

Hillsborough County Aviation Authority
Regular Board Meeting

Thursday, 9:02 a.m.
August 1, 2019

A Regular Board Meeting and Board of Adjustment Public Hearing of the Hillsborough County Aviation Authority was convened in the Boardroom, Main Terminal Building, Level 3 at Tampa International Airport, Tampa, Florida, on Thursday, August 1, 2019.

Members present were: Robert I. Watkins, Gary Harrod, and General Diehl.

Aviation Authority staff members present were Chief Executive Officer Joseph W. Lopano, General Counsel Michael Stephens, Damian Brooke, John Tiliacos, Chris Minner, Al Illustrato, Janet Scherberger, Michael Kamprath, Jeff Siddle, Ann Davis, Violet Cummins, Officer Richards, Officer Cooper, Teresa Howell, Adam Bouchard, James Tarro, Ed Haines, Laurie Noyes, Marcus Session, Rob Porter, Chief Vazquez, Gina Evans, Randy Forister, Scott Knight, Tony Mantegna, Paul Ridgeway, James Hanney, Brett Fay, Danny Glennon, Elita McMillon, Laura Tatem, Kate Webb, Rebecca Waterman, Joel Feldman, Irene Pierpont, Wanda Dunnigan, Antonio Hardeman, Jon Vaden, Stephanie Pierce and Nina Mahoney.

Chairman Watkins welcomed everyone to the August 1, 2019 Regular Board Meeting and Board of Adjustment Public Hearing of the Aviation Authority. Chairman Watkins advised the audience that Mayor Castor and Commissioner Miller would not be in attendance at the meeting. He asked anyone who had any propositions before the Board to see Violet Cummins, Board Service Administrator.

Everyone stood for the Pledge of Allegiance.

Chairman Watkins then called the Board of Adjustment Public Hearing to Order and called upon the Legal Affairs Department to open up the Hearing and give introductory remarks.

Mr. Kamprath opened the Hearing, provided a few brief remarks regarding the background of the Hearing, and then proceeded to ask Mr. Tony Mantegna, the Authority's Height Zoning and Land Use Manager, and the Petitioner, if present, to step forward and be sworn in by Chairman Watkins. Chairman Watkins administered the oath to Tony Mantegna and Peitioner, Marilyn Healy of Akerman, LLP.

The first item in the Board of Adjustment Public Hearing was Airport Study No. 2019-62, Strategic Property Partners, LLC, requesting a variance to construct a nineteen story mixed use and commercial office building, with a maximum height of 319' AMSL, on a site located at 624 E. Eunice

Avenue A/K/A 400 Channelside Drive, Tampa, FL, Resolution No. 2019-71, presented by Tony Mantegna.

Strategic Property Partners, LLC (Petitioner) is seeking to construct a nineteen story mixed use and commercial office building, with a maximum height of 319' AMSL, on a site located at 624 E. Eunice Avenue A/K/A 400 Channelside Drive, Tampa, FL. The nearest airport is Peter O. Knight.

Notice of this hearing before the Board of Adjustment was provided on July 12, 2019.

Petitioner is requesting a variance to construct a nineteen story mixed use and commercial office building.

The petition was presented to the Airport Hearing Officer on June 28, 2019 and, based on testimony and evidence presented, the Hearing Officer found that approval of the variance, with required conditions, would have no effect on existing FAA restrictions, would not cause additional impacts or loss of utility to Peter O. Knight Airport, would not be contrary to the public interest, would do substantial justice, and was in accordance with the spirit of the Airport Zoning Regulations and Chapter 333, Florida Statutes.

The FAA's aeronautical study found that Petitioner's request would not be a hazard to air navigation provided certain conditions are met. Additionally, the FDOT did not identify any concern with the request.

The Airport Hearing Officer recommended that the Board of Adjustment approve the variance to Airport Zoning Regulations requested by Petitioner with the following conditions: (1) Mark/Light the proposed structure in accordance with FAA Advisory Circular 70/7460-1 L, Change 2, Obstruction Marking and Lighting, red lights - Chapters 4, 5(Red) and 12; (2) E-file FAA Form 7460-2, Notice of Actual Construction or Alteration, if the project is abandoned or within five (5) days after construction reaches its greatest height; (3) Negotiate and enter into an Avigation Easement to protect controlling airspace in accordance with Section 3.05 of the Airport Zoning Regulations; (4) Obtain a temporary permit from the Authority for any use of construction equipment exceeding 319' AMSL; and (5) Any glint/glare issues identified from this project must be mitigated by the Petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

The variance will be valid until the FAA Determination of No Hazard to Air Navigation expires on October 10, 2020, but if the FAA Determination of No Hazard is extended by the FAA for no more than 18 months, the variance will also be extended one time, without further action of the Board of Adjustment, provided that no changes in the proposed structure have occurred.

The Board of Adjustment may render its decision based on the findings and recommendations of the Hearing Officer. However, the Board of Adjustment may, but is not required to, review the record of the Hearing Officer's public hearing.

Upon motion of Gary Harrod, seconded by General Diehl, Airport Study No. 2019-62, Strategic Property Partners, LLC, requesting a variance to construct a nineteen story mixed use and commercial office building, with a maximum height of 319' AMSL, on a site located at 624 E. Eunice Avenue A/K/A 400 Channelside Drive, Tampa, FL was unanimously approved by all members present; and the Airport Zoning Director or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-71.

The second item in the Board of Adjustment Hearing was Airport Study No. 2019-63, Strategic Property Partners, LLC, requesting a variance to construct a twenty-eight story hotel and condo building, with a maximum height of 334' AMSL, on a site located at 514 Channelside Drive A/K/A 500 Channelside Drive, Tampa, FL, Resolution No. 2019-72, presented by Tony Mantegna.

Strategic Property Partners, LLC (Petitioner) is seeking to construct a twenty-eight story hotel and condo building, with a maximum height of 334' AMSL, on a site located at 514 Channelside Drive A/K/A 500 Channelside Drive, Tampa, FL. The nearest airport is Peter O. Knight.

Notice of this hearing before the Board of Adjustment was provided on July 12, 2019.

Petitioner is requesting a variance to construct a twenty-eight story hotel and condo building.

The petition was presented to the Airport Hearing Officer on June 28, 2019 and, based on testimony and evidence presented, the Hearing Officer found that approval of the variance, with required conditions, would have no effect on existing FAA restrictions, would not cause additional impacts or loss of utility to Peter O. Knight Airport, would not be contrary to the public interest, would do substantial justice, and was in accordance with the spirit of the Airport Zoning Regulations and Chapter 333, Florida Statutes.

The FAA's aeronautical study found that Petitioner's request would not be a hazard to air navigation provided certain conditions are met. Additionally, the FDOT did not identify any concern with the request.

The Airport Hearing Officer recommended that the Board of Adjustment approve the variance to Airport Zoning Regulations requested by Petitioner with the following conditions: (1) Mark/Light the proposed structure in accordance with FAA Advisory Circular 70/7460-1 L, Change 2, Obstruction Marking and Lighting, red lights - Chapters 4, 5(Red) and 12; (2) E-file FAA Form 7460-2, Notice of Actual Construction or Alteration, if the project is abandoned or within five (5) days after construction reaches its greatest height; (3) Negotiate and enter into an Avigation Easement to protect controlling airspace in accordance with Section 3.05 of the Airport Zoning Regulations; (4) Notify owners or occupants of condominium units at this location that the structure lies in close proximity to an airport and occupants may be subjected to noise and light from aircraft operating to and from the airport; (5) Obtain a temporary permit from the Authority for any use of construction equipment exceeding

334' AMSL; and (6) Any glint/glare issues identified from this project must be mitigated by the Petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

The variance will be valid until the FAA Determination of No Hazard to Air Navigation expires on October 27, 2020, but if the FAA Determination of No Hazard is extended by the FAA for no more than 18 months, the variance will also be extended one time, without further action of the Board of Adjustment, provided that no changes in the proposed structure have occurred.

The Board of Adjustment may render its decision based on the findings and recommendations of the Hearing Officer. However, the Board of Adjustment may, but is not required to, review the record of the Hearing Officer's public hearing.

Gary Harrod moved the motion and it was seconded by General Diehl.

Mr. Harrod had additional questions regarding glint and glare and if issues were identified in advance. Mr. Mantegna explained that studies are done but they may not always show the exact impact. If an issue is later identified the Petitioner must mitigate the problem.

Airport Study No. 2019-63, Strategic Property Partners, LLC, requesting a variance to construct a twenty-eight story hotel and condo building, with a maximum height of 334' AMSL, on a site located at 514 Channelside Drive A/K/A 500 Channelside Drive, Tampa, FL was unanimously approved by all members present; and the Airport Zoning Director or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-72.

