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Engineering & Construction
OAR:	PSA Constructors Inc. dba PSA Management Inc.	Construction:	Torie Brooks
FUNDING:	Cap. Ex. (Capital Expenditure Fund)	PROJECT COST:	\$250,000.00

SCOPE: Provide approximately 67 single-cord 32 AMP Level 2 EV chargers, approximately 35 charging station pedestals, and associated fittings in the parking garages, and connect to existing infrastructure at the Orlando International Airport.

STATUS: Chargers have been delivered. Set-in-place, hook-up and place-in-service activities are 80% complete, with chargers in-service on Levels 4 and 5 at Terminal C parking garage. A change order to (1) replace inoperable existing chargers in Parking Garages A and B; (2) install conduit and electrical infrastructure at three locations in Terminal C parking garage; and (3) modify existing bollards and curbs to accommodate the new equipment in Terminal C parking garage, is being priced.

NOTICE TO PROCEED: 11/28/23

CONSTRUCTION COST:	TIME(DAYS)	COMPLETION
Original Contract	\$206,302.15	90 02/25/24
Thru Change Order # 0	\$0.00 0.0%	<u>0</u>
Current Contract	\$206,302.15	90 02/25/24
Paid To Date Thru PA # 1	\$166,579.40 80.7%	Time: 116.7%

ANTICIPATED COMPLETION: 3/31/2024
--

PROJECTS IN CONSTRUCTION

E-S00015-MCO TERMINAL C KVAR PILOT PROGRAM

CONTRACTOR: Electric Services, Inc. **GOAA CONTACTS:**
A/E: Matern Professional Engineering, Inc. **Sponsor:** Engineering & Construction
OAR: AECOM Technical Services, Inc. **Construction:** Scott Shedek
FUNDING: GARBS (General Account Revenue Bonds) **PROJECT COST:** \$500,000.00

SCOPE: Install new units, breakers and feeders at the Terminal C Airside at the Orlando International Airport. Scope includes verifying field dimensions of existing equipment in electrical rooms (as-builts); reviewing as-built panel schedules; metering and obtaining power data from panels; designing KiloVolt Amperes Reactive (KVAR) corrections to include detailing unit, sizing breakers and feeders and relocating existing items to make room for new units; and testing, metering, recording, making adjustments, and analyzing for total solution.

STATUS: Equipment has been delivered, with equipment/conduit installation underway. Housekeeping pad installation is complete. Final connections and testing are nearing completion.

NOTICE TO PROCEED: 11/28/23

CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$135,218.71		120	03/26/24
Thru Change Order #	1	\$2,263.64	1.7%	0	
Current Contract		\$137,482.35		120	03/26/24
Paid To Date Thru PA #	2	\$2,960.14	2.2%	Time: 71.7%	

**ANTICIPATED
COMPLETION:
3/31/2024**

PROJECTS IN CONSTRUCTION

E-S00016-MCO TERMINAL C MISC. ELECTRICAL CONSTRUCTION

CONTRACTOR:	Electric Services, Inc.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Engineering & Construction
OAR:	PSA Constructors Inc. dba PSA Management Inc.	Construction:	Scott Shedek
FUNDING:	GARBS (General Account Revenue Bonds)	PROJECT COST:	\$276,442.00

SCOPE: Miscellaneous electrical construction work at Terminal C Airside and Landside at the Orlando International Airport. Scope includes providing power to SmartCarte carts at Landside; providing power to ATM machine; adding visual notification lights for AED cabinets; adding power outlets in outbound bag room; adding power and data for curbside valet/taxi starter podiums; and adding/changing power connections for changing tables in eleven restrooms.

STATUS: All base scope activities are complete. Change order activities to reconcile the LED indicator light installation and electrical work in Terminal C are nearing completion.

NOTICE TO PROCEED: 09/05/23

CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$208,689.54		120	01/02/24
Thru Change Order #	3	\$67,751.86	32.5%	<u>0</u>	
Current Contract		\$276,441.40		120	01/02/24
Paid To Date Thru PA #	4	\$86,053.54	31.1%	Time: 140.8%	

ANTICIPATED COMPLETION: 3/31/2024
--

PROJECTS IN CONSTRUCTION

E-S00019-MCO TERMINAL C EXIT SIGNAGE IN LANDSIDE AND AIRSIDE

CONTRACTOR: Electric Services, Inc.

GOAA CONTACTS:

A/E: NONE

Sponsor: Multi-Modal Planning &
Environmental

OAR: Geotech Consultants International, Inc., dba
GCI, Inc.

Construction: Karla Carman

FUNDING: GARBS (General Account Revenue Bonds)

PROJECT COST: \$70,000.00

SCOPE: Install conduit, wire and exit signs at 17 locations in the Terminal C Landside and Airside Concourse at the Orlando International Airport. Signage required for City of Orlando compliance to achieve certificate of completion.

STATUS: Project has achieved Substantial Completion.

NOTICE TO PROCEED: 10/30/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$35,650.00

60

12/28/23

Thru Change Order # 0 \$0.00 0.0%

0

Current Contract **\$35,650.00**

60

12/28/23

Paid To Date Thru PA # 1 \$1,615.00 4.5%

Time: 50.0%

**ANTICIPATED
COMPLETION:
SubstCompl**

PROJECTS IN CONSTRUCTION

E-S00020-MCO TERMINAL C ENHANCEMENTS ELECTRICAL BHS LIGHTING IMPROVEMENTS

CONTRACTOR: Electric Services, Inc.

