

AMENDMENT NO. 2

TO

CONTRACT FOR DESIGN PROFESSIONAL SERVICES

This AMENDMENT No. 2 is to the Contract for Design Professional Services which was entered into the 1st day of October, 2020 by and between the Hillsborough County Aviation Authority, a public body corporate under the laws of the State of Florida, hereinafter referred to as the "Owner", and Corgan Associates, Inc., a Texas Corporation, authorized to do business in the State of Florida, hereinafter referred to as the "Design Professional". With the execution of Amendment No. 2, the Owner and the Design Professional, for the consideration stated herein, and other good and valuable consideration, hereto agree to change provisions of the aforementioned Contract as follows:

1. ARTICLE 3 – SERVICES BY THE DESIGN PROFESSIONAL

Delete Paragraph 3.1 in its entirety and replace with the following:

3.1 The services that the Design Professional will provide to the Owner under this Contract will be as follows, and in general accordance with the Owner's request for qualifications, except for scope provisions covering Work or Services performed under the Design-Builder's Part 1 Contract, dated February 21, 2014, entitled "Request for Qualifications Checked Baggage System Upgrades and Optimization", the Design Professional's fee and scope proposal dated May 18, 2017, entitled "HCAA Project Number 5991 14, Checked Baggage Upgrades and Optimization, Design Team Scope of Work" and the Design Professional's fee and scope proposal dated September 18, 2017, entitled "HCAA Project Number 1105 14, Checked Baggage Upgrades and Optimization, Design Team Scope – ConRAC/APM 3 Building – Remote Check-in BHS", which are incorporated by reference, and the Design Professional's fee and scope proposal dated September 24, 2020, entitled "HCAA Project Number 5991 14, Checked Baggage Upgrades and Optimization, Design Team Additional CA Services Scope", which is attached hereto as Attachment 1 and Exhibit E and both are incorporated by reference. In the event of any conflicts between this Contract and any other documents, the precedence in resolving such conflicts will be as follows:

3.1.1 This Contract

3.1.2 Individual work order and Design Professional's associated fee and scope proposal

3.1.3 The Owner's request for qualifications

Delete Paragraph 3.2 in its entirety and replace with the following:

3.2 The Design Professional designates Jay Liese, whose business address is 401 North Houston Street Dallas, TX 75202, and who is a qualified professional, to serve as the project manager. The project manager will be authorized and responsible to act on behalf of the Design Professional with respect to directing, coordinating and administering all aspects of the services to be provided and performed under this Contract. The Design Professional designates John Murphy, whose title is Principal, whose business address is 401 North Houston Street Dallas, TX 75202, to have full authority to bind and obligate the Design Professional on all matters arising out of or relating to this Contract. The Design Professional agrees that the project manager will devote whatever time is required to satisfactorily manage the services to be provided and performed by the Design Professional hereunder. Any replacement of the project manager will be subject to the prior approval and acceptance of the Owner.

2. ARTICLE 5 – PAYMENTS TO THE DESIGN PROFESSIONAL

Delete Paragraph 5.1 in its entirety and replace with the following:

5.1 The amount for the performance of basic services and reimbursable expenses required under this Contract, will be in a not-to-exceed amount of Five Million Seventy Four Thousand Nine Hundred Sixty Two and No One Hundredths Dollars (\$5,074,962.00), which includes all fees for subconsultants.

3. ARTICLE 24 – DISADVANTAGED BUSINESS ENTERPRISE (DBE) ASSURANCES

Delete Paragraph 24.4 in its entirety and replace with the following:

24.4 DBE Goals. In compliance with the Owner’s DBE policy, the Design Professional’s minimum DBE commitment is established as the sum total of the verified Letter(s) of Intent submitted with their proposal. The goal stated below is the sum total of the certified DBE’s listed in the Design Professional’s fee and scope proposal which is attached hereto and which will be enforceable under the terms of this Contract. The Design Professional will demonstrate that they will subcontract to certified DBEs certified by the Florida Unified Certification Program (FLUCP) at least 8.1% of the dollar amount of the design fees earned under this Contract, or clearly demonstrate in a manner acceptable to the Owner its good faith efforts to obtain certified DBE subcontractors.

