



**CARGO STUDY (cont)**

electronic communications, outsourcing of priority mail and diversion from air to truck. Bankruptcy of formerly major all-cargo carriers, including Airborne Express, BAX Global, Emery Worldwide, Kitty Hawk and DHL withdrew from the U.S. domestic market to focus solely on international shipments.

MCO cargo market share is dominated by domestic integrated carriers FedEx and UPS but gets substantial contributions from DHL and belly cargo carried by passenger carriers. Mr. Webber then discussed his findings and recommendations. MCO must monitor cargo operations through direct contact with carriers and handlers, as well as facility developers but has no medium-term capacity constraints. Cargo warehouses and ramp are adequate and public roadways are not congested. Allied services from cargo handlers and federal regulators are adequate for all-cargo charters and potential new service. The most pressing operational concern is tug time from West Ramp cargo facilities to passenger terminals for belly cargo. Reported time of 40 minutes or more compares unfavorably with MCO's regional competitors, such as Tampa. With AOA impacts, resolution is beyond the scope of a market analysis but should be a priority in next master plan or other update. Perishables facility development was queried for all operators and consistently discouraged even by prospective users who agreed that use would be sporadic. Users already have solutions (refrigerated trailers) at their disposal. MCO and gateway rivals ATL and MIA have market demand differences that cannot be effectively addressed in the short to medium-term. Forwarders use gateways with superior network connectivity from mix of international all-cargo and passenger aircraft, direct destinations and frequencies. Forwarders and carriers consistently cite Orlando's lack of industry capable of justifying dedicated international freighters. MCO is a superior international passenger gateway that derives cargo capacity from passenger aircraft on transcontinental segments. MCO must be vigilant about operational needs of integrated carriers that could use alternatives, while nurturing international cargo as a residual benefit. Cargo critically contributes to profitability of international passenger routes, so GOAA has a vested interest in supporting these operations. Since its air cargo association went dormant, the MCO cargo community has virtually no cohesiveness. GOAA is the only local entity capable of reviving it, enhancing GOAA's own access to forwarders and other allied operators when carriers start new service.

The Chairman thanked Mr. Webber for his presentation. He expressed his appreciation for Ms. Vicki Jaramillo's efforts on behalf of the Aviation Authority.

Following discussion, Chairman Kruppenbacher asked Mr. Brown to see if anything can be done to address the ramp issue.

Chairman Kruppenbacher expressed his sincere appreciation to Ms. Jaramillo for her dedication and her families sacrifice for her traveling schedule.

**UPDATE ON TSA PERFORMANCE**

4. Mr. Brown began his presentation by stating that back in April, performance criteria was established for the TSA (security checkpoint processing times; customer service satisfaction standards; and quarterly review process by GOAA and TSA.

*Chairman Kruppenbacher stepped out of the room 2:40 p.m.; returning at 2:43 p.m.*

Mr. Brown then reviewed the checkpoint performance criteria which addressed passenger loads; time in minutes; and lane type (during peak periods and normal periods). Before he started his review, he stated that there have been major changes and additions to checkpoint security beginning in May. Of the 69 deficiencies detailed in a report released from the Office of Inspector General for the Department of Homeland Security and a General Accounting Office study, it is our understanding from FSD Jerry Henderson that Orlando was not included in those deficiencies. Changes are part of a new administration and the acts of Congress. He then talked about Managed Inclusion.

The other program which we still operate is with K9-s. They are still in practice and able to vet passengers in the screening area and if there are no alerts set by the dogs, they are introduced into the expedited lanes. There is also legislation that capped full time equivalents that TSA can manage. They have allocation for additional employees and have begun interviewing. The new administrator went on to note that TSA will no longer monitor wait times in the check points.

**UPDATE ON TSA PERFORMANCE (cont)**

Using visual aids (copy on file), Mr. Brown reviewed the east and west checkpoint lanes and the number of times the standard was reached. There are a lot more options in the east checkpoint than the west. It's challenging through the west checkpoint because we are limited in space.

Discussion ensued as to the wait time on the standard lane for the west checkpoint.

He then reviewed the customer service criteria which is to measure courteous service, the Aviation Authority has engaged a party independent of TSA to conduct random surveys at random intervals with questions prepared to gauge the level of customer satisfaction with the TSA Officer's service. The Aviation Authority board set a combined target percentage of 85% for satisfied and very satisfied as an initial goal. Mr. Brown then reviewed the level of satisfaction with information gathered from the "Happy or Not" meters available to passengers throughout the terminal. Referencing the executive summary, he mentioned that approximately ¾ of the passengers are satisfied with the overall security checkpoint experience; most satisfied with the attentiveness of the TSA Officers; and least satisfied with the way the security procedures were explained. No significant difference with satisfaction between the west and east checkpoint.

