

On **WEDNESDAY, MAY 18, 2016**, 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 Frank Kruppenbacher called the meeting to order at 2:11 p.m. The meeting was posted in accordance with Florida Statutes and a quorum was present. *[Live Streaming from Orlando, FL]*

Authority members present,

Frank Kruppenbacher, Chairman
Dean Asher, Vice Chairman
Domingo Sanchez, Treasurer
Mayor Buddy Dyer
Mayor Teresa Jacobs
Ed Fouche
Jim Palmer

Also present,

Phillip N. Brown, Executive Director and Secretary
Dayci S. Burnette-Snyder, Director of Board Services and Assistant Secretary
Marcos Marchena, General Counsel

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. As of January 16, 2013, 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. As adopted by the Board on September 19, 2012, lobbyists are now required to sign-in at the Aviation Authority offices prior to any meetings with Staff or Board members. In the event a lobbyist meets with or otherwise communicates with Staff or a Board member at a location other than the Aviation Authority offices, 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. As of January 16, 2013, 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 in the Aviation Authority's offices and the web site. Please contact the Director of Board Services with questions at (407) 825-2032.

MINUTES

1. Upon motion by Mayor Dyer, second by Mr. Palmer, vote carried to accept the March 16, 2016, minutes as written.

RECOGNITION OF REPRESENTATIVE MICHAEL MILLER AND SENATOR WILTON SIMPSON

2. Chairman Kruppenbacher acknowledged Representative Michael Miller and Senator Wilton Simpson for their efforts and perseverance in working on passing Chapter 333. Representative Miller and Senator Simpson both thanked the Board for its recognition to do the right thing.

TWENTY-YEAR SERVICE AWARD TO DAVID COOK

3. Mr. Ron Lewis, Deputy Executive Director, along with Mr. Brown and Mayor Jacobs acknowledged Mr. Cook for his years of service.

SOLAR ENERGY

4. Ms. Deidre Macnab, former President of the League of Women Voters of Orange County and Mr. Marty Sullivan, Chairman, National Resources Committee for the League of Women Voters of Orange County made a presentation to the Board on solar power at OIA.

Mr. Sullivan talked about solar electricity generation; FAA publications; glare problem; US. Depart of Energy Publication; airports with solar installations with specifics on Chattanooga Metropolitan Airport, Denver International Airport, Minneapolis-St. Paul International Airport, Indianapolis International Airport, Tampa International Airport, Boston Logan International Airport, Nellis Air Force Base, and Cochituate International Airport.

He then talked about opportunities at MCO, possibly shading the cell phone lots. As to benefits - meet renewable energy goals and social responsibility needs; excellent publicity to share with travelers; cost savings, leased land or reduced energy costs; and if through OUC, perhaps negotiated or locked-in rates. Solar costs have fallen

SOLAR ENERGY (cont)

sharply and utility generating costs fluctuate based on evaluating alternatives. He suggested a dynamic pricing model. As to the proposal, evaluate energy costs; include OUC in evaluating alternatives; the Board reviews the recommendations; and upon its approval, move forward with an RFP.

Chairman Kruppenbacher asked Mayor Jacobs to comment. Mayor Jacobs stated that Orange County was on the earlier phase of this. Orange County erected the largest solar of ray in the southeast in partnership with OUC. She does believe that sources of solar energy have to be reevaluated as prices do lower. The community is very receptive to another power source. Mayor Dyer mentioned the Stanton Plant and how Orlando is moving to be a successful green city. If cost feasible, we should take it into account. He would be interested in knowing potential locations on airport property that would be considered.

Mr. Palmer asked how much megawatts of power can be generated and how much land is required. Mr. Sullivan stated that he has no firm calculations but it's about 3-5 acres per megawatts. Chairman Kruppenbacher requested that Mr. Brown thoroughly continue to analyze this issue and return with a recommendation. He asked that Mr. Fouche take the lead along with Mr. Brown on this subject matter. Mr. Brown informed the Board that he and staff have a scheduled meeting with OUC next month. He added that staff has met extensively with Ms. Macnab and Mr. Sullivan on this issue. Mr. Brown informed the Board that a feasibility study has to be performed as required by the Federal Aviation Administration.