The third item in the Board of Adjustment Hearing was Airport Study No. 2019-66, Strategic Property Partners, LLC, requesting a variance to construct a twenty-four story mixed commercial and residential building, with a maximum height of 290' AMSL, on a site located at 927 E. Finley Street A/K/A 1010 Water Street, Tampa, FL, Resolution No. 2019-73, presented by Tony Mantegna.

Strategic Property Partners, LLC (Petitioner) is seeking to construct a twenty-four story mixed commercial and residential building, with a maximum height of 290' AMSL, on a site located at 927 E. Finley Street A/K/A 1010 Water Street, Tampa, FL. The nearest airport is Peter O. Knight.

Notice of this hearing before the Board of Adjustment was provided on July 12, 2019.

Petitioner is requesting a variance to construct a twenty-four story mixed commercial and residential building.

The petition was presented to the Airport Hearing Officer on June 28, 2019 and, based on testimony and evidence presented, the Hearing Officer found that approval of the variance, with required conditions, would have no effect on existing FAA restrictions, would not cause additional impacts or loss of utility to Peter O. Knight Airport, would not be contrary to the public interest, would

do substantial justice, and was in accordance with the spirit of the Airport Zoning Regulations and Chapter 333, Florida Statutes.

The FAA's aeronautical study found that Petitioner's request would not be a hazard to air navigation provided certain conditions are met. Additionally, the FDOT did not identify any concern with the request.

The Airport Hearing Officer recommended that the Board of Adjustment approve the variance to Airport Zoning Regulations requested by Petitioner with the following conditions: (1) Mark/Light the proposed structure in accordance with FAA Advisory Circular 70/7460-1 L, Change 2, Obstruction Marking and Lighting, red lights - Chapters 4, 5(Red) and 12; (2) E-file FAA Form 7460-2, Notice of Actual Construction or Alteration, if the project is abandoned or within five (5) days after construction reaches its greatest height; (3) Negotiate and enter into an Avigation Easement to protect controlling airspace in accordance with Section 3.05 of the Airport Zoning Regulations; (4) Notify owners or occupants of residential units at this location that the structure lies in close proximity to an airport and occupants may be subjected to noise and light from aircraft operating to and from the airport; (5) Obtain a temporary permit from the Authority for any use of construction equipment exceeding 290' AMSL; and (6) Any glint/glare issues identified from this project must be mitigated by the Petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

The variance will be valid until the FAA Determination of No Hazard to Air Navigation expires on October 10, 2020, but if the FAA Determination of No Hazard is extended by the FAA for no more than 18 months, the variance will also be extended one time, without further action of the Board of Adjustment, provided that no changes in the proposed structure have occurred.

The Board of Adjustment may render its decision based on the findings and recommendations of the Hearing Officer. However, the Board of Adjustment may, but is not required to, review the record of the Hearing Officer's public hearing.

Upon motion of Gary Harrod, seconded by General Diehl, Airport Study No. 2019-66, Strategic Property Partners, LLC, requesting a variance to construct a twenty-four story mixed commercial and residential building, with a maximum height of 290' AMSL, on a site located at 927 E. Finley Street A/K/A 1010 Water Street, Tampa, FL was unanimously approved by all members present; and the Airport Zoning Director or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-73.

The fourth item in the Board of Adjustment Hearing was Airport Study No. 2019-67, Strategic Property Partners, LLC, requesting a variance to construct a twenty-three story residential and retail building with a parking garage, with a maximum height of 274' AMSL, on a site located at 927 E. Finley Street A/K/A 1050 Water Street, Tampa, FL, Resolution No. 2019-74, presented by Tony Mantegna.

Strategic Property Partners, LLC (Petitioner) is seeking to construct a twenty-three story residential and retail building with a parking garage, with a maximum height of 274' AMSL, on a site located at 927 E. Finley Street A/K/A 1050 Water Street, Tampa, FL. The nearest airport is Peter O. Knight.

Notice of this hearing before the Board of Adjustment was provided on July 12, 2019.

Petitioner is requesting a variance to construct a twenty-three story residential and retail building with a parking garage.

The petition was presented to the Airport Hearing Officer on June 28, 2019 and, based on testimony and evidence presented, the Hearing Officer found that approval of the variance, with required conditions, would have no effect on existing FAA restrictions, would not cause additional impacts or loss of utility to Peter O. Knight Airport, would not be contrary to the public interest, would do substantial justice, and was in accordance with the spirit of the Airport Zoning Regulations and Chapter 333, Florida Statutes.

The FAA's aeronautical study found that Petitioner's request would not be a hazard to air navigation provided certain conditions are met. Additionally, the FDOT did not identify any concern with the request.

The Airport Hearing Officer recommended that the Board of Adjustment approve the variance to Airport Zoning Regulations requested by Petitioner with the following conditions: (1) Mark/Light the proposed structure in accordance with FAA Advisory Circular 70/7460-1 L, Change 2, Obstruction Marking and Lighting, red lights - Chapters 4, 5(Red) and 12; (2) E-file FAA Form 7460-2, Notice of Actual Construction or Alteration, if the project is abandoned or with five (5) days after construction reaches its greatest height; (3) Negotiate and enter into an Avigation Easement to protect controlling airspace in accordance with Section 3.05 of the Airport Zoning Regulations; (4) Notify owners or occupants of residential units at this location that the structure lies in close proximity to an airport and occupants may be subjected to noise and light from aircraft operating to and from the airport; (5) Obtain a temporary permit from the Authority for any use of construction equipment exceeding 274' AMSL; and (6) Any glint/glare issues identified from this project must be mitigated by the Petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

The variance will be valid until the FAA Determination of No Hazard expires on October 23, 2020, but if the FAA Determination of No Hazard is extended by the FAA for no more than 18 months, the variance will also be extended one time, without further action of the Board of Adjustment, provided that no changes in the proposed structures have occurred.

Upon motion of Gary Harrod, seconded by General Diehl, Airport Study No. 2019-67, Strategic Property Partners, LLC, requesting a variance to construct a twenty-three story residential and retail building with a parking garage, with a maximum height of 274' AMSL, on a site located at 927 E. Finley

Street A/K/A 1050 Water Street, Tampa, FL was unanimously approved by all members present; and the Airport Zoning Director or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-74.

The fifth and last item in the Board of Adjustment Hearing was Airport Study No. 2019-71, Development Ventures Group, Inc., requesting a variance to construct a twenty-three story, 188 unit multi-family housing tower with associated leasing office/lounge, singular restaurant space, and roof top pool, with a maximum height of 288' AMSL, on a site located at 102 East Tyler Street, Tampa, FL, Resolution No. 2019-75, presented by Tony Mantegna.

Development Ventures Group, Inc. (Petitioner) is seeking to construct a twenty-three story, 188 unit multi-family housing tower with associated leasing office/lounge, singular restaurant space, and roof top pool, with a maximum height of 288' AMSL, on a site located at 102 East Tyler Street, Tampa, FL. The nearest airport is Peter O. Knight.

Notice of this hearing before the Board of Adjustment was provided on July 12, 2019.

Petitioner is requesting a variance to construct a twenty-three story, 188 unit multi-family housing tower with associated leasing office/lounge, singular restaurant space, and roof top pool.

The petition was presented to the Airport Hearing Officer on June 28, 2019 and, based on testimony and evidence presented, the Hearing Officer found that approval of the variance, with required conditions, would have no effect on existing FAA restrictions, would not cause additional impacts or loss of utility to Peter O. Knight Airport, would not be contrary to the public interest, would do substantial justice, and was in accordance with the spirit of the Airport Zoning Regulations and Chapter 333, Florida Statutes.

The FAA's aeronautical study found that Petitioner's request would not be a hazard to air navigation provided certain conditions are met. Additionally, the FDOT did not identify any concern with the request.

The Airport Hearing Officer recommended that the Board of Adjustment approve the variance to Airport Zoning Regulations requested by Petitioner with the following conditions: (1) Mark/Light the proposed structure in accordance with FAA Advisory Circular 70/7460-1 L, Change 2, Obstruction Markings and Lighting, red lights - Chapters 4, 5(Red), and 12; (2) E-file FAA Form 7460-2, Notice of Actual Construction or Alteration, if the project is abandoned or within five (5) days after construction reaches its greatest height; (3) Obtain a temporary permit from the Authority for any construction equipment exceeding 288' AMSL; and (4) Any glint/glare issues identified from this project must be mitigated by the Petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

The variance will be valid until the FAA Determination of No Hazard to Air Navigation expires on November 13, 2020, but if the FAA Determination of No Hazard is extended by the FAA for no

more than 18 months, the variance will also be extended one time, without further action of the Board of Adjustment, provided that no changes in the proposed structure have occurred.