4. The Owner and Design Professional agree to the Waiver contained in Exhibit E to this Amendment No. 2.

5. All other consistent terms remain in full force and effect and are hereby ratified and confirmed.

6. The Contract, as modified by Amendment No. 1 and this Amendment No. 2, represents the entire understanding between the parties on the issues contained in the Contract, either written or oral, and may be amended only by written instrument signed by both parties.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties hereto have set their hands and corporate seals by their proper officers, duly authorized to do so;

By the Design Professional this _____ day of _____, 2020.

ATTEST:

Corgan Associates, Inc.

By: _____

Title: _____

Print Name

(Affix Corporate Seal)

Print Address

Signed, sealed, and delivered in the presence of:

Witness

Print Name

Witness

Print Name

Notary for Corgan Associates, Inc.

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of _____, 2020, by _____ in the capacity of _____, of Corgan Associates, Inc., on its behalf. (He is / She is)(Personally known to me / not personally known to me) and has produced the following document of identification _____, and (they / he / she) (did / did not) take an oath.

(Seal of Notary)

Signature of Notary

Print, or type Name of Notary

By the Authority this 1st day of October, 2020.

HILLSBOROUGH COUNTY AVIATION AUTHORITY

(Affix Corporate Seal)

By: _____
Gary Harrod, Chairman

ATTEST:

Jane Castor, Secretary

Signed, sealed, and delivered
in the presence of:

Witness

Print Name

Witness

Print Name

REVIEWED BY:

Jeff Siddle, P.E., Vice President of Planning and
Development

**APPROVED AS TO FORM FOR LEGAL
SUFFICIENCY:**

By: _____
Michael T. Kamprath, Assistant General Counsel

Notary for Hillsborough County Aviation Authority

**STATE OF FLORIDA
COUNTY OF HILLSBOROUGH**

The foregoing instrument was acknowledged before me this ____ day of _____, 2020, by Gary Harrod, in the capacity of Chairman, and by Jane Castor, in the capacity of Secretary, Hillsborough County Aviation Authority, a public body corporate under the laws of the State of Florida, on its behalf. They are personally known to me and they did not take an oath.

Signature of Notary

Print, Type, or Stamp Commissioned Name of Notary

ATTACHMENT 1



ARCHITECTURE
INTERIOR DESIGN

WWW.CORGAN.COM

24 September 2020

Max Marble
Senior Manager
Tampa International Airport
P.O. Box 22287
Tampa, FL 33622

Re: HCAA Project Number 5991 14
Checked Baggage Upgrades and Optimization
Design Team Additional CA Services Scope

Dear Max,

Based on our current contract's construction administration scope of services. This proposal extends these services from the original contract dates to hard schedule dates indicated in Hensel Phelps schedule #27.

- Go Live A-Sort 4-2-2021
- Go Live Airside C 4-5-2021
- Go Live Main Terminal 8-9-2021
- Project Close Date 11-21-2021

We followed the "task" format and included Construction Administration phase scope as requested. Also included in this text are Authority, Consultant and General Contractor responsibilities during Testing / Commissioning and Project Closeout phases as required by TSA. For clarity the Consultant team is only responsible for its consultant CA services portion of these items.

Fees / Expenses by Consultant

	LABOR	EXPENSES
• Corgan	\$ 325,000	\$ 32,000
• BNP	\$ 860,000	\$120,000
• Walter P. Moore	\$ 30,000	
• TLC Engineers	\$ 60,000	
• VoltAir	\$ 30,000	
Sub-Totals	\$1,305,000	\$152,000
Expenses	\$ 152,000	
Owners Contingency	\$ 200,000	
Sub-Total	\$1,657,000	
Less fee credit	(\$120,000) [1]	
TOTAL	\$1,537,000	

For more detail refer to attached "Project Fee Proposal – Summary Sheet" by Consultant
[1] Fee Credit described in "Resolution" section page 6.