Mr. Brown then moved to conditions and solutions. We are looking at the ability to deploy non-screening personnel that we contract with to assist with non-security screening activities. Discussions will occur with the TSA but these will be funds expended by the Aviation Authority without reimbursement.

First condition is reduced expedited screening and increased traffic are extending security checkpoint processing times. Chairman Kruppenbacher asked if there was a way to communicate to passengers prior to reaching the security line to prepare for the screening process. Mr. Brown responded that the education and getting the message out is key to improving the process while still maintaining security. In response to Mayor Dyer's question about signage, Mr. Brown responded that even with signage the spoken word is more noticed. We need to look at both in addition to a video message. Mayor Dyer mentioned his experience at other airports in people preparing for the screening process.

Mayor Jacobs' recommended extending the rack area or provide the bins sooner than later. Mr. Brown stated that we have to look at the efficiency of the movement and educate passengers to prepare earlier.

Second condition is increased passenger traffic straining TSA shared resources between baggage search and passenger screening checkpoints. This is one of the contributing issues for missed baggage. The Aviation Authority can staff TSA search rooms to move bags; utilize K-9's to clear bags; and stage and meter baggage to optimize search room bag management. As for the TSA, it can schedule additional staff during peak periods of the baggage operation; ensure screening equipment is performing at optimal levels; continue to work with GOAA and the airlines to improve search process; and look for technology and additional equipment to improve the hand search process.

Mr. Brown then moved to the preliminary September passenger traffic report and the growth in numbers.

Chairman Kruppenbacher asked Mr. Brown to coordinate and work with Mr. Sanchez. Mr. Brown mentioned that he will return to the Board after the holidays in January.

Vice Chairman Asher expressed concern with the business traveler and the screening times at the checkpoints. Mr. Brown stated that we will continue to grow. He believes that the Precheck is underutilized -- it requires a payment; one of the issue which TSA is addressing, is that it has one contractor that handles enrollment and they have challenges. We think from the airport perspective, they can market that more effectively. I have had conversations with U.S. Travel and there are ways that we can market Precheck similar to global entry.

**UPDATE ON TSA PERFORMANCE (cont)**

Mentioning the marketing component, Chairman Kruppenbacher mentioned that all the broadcast stations and cable companies are obligated to do so many public service announcements. Look at the viability of doing ads, with let's say Mayor Jacobs, and market the program. Mr. Brown responded that we can work on that with the assistance of our national stakeholders such as U.S. Travel.

Back to his point, Vice Chairman Asher stated that the business traveler is paying for Precheck or global entry. At some point in time, the business traveler will not see the benefit of these programs. He asked if we could arrange a meeting with the Administrator. Mr. Brown mentioned that he was supposed to make a tour of airports and we have asked for the opportunity to speak with him.

Discussion then ensued as to the waiting times on the west and east checkpoints. Mr. Brown responded that on the west checkpoint we are hitting standard 10% of the time.

Chairman Kruppenbacher stated that this issue is time sensitive and needs to be addressed. If we need to go to Washington to meet with the Administrator, then so be it.

**CONSENT AGENDA**

5. Upon motion by Mayor Dyer, second by Mayor Jacobs vote carried to adopt a resolution as follows: It is hereby resolved by the Greater Orlando Aviation 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 Executive Director:

A. adopt board calendar for January - December 2016;

B. accept the recommendation of the Concessions/Procurement Committee to: (1) approve the purchase of the listed RFID based locking system components, services, and warranty from Computerized Security Systems, Inc. d/b/a SAFLOK in the not-to-exceed amount of \$149,936.11; (2) authorize the Executive Director to execute a Single Source Procurement Justification form in accordance with Aviation Authority policy; (3) authorize funding from the approved Capital Expenditure Fund; and (4) authorize the Purchasing Office to issue the necessary purchase order;