Mc. Macnab thanked the Board for the opportunity to speak to them today about this important issue.

TSA SERVICES REVIEW

5. Chairman Kruppenbacher reminded the Board that last year a committee was formed to review the Transportation Security Administration (TSA) as to the services and performance provided at MCO. On April 15, 2015, the Board set performance criteria as follows - security checkpoint processing times; customer service satisfaction standards; and quarterly review by Staff and TSA. The Chair stated that he is tasking Mr. Brown and Mr. Sanchez to come back to the Board with a formal recommendation. The Chair asked each board member to engage in this issue and provide their comments and opinions to Mr. Brown.

Mr. Brown stated that this is not an easy issue to explain. Using visual aids (copy on file), he mentioned that since September 2015, the wait times in the checkpoint have increased. There are a number of variables and factors that account for this.

He talked about the legislative and administration changes in 2015 and 2016. Mr. Brown stated that he has talked to Federal Security Director Jerry Henderson who is in the audience today about this presentation and shared with him the slides. TSA and MCO share the same focus of maintaining the upmost in security and passenger safety while balancing the needs of the passengers. In September 2015, Managed Inclusion II Program was phased out. In April 2016, because of an incident in Brussels, Administrator Neffenger stated that the lines would be extended. With the elimination of Managed Inclusion II there is a cap to deal with. Airports have been at a deficit on overall allocation based on the fact that the reduction in staffing was contemplated.

Continuing his presentation with visual aids, Mr. Brown discussed the steps taken on behalf of the Aviation Authority - actively managing the queues in front of both checkpoints; configured the areas in front of the checkpoints to organize entry to screening checkpoint; personnel including contract ambassadors active in the checkpoint to perform non-security functions (divestiture and moving bins); and added contract personnel and canine teams in the baggage search rooms to assist TSA in peak periods. He added that the west checkpoint presents more problems than the east checkpoint as to optics and expansion of the area.

Mr. Brown mentioned that Staff has also taken a scientific approach to this matter and looked at detailed analysis of how our traffic flows and with the engagement of one of our consultants, Ricondo, we have looked at some of the variables that can affect the throughput. Talking about detailed checkpoint analysis, he pointed out wait times and real times and how the K-9 units assist in alleviating the lines during peak periods.

MINUTES OF THE MAY 18, 2016, MEETING OF THE GREATER ORLANDO AVIATION AUTHORITY

TSA SERVICES REVIEW (cont)

There are a number of factors that affect the wait time: (1) the number of lanes open; (2) checkpoint management; (3) canine team availability; (4) passenger volumes; (5) peak loads; and (6) employee volumes.

The Aviation Authority created a separate employee screening lane. There is a significant improved difference in the wait times by the addition of this lane. He then reviewed the current and proposed checkpoint configurations. Staff also looked at customer satisfaction. To measure courteous service, the Aviation Authority will engage 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. He talked about the "Happy or Not" meters throughout the airport. MCO TSA Satisfaction Survey of April 2016 shows that we are not meeting the 86% goal. What does MCO need? Full staffing of screening lanes and baggage search rooms; full complement (12) of canine teams; and effective management of resources by (a) manage to peak loads and (b) manage other duty assignments and training.

Mayor Jacobs appreciated staff looking at the separation of employees in the screening process because otherwise it creates a 2 tier status not appreciated by the passengers. We are all here to support the effort. She had a meeting with Senator Rubio on another subject but his message on this matter was to finish strong and do what he can on the final time remaining.

In response to Vice Chairman Asher's question regarding the reduction in TSA staff at this airport and what are we going to do if more folks are not added, Mr. Brown responded that TSA hired over 100 personnel to get back to the level approved (which cannot be disclosed publicly). As to dogs, Vice Chairman Asher asked how many dogs did we have last year. Mr. Brown was not certain but currently we have 4 teams with authorization for a dozen. Vice Chairman Asher stated that this airport will continue to grow and we have to meet the demands with additional staffing and dogs.