GOAA CONTACTS:

A/E: NONE

Sponsor: Facilities

OAR: PSA Constructors Inc. dba PSA Management Inc.

Construction: Torie Brooks

FUNDING: GARBS (General Account Revenue Bonds)

PROJECT COST: \$250,000.00

SCOPE: Install approximately 61 LED strip lights within existing BHS Mezzanine areas at Terminal C Landside Terminal at the Orlando International Airport.

STATUS: Construction activities are nearing completion.

NOTICE TO PROCEED: 12/12/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$61,870.24

90

03/10/24

Thru Change Order # 0 \$0.00 0.0%

0

Current Contract **\$61,870.24**

90

03/10/24

Paid To Date Thru PA # 1 \$3,515.00 5.7%

Time: 86.7%

**ANTICIPATED
COMPLETION:
3/31/2024**

PROJECTS IN CONSTRUCTION

H-00361-MCO JFB (LOOP RD) TERMINAL B ENTRANCE RECONFIGURATION (D/B)

CONTRACTOR: The Middlesex Corporation

A/E: NONE

OAR: Cost Management, Inc., dba CMI

FUNDING: GARBS (General Account Revenue Bonds)

GOAA CONTACTS:

Sponsor: Multi-Modal Planning &
Environmental

Construction: Scott Shedek

PROJECT COST: \$3,490,000.00

SCOPE: Design and construct a reconfiguration of the roadway system that enters Terminal B to include the entrances to the Arrivals curb, Departures curb, Ground Transportation curb, Terminal B Parking Garage and Rental Car Return at the Orlando International Airport. Scope also includes any related roadway, building improvement and related services.

STATUS: Early work design package has been approved for miscellaneous construction activities. Final design is nearing completion. Field survey activities are underway.

NOTICE TO PROCEED: 12/27/23

CONSTRUCTION COST:

Original Contract		\$3,490,000.00	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$3,490,000.00	
Paid To Date Thru PA #	1	\$530,416.66	15.2%

TIME(DAYS)

COMPLETION

180 06/23/24

0

180 06/23/24

Time: 43.3%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

H-00367-MCO QTA FENCE RELOCATION TERMINALS A AND B

CONTRACTOR: HORMAC Construction Group, Inc.

GOAA CONTACTS:

A/E: NONE

Sponsor: Engineering & Construction

OAR: The Roderick Group, Inc. dba Ardmore
Roderick

Construction: Scott Shedek

FUNDING: CFCs (Customer Facility Charges)

PROJECT COST: \$179,500.00

SCOPE: Relocate fence at Terminals A and B Rent-A-Car (RAC) Quick Turn-Around (QTA) at the Orlando International Airport.

STATUS: Project has achieved Substantial Completion.

NOTICE TO PROCEED: 01/02/24

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$135,320.00

60

03/01/24

Thru Change Order # 0 \$0.00 0.0%

0

Current Contract **\$135,320.00**

60

03/01/24

Paid To Date Thru PA # 1 \$128,554.00 95.0%

Time: 120.0%

**ANTICIPATED
COMPLETION:
SubstCompl**

PROJECTS IN CONSTRUCTION

H-S00028-MCO TERMINAL C INTERIM GSE D/B

CONTRACTOR: The Middlesex Corporation

GOAA CONTACTS:

A/E: NONE

Sponsor:

Facilities

OAR: Geotech Consultants International, Inc., dba
GCI, Inc.

Construction: Scott Shedek

FUNDING: Cap. Ex. (Capital Expenditure Fund),FDOT

PROJECT COST: \$800,000.00

SCOPE: Provides limited facilities for Ground Support Equipment (GSE) functions at Terminal C at the Orlando International Airport. These functions will include septic trituration, fueling for diesel, fueling for unleaded, domestic solid waste container staging, parking, and equipment storage. The project will require construction of new power service to support triturator, lighting, and fueling operations. The project location will be stabilized with 6" of compacted asphalt millings which are owner-furnished to support vehicle operations. The triturator will need to be permitted with the City of Orlando to tie into the existing sanitary system. The Contractor will be responsible for all design and permitting required to complete the project.

STATUS: Fuel tank installation is complete and fueling activities are operational. The septage triturator is now operational. Project has achieved Substantial Completion.

NOTICE TO PROCEED: 07/29/22

CONSTRUCTION COST:

Original Contract		\$797,985.00	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$797,985.00	
Paid To Date Thru PA #	6	\$758,085.75	95.0%

TIME(DAYS)

180
0
180
Time: 321.7%

COMPLETION

01/24/23
01/24/23

**ANTICIPATED
COMPLETION:
SubstCompl**

PROJECTS IN CONSTRUCTION

H-S00029-MCO AIRFIELD CIVIL RESTART ENABLING WORK

CONTRACTOR: The Middlesex Corporation

GOAA CONTACTS:

A/E: HNTB Corporation

Sponsor: Engineering & Construction

OAR: AECOM Technical Services, Inc.

Construction: Scott Shedek

FUNDING: GARBS (General Account Revenue Bonds)

PROJECT COST: \$5,000,000.00

SCOPE: Furnish and install airfield site civil, fencing, electrical, utilities, and related scope for initial enabling work associated with the Terminal C Airfield Restart at the Orlando International Airport.

STATUS: All original scope activities are complete. Close coordination with the BP-S00195 construction team is ongoing as additional changes are identified. Demolition of all existing utilities, including a sanitary system, is nearing completion.