C. accept the recommendation of the Concessions/Procurement Committee to: (1) approve the purchase of equipment, installation, and support of the "iQueue" Solution from SITA based on a Sole Source Procurement Justification for thirty-six (36) months in the not-to-exceed amount of \$448,362.00; (2) authorize the Executive Director to approve a Sole Source Procurement Justification form in accordance with Aviation Authority Policy; (3) authorize funding from the previously-approved Capital Expenditure Fund and Operation and Maintenance Fund; (4) authorize the Purchasing Office to issue the necessary purchase order(s);

D. accept the recommendation of the Concessions/Procurement Committee to: (1) approve the purchase of the ServiceNow software licenses, software support, implementation services and training from Contender Solutions LLC in accordance with the terms and conditions of GSA Contract #GS-35F-0119YD in the not-to-exceed amount of \$302,947.66; (2) authorize funding from the previously-approved Capital Expenditure Fund and Operation and Maintenance Fund; (3) authorize the Purchasing Office to issue the necessary purchase order(s);

E. accept the recommendation of the Concessions/Procurement Committee to (1) award Purchasing Contract 01-16, Federal Inspection Service Customer Service and Support Staff Services to Baggage Airline Guest Services, Inc., as the low responsible and responsive bidder; (2) authorize funding from the Operation and Maintenance Fund in the not-to-exceed amount of \$8,764,496.00; and (3) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents, following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9168**];

F. accept the recommendation of the Concessions/Procurement Committee to (1) extend Purchasing Contract 13-01 with Durasys, Inc., for support and maintenance of the public parking and ground transportation revenue control system; (2) authorize funding from the Operation and Maintenance Fund in the not-to-exceed amount of \$143,544.10; and (3) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents, following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9169**];

**CONSENT AGENDA (cont)**

G. accept the recommendation of the Construction Committee and (1) approve Amendment No. 2 to Addendum No. 8 to the Construction Management at Risk Services Agreement with Hensel Phelps Construction Co. for BP No. S106, South Airport Automated People Mover (APM) Complex - Roads and Bridges (GMP No. 4) at the Orlando International Airport, for a total negotiated GMP Amendment credit amount of (\$1,482,762), which includes a credit amount of (\$1,408,533) for the CM@R's Contingency and a credit amount of (\$74,229) for the CM@R's fee amount (5.27% of actual direct cost), resulting in a revised GMP amount of \$34,802,413 with funding credited to the Aviation Authority's Line of Credit to be reimbursed by future Passenger Facility Charges, future Revenue Bonds, and Aviation Authority funds for the APM-related scope, and with funding credit to the Aviation Authority's Line of Credit to be reimbursed by Facility Improvement Funds, future Revenue Bonds, and Aviation Authority funds for the garage-related scope; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9170**];

H. accept the recommendation of the Construction Committee and (1) approve Amendment No. 2 to Addendum No. 10 to the Construction Management at Risk Services Agreement with Hensel Phelps Construction Co. for BP No. S123, South Airport Automated People Mover (APM) Complex - Guideway Foundations (GMP No. 3B) at the Orlando International Airport, for a total negotiated GMP Amendment credit amount of (\$1,979,272), which includes a credit amount of (\$60,109) for direct cost of the work, a credit amount of (\$1,820,077) for the CM@R's Contingency, and a credit amount of (\$99,086) for the CM@R's fee (5.27% of actual direct cost), resulting in a revised GMP amount of \$8,535,629, with funding credited to the Aviation Authority's Line of Credit to be reimbursed by future Passenger Facility Charges, future Revenue Bonds, and Aviation Authority funds for the APM-related scope, and with funding credit to the Aviation Authority's Line of Credit to be reimbursed by Facility Improvement Funds, future Revenue Bonds, and Aviation Authority funds for the garage-related scope; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9171**];

I. accept the recommendation of the Professional Services Committee and (1) approve the ranking of the firms for Program and Project Management Services for the South Terminal C, Phase 1 at the Orlando International Airport as follows: First - Geotech Consultants International, Inc. dba GCI, Inc.; Second - Cost Management, Inc. dba CMI; Third - Page One Consultants, Inc.; Fourth - CMTS Construction Management Services, LLC; and, Fifth - Kraus-Manning, Inc.; (2) authorize hourly rate negotiations with all five ranked firms in accordance with the Aviation Authority's policy; and (3) subject to successful negotiations with each of the five ranked firms: (a) approve a no cost Program and Project Management Services Agreement for the South Terminal C, Phase 1, with each of the five ranked firms for its negotiated hourly rates; (b) authorize the Construction Committee to approve various Addenda to the Program and Project Management Services Agreements for the South Terminal C, Phase 1, at the Orlando International Airport, with one or more of the ranked firms for initial services as needed in a total not-to-exceed amount up to \$500,000, with interim funding from previously-approved Discretionary Funds to be reimbursed by the Aviation Authority's Line of Credit with permanent funding from future Revenue Bonds and PFC-backed Bonds to the extent eligible; and, (c) authorize an Aviation Authority Officer or the Executive Director to execute the necessary contract documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9172-9176**];