Mayor Dyer mentioned that Mr. Brown told him that all TSA agents are cross trained for all functions even though one employee may be better at a task than others. Mayor Dyer asked if they rotate by practice. Mr. Brown responded that Washington is looking at specialization issues of employees. That is what we would like to see and suggest. A lot of decisions are made in DC and one of the things he has been vocal about is that every airport is different and you have different peaks and matrixes that affect operations. As to ambassadors, Mr. Brown responded to Mayor Dyer that this personnel assist the passengers in preparing for the screening process by reminding them of permitted and not permitted items. We are also looking at installing monitors in the security checkpoint area for animated features to engage passengers through the process as well.

Mr. Fouche asked about TSA Pre-Check. Mr. Brown stated that part of it is a marketing effort but there is a challenge with the 2 step process of an online application and a physical interview. There is a lack of contractors that can perform this task for TSA.

In response to the Chair, Mr. Brown explained Managed Inclusion. The program relied on Behavior Detection Officers (BDO) who are specifically trained to observe behavior in individuals and whether the individual was a risk or not. That program came under fire because some of the people went through the expedited lanes that should not have. Administrator Neffenger stopped the program as his first official act in office.

Mr. Sanchez asked about the training for K-9 units. Mr. Brown responded that they are tested every day and are very effective. Eliminating this service would also impact the throughput.

Mayor Jacobs left the meeting at 3:22 p.m.; returning at 3:27 p.m.

Chairman Kruppenbacher stated that within the last 8 weeks he has encountered this problem -- economic recruitment as to the ability of candidates moving thru lines; national news and Orlando is mentioned; and his own personal experience. Our responsibility is to the Aviation Authority. He told Congressman Mica and Congresswoman Brown that he does not care about their opinion. Washington is not going to fix this problem.

TSA SERVICES REVIEW (cont)

He appreciates Mr. Brown's effort on this matter and that everything presented today was about MCO doing all it can to address this problem. He asked Mr. Brown and Mr. Sanchez to return next month and answer -- what is TSA locally doing to fix this issue (hear what they are doing) and what would we like them to do that they are not doing - if they are blaming Congress, let me know. The Chair also corrected the ORLANDO SENTINEL in its editorial today. The Committee did not think it was the way to go and we had an independent survey (from TSA) that said the complete opposite as to satisfaction. Bottom line is the lack of common courtesy and customer service.

Mr. Sanchez stated that he is happy to return next month with an update. One of the things we look at is for the Board to understand what happens if we opt-out. He is not an advocate but he wants the Board to be informed. Mr. Sanchez was complimentary of FSD Henderson and how he partners with the Aviation Authority Staff. Following discussion, Mr. Sanchez stated that he would like to understand the behind the scenes of TSA and possibly evaluate Security Sensitive Information (SSI). Mr. Brown responded for FSD Henderson that he has been forthright in providing tours and information on TSA's operation on a one-on-one basis.

CONSENT AGENDA

6. Item S was pulled for separate consideration. Upon motion by Mr. Sanchez, second by Mr. Fouche, 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. accept these minutes for filing -- February 9, 2016, Construction Committee; February 25, 2016, Design Review Committee; October 7, October 8, December 15, 2016, Professional Services Committee; August 6, September 3, October 14, and November 19, 2015, Retirement Benefits Committee;

B. accept the recommendation of the Concessions/Procurement Committee to 1) deem the bids submitted by Crew Labor Maintenance Management Group, LLC and Premiere Lawn Maintenance as nonresponsive; 2) award Purchasing Bid 06-16, Landscaping Maintenance Services at Orlando Executive Airport to Riccy's Landscaping, Inc. as the low responsible and responsive Bidder; 3) authorize funding from the Operation and Maintenance Fund in the not-to-exceed amount of \$303,795; and 4) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents, following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9322**];

C. accept the recommendation of the Concessions/Procurement Committee and: (1) approve the Single Source Purchasing Contract 04-17, Trane Chiller Maintenance Services with Trane U.S. Inc.; (2) authorize funding from the Operation and Maintenance Fund in the not-to-exceed amount of \$1,542,793.51; and (3) authorize an Aviation Authority Officer or the Executive Director to execute an amendment following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9323**];

