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RESOLUTION NO.

A RESOLUTION OF THE GREATER ORLANDO AVIATION AUTHORITY REGARDING REIMBURSEMENT OF CERTAIN COSTS INCURRED IN CONNECTION WITH THE ACQUISITION AND CONSTRUCTION OF THE SOUTH TERMINAL COMPLEX; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Greater Orlando Aviation Authority (the "Authority") has incurred and/or will incur various costs in connection with the acquisition and construction of the South Terminal Project (the "STC Project"); and

WHEREAS, the Authority has determined it is in its best interest to reimburse a portion of such costs from proceeds of tax-exempt debt, including its Priority Subordinated Airport Facilities Revenue Bonds, Series 2017A (AMT), its Airport Facilities Revenue Bonds, Series 2019A (AMT), its Airport Facilities Revenue Bonds, Series 2022A (AMT), and various lines of credit; and

WHEREAS, the United States Department of Treasury has issued certain Treasury Regulations in regard to reimbursement of governmental costs through the issuance of tax-exempt debt which Treasury Regulations provide that such reimbursement should be made no later than three years from the date of the expenditures, provided such three year period may be extended to five years for long-term construction projects; and

WHEREAS, such Treasury Regulations provide that the Authority and a licensed architect or engineer may certify that at least five years is necessary to complete construction of the STC Project; and

WHEREAS, the Authority has received a certificate of HNTB, licensed architect (the "Architect's Certificate"), that at least five years is necessary to complete construction of the STC Project, and the Architect's Certificate is attached hereto as Exhibit A;

NOW, THEREFORE, BE IT RESOLVED BY THE GREATER ORLANDO AVIATION AUTHORITY AS FOLLOWS:

SECTION 1. Based upon information known to the Authority, including the Architect's Certificate attached hereto as Exhibit A, the Authority hereby certifies that at least five years is necessary to complete construction of the STC Project. The Chairman, Vice-Chairman and any other Authorized Officer is hereby authorized to provide such statements and certifications as shall be necessary to implement the terms and purpose of this Resolution.

SECTION 2. It is the intent of the Authority that the purpose of this Resolution is to meet the requirements of Treasury Regulation Section 1.150-2(d)(2)(iii) to increase the reimbursement period described in such Treasury Regulation from three years to five years.

SECTION 3. This Resolution shall take effect immediately upon its adoption.

This Resolution was approved and adopted by the Greater Orlando Aviation Authority on January 19, 2022.

**GREATER ORLANDO AVIATION
AUTHORITY**

By: 

M. Carson Good, Chairman

ATTEST:

By: 

Assistant Secretary



January 4, 2022

Ms. Kathleen Sharman
Chief Financial Officer
Greater Orlando Aviation Authority
GOAA Office Annex Building
5855 Cargo Road
Orlando, FL 32827

Re: Certificate of Architect as to Long Term Construction Project

Dear Ms. Sharman,

This letter is to provide the requested certification from HNTB Corporation, which was selected and contracted in 2015 by the Greater Orlando Aviation Authority to serve as Architect of Record Design Consultant for the South Terminal C (STC) Project, WS-110.

About HNTB and Licensure Statement

HNTB Corporation is a multidiscipline architecture and engineering firm headquartered in Kansas City, MO. Founded over 100 years ago, HNTB is comprised of over 5,000 employee-owners across 77 US offices. Our aviation professionals have a long history of delivering full project lifecycle services from innovative airport terminal design to landside projects — including terminals, runways, airport systems and planning — to the largest airports in the country through a variety of project delivery methods. HNTB's architecture practice is consistently ranked among the top design firms in Building Design+Construction's Giants 300 List. In addition to the Authority's STC program, HNTB's current aviation clients include Miami, Tampa, Denver, Dallas-Ft. Worth, Houston, JFK and Chicago O'Hare, to name a few. HNTB is a licensed architecture and engineering firm in the State of Florida, as well as in many other states.

The HNTB Team includes numerous subconsultants in specialty design disciplines, as well as seven major engineering subconsultants procured by the Authority and contracted to HNTB. Collectively, there are forty-one subconsultants under the HNTB contract. There is also a separate low voltage/systems design consultant, Burns Engineering, which is under contract to the Authority for their construction documents separately, with which HNTB coordinates delivery of said construction documents and construction phase services project-wide.