The Board of Adjustment may render its decision based on the findings and recommendations of the Hearing Officer. However, the Board of Adjustment may, but is not required to, review the record of the Hearing Officer's public hearing.

Upon motion of Gary Harrod, seconded by General Diehl, Airport Study No. 2019-71, Development Ventures Group, Inc., requesting a variance to construct a twenty-three story, 188 unit multi-family housing tower with associated leasing office/lounge, singular restaurant space, and roof top pool, with a maximum height of 288' AMSL, on a site located at 102 East Tyler Street, Tampa, FL was unanimously approved by all members present; and the Airport Zoning Director or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-75.

With no other petitions for variance to be presented, Mr. Kamprath closed the public hearing of the Board of Adjustment. Chairman Watkins adjourned the Board of Adjustment public hearing and proceeded to the Regular Board Meeting of the Aviation Authority.

Chairman Watkins called the Regular Board Meeting to Order.

Mr. Lopano informed the Board that at the June Board Meeting, General Counsel Stephens advised of the possibility of holding an Attorney-Client Closed Session at this meeting but that there was no need to hold the Attorney-Client Closed Session at this meeting.

Chairman Watkins then called for a motion to approve the Agenda for the meeting.

Upon motion of Gary Harrod, seconded by General Diehl, the Agenda was unanimously approved by all members present.

Chairman Watkins then called Sharon Calvert to be heard in Public Comments.

Sharon Calvert gave her address and stated that she was a local blogger and that she was a citizen advocate for good governance. She wanted to ensure that there was no conflict of interest as there are people associated with the Airport that are directly connected to Keep Hillsborough Moving, Inc. which is currently in litigation. She would also like to ensure that there is no conflict of interest associated with the alternate who sits in for Mr. Lopano at the Hillsborough MPO meeting.

Chairman Watkins then called Tabitha Pellegrine to be heard in Public Comments.

Tabitha Pellegrine informed the Board that she was here representing Turo and would read a statement that they had provided. The letter was pertaining to Agenda Item, J1, proposed Policy P824, Peer to Peer Vehicle Sharing.

Ms. Pellegrine read that Turo is an online peer to peer car sharing platform where Tampa residents share their cars with residents and visitors. Turo feels that the proposed Policy is troubling and unlawful.

She stated that the Authority has not complied with Florida Statute Section 189.069 which requires a Special District to post any meeting material in electronic format on its website 7 days before each meeting. The Authority sent a Draft Agenda 5 business days before the meeting with a cursory summary of P824. On July 29th Turo requested a copy of the proposed Policy and was advised it was not finalized. Turo did not receive a copy of the proposed Policy until the day before the meeting.

Ms. Pellegrine read that the proposed Policy violates Federal and Florida law as well as the Authority's own Enabling Act. The Enabling Act does not authorize the Authority to regulate online platforms that do not have a physical presence at the Airport. The Policy purports to create criminal penalties for violations including conspiracy to commit criminal trespass liability for online platforms though the Authority lacks authority under the Florida Constitution including Article 1, Section 18 to do so. The Enabling Act does not empower the Board to establish penalties by approving a Policy.

Ms. Pellegrine listed several other reasons the Board should decline the Policy.

This concluded Public Comments.

Chairman Watkins then asked General Counsel Stephens if there were any abstentions from the June 6, 2019 Board Meeting that needed to be read into the record. General Counsel Stephens stated there were no abstentions from the June 6, 2019 Board Meeting and he did not anticipate any abstentions at this meeting.

Chairman Watkins then called for a motion to approve the Minutes of the Regular Board Meeting of June 6, 2019. Upon motion of Gary Harrod, seconded by General Diehl, the Minutes of the Regular Board Meeting of June 6, 2019 were unanimously approved by all members present.

Chairman Watkins then called upon Mr. Lopano to present his Management Report.

Chris Minner was first and he presented the Performance Assessment Report. Total passenger traffic was up 4.3% in May and 5% in June. International traffic was up 17.8% in May and 36.8% in June. This reflected the first full month performance for Delta's new nonstop flight to Amsterdam which carried a 86.8% load factor the first month.

Cargo volume in the month of May was up 7.5% and it was up 1% in the month of June. June's numbers reflected a 14% decrease in mail which will continue to be monitored.

Mr. Minner next reported on Current Events.

Southwest Airlines announced it would be pulling all of its flights from Newark Airport. This has no direct impact on Tampa International Airport as Southwest does not have any direct flight into Newark. Southwest Airlines is proactively pulling all 737 Max aircraft from their schedule through January 5, 2020.

Mr. Minner reported on several air service announcements and some adjustments to the air service schedule.

Mr. Minner then turned to communications and social media. He reported that Mayor Castor recorded a new shuttle welcome message. There was a ticket giveaway to promote the new flights to Amsterdam on Delta as well as an announcement for Spirit to Nashville. Traditional media covered the United Airlines hangar groundbreaking as well as the All Access Program that allows people to go to TampaAirport.com and sign up to eat at restaurants on the Airsides.

Mr. Harrod had questions as to whether Southwest was the only airline that was scheduled to adjust the Max 737. Mr. Minner replied that different airlines have different strategies. Some airlines are optimizing their fleets by trying to push back the date when the existing aircraft would exit their fleet or trying to retime their maintenance so they are optimizing the amount of time that they can fly.

This concluded Mr. Minner's report.

Next was John Tiliacos who reported that Tampa International Airport was once again recognized as having one of the best concessions program designs in the industry. Freddie Maldonado, who works at Cigar City Brewing on Airside C was also recognized for giving exceptional service and generous hospitality. He was recently nominated for Food and Beverage Team Member of the Year.

Additional concessions awards were received from Airports Council International North America at the 2019 Excellence in Airport Concession. The Airport took second place in the large hub category for best food and beverage program and third place for the best retail program. Shoppes of Bayshore in the Main Terminal took second place for best new retail concept in the industry.

This concluded Mr. Lopano's Management Report.

The Chairman then asked if anyone had any items they would like set aside for further consideration on the Consent Agenda. Hearing none, Chairman Watkins called for a motion to approve the items in the Consent Agenda.

Upon motion of Gary Harrod, seconded by General Diehl, the Consent Agenda was unanimously approved by all members present.

The following items were contained in the Consent Agenda.

CONSENT ITEM I1

Amendment No. 4 to U. S. Postal Service Lease, United States Postal Service, Tampa International Airport, Resolution No. 2019-76.

On March 20, 1975, the Authority and the U. S. Postal Service (USPS) entered into U. S. Postal Service Lease (Lease) for 6.58 acres of land north of the Tampa main post office, also known as the general mail facility (GMF), for the construction of paved parking for USPS employees. The Lease currently terminates on June 18, 2020, with two five-year renewal options remaining. Rent is eight percent (8%) of the appraised land value, currently \$.80 per square foot, for a total annual rent of \$495,782.50, payable in monthly installments of \$41,315.21.

The Authority required a portion of the premises for the purpose of constructing SkyConnect. This Amendment No. 4 updates the size of the premises to 574,992 square feet (13.2 acres). The associated annual rent will be \$459,993.60, payable in monthly installments of \$38,332.80.

Management recommended adoption of Resolution No. 2019-76.

Resolution No. 2019-76 approved and authorized execution of Amendment No. 4 to U. S. Postal Service Lease at Tampa International Airport with the United States Postal Service; and authorized the Chief Executive Officer or his designee to execute all other ancillary documents.

CONSENT ITEM I2

License Agreement, Cellco Partnership d/b/a Verizon Wireless, Tampa International Airport, Resolution No. 2019-77.

Cellco Partnership d/b/a Verizon Wireless (Cellco) has requested use of Authority owned property for operating and maintaining a wireless communications cell site at Tampa International Airport (Airport). Cellco has used the site without Authority approval since August 1, 2015. Cellco owes past due rent in the amount of \$28,800.00, plus applicable taxes.

This License Agreement (Agreement) leases approximately 100 square feet of land located at 4750 Jim Walter Boulevard to Cellco for the purpose of maintaining and operating a wireless communications cell site including the land, an existing utility pole, an associated antennae and equipment cabinet. The Agreement will be retroactive from August 1, 2015 through July 31, 2022, and includes four, one-year renewal options which, if exercised, will result in a termination date of July 31, 2026. Subsequently, if the Agreement is not otherwise terminated, Cellco, if it is not in default of the Agreement, has the ability to exercise three additional one-year options. If all renewal options are exercised by Cellco and approved by the Chief Executive Officer, this Agreement will have a final termination date of July 31, 2029. The past due rent in the amount of \$28,800.00, plus applicable taxes, will be paid in full. The annual rent under this Agreement is \$7,200.00, payable in monthly installments of \$600.00, plus applicable taxes. The annual rental rate was derived through discussions with appraisers who have knowledge of cellular agreements and through negotiations with Cellco. Rent will increase 3% annually throughout the term of this Agreement, including any renewal options. Cellco can terminate upon 30 days' written notice if not otherwise in default of this Agreement. The Authority can terminate this Agreement 60 days from date of delivery of written notice.

