

Hillsborough County Aviation Authority
Regular Board Meeting and Board of Adjustment Public Hearing

Thursday, 9:00 a.m.
May 5, 2022

A Regular Board Meeting and Board of Adjustment Public Hearing was convened in the Boardroom, Main Terminal Building, Level 3 at Tampa International Airport, Tampa, Florida, on Thursday, May 5, 2022.

Members present were: Robert I. Watkins, Mayor Castor and General Diehl.

Aviation Authority staff members present were Chief Executive Officer Joseph W. Lopano, Damian Brooke, Chris Minner, John Tiliacos, Scott Knight, Michael Kamprath, Adam Bouchard, Brian Miles, Elita McMillon, Laurie Noyes, Jeff Siddle, Laura Tatem, Silvana Muro, Tom Thalheimer, Emily Nipps, Tony Conza, Veronica Cintron, Rob Porter, Helen Power, Matt Bauer, Gina Evans, Tony Mantegna, Chief Charlie Vazquez, Joel Feldman, Barbara Grilli, AJ Taylor, Violet Cummins, Brett Fay, Randy Forister, Paul Ridgeway, Ben Robins, Beth Zurenko, Eleanor Robichoud, Melissa Solberg, and Police Officer Tom Olson.

Vice Chairman Robert Watkins welcomed everyone to the May 5, 2022 Regular Board Meeting and Board of Adjustment Public Hearing and announced that Chairman Gary Harrod and Commissioner White would not be in attendance.

The Pledge of Allegiance was recited.

Mr. Watkins then called the Board of Adjustment Public Hearing to Order.

Assistant General Counsel Michael Kamprath discussed the rules for the Public Hearing of the Aviation Authority Board of Adjustment. There were two Petitions for Variance and the Public Hearing was duly noticed by newspaper advertisement on April 13, 2022. No comments from the public were received.

Mr. Watkins swore in Tony Mantegna, Height, Zoning and Land Use Manager.

The following items were heard during the Board of Adjustment Public Hearing.

Item C1

Airport Study No. 2022-24, KAST Construction, LLC, requesting a variance to construct a 29-story high rise apartment building, with a maximum height of 375' AMSL, located at 701 North Florida Avenue, Tampa, FL, Resolution No. 2022-41, presented by Tony Mantegna.

KAST Construction, LLC (Petitioner) is seeking to construct a 29-story high rise apartment building, with a maximum height of 375' AMSL, located at 701 North Florida Avenue, Tampa, FL. The nearest airport is Peter O. Knight Airport.

Notice of this hearing before the Board of Adjustment was provided on April 13, 2022.

Petitioner is requesting a variance to construct a 29-story high rise apartment building.

The Petition was presented to the Airport Hearing Officer on March 31, 2022 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 concerns 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) Notify the Airport at least 5 business days prior to starting construction at (813) 870-7863; (2) Mark/Light the proposed structure in accordance with FAA Advisory Circular 70/7460-1M, Obstruction Marking and Lighting, red lights – Chapters 4, 5(Red), and 15; (3) E-file FAA Form 7460-2, Notice of Actual Construction, with the FAA and the Authority if the project is abandoned or within five (5) days after the construction reaches its greatest height; (4) Temporary equipment such as cranes exceeding 375' AMSL or installation of solar panels will require a separate permit from the Authority; (5) Any glint/glare issues identified by the Authority must be addressed and mitigated by the Petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation; and (6) Occupants and/or owners of units in the proposed structure must be informed that the structure lies in close proximity to an airport and occupants may be subjected to noise and/or light from aircraft operating to and from the airport.

The variance will be valid until the FAA Determination of No Hazard to Air Navigation expires July 29, 2023, 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 Mayor Castor, seconded by General Diehl, Airport Study No. 2022-24, KAST Construction, LLC, requesting a variance to construct a 29-story high rise apartment building, with a maximum height of 375' AMSL, located at 701 North Florida Avenue, Tampa, FL was unanimously approved by all Board Members present; and the Airport Zoning Director or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2022-41.

Item C2

Airport Study No. 2022-28, Hooter Construction, LLC, requesting a variance to construct a 2 story single family house, with a maximum height of 41' AMSL, located at 555 Lucerne Avenue, Tampa, FL, Resolution No. 2022-42, presented by Tony Mantegna.