D. accept the recommendation of the Concessions/Procurement Committee and: (1) approve the Single Source Purchasing Contract 14-16, McQuay Chiller Maintenance Services with Daikin Applied Americas, Inc.; (2) authorize funding from the Operation and Maintenance Fund in the not-to-exceed amount of \$2,283,750; and (3) authorize an Aviation Authority Officer or the Executive Director to execute an amendment following satisfactory review by legal counsel [**FILED DOCUMENTARY NO. 9324**];

E. concur with the recommendation of the Concessions/Procurement Committee and: (1) approve the purchase of two (2) Agriculture Type Tractors with Boom Mowers and selected upgrades from Alamo Group (TX), Inc. pursuant to the Florida Sheriff's Association & Florida Association of Counties Contract #15-13-0904 at a total not-to-exceed cost of \$335,150; (2) authorize funding from the previously approved Capital Expenditure Fund; and (3) authorize the Purchasing Office to issue the necessary purchase order;

F. concur with the recommendation of the Ground Transportation Committee to amend the Ground Transportation Rules and Regulations pertaining to the 7 items mentioned below with an effective date of May 18, 2016 (Definition of a Class 1 Vehicle; Definition of a Tour Operator; Vehicle-for-Hire Service Receipt Requirements; Loading in the GT concourse; Parking in the GT Concourse; Parking in the Holding Area; and Use of the Holding Area) [**FILED DOCUMENTARY NO. 9325**];

G. (1) approve Amendment No. 2 to the Valet Service and Remote Check-In Concession Agreement with BAGS, Inc.; 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. 9326**]

CONSENT AGENDA (cont)

H. (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;

I. accept the recommendation of the Concessions/Procurement Committee to 1) approve the contract adjustment for the implementation of the Displayground in a not-to-exceed amount of \$4,512,148; 2) approve a two (2) year Sole Source extension of purchasing contract 23-05 with Signature Technologies, Inc., d/b/a Com-Net Software Specialists through December 12, 2020 in a not-to-exceed amount of \$2,077,200; 3) authorize funding from the Capital Expenditure Fund and from the Operation and Maintenance Fund; and 4) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents, following satisfactory review by legal counsel **[FILED DOCUMENTARY NO. 9327-9328]**

J. (1) accept the recommendation of the Construction Committee and approve Amendment No. 2 to Addendum No. 9 to the Construction Management at Risk Services Agreement with Hensel Phelps Construction Co. for BP No. S119, South Airport Automated People Mover (APM) Complex - North Terminal Station (GMP No. 6a) at the Orlando International Airport, for a total negotiated GMP Amendment credit amount of (\$105,803.65), which includes a credit amount of (\$57,283.00) for Direct Cost of the Work, a credit amount of (\$10,316.00) for the CMAR's Contingency, a credit amount of (\$21,699.14) for the Owner's Contingency, a credit amount of (\$11,799.84) for the CMAR fee and a credit amount of (\$4,705.67) for the CMAR's fee amount (5.27% of actual direct cost), resulting in a revised GMP amount of \$1,392,764.35, with funding credited to the Aviation Authority's Line of Credit to be reimbursed by future Passenger Facility Charges (PFC), future General Airport Revenue Bonds, future PFC-backed 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 General Airport Revenue Bonds, and Aviation Authority funds for the garagerelated 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. 9329]**

K. (1) 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. S125, South Airport APM Complex - Roadway Signage and Lighting (GMP No. 4a) at the Orlando International Airport, for a total negotiated GMP amount of \$5,814,931, which includes \$4,987,780 for direct cost of the work, \$243,000 for the CMAR's Contingency, \$243,000 for the Owner's Contingency, a fee amount of \$288,468 (5.27% of actual direct cost), and \$52,683 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, Passenger Facility Charges, Bonds and FDOT grants to the extent eligible for the APM-related work, and from Facility Improvement Funds Aviation and Aviation Authority funds for the garage-related related 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. 9330];**