Management recommended adoption of Resolution No. 2019-77.

Resolution No. 2019-77 approved and authorized execution of the License Agreement at Tampa International Airport with Cellco Partnership d/b/a Verizon Wireless; and authorized the Chief Executive Officer or his designee to execute all other ancillary documents.

CONSENT ITEM I3

Ground Lease with Planned Improvements, United Parcel Service, Inc., Tampa International Airport, Resolution No. 2019-80.

United Parcel Service, Inc. (UPS) is a signatory cargo carrier at Tampa International Airport (TPA). The Authority has agreed to construct an air cargo facility for UPS on approximately 296,965 square feet of land on the East Side of TPA, across from the current Federal Express facility. In addition, UPS will be granted use of certain common use cargo ramp areas designated for active cargo loading and off loading, and will pay the Authority the applicable rates for the use of these common use facilities.

The initial term of this Ground Lease with Planned Improvements (Agreement) is for twenty years, commencing August 1, 2019. There are two, five year renewal options which, if exercised and approved by Authority, will give the Agreement a final termination date of August 1, 2049. The Agreement is a triple net lease.

Rent will commence upon the earlier of Substantial Completion of Authority's Improvements or when UPS begins operating from the Leased Premises. Ground Rent is based upon current fair

market rental rate for unimproved land at TPA, which as of the Effective Date of the Agreement will be \$0.72 per square foot. The initial total annual Ground Rent for the Leased Premises is \$256,449.18, payable at \$21,370.76 monthly, plus applicable taxes. The Ground Rent will be adjusted to the then current fair market value for unimproved land at TPA every five years and at the renewal options.

UPS will also pay Authority's Improvements Rent, which is the amount sufficient to amortize the final cost of Authority's Improvements. The Authority's Improvements Rent, together with interest accruing at the rate of five percent (5%) per annum, will be paid in equal monthly installments over a term of 360 months. Authority's Improvements Rent survives the termination of this Agreement until the balance is paid in full.

Management recommended adoption of Resolution No. 2019-80.

Resolution No. 2019-80 approved and authorized execution of Ground Lease with Planned Improvements at Tampa International Airport with United Parcel Service, Inc.; and authorized the Chief Executive Officer or his designee to execute all other ancillary documents.

CONSENT ITEM I4

Consent to Assignment and Assumption Contract, Brock Solutions, U.S., Inc. and Brock Solutions US Systems LLC, Tampa International Airport, Resolution No. 2019-64.

On May 2, 2016, the Board awarded a Contract for Maintenance for Baggage Systems Technical Support (Contract) to Brock Solutions U.S. Inc. (Brock) to provide ongoing technical support of the baggage system at Tampa International Airport. The term of the Contract is for five years.

In 2017, Brock created a new entity for their operations in the U.S., called Brock Solutions US Systems LLC. Brock has requested to assign the Contract to Brock Solutions US Systems LLC. The assignment will not impact operations in any way, as both companies are part of the Brock Solutions organization, and the same people will be providing the required services under the Contract.

Staff recommended the Board consent to assignment of the Contract from Brock Solutions U.S. Inc. to Brock Solutions US Systems LLC.

Management recommended the adoption of Resolution No. 2019-64.

Resolution No. 2019-64 approved and authorized execution of the Consent to Assignment and Assumption Contract at Tampa International Airport between Brock Solutions U.S. Inc. and Brock Solutions US Systems LLC; and authorized the Chief Executive Officer or his designee to execute all other ancillary documents.

CONSENT ITEM 15

Authorization for Expenditure of State Forfeiture Funds, Tampa International Airport.

Under provisions of the U.S. Department of Treasury Guide to Equitable Sharing for Foreign Countries and Federal, State and Local Law Enforcement Agencies (Guide), State Forfeiture Funds shared with local law enforcement agencies must be expended for law enforcement purposes. The Florida Contraband Forfeiture Act (FCFA) authorizes law enforcement agencies to use the proceeds collected under the FCFA for authorized law enforcement purposes as well.

Authority Standard Procedure S440.14 requires expenditures from State Forfeiture Funds to be made only after approval from Legal Affairs and the Authority Board. Legal Affairs has reviewed this request and agrees with the expenditures.

Authorize the expenditure of State Forfeiture Funds to be used by the Tampa International Airport Police Department in an amount not-to-exceed \$4,000 for selected Department personnel to attend the Northwestern University Center for Public Safety School of Police Staff and Command, which will prepare the personnel for senior leadership positions.

This item is included in the State Forfeiture Funds Budget.

The Chief Executive Officer recommended the Board authorize the expenditure of State Forfeiture Funds and authorize the Chief Executive Officer or his designee to execute all other ancillary documents.

The Board acted on this by motion; no resolution was required.

CONSENT ITEM 16

Authorization to Dispose of Surplus Property, Tampa International Airport.

The following property has been determined to be surplus and serves no useful function or the continued use is uneconomical or inefficient.

Description	Qty	Asset Number	Year Purchased
Chevrolet Tahoe - Police Patrol Vehicle	1	128151	2014
Ford Expedition	1	104231	2001
Ford F250	1	704073	2009
Tenant Scrubber Floor Machine	1	126617	2007
Aerial Lift	1	107920	2003
Exmark Mower	2	701793 & 701792	2015

Toro Mower	1	127538	2014
Various Computers	60	--	--
Various Printers	4	--	--

Designate the above property as surplus and authorize disposal in accordance with Chapter 274, Florida Statutes. The computer equipment will be donated to the School District of Hillsborough County or otherwise properly disposed of. The remaining surplus property will be publicly advertised and auctioned at Tampa Machinery Auction, Inc. or GovDeals.com, an internet based auction system.

The Chief Executive Officer recommended the Board designate the above property as surplus and authorize disposal in accordance with Chapter 274, Florida Statutes.

The Board acted on this by motion; no resolution was required.

CONSENT ITEM 17

Increase in Not-to-Exceed Authorization for Maintenance Contract, Janitorial Services for Airport Non-Terminal Facilities, Ask Solution, Inc. d/b/a Ask Janitorial Professionals, Tampa International Airport.

On May 7, 2015, the Board entered into a Maintenance Contract for Janitorial Services for Non-Terminal Facilities (Contract) at Tampa International Airport with Ask Solution, Inc. d/b/a Ask Janitorial Professionals in an amount not-to-exceed \$550,000 for the term October 1, 2015 through September 30, 2020.

Due to the need for increased cleaning frequencies, added square footage of existing locations and new facilities that include the Airport Support Facility, Cell Phone Waiting Lot, Central Warehouse, Federal Inspection Services at Air Cargo and General Aviation, Police Canine and Taxi Holding Area, additional funds are needed through the end of the Contract term.

This item authorizes an increase of \$130,000 to the not-to-exceed amount of the Contract for a new total not-to-exceed amount of \$680,000.

This item is included in the O&M Budget.

The Chief Executive Officer recommended the Board authorize an increase in the not-to-exceed amount for the Contract to be issued to Ask Solution, Inc. d/b/a Ask Janitorial Professionals and authorized the Chief Executive Officer or his designee to execute all other ancillary documents.

The Board acted on this by motion; no resolution was required.

CONSENT ITEM 18

Use and Permit Agreement for Off-Airport Rental Car Concession, Florida Van Rentals, Inc., Tampa International Airport, Resolution No. 2019-78.

Florida Van Rentals, Inc. (Florida Van) is an off-site rental vehicle company based in Orlando, Florida, which operates in various Florida cities and rents vans and other similar vehicles to customers. Florida Van at times provides rental vehicles to customers arriving at Tampa International Airport (Airport) and therefore is required to execute a Use and Permit Agreement for Off-Airport Rental Car Concession (Agreement) in order to pick up these customers at the Airport.

This item approves and authorizes the Agreement with Florida Van to operate an off-airport car rental business and to provide transportation for Airport customers to its off-airport location by courtesy vehicle. The term of the Agreement is August 1, 2019 through September 30, 2020. The Authority may terminate the Agreement, with or without cause, upon 30 days written notice. In accordance with Authority Policy P822, Florida Van will pay a privilege fee equal to nine percent (9%) of Gross Receipts. Additionally, Florida Van will pay a Per-Trip Fee each time a customer is picked up at the Airport. Lastly, Florida Van will pay the Authority a Transportation Facility Charge (TFC) of \$2.00 per rental transaction day for each rental regardless of length of rental.