DBE Goal Revision:

Due to the only DBE firm on the team performing Mechanical / Plumbing engineering & construction administration services the hours projected to perform these duties has been over estimated. The original DBE goal for this agreement needs to be modified to 8.1%

HCAA Project Number 5991 14
Checked Baggage Upgrades and Optimization
Design Team Scope

Proposed W/MBE Fees

VoltAir Design/CA1	\$ 366,558.57
VoltAir CA1	\$ 14,946.03
VoltAir CA 2	<u>\$ 30,000.00</u>
	\$ 411,504.60

Contract Values

Original Contract	\$ 3,371,592.77
Amendment 1	\$ 166,369.33
Amendment 2	<u>\$ 1,537,000.00</u>
	\$ 5,074,962.09

$\$411,504.60 / \$5,074,962.09 = 8.1\% \text{ DBE}$

TASK 5 - Construction Administration Phase

5.2 Construction Site Visit and Field Report - The Consultant will conduct periodic site visits to the construction site to observe and familiarize themselves generally with the progress and quality of the work and to determine if the work is generally proceeding in accordance with the contract documents and the General Contractor's construction schedule. To avoid misunderstandings or questions, the Consultant understands and agrees that the Authority shall have the responsibility for the general management of the construction contract. Accordingly, the Consultant shall not have the authority or responsibility to issue direct instructions to the General Contractor, to reject work done by the General Contractor, or to require additional special inspections and/or tests not listed in the drawings and specifications. The Consultant, however, will provide continuing counsel to the Authority's authorized representative throughout the construction of the Project.

5.3 Weekly Construction Coordination Meetings - The Consultant will virtually and/or physically attend weekly construction progress meetings and prepare meeting minutes.

5.4 Shop Drawing Submittal Review and Approval - The Consultant will review and approve or take other appropriate action upon shop drawings, samples and other submissions furnished by the General Contractor and submitted to the Consultant. The Consultant will maintain a log of all General Contractor submittals which shall include the submittal date, the action taken and the date returned.

5.5 Substantial Completion Walk-Through Inspection & Punch List - The Consultant will perform, together with the Authority's authorized representative, one initial inspection to determine if the project has been completed in accordance with the contract documents and if the General Contractor has fulfilled all of its obligations. The Consultant will prepare a punch list based on the inspection.

5.6 Monthly Pay Application Review - The Consultant will review quantity of work performed and quantity of materials in place and assist the Authority to sign-off on monthly pay applications from General Contractor.

5.7 Preparation of CCD, Work Order and CO - The Consultant will assist the Authority in preparing routine construction change directives, work orders and change orders as required, act as interpreter of the terms and conditions of the contract documents and judge on the performance by the parties thereto and make decisions on claims of the Authority and General Contractor relating to the execution and progress of the work and other matters and questions related thereto. The Consultant shall provide design clarification and recommendations to assist the Authority in resolving field problems relating to the construction. Evaluate General Contractor change and cost proposals and substitutions and recommend to the Authority to either approve or disapprove the General Contractor's proposal or substitution.

5.8 Preparation of ASI/ESI - The Consultant will prepare architect's/engineer's supplemental instructions to provide clarification or additional information with regards to elements included in the contract documents as necessary to complete the project.

5.9 Respond to General Contractor RFI - The Consultant will provide prompt responses to all technical related requests for information (RFI).

5.10 Final Acceptance Walk-Through Inspection - The Consultant will perform, together with the Authority's authorized representative, a final inspection to determine if the project has been completed in accordance with

HCAA Project Number 5991 14
Checked Baggage Upgrades and Optimization
Design Team Scope

the contract documents and if the General Contractor has fulfilled all of its obligations for issuance of final acceptance by the Authority. The Consultant will sign off on punch list items completed based on the results of the walk-through.