NOTICE TO PROCEED: 02/09/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$3,164,794.83

105

05/24/23

Thru Change Order # 6 \$843,845.57 26.7%

326

Current Contract **\$4,008,640.40**

431

04/14/24

Paid To Date Thru PA # 8 \$3,760,714.61 93.8%

Time: 82.1%

**ANTICIPATED
COMPLETION:
3/31/2024**

PROJECTS IN CONSTRUCTION

L-00080-MCO ACS/REX BUTTONS REPLACEMENT

CONTRACTOR: Quality Cable Contractors, Inc.

GOAA CONTACTS:

A/E: NONE

Sponsor: Security

OAR: PSA Constructors Inc. dba PSA Management Inc.

Construction: Scott Shedek

FUNDING: GARBS (General Account Revenue Bonds)

PROJECT COST: \$248,000.00

SCOPE: Remove Request to Exit (REX) buttons and replace with Access Control System (ACS) card readers at approximately 53 locations at all four airside at the Orlando International Airport. Scope will include replacement of one iStar panel, new cabling for each new card reader, and associated programming. These are for emergency access points from the Ramp Level to the Transfer Level of the airside.

STATUS: Original scope for ACS card reader replacement is complete. Change order activities for additional cabling/conduit, programming and iStar panels are underway.

NOTICE TO PROCEED: 09/25/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$77,527.00

90

12/23/23

Thru Change Order # 1 \$86,654.61 111.8%

0

Current Contract

\$164,181.61

90

12/23/23

Paid To Date Thru PA # 0 \$0.00 0.0%

Time: 0.00%

**ANTICIPATED
COMPLETION:
4/30/2024**

PROJECTS IN CONSTRUCTION

L-00086-MCO ON-CALL LOW VOLTAGE SERVICES (FY24-MOUNTCHOR)

CONTRACTOR: Atlantis Electrical Systems, LLC

GOAA CONTACTS:

A/E: NONE

Sponsor: Information Technology

OAR: NONE

Construction: Paul Haust

FUNDING: O&M (Operations & Maintenance Fund)

PROJECT COST: \$250,000.00

SCOPE: Provide on-call low voltage cabling installation and repair services for all Aviation Authority facilities at the Orlando International Airport.

STATUS: Project is in on-call status.

NOTICE TO PROCEED: 10/25/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$200,000.00

342

09/30/24

Thru Change Order # 1 \$50,000.00 25.0%

0

Current Contract **\$250,000.00**

342

09/30/24

Paid To Date Thru PA # 1 \$9,411.52 3.8%

Time: 16.7%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

L-00087-MCO ON-CALL LOW VOLTAGE SERVICES (FY24-QCC)

CONTRACTOR: Quality Cable Contractors, Inc.

GOAA CONTACTS:

A/E: NONE

Sponsor: Information Technology

OAR: NONE

Construction: Paul Haust

FUNDING: O&M (Operations & Maintenance Fund)

PROJECT COST: \$300,000.00

SCOPE: Provide on-call low voltage cabling installation and repair services for all Aviation Authority facilities at the Orlando International Airport.

STATUS: Project is in on-call status.

NOTICE TO PROCEED: 10/01/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$300,000.00

365

09/29/24

Thru Change Order # 0 \$0.00 0.0%

0

Current Contract **\$300,000.00**

365

09/29/24

Paid To Date Thru PA # 0 \$0.00 0.0%

Time: 0.00%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

L-00088-MCO ON-CALL LOW VOLTAGE SERVICES (FY24-OBTS)

CONTRACTOR: Orlando Business Telephone Systems, Inc.

GOAA CONTACTS:

A/E: NONE

Sponsor: Information Technology

OAR: NONE

Construction: Paul Haust

FUNDING: O&M (Operations & Maintenance Fund)

PROJECT COST: \$300,000.00

SCOPE: Provide on-call low voltage cabling installation and repair services for all Aviation Authority facilities at the Orlando International Airport.

STATUS: Project is in on-call status.

NOTICE TO PROCEED: 10/01/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$300,000.00

366

09/30/24

Thru Change Order # 0 \$0.00 0.0%

0

Current Contract **\$300,000.00**

366

09/30/24

Paid To Date Thru PA # 4 \$88,676.06 29.6%

Time: 42.6%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

L-00089-MCO ON-CALL LOW VOLTAGE SERVICES (FY24-CNET)

CONTRACTOR: Certified Network Professionals, Inc.

GOAA CONTACTS:

A/E: NONE

Sponsor: Information Technology

OAR: NONE

Construction: Paul Haust

FUNDING: O&M (Operations & Maintenance Fund)

PROJECT COST: \$50,000.00

SCOPE: Provide on-call low voltage cabling installation and repair services for all Aviation Authority facilities at the Orlando International Airport.

STATUS: Project is in on-call status.

NOTICE TO PROCEED: 10/01/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$50,000.00

365

09/29/24

Thru Change Order # 0 \$0.00 0.0%

0

Current Contract

\$50,000.00

365

09/29/24

Paid To Date Thru PA # 0 \$0.00 0.0%

Time: 0.00%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

L-00090-MCO ON-CALL LOW VOLTAGE SERVICES (FY24-ARCHIS)

CONTRACTOR: Archis Technologies, Inc.

GOAA CONTACTS:

A/E: NONE

Sponsor: Information Technology

OAR: NONE

Construction: Paul Haust

FUNDING: O&M (Operations & Maintenance Fund)

PROJECT COST: \$75,000.00

SCOPE: Provide on-call low voltage cabling installation and repair services for all Aviation Authority facilities at the Orlando International Airport.

STATUS: Project is in on-call status.