The Agreement provides two methods by which Florida Van can account for and report non-Airport business which is exempt from inclusion in Gross Receipts: a flat 5% or a signed affidavit stating an Airport customer did not arrive at the Airport within 24 hours and/or did not utilize a courtesy vehicle for transportation to or from Florida Van's off-airport facilities. The method chosen will remain in place throughout the term of the Agreement.

Management recommended adoption of Resolution No. 2019-78.

Resolution No. 2019-78 approved and authorized execution of Use and Permit Agreement for Off-Airport Rental Car Concession at Tampa International Airport with Florida Van Rentals, Inc.; and authorized the Chief Executive Officer or his designee to execute all other ancillary documents.

CONSENT ITEM 19

Agreement for Off-Airport Parking Concession, Premium Parking Service, LLC, Tampa International Airport, Resolution No. 2019-79.

Premium Parking, LLC (Premium) operates public parking lots in various cities in the United States, including four locations in Tampa, one of which is near Tampa International Airport (Airport). For its off-airport locations, Premium's parking lots are mobile app based, self-service by electronic reservation code, and transportation from/to the airport is the responsibility of the customer using public transportation.

Premium desires to execute an Agreement for Off-Airport Parking Concession (Agreement) at the Airport. Off-airport parking operators are defined in Policy P823 as an entity other than the Authority that is engaged in the business of operating parking facilities located off the Airport property and providing transportation to and from the Airport using the Airport's roadway system. Premium will not operate courtesy vehicles; rather customers will be required to use public transportation between Premium's parking lot and the Airport.

This item approves and authorizes an Agreement with Premium to operate an off-airport parking concession. The term of the Agreement is August 1, 2019, through September 30, 2021. The Authority may terminate the Agreement, with or without cause, upon 30 days written notice. In accordance with Authority Policy P823, Premium will pay a privilege fee of eight and one-half percent (8.5%) of Gross Receipts.

Management recommended adoption of Resolution No. 2019-79.

Resolution No. 2019-79 approved and authorized execution of Agreement for Off-Airport Parking Concession at Tampa International Airport with Premium Parking, LLC; and authorized the Chief Executive Officer or his designee to execute all other ancillary documents.

CONSENT ITEM I10

Purchase Order(s), Telecommunications Infrastructure Project Services (TIPS) utilizing State of Florida Department of Management Services, State Technology Office Contract No. DMS-12/13-001, Tampa International, Peter O. Knight, Tampa Executive and Plant City Airports.

On August 1, 2013, the Board authorized the issuance of a purchase order in an amount not-to-exceed \$400,000 to the State of Florida utilizing State of Florida Department of Management Services, State Technology Office Contract No. DMS-12/13-001 for infrastructure cabling and telecommunications needs. Work included upgrade of wireless communication system infrastructure and purchase and installation of copper and fiber cabling for the Shared Tenant Services program, with work being performed by Comco Communications Installation & Services Company, Inc. The term of the purchase order was July 1, 2013 through June 30, 2016.

On August 7, 2014, the Board authorized an increase of \$1,600,000 to the purchase order to cover re-routing of Authority fiber optic cabling being affected by construction of the structural foundation systems of Phase 1 Master Plan projects, for a new total not-to-exceed purchase order amount of \$2,000,000.

On May 2, 2016, the Board authorized the continued use of State of Florida Department of Management Services, State Technology Office Contract No. DMS-12/13-001 through June 30, 2019 for a new total not-to-exceed amount of \$4,000,000.

The State of Florida Department of Management Services, State Technology Office has extended the term of Contract DMS-12/13-001 through December 31, 2019 to allow for the award of a new contract.

Authority Policy P410 authorizes the utilization of federal, state, local or multi-state cooperative purchasing contracts to purchase goods and services without obtaining three quotes or advertisement.

Authorize the continued use of State of Florida Department of Management Services, State Technology Office Contract No. DMS-12/13-001 for infrastructure cabling and telecommunications needs at Tampa International, Peter O. Knight, Tampa Executive and Plant City Airports, with work performed by Comco Communications Installation & Services Company, Inc., through December 31, 2019. The total not-to-exceed amount of \$4,000,000 remains unchanged.

This item is included in the Capital and O&M Budgets.

The Chief Executive Officer recommended the Board authorize the continued use of State of Florida Department of Management Services, State Technology Office Contract DMS-12/13-001 and authorize the Chief Executive Officer or his designee to execute all other ancillary documents.

The Board acted on this by motion; no resolution was required.

CONSENT ITEM I11

Purchase Order(s), Designated Aviation Channeling Service Provider utilizing Jacksonville Aviation Authority Contract RFP No. 19-08-46104, Telos Identity Management Solutions, LLC, Tampa International Airport.

Designated aviation channeling services are currently provided to the Authority by Telos Identity Management Solutions, LLC. These services are required by applicable Transportation Security Administration, Department of Homeland Security regulations to ensure applicants, such as Authority employees, Customs and Border Protection employees, and other contractor and airline employees, meet established background checks, including a fingerprint based Criminal History Records Check and Security Threat Assessment, prior to receiving an Airport ID and obtaining unescorted access to secured Airport areas.

Authority Policy P410 authorizes the utilization of federal, state, local or multi-state cooperative purchasing contracts to purchase goods and services without obtaining three quotes or advertisement.

Authorize the issuance of purchase orders to Telos Identity Management Solutions, LLC for the purchase of designated aviation channeling services utilizing Jacksonville Aviation Authority Contract RFP No. 19-08-46104, for the period of August 1, 2019 through June 30, 2020, with four, discrete one-year renewal options at the discretion of the Chief Executive Officer. The total not-to-exceed amount of the purchase orders is \$700,000, including any renewal options. Renewal options are contingent upon approval of the renewal options between Telos Identity Management Solutions, LLC and Jacksonville Aviation Authority under Contract RFP No. 19-08-46104.

This item is included in the O&M Budget.

The Chief Executive Officer recommended the Board award and authorize the issuance of purchase orders to Telos Identity Management Solutions, LLC and authorize the Chief Executive Officer or his designee to execute all other ancillary documents.

The Board acted on this by motion; no resolution was required.

The Chairman proceeded to Policies or Rules for Consideration or Action

The first item under Policies or Rules for Consideration or Action was the update to Policy Manual, Policy for Approval: Section 800, Policy P824, Peer to Peer Vehicle Sharing, presented by Laurie Noyes.

The Authority previously engaged a Master Plan Consultant to, among other tasks, provide the Authority with a plan to combat the continuing increased congestion the Authority was experiencing on the roadway systems at Tampa International Airport (Airport). The Master Plan Consultant created a three-phase Master Plan, Phase 1 of which focused on decongestion at the Airport Main Terminal and on the Airport roadway systems. The Authority spent over \$970 million on Phase 1 to decongest the Airport roadway systems and Main Terminal.

With respect to roadway decongestion, the key projects included the construction of the Rental Car Center and Automated People Mover. These projects were designed to eliminate 3.8 million vehicle trips per year on the Authority's roadway systems and cost approximately \$736 million. The Master Plan Consultant's report showed that without these projects and the accompanying decongestion, the overall capacity at the Airport would have been impacted in the near future.

Additionally, the Authority has previously implemented a curbside management program to reduce congestion at the Main Terminal curbsides. As part of the program, the Authority implemented a "no dwelling" policy at the Main Terminal curbsides. The Authority also no longer allows rental car transactions to occur at the Main Terminal or Long Term Parking Garage.

Authority staff has observed Peer to Peer Vehicle Sharing transactions on the Main Terminal curbsides, with an average of 5 minutes per transaction. Authority staff has also observed Peer to Peer Vehicle Sharing transactions in the various parking garages at the Airport. All of these Peer to Peer Vehicle Sharing transactions require additional traffic on the Authority's roadway systems which increases congestion. Peer to Peer Vehicle Sharing vehicle owners have also been observed leaving vehicle keys in and around unlocked vehicles, creating security and safety concerns at the Airport.

The Economy Parking Garage has capacity to handle Peer to Peer Vehicle Sharing transactions.

The proposed Policy P824, Peer to Peer Vehicle Sharing, establishes the operation of peer to peer vehicle sharing at the Airport. Under the proposed Policy, "Peer to Peer Vehicle Sharing" is defined as an arms-length, remote, or web-enabled transaction where a vehicle owner allows a third party to use the vehicle owner's vehicle for a period of time for a fee. This includes, but is not limited to, online vehicle platforms that connect vehicle owners with customers seeking to book the vehicle(s), with the vehicle owners either dropping-off the vehicle to the customer or picking up the customer at the Airport.