L. (1) approve Administration Policy Section 130.08, titled "Organizations and Institutions Showcase Display Program" to establish a Showcase Display Program at the Orlando International Airport; (2) to approve the use of unbudgeted Capital Expenditure Funds in the amount not to exceed \$200,000 to establish a Showcase Display Program at the Orlando International Airport; (3) request City Council concurrence of this unbudgeted item; and (4) authorize the Executive Director or his designee to execute all necessary documents thereto following review and approval by legal counsel **[FILED DOCUMENTARY NO. 9331];**

M. approve the recommended revisions to Organizational Policy 130.07, Property Management **[FILED DOCUMENTARY NO. 9332];**

N. accept the recommendation of the Finance Committee and (1) approve the ranking of the firms for the Large Cap Value Fund Managers for the Plan as follows: First - Eagle Capital Management; Second - Ceredex Value Advisors; and Third - Dana Investment Advisors; (2) authorize staff to negotiate the necessary documents with the first ranked firm, and if not successful with the next ranked firm until an agreement is reached and (3) authorize the Executive Director to execute the agreement following satisfactory review by legal counsel;

O. (1) approve the TSA Law Enforcement Officer Program Statement of Joint Objectives and (2) authorize an Aviation Authority Officer or the Executive Director to execute the necessary documents following satisfactory review by legal counsel;

CONSENT AGENDA (cont)

P. resolve to accept the recommendation of the Construction Committee and (1) approve the purchase of Interior Monitors from LG Electronics for Project BP-447, Ticket Lobby Program - Main Ticket Lobby Modifications at the Orlando International Airport, for the not-to-exceed amount of \$3,152,800, with funding from Passenger Facility Charges; 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. 9333**];

Q. resolve to accept the recommendation of the Construction Committee and (1) authorize the single source procurement of Video Extenders from Extron Electronics for Project 447, Ticket Lobby Program - Main Ticket Lobby Modifications, at the Orlando International Airport the not-to-exceed bid amount of \$602,347.98, with funding from Capital Expenditure Funds, Improvement and Development Funds, Revenue Bonds, Passenger Facility Charges (PFC) Bonds, Passenger Facility Charges, and 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. 9334**]

R. accept the recommendation of the Construction Committee and (1) authorize the single source procurement of Flat Array Brackets from RP Visual Solutions for Project 447, Ticket Lobby Program - Main Ticket Lobby Modifications, at the Orlando International Airport the not-to-exceed bid amount of \$604,160, with funding from the Aviation Authority's Line of Credit to be reimbursed by Passenger Facility Charges and General Airport Revenue 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. 9335**];

S. pulled for separate consideration;

T. accept the recommendation of the Construction Committee and (1) approve an Addendum to Addendum No. 1 to the Program and Project Management Agreement for South Terminal C, Phase 1 with Geotech Consultants International, Inc. dba GCI, Inc. for Additional Design and Construction Phase OAR Services for WS111, South Terminal C, Phase 1, at the Orlando International Airport, for a total amount of \$4,205,420, which includes a not-to-exceed fee amount of \$3,987,280 and a not-to-exceed reimbursable expense amount of \$218,140, with funding from the Aviation Authority's Line of Credit to be reimbursed by future Passenger Facility Charges, future Revenue Bonds, and Aviation Authority 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. 9336**];

U. accept the recommendation of the Construction Committee and (1) approve an Addendum to the Program and Project Management Services Agreement for South Terminal C, Phase 1 with Kraus-Manning, Inc. for Cost Estimating Services for WS111, South Terminal C, Phase 1, at the Orlando International Airport, for a total not to exceed fee amount of \$535,120, with funding from the Aviation Authority's Line of Credit to be reimbursed by General Airport Revenue Bonds; 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. 9337**];

V. (1) 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 V750, ACS at Ticket Counters, Landside Terminal, A and B Sides, Level 3, at the Orlando International Airport, for the bid amount of \$655,570 (base bid plus Add Alternate No. 1), with funding from Passenger Facility Charges backed Bonds and Passenger Facility Charges; 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. 9338**];