J. accept the recommendation of the Construction Committee and (1) approve Amendment No. 3 to Addendum No. 3 to the Construction Management at Risk Services Agreement with Hensel Phelps Construction Co. for BP No. S101, South Airport Automated People Mover (APM) Complex - Initial Sitework (GMP No. 1A) at the Orlando International Airport, for a total negotiated GMP Amendment credit amount of (\$1,435,416), which includes a credit amount of (\$969,455) for direct cost of the work, a credit amount of (\$250,000) for the Owner's Contingency, a credit amount of (\$64,265) to the CM@R's fee amount (5.27% of actual direct cost), and a credit amount of (\$151,696) for General Conditions, resulting in a revised GMP amount of \$10,538,640, with funding credited to the Aviation Authority's Line of Credit to be reimbursed by future Passenger Facility Charges, future Revenue Bonds, and Aviation Authority funds for the APM-related scope, and with funding credit to the Aviation Authority's Line of Credit to be reimbursed by Facility Improvement Funds, future

**CONSENT AGENDA (cont)**

Revenue Bonds, and Aviation Authority funds for the garage-related scope; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9177**];

K. accept the recommendation of the Construction Committee and approve an Addendum to the Construction Management at Risk Services Agreement with Hensel Phelps Construction Co. for BP No. S111, South Airport APM Complex - Central Energy Plant (GMP No. 9) at the Orlando International Airport, for a total negotiated GMP amount of \$13,403,862, which includes \$11,353,608 for direct cost of the work, \$175,000 for direct cost of the work (allowance), \$530,224 for the CM@R's Contingency, \$530,224 for the Owner's Contingency, a fee amount of \$663,443 (5.27% of actual direct cost), and \$151,363 for general conditions, with funding with funding from the Aviation Authority's Line of Credit to be reimbursed by Aviation Authority funds, future Revenue Bonds, and Passenger Facility Charges to the extent eligible for the APM-related work, and from the Aviation Authority's Line of Credit to be reimbursed by Aviation Authority funds, future Revenue Bonds, and Facility Improvement Funds to the extent eligible for the garage-related work, and from FDOT grants to the extent eligible; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9178**];

L. accept the recommendation of the Construction Committee and (1) approve Amendment No. 2 to Addendum No. 5 to the Construction Management at Risk Services Agreement with Hensel Phelps Construction Co. for BP No. S108, South Airport Automated People Mover (APM) Complex - APM Foundations (GMP No. 2) at the Orlando International Airport, for a total negotiated GMP Amendment credit amount of (\$497,722), which includes a credit of amount of (\$371,600) for direct cost of the work, a credit amount of (\$101,205) for the CM@R's Contingency, and a credit amount of (\$24,917) for the CM@R's fee (5.27% of actual direct cost), resulting in a revised GMP amount of \$2,134,571, with funding credited to the Aviation Authority's Line of Credit to be reimbursed by future Passenger Facility Charges, future Revenue Bonds, and Aviation Authority funds for the APM-related scope, and with funding credit to the Aviation Authority's Line of Credit to be reimbursed by Facility Improvement Funds, future Revenue Bonds, and Aviation Authority funds for the garage-related scope; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9179**];

M. accept the recommendation of the Construction Committee and (1) approve the award of BP No. 446, Ticket Lobby Program, Oversized Baggage and Instructure Relocation, at the Orlando International Airport, to Gomez Construction Company for the bid amount of \$1,328,200 with funding from the Aviation Authority's Line of Credit to be reimbursed by future Revenue Bonds and Passenger Facility Charges to the extent eligible; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9180**];