5.11 Record Drawings - The Consultant will provide one set of drawings, PDF files and CAD files of "record drawings", which shall become the property of the Authority, corrected to show significant changes made in the work during the construction of the project. Such corrections shall be based upon General Contractor "as-built" prints, drawings, field sketches and other data furnished to the Consultant by the Authority and/or any ESI or other changes to the drawings made by the Consultant.

Task 5 - Construction Administration Phase Deliverables

- Prepare Periodic Construction Site Visit Field Observation Reports
- Record Weekly Construction Coordination Meeting Minutes
- Substantial Completion Walk-Through Inspection & Punch List
- Final Acceptance Walk-Through Inspection
- Submit Record Drawings to the Authority

TASK 6 – Testing and Commissioning Phase

The design team understands that HP/Pteris will self-perform tests until all test items are working prior to scheduling the design team to witness the test. Time estimated for this proposal assumes all Pteris test pass on the first time and retesting is not necessary.

Testing Remaining

- I/O check out and testing
- Functional Testing
- Mechanical Static Punch listing
- Electrical Static Punch listing
- Sortation testing to each Makeup Device
- Alternative Bag routing testing
- Load Balancing
- Rate Testing /Through Put testing
- Server hot back up failure testing
- PLC hot back up failure testing
- Security Door testing
- TSA Pre-TRR Testing
- TSA ISAT testing
- Fault Avoidance Testing
- High Volume Sortation Testing
- Manual Encoding Sortation Testing including 2-digit, 4-digit and 10-digit IATA Fallback tags
- ATR Testing including 2-digit, 4-digit and 10-digit IATA Fallback tags
- Line tests on all EDS spur lines
- EDS Level 2 Testing
- EDS Level 3 Testing
- Complete all PDGS required tests.
- Report validation
- Ethernet VFD/Cable Fault Testing
- EDS Machine interface Testing
- Review Network testing documentation
- HMI Testing
- BSM Timing Tests
- BPM Testing
- Early, Late and Onward Bag Destination Baggage Testing

HCAA Project Number 5991 14
Checked Baggage Upgrades and Optimization
Design Team Scope

6.1 TSA Coordination for Site Acceptance Test - The Consultant will coordinate with the Authority and TSA for the Site Acceptance Test (SAT) conducted by TSA to ensure that EDS equipment meets performance standards.

6.2 TSA Coordination for Integrated Site Acceptance Test - The Consultant will coordinate with the Authority and TSA for the Pre-Integrated Site Acceptance Test (ISAT). The Pre-ISAT is intended to independently evaluate CBIS performance and capability to meet the design standards and performance requirements defined by TSA PGDS. Written documentation of the successful demonstration of the Pre-ISAT shall be provided by the Authority with input from the Consultant and General Contractor to TSA.

The Consultants role in Integrated Site Acceptance Test (ISAT) is observation and witnessing of certain testing. The ISAT is conducted by TSA with logistical / labor support from the Authority, Consultant and General Contractor Logistical/labor support shall include but is not limited to the following:

- Baggage handlers to assist in bag induction
- Tugs and carts to move test bags to test locations
- Fork lift support for TSA-owned Unit Load Devices (ULDs) that transport test bags
- Bag tags for test bags
- Secure storage space for test bags
- Security Identification Display Area (SIDA) badging support
- SIDA escort support

6.3 Test Readiness Review - The Test Readiness Review (TRR) is a series of tests to be conducted in coordination with the Authority, Consultant and General Contractor as outlined in the TSA Site Specific Test Plan (SSTP) and witnessed and validated by TSA and/or a TSA contractor to ensure that the project CBIS is ready for the Testing and Commissioning phases. Once the Test Readiness Review has been issued by the Authority, Consultant and General Contractor will follow TSA change management processes outlined in TSA PGDS.