NOTICE TO PROCEED: 10/25/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$75,000.00

342

09/30/24

Thru Change Order # 0 \$0.00 0.0%

0

Current Contract **\$75,000.00**

342

09/30/24

Paid To Date Thru PA # 1 \$4,017.00 5.4%

Time: 26.0%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

L-00091-MCO ON-CALL LOW VOLTAGE SERVICES (FY24-PCS)

CONTRACTOR: Precision Contracting Services, Inc.

A/E: NONE

OAR: NONE

FUNDING: O&M (Operations & Maintenance Fund)

GOAA CONTACTS:

Sponsor: Information Technology

Construction: Paul Haust

PROJECT COST: \$100,000.00

SCOPE: Provide on-call low voltage cabling installation and repair services for all Aviation Authority facilities at the Orlando International Airport.

STATUS: Project is in on-call status.

NOTICE TO PROCEED: 10/25/23

CONSTRUCTION COST:

Original Contract \$100,000.00

Thru Change Order # 0 \$0.00 0.0%

Current Contract **\$100,000.00**

Paid To Date Thru PA # 0 \$0.00 0.0%

TIME(DAYS)

342

0

342

Time: 0.00%

COMPLETION

09/30/24

09/30/24

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

L-00094-MCO GOAA EXECUTIVE OFFICE ACS

CONTRACTOR: Quality Cable Contractors, Inc.

A/E: NONE

OAR: NONE

FUNDING: Cap. Ex. (Capital Expenditure Fund)

GOAA CONTACTS:

Sponsor: Information Technology

Construction: Paul Haust

PROJECT COST: \$105,000.00

SCOPE: Install Access Control System (ACS) for six new doors in the Main Terminal Aviation Authority Executive Offices at the Orlando International Airport. Scope will include pathways and Door Interface Boxes (DIB), installation of a Terminal Block at each new DIB, installation of door hardware to tie into the ACS on the six doors, and installation of door devices.

STATUS: Project is in submittal/procurement phase.

NOTICE TO PROCEED: 02/07/24

CONSTRUCTION COST:

Original Contract		\$103,707.82	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$103,707.82	
Paid To Date Thru PA #	0	\$0.00	0.0%

TIME(DAYS)

COMPLETION

120	06/05/24
<u>0</u>	
120	06/05/24
Time: 0.00%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

R-00099-MCO TERMINALS A & B RENTAL CAR QTA CANOPY LEAKS

CONTRACTOR:	RUSH Facilities, LLC	GOAA CONTACTS:	
A/E:	CMC Design Group, Inc.	Sponsor:	Facilities
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Scott Shedek
FUNDING:	O&M (Operations & Maintenance Fund)	PROJECT COST:	\$315,200.00

SCOPE: Canopy leak repairs to the Terminals A and B RAC QTA at the Orlando International Airport will include, but are not limited to, vacuuming debris from all perimeter and center gutters; power washing/sewer jetting perimeter and center gutters, including column drains; patching holes in perimeter and center gutters, as required; coating inside bottom of perimeter and center gutters with acrylic-based elastomeric coating; replacing any damaged or missing deck clips; and, checking and re-sealing structural column penetrations.

STATUS: Building Canopy A-1 and A-2 repairs are complete. Building Canopy B-2 repairs are on-hold while optional canopy roof system replacement, in conjunction with the gutter repairs, is being researched.

NOTICE TO PROCEED: 06/05/23

CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$265,448.77		30	07/04/23
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>	
Current Contract		\$265,448.77		30	07/04/23
Paid To Date Thru PA #	1	\$69,910.50	26.3%	Time: 423.3%	

**ANTICIPATED
COMPLETION:
4/30/2024**

PROJECTS IN CONSTRUCTION

R-00100-MCO 2022-2023 EMERGENCY ROOF REPAIRS AND WATERPROOFING MAINTENANCE

CONTRACTOR: P&A Roofing and Sheet Metal, Inc.

A/E: NONE

OAR: NONE

FUNDING: Cap. Ex. (Capital Expenditure Fund)

GOAA CONTACTS:

Sponsor: Facilities

Construction: Lionel Brown

PROJECT COST: \$350,000.00

SCOPE: Provide emergency response for GOAA building envelope repairs and waterproofing at the Orlando International Airport, and perform scheduled maintenance as directed by the Aviation Authority.

STATUS: Project is in on-call status.

NOTICE TO PROCEED: 11/01/22

CONSTRUCTION COST:

Original Contract		\$200,000.00	
Thru Change Order #	1	\$150,000.00	75.0%
Current Contract		\$350,000.00	
Paid To Date Thru PA #	12	\$188,333.77	53.8%

TIME(DAYS)

COMPLETION

435

01/09/24

234

669

08/30/24

Time: 67.0%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-00976-MCO SMART RESTROOM PILOT PROJECT

CONTRACTOR: H.A. Contracting Corporation

GOAA CONTACTS:

A/E: C&S Engineers, Inc.

Sponsor: Engineering & Construction

OAR: Cost Management, Inc., dba CMI

Construction: Scott Shedek

FUNDING: O&M (Operations & Maintenance Fund)

PROJECT COST: \$114,817.66

SCOPE: Evaluate and implement the use of a system of sensors to monitor certain metrics in terminal restrooms at the Orlando International Airport. The sensors will collect data which can be utilized to schedule maintenance and cleaning of the restrooms to improve passenger experience. Specific sensors for water levels (to identify standing water on the floors), waste receptacle/paper towel and toilet paper capacities, CO2, water flow (to identify leaks), custodial electronic check-in and customer satisfaction feedback will be implemented. The project will use one set of mens/womens restrooms in a frequently used location to test the sensor system.