Hooter Construction, LLC (Petitioner) is seeking to construct a 2 story single family house, with a maximum height of 41' AMSL, located at 555 Lucerne Avenue, Tampa, FL. The nearest airport is Peter O. Knight Airport. As a mitigation factor, Petitioner has agreed to provide the Authority with an Avigation Easement over the subject property.

Notice of this hearing before the Board of Adjustment was provided on April 13, 2022.

Petitioner is requesting a variance to construct a 2 story single family house.

The Petition was presented to the Airport Hearing Officer on March 31, 2022 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 concerns 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) Notify the Airport at least 5 business days prior to starting construction at (813) 870-7863; (2) Mark/Light the proposed structure in accordance with FAA Advisory Circular 70/7460-1M; (3) E-file FAA Form 7460-2, Notice of Actual Construction, with the FAA and the Authority at least ten (10) days prior to construction and within five (5) days after the construction reaches its greatest height; (4) Temporary equipment such as cranes exceeding 41' AMSL or installation of solar panels will require a separate permit from the Authority; (5) Any glint/glare issues identified by the Authority must be addressed and mitigated by the Petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation; (6) Occupants and/or owners of units in the proposed structure must be informed that the structure lies in close proximity to an airport and occupants will be subjected to aircraft overflight; and (7) Although the project falls outside of the 65 dnl noise contour around Peter O. Knight Airport and is a compatible use, the Authority suggests a noise reduction level of at least 25 db be incorporated into the design.

The variance will be valid until the FAA Determination of No Hazard to Air Navigation expires January 15, 2023, 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 General Diehl, seconded by Mayor Castor, Airport Study No. 2022-28, Hooter Construction, LLC, requesting a variance to construct a 2 story single family house, with a maximum height of 41' AMSL, located at 555 Lucerne Avenue, Tampa, FL was unanimously approved by all Board Members present; and the Airport Zoning Director or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2022-42.

The Public Hearing of the Board of Adjustment was closed.

Mr. Watkins called the Regular Board Meeting to Order.

Mr. Lopano stated that at the March Board Meeting General Counsel Michael Stephens had advised of the possibility of holding an Attorney-Client Closed Session at this meeting but there is no need to hold the Closed Session at this time.

Mr. Watkins then asked for a Motion to Approve the Agenda.

Upon motion of General Diehl, seconded by Mayor Castor, the Agenda was unanimously approved by all Board members present.

There were no Public Comments.

Mr. Watkins asked Assistant General Counsel Knight if there were any abstentions from the Regular Board Meeting held on April 5, 2022 that needed to be read into the record.

Assistant General Counsel Knight replied that there were no abstentions from the April 5, 2022 Board Meeting and none were anticipated at this meeting.

Mr. Watkins asked if there were any additions or corrections to the Minutes of the Regular Board Meeting held on April 5, 2022.

Upon motion of General Diehl, seconded by Mayor Castor, the Minutes of the Regular Board Meeting held on April 5, 2022 were unanimously approved by all Board Members present.

Mr. Lopano's Management Report was next.

Chris Minner provided the Performance Assessment Report. Mr. Minner reported that there was about 2.3 million total passenger traffic for the month of March. European service had resumed and there were 71,653 international passengers served. Total air carrier operations were up about 8.3% versus 2020. Mr. Minner announced 4 new markets in the month of April which included San Juan, Montego Bay, Santo Domingo and Punta Cana.

Mr. Minner reported that Damian Brooke was recognized as a 2022 CFO of the Year honoree by the Tampa Bay Business Journal.

Mr. Joe DeCesare, Station Manager with Cayman Airways, is retiring and was recognized for his 57 years of service at Tampa International Airport.

There were 3,433 new followers on social media in April. Some of the top stories included new non-stop flights to Syracuse, the end of the Federal Mask Mandate, and TPA 5K on the Runway. There was \$141 million of earned media value for the month of April.

Mr. Minner concluded his presentation with a recognition of Beth Zurenko on her upcoming retirement.

John Tiliacos was next to do a presentation on the results of the Spring Break period that ran from March 4th to April 26th. There were 3.5 million passengers, which was just 1.9% less than Spring Break of 2019. Passenger volume was so heavy at the Airside A security checkpoint that 8 Spirit departures were temporarily relocated to Airside C to reduce congestion. There were additional weather related challenges which caused 226 flights to be cancelled on April 2nd, which was 41% of the schedule, and approximately 50,000 arriving and departing customers were affected.