The Authority, Consultant and General Contractor will coordinate and provide a benchmarked copy of the Programmable Logic Controller (PLC) programming to TSA at the following project milestones:

- Pre-TRR
- Pre-ISAT
- Post-ISAT
- Post-Operational Run-In

6.4 Project Run-In Period - The Run-In Period should consist of a 30-day period to collect meaningful operational data (BHS and EDS) to support a well-rounded test summary report that accurately depicts system performance characteristics. The Run-In period may be extended at TSA direction until open issues are resolved or if new defects are detected during the operational run-in.

6.5 Project Operational Analysis - The Operational Analysis (OA) will be directed by TSA on a periodic recurring basis or as the result of reported system performance anomalies.

Task 6 – Testing and Commissioning Phase Deliverables

- Pre-ISAT documentation
- ISAT documentation

TASK 7 – TSA Project Closeout Phase

7.1 TSA Project Closeout - Once the CBIS has passed all necessary tests, the following actions shall be taken to close out the project:

- Submittal of Control Configuration Architecture Overview
- Record Documents CBIS documentation shall be submitted to TSA, in both CAD and PDF file format, as follows:
 - Final Description of Operations

HCAA Project Number 5991 14
Checked Baggage Upgrades and Optimization
Design Team Scope

- A complete set of BHS Record Documents mechanical and electrical drawings, including:
 - Mechanical
 - Cover Sheet & Index
 - Legend
 - Overall Plan View
 - Overall Plan Existing (if available)
 - Isometric (if HP provides 3D)
 - CBRA Egress Plan
 - ETD Egress Plan
 - EDS Egress Plan
 - EDS Removal Path
 - ETD Plan View (1/2" scale if possible)
 - CBRA Plan View (1/2" scale, if possible)
 - Flow Chart
 - Standard Details
 - 1/8" scale plan views
 - 1/4" scale elevation views
 - Catwalk Drawings
 - Structural attachment drawings (including load drawings)
 - Structural Details
 - Electrical Sheet Cover Sheet & Index Legend
 - Manifest with power summary and belt speeds
 - Control Device Plans 1/8" scale
 - E-Stop Zones
 - Control Device Details
 - Network Architecture
 - Upper (Sort Controller)
 - Lower (PLC)
 - Final copy of the Programmable Logic Controller (PLC) program shall be submitted to TSA
 - Final copy of PLC and software disaster recovery procedures shall be submitted to TSA including software recovery application

7.2 Operations Training - Operations training, distinct from maintenance training, shall be provided by the Authority, Consultant and General Contractor to TSA for mechanical, electrical, and computer functions required to properly operate the staffed portions of the system. Training shall include, but not be limited to:

- Any BHS provided equipment provided in the CBRA
- Any BHS provided equipment provided in the On-Screen Resolution (OSR) room
- BHS control interface provided to conduct the Image Quality Test (IQT) procedures
- CBIS orientation and layout
- CBIS failsafe procedures and layout
- System safety
- Bag jam clearing procedures
- The Baggage Handling System Contractor (BHSC) shall provide Sensitive Security Information (SSI) training for any BHS reports classified as SSI

The training sessions shall be conducted prior to the operational startup of the respective BHS. Training materials and documentation to be presented must be submitted to TSA for review prior to the first scheduled training session. All training sessions shall be videotaped, copies of which are to be provided to TSA prior to live bag screening.

Task 7 – TSA Project Closeout Phase Deliverables

- Control Configuration Architecture Overview
- CBIS Record Documents
- Operations Training (training sessions, materials & documentation)

HCAA Project Number 5991 14
Checked Baggage Upgrades and Optimization
Design Team Scope

Staffing Change

To improve support of the project and client, we propose changing the project manager from John Murphy to Jay Liese.

Thank you for your consideration of this proposal.