STATUS: The submittal review process has been completed. The A/E has completed minor electrical updates to the construction documents. Construction infrastructure activities are underway.

NOTICE TO PROCEED: 12/26/23

CONSTRUCTION COST:

Original Contract		\$87,623.52	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$87,623.52	
Paid To Date Thru PA #	0	\$0.00	0.0%

TIME(DAYS)

150
0
150
Time: 0.00%

COMPLETION

05/23/24
05/23/24

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-00982-MCO MCO CAMPUS KEY & LOCK REPLACEMENT

CONTRACTOR:	H.A. Contracting Corporation	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Security
OAR:	PSA Constructors Inc. dba PSA Management Inc.	Construction:	Brian Gilliam
FUNDING:	FDOT,GARBS (General Account Revenue Bonds),LOC (Line of Credit)	PROJECT COST:	\$3,100,000.00

SCOPE: Manage the installation, switch out the cores, and manage the key management system of owner-furnished equipment, lock cores, ancillary equipment, accessories, and other requirements to replace the lock and key system for the entire MCO Campus at the Orlando International Airport.

STATUS: Cores and keys are in production. Installation at the Annex will begin in April.

NOTICE TO PROCEED: 01/29/24

CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$419,900.00		150	06/26/24
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>	
Current Contract		\$419,900.00		150	06/26/24
Paid To Date Thru PA #	0	\$0.00	0.0%	Time: 0.00%	

ANTICIPATED COMPLETION: On Schedule
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PROJECTS IN CONSTRUCTION

V-00988-MCO BEACHLINE WAREHOUSE ROOF REPLACEMENT

CONTRACTOR:	H.A. Contracting Corporation	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Facilities
OAR:	The Roderick Group, Inc. dba Ardmore Roderick	Construction:	Christina Taylor (SS)
FUNDING:	Cap. Ex. (Capital Expenditure Fund)	PROJECT COST:	\$2,770,900.00

SCOPE: Replace entire roofing system of Storage Annex Buildings 1511 (7305 McCoy Rd.) and 1512 (7317 McCoy Rd.) at the Orlando International Airport.

STATUS: Roof removal and installation are complete. Coving installation is nearing completion.

NOTICE TO PROCEED: 06/12/23

CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$1,100,000.00		120	10/09/23
Thru Change Order #	2	\$125,604.26	11.4%	<u>0</u>	
Current Contract		\$1,225,604.26		120	10/09/23
Paid To Date Thru PA #	4	\$1,051,749.05	85.8%	Time: 186.7%	

**ANTICIPATED
COMPLETION:
3/31/2024**

PROJECTS IN CONSTRUCTION

V-00992-MCO REHABILITATION OF STRUCTURAL STEEL COMMERCIAL LANES CANOPIES

CONTRACTOR: Clancy & Theys Construction Co.

GOAA CONTACTS:

A/E: Avcon, Inc.

Sponsor: Facilities

OAR: The Roderick Group, Inc. dba Ardmore Roderick

Construction: Scott Shedek

FUNDING: Cap. Ex. (Capital Expenditure Fund), GARBS (General Account Revenue Bonds)

PROJECT COST: \$3,033,125.00

SCOPE: Repair and paint the Landside A commercial lane canopies, including structural steel and any associated infrastructure necessary to repair the canopies at the Orlando International Airport.

STATUS: Repair activities on the canopies are in-progress.

NOTICE TO PROCEED: 11/27/23

CONSTRUCTION COST:

Original Contract		\$1,980,592.00	
Thru Change Order #	1	\$511,076.81	25.8%
Current Contract		\$2,491,668.81	
Paid To Date Thru PA #	2	\$441,605.60	17.7%

TIME(DAYS)

203
0
203
Time: 31.5%

COMPLETION

06/16/24
06/16/24

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-00993-MCO AIRSIDES 1-4 SERVICE AREAS TRITURATOR CANOPIES (D/B)

CONTRACTOR: Clancy & Theys Construction Co.

GOAA CONTACTS:

A/E: NONE

Sponsor: Facilities

OAR: Geotech Consultants International, Inc., dba
GCI, Inc.

Construction: Scott Shedek

FUNDING: O&M (Operations & Maintenance Fund)

PROJECT COST: \$135,000.00

SCOPE: Design and construct four galvanized steel frame canopies located over the four in-ground tritulators at the A/S 2 and 4, and A/S 1 and 3 Services Areas at the Orlando International Airport. Work will include an allowance for modification of the existing concrete curbs/slabs to allow an engineered attachment to the canopies. Also included is another allowance for electrical scope for lighting and lightning protection.

STATUS: Installation of the canopy roof system and gutter components is complete at all four Airsides. Installation of lighting is nearing completion. Miscellaneous punchlist activities are in-progress, in preparation for Substantial Completion.

NOTICE TO PROCEED: 04/17/23

CONSTRUCTION COST:

Original Contract		\$111,906.00	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$111,906.00	
Paid To Date Thru PA #	1	\$20,359.69	18.2%

TIME(DAYS)

COMPLETION

120	08/14/23
<u>0</u>	
120	08/14/23
Time: 230.8%	

**ANTICIPATED
COMPLETION:
3/31/2024**

PROJECTS IN CONSTRUCTION

V-00995-MCO REPLACEMENT OF ELEVATOR P58 AT AIRSIDE 4 (D/B)

CONTRACTOR:	Gomez Construction Company	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Facilities
OAR:	Cost Management, Inc., dba CMI	Construction:	Christina Taylor (SS)
FUNDING:	O&M (Operations & Maintenance Fund)	PROJECT COST:	\$2,500,000.00

SCOPE: Design and construct the replacement of Elevator P58 at Airside 4 at the Orlando International Airport. Scope will also include all related work associated with the elevator replacement.