Concessions, parking and rental car businesses had a record setting concession sales day on March 12 and a record setting parking revenue day on April 20th.

Mr. Tiliacos concluded his report with the announcement that Sheltair had been ranked by Aviation International News as the number one FBO business for line service, passenger, pilot amenities, facilities, and customer service.

Damian Brooke reported on the first half financial performance of the 2022 fiscal year. For the first 6 months of the year, passenger traffic totaled a little over 10.8 million which beat budget by about 4.4% or more than 550,000 passengers. Revenue totaled about \$156.5 million which is \$17.4 million or 12.5% better than budget. O&M expenses totaled about \$72.2 million which is about \$3.6 million or 4.8% better than budget. After revenue sharing and airline settlement, the Authority generated \$57 million on its pre-capital bottom line beating budget by more than \$20.7 million or 57.2%. Cost per enplanement for the first half was \$9.60 which is about 5% better than budget for the airlines.

This concluded Mr. Lopano's Management Report.

The Vice Chairman then moved on to the Consent Agenda.

Upon motion of General Diehl, seconded by Mayor Castor, the Consent Agenda was unanimously approved by all Board Members present.

The following items were contained in the Consent Agenda.

Item 11

Use and Permit Agreement for Peer-to-Peer Vehicle Sharing Concession, Turo Inc., Tampa International Airport, Resolution No. 2022-43.

Turo Inc. (Turo) is a peer-to-peer vehicle sharing company. Through its website, mobile application, or other platform, Turo accepts reservations connecting private vehicle owners with customers seeking to reserve private vehicle(s), with the private vehicle owner either delivering the private vehicle to the customer or picking up the customer at Tampa International Airport (Airport). On May 6, 2021, the Board approved a Use and Permit Agreement for Peer-to-Peer Vehicle Sharing Concession with Turo for a one (1) year term, expiring May 5, 2022. The Agreement established revenue to the Authority of six and one half percent (6.5%) of gross receipts and a monthly fee of \$1,520.83 as compensation for use of five (5) parking spaces in the Economy Parking Garage for customer transactions.

This item authorizes execution of a Use and Permit Agreement for Peer-to-Peer Vehicle Sharing Concession (Agreement) with Turo. The Agreement commences upon Board approval and continues for one year, with two, one year renewal options at the discretion of the CEO. The Authority may terminate the Agreement upon thirty (30) days written notice. Under the Agreement and in accordance with Authority Policy P824, Peer to Peer Vehicle Sharing, Turo will pay the Authority a privilege fee of eight percent (8%) of gross receipts from business generated at the Airport.

Management recommended adoption of Resolution No. 2022-43.

Resolution No. 2022-43 approved and authorized execution of Use and Permit Agreement for Peer-to-Peer Vehicle Sharing Concession at Tampa International Airport with Turo Inc.; and authorized the Chief Executive Officer or his designee to execute all other ancillary documents.

Item 12

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	Year Purchased	Asset Tag
John Deere Gator	1	2015	128871
Exmark Zero Turn Mower	1	2015	701791
Ground Master Mower	1	2014	128767
Water Buffalo Trailer	1	2015	128152

Designate the above property as surplus and authorize disposal in accordance with Chapter 274, Florida Statutes. Surplus property will be publicly advertised and auctioned at Tampa Machinery Auction, Inc., Bay Area Auction Services, or on 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.

Item 13

Purchase Orders, Facility Security Systems, Equipment, and Software with Related Services utilizing Sourcewell Contract No. 030421-JHN, Johnson Controls Fire Protection LP, Tampa International and Tampa Executive Airports.

The Authority's O&M Budget provides for the inspection and certification of fire alarm system devices throughout the Authority.

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 Johnson Controls Fire Protection LP for the inspection and certification of fire alarm system devices utilizing Sourcewell Contract No. 030421-JHN for the period of May 5, 2022 through April 22, 2025, with one discrete, one-year renewal option at the discretion of the Chief Executive Officer, contingent upon approval of a similar renewal option exercised by Sourcewell, for a total maximum purchase authorization amount of \$322,000, including the renewal option.

This item is included in the O&M Budget.