W. (1) accept the recommendation of the Construction Committee and approve an Addendum to the Continuing Vertical Construction Services Agreement with H. W. Davis Construction, Inc. for the award of Project V789, Airside 4 Delta Airlines Maintenance Support Relocation, at the Orlando International Airport, for the total bid amount of \$306,504 with funding from previously-approved 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. 9339**];

CONSENT AGENDA (cont)

X. accept the recommendation of the Construction Committee and (1) authorize the purchase of the dining room Furnishings, Fixtures and Equipment (FF&E), light fixtures, and miscellaneous finishes for the Project V792, Kitchen/Dining Room Renovation at Hemisphere (Design/Build), at the Orlando International Airport, for the total not-to-exceed amount of \$284,465.93, with funding from Capital Expenditure Funds, Improvement and Development Funds, and Discretionary Funds 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

Y. accept the recommendation of the Professional Services Committee and (1) approve an Addendum to the Information Technology Consulting Services Agreement with Faith Group Consulting, LLC for the Mobile Application Development Services for the MCO Airport Application and the MCO Cares Application in the not-to-exceed fee amount of \$694,045, 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. 9340]**; and

Z. (1) accept the recommendation of the Construction Committee to approve Change Order No. 461-02 a no cost time extension of 56 calendar day; and, Change Order No. V792-02 in the amount of \$1,216,524; with funding as outlined in Attachment A; and (2) authorize an Aviation Authority Officer or the Executive Director to execute the change order(s) following satisfactory review by legal counsel.

Mayor Jacobs left the room at 3:32 p.m.; returning at 3:34 p.m.

RECOMMENDATION OF THE PROFESSIONAL SERVICES COMMITTEE TO RANK FIRMS SHORLISTED FOR CONSTRUCTION MANAGEMENT AT RISK SERVICES AGREEMENT FOR THE SOUTH TERMINAL C, PHASE 1, AT ORLANDO INTERNATIONAL AIRPORT (ITEM S)

7. Chairman Kruppenbacher mentioned that there were 2 people requesting to speak on this item.

Mr. Joseph W. J. Robinson, PE, RHG and Associates, Inc. Consulting Engineers, P. O. Box 4505, Tampa, FL 33677, referencing the handout distributed (copy on file), spoke about allegations and statement of facts on this item and requested an investigation, following a partial reading of the handouts.

Also appearing was Ms. Rhetta Peoples representing Black Press and Florida Sun, 3811 Marsh Lilly Drive, Orlando, FL. She stated that she was a reporter and a citizen. She asked that since this project is funded by federal government dollars, airlines, and tax payers, if it was properly done according to the CNA. With Turner having legal problems, how did they become one of the selected firms of this project?

At the request of the Chair, Mr. Marchena stated that his firm had the privilege of assisting staff with this particular selection. He reminded the Board that they authorized the selection of a number of professionals back in May 2015 to proceed with the South Terminal complex. We have gone through a selection process for a number of services with the last 2 remaining for the selection of CM&R; it was clearly delineated which firm would be awarded which particular part of the project.

Chairman Kruppenbacher left the room at 3:35 p.m.; returning at 3:40 p.m.

Mr. Marchena stated that under CCNA, 287.55, the statute provides that a competitive selection will be conducted in such a way that you review firms' qualifications, to include pricing and specifically "...in determining whether a firm is qualified the agency shall consider such factors as..." The information released by the Aviation Authority made it very clear in its documents what factors would be considered and then a specific set of criteria were weighted as to which were deemed most qualified. There were interviews on April 29 of this year; each firm was allocated a time frame. In accordance with Sunshine Laws, interviews were noticed as private; but of course within the statute, fully recorded. They were conducted in that fashion because you don't want the proposers being interviewed to sit through the process and adjust their presentation to better tailor to their side. The selection process was fully conducted in public and in fact all the firms were invited to come back in and listen to the analysis which scored each firm to the criteria. At the end of the process, 3 firms were deemed to be most qualified for the project and those three firms were asked to submit a very specific response to the percentage of overhead profit and bonding. In the final selection, the selection was based purely on those numbers (reference board memo in the agenda package). No one was privy to those numbers; the