STATUS: Project is in design/submittal/procurement phase.

NOTICE TO PROCEED: 02/28/24

CONSTRUCTION COST:

Original Contract		\$998,948.26			
Thru Change Order #	0	\$0.00	0.0%		
Current Contract		\$998,948.26			
Paid To Date Thru PA #	0	\$0.00	0.0%		

TIME(DAYS)

COMPLETION

	365	02/26/25
	<u>0</u>	
	365	02/26/25
Time: 0.00%		

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-01005-MCO CARL T. LANGFORD BOARD ROOM IMPROVEMENTS

CONTRACTOR: Collage Design and Construction Group, Inc.
dba The Collage Companies

GOAA CONTACTS:

A/E: NONE

Sponsor: Engineering & Construction

OAR: NONE

Construction: Christina Taylor (SS)

FUNDING: Cap. Ex. (Capital Expenditure Fund)

PROJECT COST: \$200,000.00

SCOPE: Board Room Audio/Visual (A/V) system and improvements at the Orlando International Airport. Scope includes, but is not limited to, maintenance of board room, replacement of equipment, new equipment, and repairs of existing equipment.

STATUS: Removal and repairs of existing equipment are complete. New equipment has been ordered. Completion of new equipment and millwork installation is scheduled for late March.

NOTICE TO PROCEED: 09/19/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$149,574.00

31

10/19/23

Thru Change Order # 1 \$7,531.67 5.0%

0

Current Contract **\$157,105.67**

31

10/19/23

Paid To Date Thru PA # 2 \$42,168.58 26.8%

Time: 393.5%

**ANTICIPATED
COMPLETION:
03/31/2024**

PROJECTS IN CONSTRUCTION

V-01006-MCO AIRSIDE 3 WING 1 RAMP LEVEL UPGRADES

CONTRACTOR: H.A. Contracting Corporation

GOAA CONTACTS:

A/E: NONE

Sponsor: Facilities

OAR: Cost Management, Inc., dba CMI

Construction: Christina Taylor (SS)

FUNDING: Cap. Ex. (Capital Expenditure Fund)

PROJECT COST: \$276,000.00

SCOPE: Renovate Airside 3, Wing 1 Ramp Level corridor and one women's and men's restroom at the Orlando International Airport. Scope will include, but is not limited to, plumbing, electrical for hand dryers, lighting, painting, floor and wall tile, ceiling tile, and bathroom accessories.

STATUS: Finish materials, such as floor/wall tile, bathroom accessories, electrical, and plumbing fixtures have been ordered. Demolition activities are underway.

NOTICE TO PROCEED: 11/01/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$234,920.00

160

04/08/24

Thru Change Order # 0 \$0.00 0.0%

0

Current Contract

\$234,920.00

160

04/08/24

Paid To Date Thru PA # 0 \$0.00 0.0%

Time: 0.00%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-01011-MCO AIRSIDE 4 60'S WING RENOVATION (D/B)

CONTRACTOR:	Gomez Construction Company	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Engineering & Construction
OAR:	WSP USA Inc.	Construction:	Scott Shedek
FUNDING:	GARBS (General Account Revenue Bonds)	PROJECT COST:	\$1,150,000.00

SCOPE: Design and renovate a portion of the 60s Wing, associated hold rooms, and corridor leading to the 60s wing at Airside 4 at the Orlando International Airport. Renovations will include, but are not limited to, the removal of the 60s Wing escalator, widening of existing 60s Wing staircase, demolition of two exterior doors to be infilled with block and waterproofed, replacement of carpeting and ceiling tiles, replacement of existing light fixtures, painting, new signage, new CCTV cameras, new ACS card readers, replacement of existing HVAC ductwork, cleaning and recertification of existing wall mounted AC units, and replacement of broken store front glass.

STATUS: Project is in design/submittal/procurement phase.

NOTICE TO PROCEED: 02/28/24

CONSTRUCTION COST:

Original Contract		\$999,222.00			
Thru Change Order #	0	\$0.00	0.0%		
Current Contract		\$999,222.00			
Paid To Date Thru PA #	0	\$0.00	0.0%		

TIME(DAYS)

COMPLETION

	180	08/25/24
	<u>0</u>	
	180	08/25/24
Time: 0.00%		

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-01014-MCO AIRSIDE 1 WING 5 RAMP LEVEL RESTROOM REFURBISHMENT

CONTRACTOR: H. W. Davis Construction, Inc.

A/E: NONE

OAR: The Roderick Group, Inc. dba Ardmore
Roderick

FUNDING: Cap. Ex. (Capital Expenditure Fund)

GOAA CONTACTS:

Sponsor: Facilities

Construction: Scott Shedek

PROJECT COST: \$296,000.00

SCOPE: Refurbish Restroom Nos. 3621, 3622, 3633, 3632, 3634, and 3635 at Airside 1 Wing 5 at the Orlando International Airport. Scope will include re-tile wall and floor; paint any exposed walls not covered by tile; remove and replace lighting with LED lights and motion sensors; remove paper towel dispensers and replace with electric hand dryers; replace stall walls as needed; replace toilets; replace mirrors; replace sinks; replace faucets; replace toilet paper holders; replace trash bins for each stall; replace trash bin at sink; and, repair and paint doors in/out of restrooms.

STATUS: Project is in submittal/procurement phase.