The Chief Executive Officer recommended the Board authorize the issuance of Purchase Orders to Johnson Controls Fire Protection LP 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.

Item 14

Employment Agreements.

Under Policy P610, the Chief Executive Officer may enter into an employment agreement with an employee for a term not exceeding three years, subject to Board approval. Employment agreements may be used as a tool to increase competitiveness in attracting and retaining highly qualified personnel.

To assist with leadership continuity, the Chief Executive Officer requested Board approval to enter into an employment agreement with each Authority Executive Vice President, with an effective date of January 1, 2022 and an ending date of December 31, 2024. The financial retention considerations under these employment agreements will support maintenance of critical senior leadership through a period of recovery and change, and will enhance the Authority's competitiveness in the industry.

As an incentive to remain employed for the three-year Term of the employment agreement, the employment agreement will provide for a deferred compensation benefit of up to 20 percent of the employee's salary, which will fully vest and become non-forfeitable at the end of the Term of the employment agreement provided the employee has remained employed by the Authority.

In the event the employment agreement is terminated early for convenience, the deferred compensation benefit will become immediately vested and non-forfeitable in an amount prorated to the date of separation, and the Authority will pay the employee a termination payment in an amount equal to the employee's monthly salary including benefits, times the number of months until the end of the Term of the employment agreement, not to exceed 20 weeks' worth of compensation. In the event the employment agreement is terminated early by the employee or the employee is discharged for good and just cause, any and all entitlements under the employment agreement will be forfeited.

This item is included in the O&M Budget.

The Chief Executive Officer recommended approval to enter into an employment agreement with each Authority Executive Vice President on the terms and conditions stated above.

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

Mr. Watkins proceeded to Policies or Rules for Consideration or Action.

The following item was contained in Policies or Rules for Consideration or Action.

Item J1

Update to Policy Manual, Revisions to Policy for Approval: Policy P134, Conduct of Board Meetings, presented by Chief Charlie Vazquez.

Policy P134, Conduct of Board Meetings establishes a policy for conducting Board meetings. The Policy was last revised in January 2017.

Staff recommended revising Policy P134 to replace the current language which states a speaker declared out of order will be requested to leave the podium and may be physically removed from the Boardroom with language which states a speaker declared out of order will be requested to leave the podium and may be issued a trespass warning.

The Chief Executive Officer recommended the Board approve the revisions to Policy P134, Conduct of Board Meetings.

Upon motion of Mayor Castor, seconded by General Diehl, revisions to Policy P134, Conduct of Board Meetings, was unanimously approved by all Board Members present. No resolution was required.

There were no Committee Reports.

Mr. Watkins then proceeded to Unfinished Business.

The following items were contained in Unfinished Business.

Item L1

Amendment No. 3 to Operating and Capital Budget, Fiscal Year 2017, Tampa International, Peter O. Knight, Plant City and Tampa Executive Airports, Resolution No. 2022-52; Amendment No. 1 to Operating and Capital Budget, Fiscal Year 2018, Tampa International, Peter O. Knight, Plant City and Tampa Executive Airports, Resolution No. 2022-51, presented by Damian Brooke.

As the Authority enters the final phases of construction of Master Plan Phase 2, it requires budget amendments to both the Fiscal Year 2017 and Fiscal Year 2018 Operating and Capital Budgets in order to fund additional expenses.

Amendment of Fiscal Year 2017 Operating and Capital Budget:

On September 1, 2016, the Board approved the Authority's original Fiscal Year 2017 Operating and Capital Budget for annual CIP projects totaling \$88,258,180. On May 4, 2017, the Board approved Amendment No. 1 to the Fiscal Year 2017 Operating and Capital Budget which added \$132,400,000 in new capital projects for the Master Plan Phase 2 Program consisting of the Gateway Development Area and Demolition of the Red Side Rental Car Garage and Former Airside D Guideway. With that approval, the Authority's Fiscal Year 2017 Operating and Capital Budget was increased from \$88,258,180 to \$220,658,180. On April 5, 2018, the Board approved Amendment No. 2 to the Fiscal Year 2017 Operating and Capital Budget which added \$3,737,000 for the Reclaim Levels 1 & 2 Long Term Parking Garage Project. With that approval, the Authority's Fiscal Year 2017 Operating and Capital Budget was increased from \$220,658,180 to \$224,395,180. As costs are now known for the final phases of construction for the Master Plan Phase 2 Program, the Authority desires to amend the Fiscal Year 2017 Operating and Capital Budget to add an additional \$14,580,757 for project related costs.