The proposed Policy P824 will require Peer to Peer Vehicle Sharing transactions to take place on Level 6 of the Economy Parking Garage. In addition, Peer to Peer Vehicle Sharing transactions will be subject to current parking fees and paying a percentage of the gross receipts related to transactions occurring at the Airport. Fees will be established based on industry best practices, benchmarking, and market conditions, currently 12%. Peer to Peer Vehicle Sharing vehicles are prohibited from using the Main Terminal roadways and curbsides as well as the Long Term and Short Term Parking Garages.

The proposed Policy P824 also provides for enforcement action to be taken by the Authority in the event the Peer to Peer Vehicle Sharing participants violate the Policy.

The Chief Executive Officer recommended the Board approve Policy P824, Peer to Peer Vehicle Sharing.

Upon motion of Gary Harrod, seconded by General Diehl, Policy P82, Peer to Peer Vehicle Sharing, was unanimously approved by all members present; no resolution was required.

There were no Committee Reports so the Chairman proceeded to Unfinished Business.

The first item in Unfinished Business was Award of Contract for Noise Consulting Services, HCAA Project No. 6660 19, Environmental Science Associates Corporation, Tampa International Airport, Resolution No. 2019-65, presented by Adam Bouchard.

The Authority has an extensive noise mitigation program to reduce aircraft noise levels in surrounding noise-sensitive communities and is committed to continuing those efforts. HCAA Project

No. 6660 19 will formally update the Noise Exposure Map (NEM) for Tampa International Airport. The last formal update was completed in 2000 and approved by the Authority in 2001. Additional noise consulting services may also be provided under this Contract.

On June 6, 2019, the Board approved negotiations with the number one ranked firm, Environmental Science Associates Corporation.

The term of the Contract is for the period of August 1, 2019 through July 31, 2024, with two discrete one-year renewal options at the discretion of the Chief Executive Officer for a total not-to-exceed amount of \$767,517, including the renewal options.

A DBE goal of at least 10% of the dollar amount earned on the Contract was prescribed. A DBE goal of at least 10.6% will be incorporated into this Contract.

This item is included in the Capital and O&M Budgets.

Management recommended adoption of Resolution No. 2019-65.

Upon motion of Gary Harrod, seconded by General Diehl, the Contract for Noise Consulting Services at Tampa International Airport with Environmental Science Associates Corporation was unanimously approved by all members present; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-65.

The second item in Unfinished Business was the Part 2 Supplemental Contract A for Design-Build Services, Airport Security Systems Replacement, HCAA Project Nos. 8805 17 & 6495 17, HCBeck, Ltd. d/b/a The Beck Group, Tampa International Airport, Resolution No. 2019-66, presented by Jeff Siddle.

The Authority's security systems are currently comprised of an Access Control System (ACS), Video Management System (VMS), and associated network infrastructure, including video storage. While the maintenance of both the ACS and VMS is kept up-to-date, many of the hardware components are reaching the end of their useful life.

The scope of work for this Program includes the development of a Security Master Plan, an implementation strategy based on agreed upon recommendations of the Security Master Plan, and all design, fabrication and construction services necessary to complete upon recommendations of the Security Master Plan.

On August 3, 2017, the Board awarded the Part 1 Design-Build Contract for development of a Security Master Plan for the Program in the not-to-exceed amount of \$804,658.

On June 7, 2018, the Board authorized execution of Amendment No. 1 to the Part 1 Design-Build Contract for the design of security system upgrades for Tampa International Airport under HCAA Project No. 8805 17 and for a new ACS for Tampa Executive Airport under HCAA Project No. 6495 17 in a not-to-exceed amount of \$1,782,158, bringing the total combined Part 1 Design-Build Contract amount to date to \$2,586,816.

On February 14, 2019, the Board approved the Part 2 Design-Build Contract in the amount of \$2,765,024 for implementation of a pilot project for a biometric based Customs and Border Protection exit facility at two international departure gates and installation of access control on all shuttle guideway doors.

The following have been approved to date:

	Board Meeting	Amount	Description
Part 1 Design-Build Contract	August 3, 2017	\$804,658	Development of Security Master Plan
Amendment No. 1 to Part 1 Design-Build Contract	June 7, 2018	\$1,782,158	Design of security system upgrades at Tampa International Airport and new ACS for Tampa Executive Airport
Part 2 Design-Build Contract	February 14, 2019	\$2,765,024	Implementation of a pilot project for a biometric based Customs and Border Protection exit facility at two international departure gates and installation of access control on all shuttle guideway doors

The total combined Program Contract amount to date is \$5,351,840.

This Part 2 Supplemental Contract A for Design-Build Services provides for the following scope of work:

- Replacement of numeric access key pads with an ACS on all passenger boarding bridge doorways
- Replacement of existing analog cameras with new digital cameras including increased video management system storage
- Installation of an Identification Management System (IDMS)

The Guaranteed Maximum Price (GMP) for this Part 2 Supplemental Contract A for Design-Build Services will be \$8,447,565. The new total Part 2 Contract GMP will be \$11,212,589. The new total combined Program Contract amount to date will be \$13,799,405.

This Part 2 Supplemental Contract A for Design-Build Services will incorporate a DBE participation of at least 47.3% for design and 11% for construction.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2019-66.

Upon motion of Gary Harrod, seconded by General Diehl, Part 2 Supplemental Contract A for Design-Build Services for Airport Security Systems Replacement at Tampa International Airport with HCBeck, Ltd. d/b/a The Beck Group was unanimously approved by all members present; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-66.

The third item in Unfinished Business was Amendment No. 1 to Part 1 Contract for Design-Build Services, Air Cargo Expansion, HCAA Project No. 8240 19, The Middlesex Corporation, Tampa International Airport, Resolution No. 2019-86, presented by Jeff Siddle.

On December 6, 2018, the Board awarded a Part 1 Contract for Design-Build Services to The Middlesex Corporation for the design of the Air Cargo Expansion in the not-to-exceed amount of \$3,469,950 for basic services and reimbursable expenses.

The Part 1 Contract for Design-Build Services commenced on December 6, 2018. Substantial completion of the Project is anticipated in the fall of 2020.

A DBE goal of at least 11.0% of the dollar amount earned on the Part 1 Contract for Design-Build Services for the design phase of the Project was prescribed. The Part 1 Contract for Design-Build Services incorporated a DBE participation of at least 11.1% of the dollar amount earned on the design phase of the Project.

During the course of design development for the Project, the Authority has determined that the following additional design services are required:

- Dual taxiway apron design
- Relocation of Dazzo Pump Station
- Hydrant Fueling Design

The not-to-exceed amount for this Amendment No. 1 for basic services and reimbursable expenses will be \$448,870.00, bringing the total combined Part 1 Contract for Design-Build Services amount to date to \$3,918,819.00.

The DBE participation will change from 11.1% to 9.8% as a result of this Amendment No. 1.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2019-86.

Upon motion of Gary Harrod, seconded by General Diehl, Amendment No. 1 to Part 1 Contract for Design-Build Services, Air Cargo Expansion, HCAA Project No. 8240 19 at Tampa International Airport with The Middlesex Corporation was unanimously approved by all members present; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-86.

The Chairman then proceeded to New Business.

The first item in New Business was the Construction Contract, Rehabilitate and Enhance Airfield Lighting, HCAA Project No. 6580 19, H.L. Pruitt Corp., Tampa International Airport, Resolution No. 2019-67, presented by Jeff Siddle.

This Project includes improvements to Tampa International Airport's existing airfield lighting system to conform to FAA requirements and to address FAA recommendations to increase airfield safety. The improvements include upgrading the runway end lights to new FAA criteria, installing a new primary wind cone with segmented circle, installing new Runway Guard Lights on the taxiways in the vicinity of the intersection of Runways 10-28 and 1R-19L, and the replacement of existing taxiway edge lights in the southeast area of the airfield.

A low bid solicitation was advertised on May 6, 2019.

On June 24, 2019, bids were publicly opened and read aloud as follows:

Company Name	Bid Amount
H.L. Pruitt Corp.	\$656,894.00
American Infrastructure Services, Inc.	\$734,320.00
Highway Safety Devices, Inc.	\$1,207,130.20

The lowest responsive and responsible bidder is H.L. Pruitt Corp.

A W/MBE Goal participation rate of 7% was prescribed and a W/MBE Goal participation rate of at least 11.4% is incorporated into this Contract.