N. accept the recommendation of the Construction Committee and (1) approve Amendment No. 2 to Addendum No. 11 to the Construction Management at Risk Services Agreement with Hensel Phelps Construction Co. for BP No. S104, South Airport Automated People Mover (APM) Complex - APM Parking Garage (GMP No. 5) at the Orlando International Airport, for a total negotiated GMP Amendment credit amount of (\$2,984,024), which includes a credit of amount of (\$1,703,527) for Allowances (direct cost of the work), a credit amount of (\$1,040,868) for the CM@R's Contingency, a credit amount of (\$144,629) to the CM@R's fee amount (5.27% of actual direct cost), and a credit amount of (\$95,000) for General Conditions, resulting in a revised GMP amount of \$50,663,206, with funding credited to the Aviation Authority's Line of Credit to be reimbursed by future Passenger Facility Charges, future Revenue Bonds, and Aviation Authority funds for the APM-related scope, and with funding credit to the Aviation Authority's Line of Credit to be reimbursed by Facility Improvement Funds, future Revenue Bonds, and Aviation Authority funds for the garage-related scope; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9181**];

O. accept the recommendation of the Construction Committee and (1) authorize the sole source procurement of Software Subscription License from DLT Solutions Inc. for the Aviation Authority's Secure Building Information Modeling (BIM) Cloud at the Orlando International Airport in a not-to-exceed amount of \$189,000, with funding from previously-approved Discretionary Funds to be reimbursed

**CONSENT AGENDA (cont)**

by the Aviation Authority's Line of Credit with permanent funding from future Revenue Bonds and PFC-backed Bonds to the extent eligible; and (2) authorize the Purchasing Office to issue the necessary purchase order(s);

P. accept the recommendation of the Construction Committee and (1) approve Amendment No. 2 to Addendum No. 6 to the Construction Management at Risk Services Agreement with Hensel Phelps Construction Co. for BP No. S110, South Airport Automated People Mover (APM) Complex - Parking Garage Foundations (GMP No. 5A) at the Orlando International Airport, for a total negotiated GMP Amendment credit amount of (\$591,956), which includes a credit amount of (\$529,300) for direct cost of the work, a credit amount of (\$27,894) for the CM@R's fee (5.27% of actual direct cost), and a credit amount of (\$34,762) for General Conditions, resulting in a revised GMP amount of \$9,668,575, with funding credited to the Aviation Authority's Line of Credit to be reimbursed by future Passenger Facility Charges, future Revenue Bonds, and Aviation Authority funds for the APM-related scope, and with funding credit to the Aviation Authority's Line of Credit to be reimbursed by Facility Improvement Funds, future Revenue Bonds, and Aviation Authority funds for the garage-related scope; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel **[FILED DOCUMENTARY NO. 9182]**;

Q. accept the recommendation of the Professional Services Committee and approve the ranking of the firms for Professional Services for Architect of Record for the South Terminal C, Phase 1, at the Orlando International Airport as follows: First - HNTB Corporation; Second - PZ Aviation Group, JV; and, Third - KBJ Architects, Inc.; (2) authorize hourly rate negotiations with the first-ranked firm in accordance with the Aviation Authority's policy, and if those negotiations are unsuccessful, negotiate with the other firms in their ranked order; and, (3) subject to successful negotiations with the first-ranked firm, approve a no cost Professional Services Agreement for Architect of Record for the South Terminal C, Phase 1, at the Orlando International Airport, with the first-ranked firm for its negotiated hourly rates; (b) authorize the Construction Committee to approve an Addendum to the Professional Services Agreement for the Architect of Record for the South Terminal C, Phase 1, at the Orlando International Airport, with the first-ranked firm for the initial services in a not-to-exceed amount up to \$500,000, with interim funding from previously-approved Discretionary Funds to be reimbursed by the Aviation Authority's Line of Credit with permanent funding from future Revenue Bonds and PFC-backed Bonds to the extent eligible; and, (c) authorize an Aviation Authority Officer or the Executive Director to execute the necessary contract documents following satisfactory review by legal counsel **[FILED DOCUMENTARY NO. 9183]**;

R. accept the recommendation of the Construction Committee to approve Change Order No. 418-21 in the amount of \$889,499.44, and Change Order V772-01 in the amount of \$0, with funding as outlined in Attachment A; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the change orders following satisfactory review by legal counsel;

S. accept the recommendation of the Finance department to: (1) allow Mears Destination Services, Inc. to provide a Letter of Credit equal to 50% of the minimum annual concession fee and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents, following satisfactory review by legal counsel **[FILED DOCUMENTARY NO. 9184]**;

T. resolve to (1) approve Amendment No. 4 to the Concession Agreement with Westfield, extending the term until March 31, 2016 and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel **[FILED DOCUMENTARY NO. 9185]**;