Amendment of Fiscal Year 2018 Operating and Capital Budget:

On September 7, 2017, the Board approved the Authority's original Fiscal Year 2018 Operating and Capital Budget for projects totaling \$457,731,800. That Budget included \$411,386,000 in capital projects related to the Master Plan Phase 2 Program consisting of the Main Terminal Curb Expansion, Central Utility Plan and Related Projects, Roadway Expansion, and Taxiway A. As costs are now known for the final phases of construction for the Master Plan Phase 2 Program, the Authority desires to amend the Fiscal Year 2018 Operating and Capital Budget to add an additional \$20,722,243 for project related costs as well as an additional \$4,300,000 for Master Plan Phase 2 Program contingency. This contingency will account for any unexpected costs arising through the end of construction, currently scheduled for the second quarter of 2025.

If approved, these two Amendments will result in projected total Master Plan Phase 2 Program costs of \$583,389,000, which is \$39,603,000 higher than the current Board approved Master Plan Phase 2 Program Budget of \$543,786,000.

Staff recommends approval of Amendment No. 3 to the Fiscal Year 2017 Operating and Capital Budget, increasing the Board approved amount of the Budget from \$224,395,180 to \$238,975,937. Staff also recommends approval of Amendment No. 1 to the Fiscal Year 2018 Operating and Capital Budget, increasing the Board approved amount of the Budget from \$457,731,800 to \$482,754,043.

Amendment Nos. 1 and 3 will be funded by State grants and a Bond offering scheduled for 2024.

Management recommended adoption of Resolution Nos. 2022-52 and 2022-51.

Upon motion of General Diehl, seconded by Mayor Castor, Amendment No. 3 to Operating and Capital Budget, Fiscal Year 2017 was unanimously approved by all Board Members present by adoption of Resolution No. 2022-52.

Upon motion of General Diehl, seconded by Mayor Castor, Amendment No. 1 to Operating and Capital Budget, Fiscal Year 2018 was unanimously approved by all Board Members present by adoption of Resolution No. 2022-51.

Item L2

Contract for Design Professional Services, Airfield Perimeter Fence, HCAA Project No. 6800 22, C&S Engineers, Inc., Tampa International Airport, Resolution No. 2022-45, was presented by Jeff Siddle.

The Airfield Perimeter Fence Project will replace the existing airfield perimeter fence at Tampa International Airport with a new fence including wildlife exclusion barriers and access control upgrades.

On November 4, 2021, a Request for Qualifications entitled Replace Airfield Perimeter Fence at Tampa International Airport was posted.

On March 3, 2022, the Board approved negotiations with the number one ranked firm, C&S Engineers, Inc.

This Contract for Design Professional Services (Contract) will commence on May 5, 2022 and will remain in effect until final acceptance of the constructed Project. This Contract provides for design professional services, including construction administration services and direct and reimbursable expenses, in the maximum purchase authorization amount of \$1,054,277.00.

A DBE goal of at least 10% of the dollar amount earned on the Contract was prescribed. The proposed DBE percentage of 26% for the amount earned on the design will meet or exceed the DBE goal requirements, and will be incorporated into the Contract.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2022-45.

Upon motion of General Diehl, seconded by Mayor Castor, Contract for Design Professional Services, Airfield Perimeter Fence, HCAA Project No. 6800 22 at Tampa International Airport with C&S Engineers, Inc. was unanimously approved by all Board Members present; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2022-45.

Item L3

Part 2 Supplemental Contract E for Design-Build Services, Main Terminal Curbside Expansion, New Energy Plant and Related Work, HCAA Project Nos. 8200 18, 8205 18, 8900 18, 8230 18, 8310 19 and 8425 22, Hensel Phelps Construction Co., Tampa International Airport, Resolution No. 2022-46, presented by Jeff Siddle.

The Main Terminal Curbside Expansion, New Energy Plant and Related Work Program (Program) is a Master Plan Phase 2 Project. The Program includes expansion of the curbsides incorporating new elevated and at-grade lanes and vertical circulation buildings for both the Blue and Red curbsides, renovations to portions of the Main Terminal transfer level and Authority offices, construction of a new Central Utility Plant, concessions loading dock, and FAA parking lot, and demolition of the Administration Building.