Sincerely,



John Murphy, AIA

Attachments:

- Exhibit A - Design Related Construction Changes
- Exhibit B - Fee Summary
- Exhibit C - Fee Summary by Firm
- Exhibit D - Expenses
- Exhibit E - Resolution

Exhibit A - Design Related Construction Changes

Checked Baggage System Upgrades and Optimization

Exhibit A (Design Related Construction Changes)

Description	Cost Estimate Number	Cost
Fire Sprinkler Branch & Structural Beam Conflict (A-Sortation)	CE 0004	\$ 1,041
Concrete Sealer at ConRAC (RCC)	CE 0005	\$ (2,154)
High Steel and Electrical Wireway Conflict (A-Sortation)	CE 0006	\$ 2,991
Furnish and Install additional Fence Posts over Pre-Cast Barriers (A-Sortation)	CE 0009	\$ 381
Relocation of existing communication boxes (A-Sortation)	CE 0013	\$ 11,058
RFI 0054 SFA1-04 Belt Type (A-Sortation)	CE 0012	\$ 9,545
Addition of Headache Bar at Dolly Path (RFI #52) (A-Sortation)	CE 0015	\$ 693
Existing Conditions Management Plan	CE 0017	\$ 53,509
Roof Drain Downspout Footer Conflict (Airside C)	CE 0025	\$ 236
Back Water Valve Box Type (Airside C)	CE 0032	\$ 15,000
ADA Access Ramp at TSA Bathrooms (Airside C)	CE 0041	\$ 7,861
CLA5-03 Thru CLA5-09 Catwalk Ground Access Clarification (A-Sortation)	CE 0043	\$ 4,789
Southwest Breakroom Wall Demo (Airside C)	CE 0055	\$ 4,682
Catwalk Access at CBIS Area (Airside C)	CE 0053	\$ 8,379
Mezz Steel Clash With Fire Protection Pipe (A-Sortation)	CE 0063	\$ 1,410
Overhead Catwalk Stair Clash with FA5-05 (A-Sortation)	CE 0060	\$ 39,222
Fire Protection Pipe Clash With SFA1-04 BHS (A-Sortation)	CE 0059	\$ 3,960
Emergency Fuel Shut-Off Power Conduit Relocation (Airside-C)	CE 0044	\$ 3,006
Mezzanine Steel Conflicts with Existing Catwalk (A-Sortation) - Demolition	CE 0039	\$ 16,857
Wall Partition Conflict with Existing Electrical Conduits (Airside C)	CE 0052	\$ 5,716
ATR and Catwalk Clash with Existing Pipe (Airside C)	CE 0065	\$ 13,032
Door 1103D Threshold Trip Hazard (Airside C)	CE 0070	\$ 270

Exhibit A - Design Related Construction Changes

Checked Baggage System Upgrades and Optimization

Exhibit A (Design Related Construction Changes)

Description	Cost Estimate Number	Cost
Storm Drain Invert Elevation (A-Sortation)	CE 0027	\$ 35,627
CBIS North Drawing Discrepancies at D2; Existing Fire Riser in Conflict with Future Deck Angle Steel (Airside C)	CE 0038	\$ 1,306
TSA New Breakroom Steel is in Conflict with Existing Glycol Line (Airside C)	CE 0042	\$ 326
Design Overhead Steel Clash with Design BHS and Catwalk (ASortation)	CE 0046	\$ 455
Existing Fire Protection Pipe Clash with BHS Design (A-Sortation)	CE 0049	\$ 2,303
Mezzanine Steel Conflicts with Existing Catwalk (A-Sortation) - Modification & Install	CE 0054	\$ 73,230
Overhead Mech Duct Clashes (Main Terminal)	CE 0056	\$ -
Existing Pusher Clash with New Conveyor (Airside C)	CE 0058	\$ 226,497
BHS CLA3-07 and Catwalk Clash with Existing Support Steel (A-Sortation)	CE 0062	\$ 37,045
HSS Column Clash with Existing Overhead Fire Sprinkler Main (Airside C)	CE 0064	\$ 1,619
Mechanical Chiller Unit Perimeter Chain-link Fence Dimension and Layout Change (A-Sortation)	CE 0071	\$ 59,027
Keying Schedule for TSA Controlled Doors	CE 0080	\$ 13,872
Roof Flashing Detail at Building Expansion (Airside C)	CE 0083	\$ 5,532
Door 1102E and Column Baseplate Conflict (Airside C)	CE 0085	\$ 396
Overhead Mechanical Duct and Copper Water Pipe Conflict (Airside C)	CE 0087	\$ 6,184
Fire Alarm Signal Devices in Restrooms (Airside-C)	CE 0096	\$ 3,770
Wall Framing at Bent Plate 102-M24 Confirmation (A-Sortation)	CE 0094	\$ 1,215
Sprayed Insulation R-Value Clarification (A-Sortation)	CE 0102	\$ 4,577
Deck Support Detail at Columns D2 and D3 (A-Sortation)	CE 0110	\$ 1,286
Revised Guardrail Detail Due to Removal of Stairs (Air C)	CE 0131	\$ 1,784
Existing Motor SA1-18 Clash with New Catwalk 137	CE 0138	\$ 9,127
BHS Mild Steel (Non-PT) Connection Details (Airside C)	CE 0143	\$ 105,647
Condensate Line at D1 (A-Sortation)	CE 0119	\$ 1,606