Subsequent to the bid opening, staff determined that due to the bid received from the low bidder, there remains excess funds in the Project budget. Staff determined that it would be beneficial to the Authority to include corrections to additional airfield lighting and electrical discrepancies which were identified by the FAA in their annual FAR Part 139 inspection. Staff is proposing to add this additional lighting and electrical discrepancies work to this Contract by a future Supplemental Agreement while the Contractor is on site and to pay for this work with the excess funds from this Project. Staff requests the Board authorize the Chief Executive Officer to execute a Supplemental Agreement to this Contract in an amount not-to-exceed \$250,000 for the additional airfield lighting and electrical discrepancies work.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2019-67.

Upon motion of Gary Harrod, seconded by General Diehl, the Construction Contract for Rehabilitate and Enhance Airfield Lighting, HCAA Project No. 6580 19 at Tampa International Airport with H.L. Pruitt Corp. in the amount of \$656,894.00 was unanimously approved by all members present; the Chief Executive Officer was authorized to execute a Supplemental Agreement in an amount not-to-exceed \$250,000 for additional airfield lighting and electrical discrepancies work; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-67.

The second item in New Business was the Construction Contract, Runway 10-28 & Other Pavement Rehabilitation, HCAA Project No. 6620 19, C.W. Roberts Contracting, Incorporated, Plant City Airport, Resolution No. 2019-68, presented by Jeff Siddle.

This Project consists of the rehabilitation of Runway 10-28, Taxiway A and Connectors, T-Hangar Taxilanes, and new construction of Taxiway A extension to the end of Runway 10 and new Taxiway Connector A4 and A6 at Plant City Airport.

A low bid solicitation was advertised on May 1, 2019.

On June 12, 2019, bids were publicly opened and read aloud as follows:

Company Name	Bid Amount
C.W. Roberts Contracting, Incorporated	\$3,857,236.30
Cobb Site Development, Inc.	\$4,827,175.96
Ajax Paving Industries of Florida LLC	\$5,049,734.90

The lowest responsive and responsible bidder is C.W. Roberts Contracting, Incorporated.

A DBE Goal participation rate of 10% was prescribed and a DBE Goal participation rate of at least 10% is incorporated into this Contract.

Per Authority Policy P410, staff may authorize use of the Owner's Direct Purchase Program with respect to construction materials and supplies, if appropriate.

Subsequent to the bid opening, staff determined that due to the bid received from the low bidder, there remains excess funds in the Project budget. A project to rehabilitate the apron at Plant City Airport was previously moved to FY20 because of budget constraints. Staff is proposing to add the apron rehabilitation scope of work to this Contract by a future Supplemental Agreement while the Contractor is on site and to pay for this work with the excess funds from HCAA Project No. 6620 19. Staff requests the Board authorize the Chief Executive Officer to execute a Supplemental Agreement to this Contract in an amount not-to-exceed \$550,000 for the rehabilitation of the apron at Plant City Airport.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2019-68.

Upon motion of Gary Harrod, seconded by General Diehl, the Construction Contract for Runway 10-28 and Other Pavement Rehabilitation, HCAA Project No. 6620 19 at Plant City Airport with C.W. Roberts Contracting, Incorporated in the amount of \$3,857,236.30 was unanimously approved by all members present; staff was authorized to use Owner's Direct Purchase Program, if appropriate; the Chief Executive Officer was authorized to execute a Supplemental Agreement in an amount not-to-exceed \$550,000 for the rehabilitation of the apron at Plant City Airport; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-68.

The third item in New Business was the Construction Contract, Short Term Parking Garage Helix Lighting Replacement, HCAA Project No. 6595 19, MCS of Tampa, Inc., Tampa International Airport, Resolution No. 2019-69, presented by Jeff Siddle.

This Project includes the removal of the existing light fixtures and the installation of new LED light fixtures on the up and down helixes of the Short Term Parking Garage (STPG) at Tampa International Airport.

A low bid solicitation was advertised on March 20, 2019.

On May 28, 2019, bids were publicly opened and read aloud as follows:

Company Name	Bid Amount
*Interbay Electric Co., Inc.	\$138,000.00
MCS of Tampa, Inc.	\$153,255.08
A&K Energy Conservation, Inc.	\$195,444.64
Himes Electric Company, Inc.	\$254,089.00
*Matcon Construction Services, Inc.	\$783,764.00

The lowest responsive and responsible bidder is MCS of Tampa, Inc., a certified W/MBE firm.

*Interbay Electric Co., Inc. was deemed non-responsive for failing to sign the Bid Form, failing to meet the prescribed W/MBE Goal and failing to provide sufficient Good Faith Efforts documentation. Matcon Construction Services, Inc. was deemed non-responsive for failing to include the correct Bid Bond form with its Bid.

A W/MBE Goal participation rate of 7% was prescribed and a W/MBE Goal participation rate of at least 86% is incorporated into this Contract.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2019-69.

Upon motion of Gary Harrod, seconded by General Diehl, the Construction Contract for Short Term Parking Garage Helix Lighting Replacement, HCAA Project No. 6595 19 at Tampa International Airport with MCS of Tampa, Inc. in the amount of \$153,255.08 was unanimously approved by all members present; rejection of the bids received from Interbay Electric Co., Inc. and Matcon Construction Services, Inc. as non-responsive was approved; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-69.

The fourth item in New Business was the Construction Contract, Airside A and E Restroom Refurbishment, HCAA Project No. 5450 18, Walbridge Aldinger LLC, Tampa International Airport, Resolution No. 2019-70, presented by Jeff Siddle.

This Project includes the refurbishment of the main boarding level public and companion restrooms at Airside A and E to enhance maintenance, improve the overall appearance of the facilities, and reduce congestion.

A low bid solicitation was advertised on May 3, 2019.

On June 18, 2019, bids were publicly opened and read aloud as follows:

Company Name	Bid Amount
Walbridge Aldinger LLC	\$5,043,954.00
D&M Construction Group, Inc. d/b/a Foresight Construction Group, Inc.	\$5,693,003.00
RL Burns, Inc.	\$6,003,633.00
*Matcon Construction Services, Inc.	\$6,937,320.72
Manhattan Construction Company	\$7,485,184.50
Charles Perry Partners, Inc.	\$8,428,000.00

The lowest responsive and responsible bidder is Walbridge Aldinger LLC.

*Matcon Construction Services, Inc. was deemed non-responsive for failing to meet the prescribed W/MBE Goal.

A W/MBE Goal participation rate of 14% was prescribed and a W/MBE Goal participation rate of at least 30.8% is incorporated into this Contract.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2019-70.

Upon motion to Gary Harrod, seconded by General Diehl, the Construction Contract for Airside A and E Restroom Refurbishment, HCAA Project No. 5450 18 at Tampa International Airport with Walbridge Aldinger LLC in the amount of \$5,043,954.00 was unanimously approved by all member present; rejection of bid received from Matcon Construction Services, Inc. as non-responsive was

approved; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-70.

The fifth item in New Business was the Selection of Design Professional, Runway 5-23 & Taxiway E Rehabilitation, HCAA Project No. 6700 20, Tampa Executive Airport, presented by Jeff Siddle.

As part of the Authority's ongoing airfield maintenance initiatives, airfield pavements are rehabilitated on a periodic basis. This Project provides for the design to rehabilitate and reconstruct Runway 5-23 and Taxiway E asphalt pavements at Tampa Executive Airport.

On April 3, 2019, a request for qualifications entitled Runway 5-23 & Taxiway E Rehabilitation at Tampa Executive Airport was issued.

Three responses were received and evaluated by staff.

The order of technical ranking is as follows:

1. AVCON, Inc.
2. American Infrastructure Development, Inc.
3. Mead & Hunt, Inc.

A DBE goal of at least 13% of the dollar amount earned on the Contract was prescribed. A DBE goal of at least 13% will be incorporated into this Contract.

The anticipated term of the negotiated Contract is one year after the completed Project.

AVCON, Inc. is a State certified MBE. American Infrastructure Development, Inc. is a certified DBE.

This item is included in the Capital Budget.

The Chief Executive Officer recommended ranking the order of firms as listed above.

Upon motion of Gary Harrod, seconded by General Diehl, the firms were ranked in order of preference by unanimous approval of all members present and staff was authorized to negotiate a contract; no resolution was required.

The sixth item in New Business was Supplemental Contracts, Information Technology Consulting Services, General Purpose Commercial Information Technology Equipment, Software and Services, utilizing GSA Contract Nos. GS-35F-497AA, GS-35F-0547V, 47QTCA18D00LE, Applications Software Technology LLC, Polaris Associates, Inc., and Mirage Software, Inc. dba Bourntec Solutions

Inc., Tampa International Airport, Resolution Nos. 2019-83, 2019-84 and 2019-85, presented by Marcus Session.