The following were previously approved by the Board and the CEO:

Part 1 Contract and two Amendments:	\$30,094,185.00
Board approval amounts:	\$29,294,185.00
CEO approval amounts:	\$800,000.00

Part 2 Contract, 4 Supplemental Contracts and 13 Change Orders:	\$186,749,754.44
Board approval amounts:	\$211,877,363.00
CEO approval amounts:	(\$25,137,608.56)

This Part 2 Supplemental Contract E for Design-Build Services provides for construction of the following:

- Red Side Curb Expansion Project Express Lanes, Vertical Circulation Building and Site Development
- Main Terminal Airside D Shuttle Station
- Renovation and Expansion of the Main Terminal Transfer Level and Arcade

The maximum purchase authorization for this Part 2 Supplemental Contract E will be \$109,355,651.00, bringing the total combined Program Contract amount to date to \$326,199,590.44.

This Part 2 Supplemental Contract E will incorporate a W/MBE participation of at least 14.2% for design and 9.9% for construction.

The existing Part 2 Contract, Part 2 Supplemental Contract A, Part 2 Supplemental Contract B, Part 2 Supplemental Contract C, Part 2 Supplemental Contract D, and Change Order Nos. 1ODP, 2, 3ODP, 4, 5ODP, 6, 7, 8ODP, 9, 10, 11, 12 and 13ODP, to the extent not modified by this Part 2 Supplemental Contract E, remain in full force and effect and are hereby ratified and confirmed.

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

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2022-46.

Upon motion of Mayor Castor, seconded by General Diehl, Part 2 Supplemental Contract E for Design-Build Services, Main Terminal Curbside Expansion, New Energy Plant and Related Work, HCAA Project Nos. 8200 18, 8205 18, 8900 18, 8230 18, 8310 19 and 8425 22 at Tampa International Airport with Hensel Phelps Construction Co. was unanimously approved by all Board Members present; the existing Part 2 Contract, Part 2 Supplemental Contract A, Part 2 Supplemental Contract B, Part 2 Supplemental Contract C, Part 2 Supplemental Contract D, and Change Order Nos. 1ODP, 2, 3ODP, 4, 5ODP, 6, 7, 8ODP, 9, 10, 11, 12, and 13ODP were ratified; staff was authorized to use Owner's Direct Purchase Program, if appropriate; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2022-46.

Item L4

Revised Purchase Order, Tampa Electric Company, New Central Utility Plant and Administration Building Demolition, HCAA Project Nos. 8205 18 and 8900 18, Tampa International Airport, presented by Jeff Siddle.

As part of the New Central Utility Plant (CUP) and Administration Building Demolition Project, it is necessary to relocate, update, demolish, and add to the existing Tampa Electric Company (TECO) electrical infrastructure.

On June 6, 2019, the Board approved a Purchase Order in the not-to-exceed amount of \$1,826,606 to TECO for the modification of existing underground infrastructure in and around the site of the proposed CUP and the Electrical Service Building (ESB).

On October 3, 2019, the Board approved a Purchase Order in the not-to-exceed amount of \$2,385,465 to TECO for the installation of new electric and communication conduit paths serving the CUP and future ESB, new grounding grid, four automatic switchgears, and eight transformers.

TECO has proposed a cost of \$798,000 for the demolition of existing equipment and infrastructure that currently serves the Main Terminal. Due to the cost of the work included in the October 3, 2019 approved Purchase Order being less than estimated, there are unspent funds remaining in the authorization that will only require an increase to the not-to-exceed amount of \$36,436.

This item authorizes issuance of a revised Purchase Order to TECO for a new total not-to-exceed amount of \$2,421,901 for the demolition of existing equipment and infrastructure that currently serves the Main Terminal.

This item is included in the Capital Budget.

Upon motion of Mayor Castor, seconded by General Diehl, a revised Purchase Order to Tampa Electric Company for a new total not-to-exceed amount of \$2,421,901 was unanimously approved by all Board Members present, and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents. No resolution was required.

This concluded Unfinished Business. Mr. Watkins proceeded to New Business.

The following items were contained in New Business.