RECOMMENDATION OF THE PROFESSIONAL SERVICES COMMITTEE TO RANK FIRMS SHORLISTED FOR CONSTRUCTION MANAGEMENT AT RISK SERVICES AGREEMENT FOR THE SOUTH TERMINAL C, PHASE 1, AT ORLANDO INTERNATIONAL AIRPORT (ITEM S) (cont)

envelopes were opened at the meeting and they were stated publicly in front of everyone. He is very confident that this process followed all the legal requirements. Mr. Marchena mentioned that there was an appeal period after the award was made public and no appeals were filed. With this size project one of the firms would have filed an appeal if the process was tainted. It would take hours to walk the Board through the process. He is prepared to give a legal opinion that the process was done fairly and in compliance.

In response to Mayor Jacobs's question, Mr. Marchena stated that Mr. Robinson's firm did not participate in the selection process and was not part of any team that did. Following discussion and Mayor Jacobs comment about proposers being present during the entire interview process, Mr. Marchena responded that the meetings were recorded. The statute states that when you are conducting these type of interviews you are authorized to make them non-public by following very specific guidelines.

Mr. Palmer does not understand why we are spending any time on this issue since Mr. Robinson or his firm did not apply for this project. Mr. Marchena stated that legally Mr. Palmer is correct, however, as a public body the Board is always interested in hearing from the public with their concerns.

Chairman Kruppenbacher asked Mr. Marchena to address the cone of silence. Mr. Marchena responded that he was surprised to hear of the accusation because the Aviation Authority's policies are very clear on this matter. From the moment an RFP is released, the cone of silence goes into effect to include staff and the Board. As to minority participation, Mr. Marchena stated that the goals were set at 31% - with Turner Kiewit proposing 36% including 4 firms and PCL proposing 31% - including 7 firms.

Following discussion, the following amended recommendation was made by the Board: (1) accept the recommendation of the Professional Services Committee and select Turner-Kiewit Joint Venture and PCL Construction Services, Inc. as the Construction Management at Risk Entities for WS112, Construction Management at Risk Services, for the South Terminal C, Phase 1, at the Orlando International Airport; (2) authorize the execution of a no-cost Construction Management at Risk Services Agreement with Turner-Kiewit Joint Venture for the Landside Terminal and Related Sitework that includes a CM@R Fee and Overhead Price Proposal in the amount of 4.875% following satisfactory review by legal counsel; and, (3) authorize the execution of a no-cost Construction Management at Risk Services Agreement with PCL Construction Services, Inc. for the Airside Terminal, to include the airfield/ramp areas and Related Work that includes a CM@R Fee and Overhead Price Proposal in the amount of 6.399%; (4) provide the discretion to the Executive Director to execute or not execute the contract and return to the Board if any issues arise concerning negotiations that need to be addressed by the Board; (5) request that General Counsel sign-off as to the litigation component, ensuring that the Aviation Authority is not at any risk; and (6) request that Mr. Randy Means sign-off as to the allegations raised [**FILED DOCUMENTARY NO. 9341-9342**].

The consideration of award will be returned to the Board if negotiations are not successful with the first ranked firms (Turner-Kiewit and PCL) and that the contract not be negotiated with the alternate.

Upon motion by Mr. Sanchez and Mayor Jacobs, vote carried. Mr. Palmer stated that he is not supporting the recommendation because he does not believe that the Aviation Authority should be wasting its time on these allegations.

Following discussion, the cone of silence is in effect until the next meeting when the outcome is reported to the Board.

2016 RECIPIENT OF THE COLONEL JOE KITTINGER AWARD

8. Chairman Kruppenbacher stated that in 2013 the Aviation Authority established the Veterans Service Award to recognize and honor a local veteran for his or her outstanding service and contributions to aviation, the country, and the Central Florida community. The first veteran to be recognized was Colonel Joe Kittinger. It was then renamed to the Colonel Joe Kittinger Award.