U. 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;

V. approve the Second Amendment to the Rail Line Easement Agreement, the First Amendment to the Vehicle Maintenance Facility Ground Lease Agreement and the Roadway Access License Agreement; (2) seek City Council approval of the Second Amendment to the Rail Line Easement Agreement and the Vehicle Maintenance Facility Ground Lease Agreement; and (3) authorize the Executive Director or his designee to execute all documents related to the Second Amendment to the Rail Line Easement Agreement, the First Amendment to the Vehicle Maintenance Facility Ground Lease Agreement and the Roadway Access License Agreement subject to satisfactory review by legal counsel **[FILED DOCUMENTARY NO. 9186]**;

**CONSENT AGENDA (cont)**

W. adopt the Proposed Amendments to the Greater Orlando Aviation Authority Defined Contribution Plan [**FILED DOCUMENTARY NO. 9187**];

X. adopt the Greater Orlando Aviation Authority Deferred Compensation Plan for Public Employees and approve the Adoption Agreement [**FILED DOCUMENTARY NO. 9188**];

Y. approve the recommendation of the Ad Hoc Committee to (1) deem Global Connections Foundation non-responsive; (2) award the RFQ to IOS Partners and Institute for Cross Cultural Management (ICCM); (2) authorize Staff to negotiate the fees and terms of the agreement for the scope of services; and (3) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9189**];

Z. accept the recommendation of the Concessions/Procurement Committee and (1) exercise the first renewal option of Purchasing Contract 03-13, Dynamic Message Signs Maintenance and Repair with Traffic Control Devices, Inc., expiring February 17, 2017; (2) authorize funding from the Operation and Maintenance Fund in the not-to-exceed amount of \$67,000; and (3) authorize an Aviation Authority Officer or the Executive Director to execute an amendment following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9190**];

AA. accept the recommendation of the Concessions/Procurement Committee and (1) approve Amendment No. 2 to Purchasing Contract 18-14, Terminal Janitorial Maintenance with Flagship Facility Services, Inc.; (2) authorize funding from the Operation and Maintenance Fund in the not-to-exceed amount of \$1,472,638.48; and (3) authorize an Aviation Authority Officer or the Executive Director to execute an amendment following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9191**];

BB. accept the recommendation of the Construction Committee and approve an Addendum to the Continuing Vertical Construction Services Agreement with R. L. Burns, Inc. for the award of Project V777, North Terminal Moving Sidewalk Removal, at the Orlando International Airport, for the bid amount of \$982,804 with funding from Capital Expenditure Funds; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9192**];

CC. accept the recommendation of the Professional Services Committee and (1) approve an Addendum to the Consulting Services Agreement with Dykes Everett & Company, LLC for Fiscal Year (FY) 16 land development and land management consulting services for Poitras and Mud Lake Properties at Orlando International Airport for a lump sum fee amount \$498,662.17, with funding from previously-approved Discretionary Funds; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9193**];

DD. accept the recommendation of the Construction Committee and approve the award of BP No. 461, Fiber Optic Duct Bank, Segment ZC-160, at the Orlando International Airport, to H. L. Pruitt Corporation for the bid amount of \$953,285, with funding from Capital Expenditure Funds; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9194**];

EE. accept the recommendation of the Construction Committee and (1) approve a Job Order Construction Services Addendum to the Continuing Electrical Construction Services Agreement with H. L. Pruitt Corporation for Construction Services for Project E185, Replace Electrical Manholes with Junction Can Plaza Structures, at the Orlando International Airport, for the direct-negotiated not-to-exceed amount of \$275,600 with funding from Capital Expenditure Funds; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9195**];

FF. accept the recommendation of the Construction Committee and (1) approve an Amendment to Addendum No. 16 to the Continuing Program and Project Management Agreement with URS Corporation to provide additional design and construction phase Owner's Authorized Representative (OAR) services for WS102, South Airport APM Complex and WS102A, South Airport Intermodal Terminal Facility at the Orlando International Airport, for a total not-to-exceed amount of \$5,987,141, which includes a not-to-exceed amount of \$2,944,449 for the South Airport APM Complex and a not-to-exceed amount of \$3,042,692 for the ITF, with funding from the Aviation Authority's Line of Credit to be reimbursed by future Revenue Bonds, future Passenger Facility Charges, and Aviation Authority funds for the APM-related scope of work, from the Aviation Authority's Line of Credit to be reimbursed by Aviation Authority funds, future Revenue Bonds, and Facility Improvement Funds for the garage-related scope of work, and from FDOT grants for the ITF-related