Item M1

Construction Contract, Chiller System Replacement, HCAA Project No. 6945 22, Gibson Air Conditioning & Refrigeration, LLC, Tampa Executive Airport, Resolution No. 2022-48, presented by Jeff Siddle.

The HVAC chillers and associated chilled water pumps at Tampa Executive Airport have reached the end of their useful lives and need to be replaced with new like-in-kind equipment. Additionally, the existing building automation system has reached the end of its useful life and needs to be upgraded to the latest version. This Project includes the replacement of two air cooled chillers and an upgrade to the existing building automation system. A low bid solicitation was posted on February 24, 2022.

On April 5, 2022, bids were publicly opened and read aloud as follows:

<u>Company Name</u>	<u>Bid Amount</u>
*Kenyon & Partners, Inc.	\$484,247.00
Gibson Air Conditioning & Refrigeration, LLC	\$537,728.00
*Tappouni Mechanical Services, Inc.	\$648,481.00

* Kenyon & Partners, Inc. and Tappouni Mechanical Services, Inc. were deemed non-responsive for failing to meet the prescribed W/MBE Goal.

The lowest responsive and responsible bidder is Gibson Air Conditioning & Refrigeration, LLC.

A W/MBE Goal participation rate of 11.6% was prescribed and a W/MBE Goal participation rate of at least 14.9% 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.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2022-48.

Upon motion of General Diehl, seconded by Mayor Castor, Construction Contract for Chiller System Replacement at Tampa Executive Airport with Gibson Air Conditioning & Refrigeration, LLC in the amount of

\$537,728.00 was unanimously approved by all Board Members present; responses received from Kenyon & Partners, Inc. and Tappouni Mechanical Services, Inc. were rejected as non-responsive; staff was authorized to use Owner’s Direct Purchase Program, if appropriate; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2022-48.

Item M2

Selection of Firm and Award of Master Service Agreement for Third Party Administrative Services, Aetna Life Insurance Company, Tampa International Airport, Resolution No. 2022-47; Selection of Firm and Award of Master Service Agreement for Medical Stop Loss Insurance, Aetna Life Insurance Company, Tampa International Airport, Resolution No. 2022-50, presented by Brian Miles.

The Authority has been self-funded for its employee medical and prescription drug benefits since August 1, 2013 and has a Master Service Agreement No. MSA-724379 (Agreement) with Aetna Life Insurance Company (Aetna). The Agreement includes an administrative services flat fee that is paid to Aetna for access to Aetna’s network of providers and assistance with claims management and underwriting.

On April 7, 2016, the Board awarded Aetna a contract for Third Party Administrative Services for the plan year of August 1, 2016 through July 31, 2017, with up to four, one-year renewal options exercised at the discretion of the Chief Executive Officer. On June 3, 2021, the Board approved Amendment No. 3 to extend the contract for a period of one year.

On December 1, 2021, an Invitation to Negotiate was issued for Third Party Administrative Services and Medical Stop Loss Insurance at Tampa International Airport.

On January 18, 2022, two responses were received. Responses from the following firms met the minimum qualification requirements and were evaluated by staff:

1.	Aetna Life Insurance Company
2.	United HealthCare Services, Inc.

After review of the two (2) qualified responses against the evaluation criteria in the Invitation to Negotiate, the technical evaluation committee recommended negotiations with Aetna. At a public meeting on March 11, 2022, the negotiation team came to consensus on award to Aetna.

This item awards and authorizes execution of a Master Service Agreement for Third Party Administrative Services and a Master Service Agreement for Medical Stop Loss Insurance Services to Aetna.

The Term of the Master Service Agreement for Third Party Administrative Services is August 1, 2022 through July 31, 2023, with up to four, one-year renewal options exercised at the discretion of the Chief Executive Officer based on acceptability of the cost, coverage, service, company stability, and market conditions. Based on the current number of participants, the estimated annual administrative fee is \$158,976.

The Term of the Master Service Agreement for Medical Stop Loss Insurance is August 1, 2022 through July 31, 2023, with up to four, one-year renewal options exercised at the discretion of the Chief Executive Officer based on acceptability of the cost, coverage, service, company stability, and market conditions. Based on the current number of participants, the premium for the initial year of the Master Service Agreement for Medical Stop Loss Insurance is \$1,267,116.