The Authority's Information Technology Services Department is in need of consulting services on an as-needed basis to support the upgrade of its Enterprise Resource Planning (ERP) software system. The ERP software system automates the Authority's finance function, project accounting, purchasing, inventory, human resources, payroll, budgeting and advanced business reporting.

Applications Software Technology LLC, Polaris Associates, Inc., and Mirage Software, Inc. dba Bourntec Solutions Inc. were selected based on their capabilities and Oracle Partner status. Services will include, but not be limited to, technical and functional support for the design and upgrade of the current ERP software system, upgrade of the current timekeeping solution, and support to deploy new functionality such as mobility, analytics, and advance benefits. Supplemental Contracts with each company will provide for the inclusion of statutorily required and other contract language.

Authority Policy P410 authorizes the utilization of federal, state, local or multi-state cooperative purchasing contracts to purchase goods and services without obtaining three quotes or advertisement.

This item authorizes the execution of Supplemental Contracts, to include statutorily required and other contract language, and the issuance of purchase orders to Applications Software Technology LLC utilizing GSA Contract No. GS-35F-497AA, Polaris Associates, Inc. utilizing GSA Contract No. GS-35F-0547V, and Mirage Software, Inc. dba Bourntec Solutions Inc. utilizing GSA Contract No. 47QTCA18D00LE, for the purchase of information technology consulting services on an as-needed basis, for the period of August 1, 2019 through July 31, 2023 in a total aggregate not-to-exceed amount of \$2,700,000.

This item is included in the O&M Budget and Capital Budgets.

Management recommended adoption of Resolution Nos. 2019-83, 2019-84 and 2019-85.

Upon motion of Gary Harrod, seconded by General Diehl, the Supplemental Contract and issuance of purchase orders to Applications Software Technology LLC was unanimously approved by all members present and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-83.

Upon motion of Gary Harrod, seconded by General Diehl, the Supplemental Contract and issuance of purchase orders to Polaris Associates, Inc. was unanimously approved by all members present and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-84.

Upon motion of Gary Harrod, seconded by General Diehl, the Supplemental Contract and issuance of purchase orders to Mirage Software, Inc. dba Bourntec Solutions Inc. was unanimously approved by all members present and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-85.

The seventh item in New Business was Supplemental Contract, Software Products and Services utilizing National Cooperative Purchasing Alliance Contract No. 01-86, Carahsoft Technology Corporation, Tampa International Airport, Resolution No. 2019-82, presented by Marcus Session.

The Authority's Information Technology Services Department routinely purchases equipment, software and related services to support the Authority's information technology needs. Carahsoft Technology Corporation is an authorized distributor of over 500 information technology manufacturers including, but not limited to, Dell EMC, DocuSign, Symantec, Varonis, and Bespoke software. These software solutions allow Authority staff to efficiently backup Authority data, facilitate incident notifications as well as automatic escalations, and detect and fix infrastructure problems. These technology manufacturers are available through the National Cooperative Purchasing Alliance Contract No. 01-86. A Supplemental Contract provides for the inclusion of statutorily required and other contract language.

Authority Policy P410 authorizes the utilization of federal, state, local or multi-state cooperative purchasing contracts to purchase goods and services without obtaining three quotes or advertising.

This item authorizes the execution of a Supplemental Contract, to include statutorily required and other contract language, and issuance of purchase orders to Carahsoft Technology Corporation for the purchase of equipment, software and related services utilizing National Cooperative Purchasing Alliance Contract No. 01-86, for the period of August 1, 2019 through November 30, 2021, with two discrete, one-year renewal options at the discretion of the Chief Executive Officer, in the total not-to-exceed amount of \$1,000,000, including the renewal options. The renewal options are contingent upon approval of similar renewal options by the National Cooperative Purchasing Alliance under Contract No. 01-86.

This item is included in the Capital and O&M Budgets.

Management recommended adoption of Resolution No. 2019-82.

Upon motion of Gary Harrod, seconded by General Diehl, the Supplemental Contract and issuance of purchase orders to Carahsoft Technology Corporation was unanimously approved by all members present and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2019-82.

The eight item in New Business was the Proposed Capital and Operating Budget for Fiscal Year 2020, presented by Damian Brooke and Al Illustrato.

The Florida Uniform Special District Accountability Act of 1989 sets forth general provisions for all special districts. These provisions require that all special districts must adopt a budget by resolution each fiscal year.

The Proposed Capital and Operating Budget for Fiscal Year 2020 is being distributed today to the Board Members for their review, along with a presentation of the Proposed Capital and Operating Budget. The Budget was reviewed with the signatory carriers serving Tampa International Airport on July 25, 2019.

Mr. Brooke provided a comprehensive and lengthy budget presentation, going over the proposed budget in great detail and answering all questions from the Board Members to their satisfaction. Mr. Illustrato assisted him with the portion pertaining to the Capital Improvement Program.

Approval of the Proposed Capital and Operating Budget for Fiscal Year 2020 will be requested at the next Authority Board meeting on September 5, 2019.

No action was required at this time.

The ninth and final item in New Business was the CEO Annual Review, presented by Michael Stephens.

In accordance with the terms of the Employment Contract with the Authority's Chief Executive Officer (CEO), Authority Board Members must complete a performance evaluation on the CEO and review overall CEO compensation each year.

Board Members have completed their evaluations of the CEO and submitted them directly to the Human Resources Department. The overall results of the evaluation, which included scores on a 1-5 scale on 14 measurable areas of performance, is 4.97/5.0.

The Board will review the CEO's performance and compensation.

Gary Harrod began the discussion with discussion of his early career in the airline industry. He praised Mr. Lopano for all of his accomplishments. Mr. Harrod realized that there are sensitivities related to revenue particularly when it is a public entity but added that everyone should appreciate what the Airport gives to the community.

Last year Mr. Harrod proposed a bonus of \$150,000 for Mr. Lopano, which he considered a catch-up for not receiving a bonus in 2017, and a 5% salary increase which was approved by the Board.

For this year, Mr. Harrod made a motion to increase Mr. Lopano's base salary by 7% and provide a bonus of 25% of his salary.

Chairman Watkins asked for General Counsel Stephens to calculate what the increase would equate to.

Chairman Watkins then asked for a Second.

General Diehl seconded the motion.

General Diehl praised Mr. Lopano's team. He asked if Mr. Lopano needed anything from the Board to retain the current team. He also wanted to look at extending Mr. Lopano's contract. Chairman Watkins agreed that the Board was going to stay ahead of Mr. Lopano's contract and that it would be reworked prior to it expiring.

Chairman Watkins asked again for the calculation that was being proposed for Mr. Lopano. Mr. Brooke responded that 25% of Mr. Lopano's current salary equated to \$118,750. Chairman Watkins then asked when it should be effective and Mr. Harrod replied that he would like it to be effective immediately.

General Counsel repeated the Motion, Mr. Lopano's new compensation would be a 7% adjustment to base salary and a 25% bonus, both paid immediately.

General Diehl made a motion to give Mr. Lopano a bonus of \$150,000 to continue what was awarded last year. Chairman Watkins asked if there was a second to the motion. Mr. Harrod replied that he would like to stay with his original number of 25%.

The original motion that was on the floor of a 7% adjustment to base salary and a 25% bonus paid immediately was unanimously approved by all members present; no Resolution was required.

This item concluded New Business and Chairman Watkins proceeded to Staff Reports.

Al Illustrato gave a brief Master Plan Phase 2 update.

Kimmins Contracting continues working on the red side rental car garage demolition.

At SkyCenter there is continued foundation work. The elevator system is coming out of the ground for the new structure. The cell phone lot is being reconfigured and work is taking place to build new restrooms.

There is site clearing, temporary drainage work and foundation prep work with Cross Field Taxiway A.

On the Roadway Expansion, Cone & Graham will complete the bidding and submit a Part 2 Contract for review which will be brought to the Board in October.

On the curbside expansion, Hensel Phelps and HNTB are working towards their 100% design documents.

Mr. Illustrato concluded saying the budget remains the same. There is \$170.3 million in committed costs and \$44.3 million cost spent to date.

Mr. Harrod had some additional questions regarding a ground-breaking and when the Authority planned to move to the new building which Mr. Illustrato answered to his satisfaction.

This concluded Mr. Illustrato's report.

Before adjourning the meeting, Mr. Stephens requested an Attorney-Client Closed Session be held at the September 2019 Board Meeting to discuss pending litigation and to seek the Board's direction in terms of settlement and strategy.

With no further business to be brought before the Board, the Regular Board meeting adjourned at 11:01 a.m.

Robert I. Watkins, Chairman

Mayor Jane Castor
Assistant Secretary/Assistant Treasurer