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scope of work; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9196**];

GG. accept the recommendation of the Construction Committee and approve an Addendum to the Continuing Vertical Construction Services Agreement with Gomez Construction Company for the award of Project V764, B-Side Parking Garage Internal Stairwells Rehabilitation, at the Orlando International Airport, for the bid amount of \$909,000 with funding from Capital Expenditure Funds; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9197**];

HH. accept the recommendation of the Professional Services Committee and (1) approve an Addendum to the Information Technology Consulting Services Agreement with AECOM Technical Services, Inc. for on-call technical support to the Information Technology Department for Fiscal Year (FY) 16 for a total not-to-exceed fee amount of \$150,000, with funding from Operation and Maintenance Funds; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9198**];

II. accept the recommendation of the Construction Committee and approve an Addendum to the Professional Services Agreement with A. Epstein and Sons International, Inc. for the construction phase A/E services for BP No. 463, Optimization of Pod C, for a total amount of \$301,337, which includes a not-to-exceed fee amount of \$297,837, and a not-to-exceed reimbursable expenses amount of \$3,500, with funding from 2013A AMT Revenue Bonds (GARBS) and 2010A Non-AMT Passenger Facility Charge Bonds to the extent eligible; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9199**];

JJ. accept the recommendation of the Construction Committee and (1) approve an Addendum to the Continuing Program and Project Management Agreement with PMA Consultants, LLC for construction phase OAR services for BP No. 463, Optimization of Pod C, at the Orlando International Airport, for a total not-to-exceed fee amount of \$510,222, with funding from 2013A AMT Revenue Bonds (GARBS) and 2010A Non-AMT Passenger Facility Charge Bonds to the extent eligible; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9200**];

KK. accept the recommendation of the Construction Committee and (1) approve an Addendum to the Continuing Program and Project Management Agreement with Geotech Consultants International, Inc. dba GCI, Inc. for Fiscal Year (FY) 2016 planning and engineering staff support services related to Capital Improvement Program Projects at the Orlando International Airport, for a not-to-exceed fee amount of \$529,779, with funding from Ticket Lobby Program funds, Airsides 1 and 3 Program funds, Airside 4 Program funds, and South Airport APM and ITF Program funds; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9201**];

LL. approve the Stipulated Order of Taking and Final Judgment as to Parcel 812, subject to FAA approval as may be required and authorize the Executive Director or an Aviation Authority Officer to execute and deliver any and all documents necessary to effect the settlement, following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9202**];

MM. approve the Stipulated Order of Taking and Final Judgment as to Parcels 803/804, subject to FAA approval as may be required and authorize the Executive Director or an Aviation Authority Officer to execute and deliver any and all documents necessary to effect the settlement, following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9203**]; and

NN. approve Amendment No. 1 to the Concession Agreement with ALD Development, Corp., and authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel [**FILED DOCUMENTARY 9204**].

**CHAIRMAN'S REPORT**

6. Mr. Fouche reported on the airline appreciation effort which has become a twofold piece - one which you host at OIA and one which you market the airlines. The next set of airlines will be hosted around their milestones at OIA. They are defining approximately 3 trips in FY 2016 to market specific airlines.

MINUTES OF THE OCTOBER 21, 2015, MEETING OF THE GREATER ORLANDO AVIATION AUTHORITY

**CHAIRMAN'S REPORT (cont)**

Mr. Brian Engle, Director of Customer Service, provided an update on customer service initiatives which follows comfort, ease, and speed. He also talked about training and the employee recognition.

Mayor Dyer asked Mr. Engle to talk about the analysis and thought process on the removal of the moving sidewalks. Mr. Engle stated that the units were coming up with some extensive maintenance and some of the codes needed to be met. Removal of the moving sidewalks will improve the cross flow and open up the area for more foot traffic with the benefit of adding more retail as well. Mr. Sanchez mentioned that they are not being utilized to their full extent. Mr. Sanchez then recognized Mr. Engle for the work that he has been performing in his position. Chairman Kruppenbacher thanked Mr. Sanchez, Mr. Engle, and Mr. Brown for their work in this area.

The Chair asked Staff to look at replacing carpet with tile. He discussed the difficulties of traveling through the terminal in the carpeted areas and how much easier it is to move on tile. Mayor Jacobs' agreed with the Chair.