Exhibit A - Design Related Construction Changes

Checked Baggage System Upgrades and Optimization

Exhibit A (Design Related Construction Changes)

Description	Cost Estimate Number	Cost
ASI #02 Addition of two new columns in the East wall of the A-Sortation EDS room	CE 0149	\$ 13,925
ASI #04 Structural reinforcements (A-Sortation)	CE 0150	\$ 53,180
CMU Door Frame Removal Clarification (A-Sortation)	CE 0152	\$ 12,241
Eyewash and Water Box Conflict with FCP Panels (Airside C)	CE 0158	\$ 2,013
Back Water Valve Box Type Scope Confirmation (Airside C)	CE 0164	\$ 15,675
TSA Controlled Doors Removal Procedure	CE 0165	\$ 3,936
C1 Lights Connecting to Local Circuit at Mezzanine (A-Sortation)	CE 0187	\$ 7,200
CBIS Catwalk Clashes with Overhead Mech Duct (A-Sortation)	CE 0189	\$ 5,196
Airside C Breakroom Mechanical Duct Reroute	CE 0201	\$ 927
CBIS North Maintenance Access (AC)	CE 0206	\$ 20,018
Airside-C Fire Valve Cabinet Relocation [0077]	CE 0209	\$ 1,252
TOTAL		\$ 929,478

Design related construction costs associated with these project elements:

Change to a TSA Agent pathway route on west side of Airside A

Changes required to achieve specified noise levels in the CBRA areas

Baggage Inspection Table and related issues.

The contractor failing to install mold-resistant drywall

Condensation occurring near conveyor through-wall penetrations

Condensation occurring at ductwork joints and vav boxes

EXHIBIT B - FEE SUMMARY

Project Fee Proposal - Project Design Team - Summary Sheet										
Checked Baggage System Upgrades and Optimization, Tampa International Airport										
HCAA Project Number 5991 14										
9/22/2020										
	Finish Design, ConRac, Construction Administration Services	Design & CA Services		ConRac Services	Construction Administration Extension		Total	W/DBE % of Fee	% W/DBE Goal	
		Initial								
		\$	1,276,063	\$	34,598	\$	325,000	\$	1,635,660	
	Corgan	\$	1,080,847	\$	60,146	\$	860,000	\$	2,000,993	
	BNP	\$	242,692	\$	16,445	\$	30,000	\$	289,137	
	Walter P Moore	\$	154,319	\$	30,034	\$	60,000	\$	244,354	
	TLC	\$	366,559	\$	14,946	\$	30,000	\$	411,505	10.90%
	VoltAir (BBE)	\$	49,833	\$	-	\$	-	\$	49,833	
	Faithful & Gould									
	CA Phase Services	\$	3,170,313	\$	156,169	\$	1,305,000	\$	4,631,482	
	Sub Total									
	Less Fee Credit									
	Reimbursable Expenses									
	Corgan	\$	110,940	\$	8,700	\$	29,800	\$	149,440	
	BNP	\$	74,400	\$	-	\$	118,240	\$	192,640	
	Faithful & Gould	\$	1,940					\$	1,940	
	Printing, shipping, travel etc. Allowance	\$	14,000	\$	1,500	\$	3,960	\$	19,460	
	Sub Total	\$	201,280	\$	10,200	\$	152,000	\$	363,480	
	Owners Contingency									
	Total Fee, Allowances, Reimbursable Expenses	\$	3,371,593	\$	166,369	\$	1,537,000	\$	5,074,962	8.1%
										10.90%