2016 RECIPIENT OF THE COLONEL JOE KITTINGER AWARD (cont)

Ms. Carolyn Fennell, Senior Director of Public Affairs and Community Relations, stated that this airport has a strong military heritage as the former McCoy Air Force Base. MCO wishes to acknowledge the nation's men and women who played a vital role in the history of flight. In 2015, Lt. Colonel Clyde "Gene" O'Baker received this award.

Ms. Fennell mentioned the working group that selects the recipients for this award. They include the Central Florida Veterans, Inc.; Central Florida Veterans Memorial Park Foundation; City of Orlando Mayor's Veterans Advisory Council; Orange County Veterans Advisory Council; Office of the Mayor - Orange County; and the Aviation Authority. She then reviewed the nomination criteria. This year's recipient is Dr. F. Story Musgrave. His professional accomplishments include the fact that he is the only astronaut to have flown on all five Space Shuttles.

It is respectfully requested that the Aviation Authority Board accept the recommendation of the working group to present Dr. F. Story Musgrave with the 4th Annual Colonel Joe Kittinger Award on June 25, 2016, at the Liberty Weekend Celebration.

Upon motion by Mayor Dyer, second by Mr. Fouche, vote carried to approve this recommendation. Chairman Kruppenbacher requested that Ms. Fennell write a letter of thanks to the Committee members for this year's participation.

CHAIRMAN'S REPORT

9. Vice Chairman Asher provided his monthly OEA update.

Mayor Jacobs left the meeting at 4:00 p.m.

Mayor Dyer left the meeting at 4:02 p.m.

Vice Chairman Asher left the room at 4:03 p.m.; returning at 4:05 p.m.

Mr. Brown updated the Board on customer convenience and communications. As to technology enhancements, he mentioned and briefly talked about the mobile passport control application; social media interaction; redesigned website; enhanced MCO mobile application; and the new radio station FLYMCO 105.1 HD2. Mr. Brown added that passenger traffic is at an all-time high and MCO has taken steps to ensure travelers continue to receive the highest level of customer service. These initiatives include upgrading existing and adopting new methods of communication and making them interactive and informative.

Mr. Sanchez complimented Mr. Brian Engle, Director of Customer Service and Mr. Brown for their support and engagement in improving customer service. Chairman Kruppenbacher thanked Mr. Draper for his assistance during the Invictus Games. Mr. Draper replied that it was truly a team effort and that every department was involved in making their visit a success. Mr. Draper was congratulated on his birthday today.

Chairman Kruppenbacher recognized Mr. James Palmer for his service on the Board. His term expired in April 2016 but he will continue to serve until the Governor makes a new appointment. His experience has been invaluable. He made the following comment when he was appointed..."he wanted to ensure the airport fills its role as a regional economic engine that could help lure new businesses to Central Florida." The Chair stated that Mr. Palmer did just that.

Mr. Brown presented Mr. Palmer with a token of the Aviation Authority's appreciation. Mr. Palmer thanked the Chairman, the Board, and the employees for their support since 2008. He said it was the best Board that he has served on.

Mr. Brown announced that with the concurrence of the Board, the July board meeting is cancelled and the August 17, 2016, board meeting will be rescheduled to August 10, 2016.

Chairman Kruppenbacher requested that Ms. Snyder prepare a letter for Mr. Sanchez and Mr. Brown's signature to the Osceola County Manager inviting him to attend one of our board meetings to present an update of what is happening in Osceola County.

In response to Mr. Sanchez inquiry as to how MCO responds to vehicle accidents, Mr. Brown stated that once a 911 call is generated and the Communications Center sends out a signal, Operations personnel are deployed to assist with the incident.

MINUTES OF THE MAY 18, 2016, MEETING OF THE GREATER ORLANDO AVIATION AUTHORITY

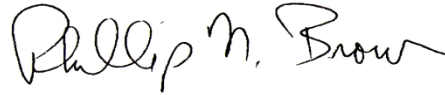
ADJOURNMENT

10. There being no further business to be considered, Chairman Kruppenbacher adjourned the meeting - 4:14 p.m.

(Digitally signed)



Dayci S. Burnette-Snyder
Director of Board Services



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