NOTICE TO PROCEED: 03/07/24

CONSTRUCTION COST:

Original Contract \$246,076.00

Thru Change Order # 0 \$0.00 0.0%

Current Contract **\$246,076.00**

Paid To Date Thru PA # 0 \$0.00 0.0%

TIME(DAYS)

85

0

85

Time: 0.00%

COMPLETION

05/30/24

05/30/24

**ANTICIPATED
COMPLETION:**

PROJECTS IN CONSTRUCTION

V-01015-MCO AIRSIDE 3 WING 3 RAMP LEVEL RESTROOM REFURBISHMENT

CONTRACTOR: H. W. Davis Construction, Inc.

A/E: NONE

OAR: The Roderick Group, Inc. dba Ardmore
Roderick

FUNDING: Cap. Ex. (Capital Expenditure Fund)

GOAA CONTACTS:

Sponsor: Facilities

Construction: Scott Shedek

PROJECT COST: \$140,570.00

SCOPE: Refurbish Restroom Nos. 2635 and 2611 at Airside 3 Wing 3 at the Orlando International Airport. Scope will include retile wall and floor; paint any exposed walls not covered by tile; remove and replace lighting with LED lights and motion sensors; remove paper towel dispensers and replace with electric hand dryers; replace stall walls as needed; replace toilets; replace mirrors; replace sinks; replace faucets; replace toilet paper holders; replace trash bins for each stall; replace trash bin at sink; and, repair and paint doors in/out of restrooms.

STATUS: Removal of old fixtures and finishes in the two restrooms is complete. Renovation work is in-progress.

NOTICE TO PROCEED: 12/18/23

CONSTRUCTION COST:

Original Contract		\$105,070.00	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$105,070.00	
Paid To Date Thru PA #	0	\$0.00	0.0%

TIME(DAYS)

COMPLETION

60	02/15/24
<u>0</u>	
60	02/15/24
Time: 0.00%	

**ANTICIPATED
COMPLETION:
03/31/2024**

PROJECTS IN CONSTRUCTION

V-S00033-MCO TERMINAL C CBP AND TSA REGULATORY CHANGES (D/B)

CONTRACTOR: Clancy & Theys Construction Co.

GOAA CONTACTS:

A/E: NONE

Sponsor: Engineering & Construction

OAR: Geotech Consultants International, Inc., dba
GCI, Inc.

Construction: Scott Shedek

FUNDING: GARBS (General Account Revenue Bonds)

PROJECT COST: \$1,267,503.00

SCOPE: Design-build services to install, replace, and modify spaces under regulatory control, including TSA and CBP spaces as needed, to meet changing regulatory requirements or agency requests at the Orlando International Airport.

STATUS: All original scope activities plus additional TSA and CBP scope requests through Change Order No. 10 are complete. Change Order Nos. 11 and 12 for CBP restrooms and breakroom renovations have been submitted for approval.

NOTICE TO PROCEED: 10/18/22

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$177,196.00

270

07/14/23

Thru Change Order # 12 \$1,090,306.17 615.3%

339

Current Contract

\$1,267,502.17

609

06/17/24

Paid To Date Thru PA # 8 \$375,604.15 29.6%

Time: 74.7%

**ANTICIPATED
COMPLETION:
4/30/2024**

PROJECTS IN CONSTRUCTION

V-S00041-MCO TERMINAL C BHS CANOPY AND CHECKPOINT DELTA IMPROVEMENTS

CONTRACTOR: Clancy & Theys Construction Co.

A/E: NONE

OAR: PSA Constructors Inc. dba PSA Management Inc.

FUNDING: Aviation Authority Funds

GOAA CONTACTS:

Sponsor: Engineering & Construction

Construction: Torie Brooks

PROJECT COST: \$250,000.00

SCOPE: Improvements to BHS canopy and Checkpoint Delta at Terminal C at the Orlando International Airport. Scope includes vertical construction to install/raise sprinkler system and address BHS canopy and building connection for rain protection; and add window film and interior chair rail at Checkpoint Delta.

STATUS: Architectural submittals have been submitted for review. Fire sprinkler permits have been submitted for approval.

NOTICE TO PROCEED: 01/30/24

CONSTRUCTION COST:

Original Contract \$150,755.58

Thru Change Order # 0 \$0.00 0.0%

Current Contract **\$150,755.58**

Paid To Date Thru PA # 0 \$0.00 0.0%

TIME(DAYS)

120

0

120

Time: 0.00%

COMPLETION

05/28/24

05/28/24

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-S00044-MCO TERMINAL C TENANT BUILDOUT (COMPLETION OF BP-S187)

CONTRACTOR:	Collage Design and Construction Group, Inc. dba The Collage Companies	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Engineering & Construction
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Torie Brooks
FUNDING:	GARBS (General Account Revenue Bonds)	PROJECT COST:	\$250,000.00

SCOPE: Complete the remaining scope of work for BP-S187 at Terminal C at the Orlando International Airport. Build-out of Landside Terminal (LST) and Airside Concourse (ASC) airline tenant construction of approximately 10,511 SF, with work consisting of taking over and finaling existing BP-S187 City permits; completing construction of tenant spaces that were planned and designed under the BP-S187 project; and project closeout. Scope includes, but is not limited to, interior partition walls, door openings, millwork, interior finishes, and extension of all building systems (mechanical, electrical, minimal plumbing, fire protection, security, communication, alarm systems).

STATUS: Construction activities are underway.