Exhibit C - Fee Summary by Firm

Project Fee Proposal - VoltAir - Summary Sheet												
Checked Baggage System Upgrades and Optimization, Tampa International Airport												
HCAA Project Number 599114												
9/22/2020												
Scope/Task	Principal Davis	Sr Mech Engr	Mech Engr Park	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Total
Basic Design Services												
Task - Construction Administration												
Project Management	16	-	-	-	-	-	-	-	-	-	-	16
Site Visits & Field Reports	-	32	32	-	-	-	-	-	-	-	-	64
RFI / Submittals, Corres / ASI / CE's	-	51	51	-	-	-	-	-	-	-	-	102
Record Documents / Close Out	4	37	40	-	-	-	-	-	-	-	-	81
Subtotal Hours	20.00	120.00	123.00	-	-	-	-	-	-	-	-	263
Rate	\$ 83.22	\$ 46.73	\$ 28.41									
Subtotal Direct Labor	\$ 1,664	\$ 5,608	\$ 3,494	\$	\$	\$	\$	\$	\$	\$	\$	\$ 10,766
Subtotal Burdened Labor @ DLM=2.79												\$ 30,038

Exhibit D - Expenses

Corgan	Lodging	30 Nights	\$160	\$	4,800
	Meals & Incidentals	40 Days	\$60	\$	2,400
	Airfare	30 RT	\$600	\$	18,000
	Rental Car	30 Days	\$100	\$	3,000
	Parking	40 Days	\$40	\$	1,600
	Reproduction	Allowance		\$	1,100
	Shipping	Allowance		\$	1,100
Total				\$	32,000

BNP	Lodging	154 Nights	\$160	\$	24,640
	Meals & Incidentals	364 Days	\$60	\$	21,840
	Airfare	52 RT	\$400	\$	20,800
	Rental Car	364 Days	\$100	\$	36,400
	Parking	364 Days	\$40	\$	14,560
	Reproduction	Allowance		\$	760
	Shipping	Allowance		\$	1,000
Total				\$	120,000

Total	\$	152,000
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EXHIBIT E

Corgan Associates, Inc. (“Corgan”) was engaged for work done on the Checked Baggage System Upgrades and Optimization project at the Tampa Airport - Airsides A&C in Tampa, Florida (“Project”).

The Hillsborough County Aviation Authority (“HCAA”) contends there are scope errors and omissions in the provision of Corgan’s services and project delays as a result of those alleged scope errors and omissions.

HCAA and Corgan, in order to avoid the cost, inconvenience, and burdens associated with contested litigation, and without admitting any liability on any claim, desire to compromise and settle certain known matters between them relating to the alleged scope errors and omissions and resulting delay on the Project.

In consideration of the concession set forth below, Corgan agrees to provide a fee credit to HCAA in the total sum of One Hundred Twenty Thousand and No/100 Dollars (\$120,000.00). Corgan will also provide the time of a Project Principal to the Project at no cost to HCAA.

In consideration of the execution of Amendment #2, the HCAA waives and agrees to not seek recovery or reimbursement from Corgan for the Contractor’s costs and any other costs of HCAA irrespective of the source, including any alleged delay costs, related to or arising out of the items listed on Exhibit A. Apart from the Contractor’s costs and any other costs of HCAA identified in the previous sentence, nothing in Amendment #2 shall release Corgan from any unknown or latent defects, scope omissions, corrective actions/rework of in-place construction, and project delays.