The total estimated expenses for Plan Year 2022/2023 are \$13,575,237, which includes estimated medical claims, pharmacy claims, rebates, Prudent Rx, ASO fees, Stop Loss Premium, employee assistance program fees, and flexible spending account fees.

The Authority may cancel each Master Service Agreement with or without cause by giving thirty (30) days written notice.

No specific expectancy for W/MBE participation was established.

This item is included in the O&M Budget.

Management recommended adoption of Resolution Nos. 2022-47 and 2022-50.

Upon motion of General Diehl, seconded by Mayor Castor, Master Service Agreement for Third Party Administrative Services at Tampa International Airport with Aetna Life Insurance Company was unanimously approved by all Board Members present; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2022-47.

Upon motion of General Diehl, seconded by Mayor Castor, Master Service Agreement for Medical Stop Loss Insurance at Tampa International Airport with Aetna Life Insurance Company was unanimously approved by all Board Members present; and the Chief Executive Officer or his designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2022-50.

This concluded New Business and Mr. Watkins proceeded to Staff Reports.

Gina Evans began with a Legislative update.

The recodification of the Enabling Act was unanimously approved by both Chambers and will go into effect on October 1, 2022. The next recodification will not be until 2032.

The Legislature created a program last year for resiliency funding. The Bill was signed by the Governor last Tuesday allowing for Special Districts to be included as they were not part of the original program.

There has been ongoing work in conjunction with 13 other airports to secure reimbursement for the original checked baggage system installed in 2002. In the most recent spending bill an additional \$9.5 million was received, bringing the total amount to \$61 million of the \$69.7 million owed.

The Authority will receive \$24.6 million in entitlement grants based on enplanement numbers.

Another piece of legislation involves a program to modernize the air traffic control system. Tampa International Airport has the second oldest tower in the country. The Authority has been working with the entire Tampa Bay delegation, the FAA and the House Committee staff to prioritize a new tower for Tampa.

Damian Brooke reported on third party funding for the Authority's current and future plan of finance.

Pre-COVID, the Authority was receiving approximately \$20 million a year broken out between federal AIP funding and FDOT grants. With the impact of the COVID pandemic, the federal government rolled out three separate pandemic aid programs to the airport community over a two year period: the CARES, CRSSA, and ARPA programs. That aid was to be used to offset specific operating expenses such as personnel costs or debt service. Through those three programs, the Authority was allocated a total of \$181 million, with about \$11 million of that amount targeted for TPA's concessionaires. To date, the Authority has drawn approximately \$99.5 million dollars of \$181 million, with the remaining \$81.7 million planned to be drawn before the end of FY 2024.

Last year, the Authority was also allocated approximately \$112.3 million over the five-year period in Federal Bipartisan Infrastructure Law Bill funding broken out equally through 2026. In addition to the allocated Bill funding, the FAA also created a separate \$5 billion of funding to be utilized towards terminal development programs.

In addition to the project-specific grants which the Authority is able to obtain each year, the State has also allocated almost \$200 million towards Master Plan Phases 2 and 3. The Authority utilized approximately \$88.1 million of that \$200 million as funding for Master Plan Phase 2. That leaves the Authority with just over \$111 million, which is currently programed as a partial funding source for Airside D.

The last major third-party funding source is a Passenger Facility Charge or PFC. The Authority currently plans on utilizing its last remaining PFC capacity, approximately \$232 million worth, towards Airside D in 2024.

Jeff Siddle next gave a Master Plan update.

The SkyCenter project is completed and staff is occupying the new space. The June 2, 2022 Board Meeting will take place at the new SkyCenter Boardroom.

Mr. Siddle gave a brief update on the plans to move forward with the Administration Building demolition which will take approximately 12 months.

The new budget for the Master Plan Phase 2 Program is \$583 million which was approved earlier at this meeting.

The first community outreach meeting for the Master Plan Update was held on April 25, 2022 and it is the first of three meetings. The next meeting is scheduled for Fall 2022. The Master Plan Update is a regular validation process required by the FAA every 5-8 years.

This concluded Mr. Lopano's Staff Reports.

Before adjourning the meeting, Assistant General Counsel Knight requested an Attorney-Client Closed Session be held at the June 2022 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, Mr. Watkins adjourned the meeting.

Gary Harrod, Chairman

Jane Castor, Secretary