NOTICE TO PROCEED: 11/20/23

CONSTRUCTION COST:

Original Contract		\$199,000.00			
Thru Change Order #	0	\$0.00	0.0%		
Current Contract		\$199,000.00			
Paid To Date Thru PA #	0	\$0.00	0.0%		

TIME(DAYS)

COMPLETION

	90	02/17/24
	<u>0</u>	
	90	02/17/24
Time: 0.00%		

**ANTICIPATED
COMPLETION:
4/30/2024**

PROJECTS IN CONSTRUCTION

V-S00045-MCO TERMINAL C ENHANCEMENTS TRASH ROOM PLATFORMS

CONTRACTOR: Gomez Construction Company

GOAA CONTACTS:

A/E: NONE

Sponsor: Engineering & Construction

OAR: PSA Constructors Inc. dba PSA Management Inc.

Construction: Torie Brooks

FUNDING: GARBS (General Account Revenue Bonds)

PROJECT COST: \$115,000.00

SCOPE: Provide and install two trash dumpster platforms and associated power on the ground floor of the loading dock at the Landside Terminal dumpster room at Terminal C at Orlando International Airport. Scope will include miscellaneous construction for placement of the prefabricated platforms and will allow for dumpsters to be loaded horizontally for overhead clearance.

STATUS: Electrical installation for the trash compactors is complete. Dumpster platforms are being fabricated.

NOTICE TO PROCEED: 12/12/23

CONSTRUCTION COST:

TIME(DAYS)

COMPLETION

Original Contract \$105,439.38

120

04/09/24

Thru Change Order # 1 \$4,621.33 4.4%

0

Current Contract

\$110,060.71

120

04/09/24

Paid To Date Thru PA # 1 \$38,333.83 34.8%

Time: 40.0%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-S00049-MCO COPA AIRLINES RELOCATION

CONTRACTOR: Clancy & Theys Construction Co.

GOAA CONTACTS:

A/E: NONE

Sponsor: Airline Ops

OAR: Geotech Consultants International, Inc., dba
GCI, Inc.

Construction: Scott Shedek

FUNDING: GARBS (General Account Revenue Bonds)

PROJECT COST: \$90,000.00

SCOPE: Relocate existing airline office spaces, tenant communications room and storage space at the Orlando International Airport. Scope will include patching and painting walls, relocating cores, power, installing IT, data, cellular, service providers and signs.

STATUS: Construction activities are underway.

NOTICE TO PROCEED: 01/31/24

CONSTRUCTION COST:

Original Contract		\$35,933.97	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$35,933.97	
Paid To Date Thru PA #	0	\$0.00	0.0%

TIME(DAYS)

COMPLETION

70	04/09/24
<u>0</u>	
70	04/09/24
Time: 0.00%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-S00050-MCO AVIANCA AIRLINES RELOCATION

CONTRACTOR:	Clancy & Theys Construction Co.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Airline Ops
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Scott Shedek
FUNDING:	GARBS (General Account Revenue Bonds)	PROJECT COST:	\$71,000.00

SCOPE: Relocate existing airline office spaces, tenant communications room, and storage space. Scope will include patching and painting walls, relocating cores, power, installing IT, data, cellular, service providers, and signs.

STATUS: Construction activities are underway.

NOTICE TO PROCEED: 01/31/24

CONSTRUCTION COST:

Original Contract		\$24,627.46			
Thru Change Order #	0	\$0.00	0.0%		
Current Contract		\$24,627.46			
Paid To Date Thru PA #	0	\$0.00	0.0%		

TIME(DAYS)

COMPLETION

	70	04/09/24
	<u>0</u>	
	70	04/09/24
Time: 0.00%		

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-S00051-MCO AEROMEXICO AIRLINES RELOCATION

CONTRACTOR: Clancy & Theys Construction Co.

GOAA CONTACTS:

A/E: NONE

Sponsor: Airline Ops

OAR: Geotech Consultants International, Inc., dba
GCI, Inc.

Construction: Scott Shedek

FUNDING: GARBS (General Account Revenue Bonds)

PROJECT COST: \$89,000.00

SCOPE: Relocate existing airline office spaces, tenant communications room, and storage space at the Orlando International Airport. Scope will include patching and painting walls, relocating cores, power, installing IT, data, cellular, servic providers and signs.

STATUS: Construction activities are underway.

NOTICE TO PROCEED: 01/31/24

CONSTRUCTION COST:

Original Contract		\$34,794.67	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$34,794.67	
Paid To Date Thru PA #	0	\$0.00	0.0%

TIME(DAYS)

COMPLETION

70	04/09/24
<u>0</u>	
70	04/09/24
Time: 0.00%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-S00052-MCO TERMINAL C REPAIR BHS CANOPY FASCIA AT GATE C236

CONTRACTOR: Gomez Construction Company

GOAA CONTACTS:

A/E: NONE

Sponsor: Facilities

OAR: PSA Constructors Inc. dba PSA Management Inc.

Construction: Scott Shedek

FUNDING: O&M (Operations & Maintenance Fund)

PROJECT COST: \$10,000.00

SCOPE: Repair damaged fascia and sheet metal at Gate C236 at Terminal C at the Orlando International Airport.

STATUS: Project is in submittal/procurement phase.

NOTICE TO PROCEED: 03/12/24

CONSTRUCTION COST:

Original Contract		\$7,640.23	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$7,640.23	
Paid To Date Thru PA #	0	\$0.00	0.0%

TIME(DAYS)

COMPLETION

30	04/10/24
<u>0</u>	
30	04/10/24
Time: 0.00%	

**ANTICIPATED
COMPLETION:
On Schedule**