Mr. Brown mentioned that discussions have begun on a leadership training program focused on the executive team but can include board members. It involves team building and diversity. As we move forward through a major construction project, it is important to have team building, succession planning, and leadership training. With Mr. Sanchez, we are trying to work on how to roll it out and build on it. Mr. Sanchez appreciates Mr. Brown's focus on this and knowing the importance of it.

Vice Chairman Asher reported on Metroplan, OEA, and the Honor Flights. Contact Ms. Snyder for specifics.

Mayor Dyer stated that the City and the Airport have been working on a variety of serious matters. One is the East Airfield and the negotiations with the homeowners and Uber service at OIA. Mr. Brown stated that we were able to reach some type of agreement with the homeowners with Mayor Dyer facilitating the meeting. They have several concerns but the primary issue was how we managed the aircraft noise and vehicular noise on the property where we had leases. We are working on a Memorandum of Understanding which we hope to bring for the Board's consideration in December.

*Mr. Sanchez left the meeting at 3:25 p.m.; returning at 3:28 p.m.*

Mayor Dyer congratulated staff on the quick turnaround.

Mr. Marchena then provided an update on Uber and Uber Black. These drivers will follow the Ground Transportation Rules and Regulations. The Aviation Authority also asked for specific enforcement and Uber Black is considering our terms. The Executive Director is authorized to execute the agreement with Uber Black.

Discussion ensued as to the East Airfield with Mayor Jacobs congratulating the team for a resolution on this issue.

The Chair announced that the November board meeting is cancelled.

The Chair asked Mr. Fouche to extend an invitation to Experience Kissimmee to make a presentation to the Board on how we can work better together.

Chairman Kruppenbacher talked about the channel in hotels that shows the flight panel for the airports. He would love to see this information available for our travelers in the Orlando area. He asked Mayor Jacobs to work with Mr. Brown.

He asked Mr. Brown to look at providers looking for warehouse space and meeting with them for opportunities.

The Chair asked that we increase the number of monitors in the baggage area.

**SOUTH AIRPORT TRAVEL PLAZA**

7. Mr. Tom Chandler, SchenkelShultz, talked about the goals of the South Airport Travel Plaza including to support the South Airport Complex Master Plan vision; enhance customer service for OIA; and further the Aviation Authority's strategic goals.

He then reviewed the site location; the plaza concept and travel plaza features; due diligence report; the design criteria manual; and project delivery process. As to the criteria for selection, Mr. Chandler mentioned that the evaluation criteria rated as satisfactory or unsatisfactory for financial capability and reputation and for evaluation criteria rated according to strength demonstrated in proposal - demonstrated experience and qualifications; quality, variety, and price range of convenience store items; quality, variety, and price range of fast casual restaurant menu; quality of gas station amenities; travel plaza facility design improvements; and financial return to the Aviation Authority.

The RFP solicitation process will include advertisement; Concessions/Procurement Committee process; and proposed proposal terms. As to schedule, they are looking at an opening date of summer 2017 to coincide with the APM/ITF opening.

Upon motion by Mayor Jacobs, second by Mr. Sanchez, vote carried to approve the release of an RFP for the South Airport Travel Plaza utilizing the selection criteria described.

Chairman Kruppenbacher mentioned that walking through the San Francisco airport they had displays of sports teams. He mentioned all the teams and different sports represented in Florida. He wants staff to think through of how we tell the world about our hidden treasures.

**REMEMBRANCE OF BILL JENNINGS**

8. Mr. Brown took the opportunity of mentioning an effort by the Aviation Authority to recognize the late C. W. (Bill) Jennings. Among the things that Mr. Jennings did was to collect Highwaymen paintings. The Aviation Authority has several pieces of these paintings and Mr. Brown, in recognition of Mr. Jennings, would like to permanently loan one painting to the American Beach Museum. A plaque remembering Mr. Jennings and Mr. John Wyckoff will be placed in the Aviation Authority's lobby.

The board is in consensus of this effort.

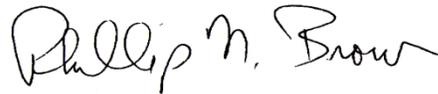
**ADJOURNMENT**

9. There being no further business to be considered, Chairman Kruppenbacher adjourned the meeting - 3:49 p.m.

*(Digitally signed on December 14, 2015)*



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Dayci S. Burnette-Snyder  
Director of Board Services



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Phillip N. Brown, A.A.E.  
Executive Director