HNTB's Role and Responsibilities as Architect of Record

HNTB's role is to prepare construction documents consistent with the Authority's Vision and Concept Design, which was prepared by Fentress Architects, the Prime Design Architect for STC. HNTB also provides ongoing construction phase services to the Authority, collaborating with two CM-at-Risk teams- Hensel Phelps for Airside and Turner Kiewit JV for Landside: a DBOM firm- Vanderlande Industries for the Baggage Handling System, as well as numerous DB teams providing tenant concession packages in the project. HNTB's responsibilities involve delivery of all projects. construction documents to the

Authority that are permissible under the Florida Building Code and other agencies having jurisdiction, such that the construction entities can build the facilities the Authority will eventually operate and maintain. HNTB's responsibility is to work as a team in a collaborative and proactive manner daily in managing the design process with GOAA, Fentress Architects, Burns Engineering, the Program Managers/Owner's Representative, CM@Rs, DBOM BHS team and our own subconsultants.

Brief Description of STC Project

The STC Phase 1 project is of critical significance for Central Florida and the entire state. Beginning with early site preparation work in January 2017, the project is being built on what was a greenfield site and includes a world-class domestic and international airport terminal with an airside concourse with 15 airline gates and 20 aircraft parking positions (resulting from 5 of the gates being built as Multi Aircraft Ramp System (MARS) gates). It also includes a landside terminal with both secure and non-secure areas and all associated infrastructure, such as site work, roadways, airfield taxiways and aprons, other airfield work, jet fuel facilities, utilities, landscaping, lighting, walkways, pedestrian bridges, expansion of the south parking garage, a central energy plant, emergency power generation plant, fixed passenger boarding bridge piers, all interior furnishings, fixtures and equipment, concessions, ticketing and security facilities and baggage handling systems. The Project interfaces and integrates with the existing South Airport Automated People Mover (APM) Complex and the Intermodal Terminal Facility (ITF) and other ground infrastructure, transportation facilities and improvements.

Changes to the STC Project and Reasons for the Changes

The original STC Phase 1 was conceptualized with 16 gates, five of which were MARS gates, and up to 21 aircraft positions. It was originally expected to handle approximately 8 million annual passengers (MAP) when it opens to provide relief to the existing, over-capacity North Terminal. However, during Fiscal Year 2018, continued record breaking passenger traffic and continued rapid growth projections indicated the STC Phase 1 would be operating at full capacity on the day it was to open. To address this unprecedented growth, the Authority approved an expansion of the original concept to include more gates (STC Phase 1X), an extended drop-off curb, and an airside apron / taxi lane to the current construction. The additional gates would increase the South Terminal C facility to a total of 19 gates, nine of which will be MARS gates, allowing up to 28 narrow-body aircraft positions, making Phase 1 / 1X capable of increased passenger throughput to 11 MAP, bringing the total airport capacity to 51 MAP.

The current North Terminal capacity has an acceptable level of service of 40 MAP. A capacity level of 45 MAP creates a stressed, degraded level of service. As of February 29, 2020, the actual passenger traffic had reached 51.3 MAP, resulting in an even lower level of service than desired, clearly demonstrating an immediate need for the additional gates and associated capacity that the STC Phase P1X would provide.

Beginning in mid-March 2020, passenger traffic plummeted due to the COVID-19 Pandemic and the STC team immediately began looking at contingency options. On August 19, 2020, the Authority Board approved a reduction of \$227 million from the STC-Phase 1 and Phase 1 Expansion programs. The STC reductions allowed for the completion of the STC-P1 and STC-P1X Landside Terminal and the STC-P1 Airside Concourse, but the deferral of the STC-P1X Airside Concourse South Wing's four gates as well as the portion of the Ground Transportation Facility (GTF) between the garage and the APM/ITF.

Effect of the Changes on the Schedule

The impacts of the COVID-19 Pandemic on global supply chain were massive. Fortunately, however the Authority's STC leaders had been directing early procurements of the longest lead items in the program

long before the pandemic hit for such items as structural steel, baggage handling system components, electronics / IT materials, electronic media features / pixels, curtainwall glazing and other critical items.

Accordingly, the schedule was not lengthened due to any supply chain / COVID related reason. The only lengthening of the schedule was to add the Phase 1 Expansion components mentioned above, including the completion of the STC-P1 and STC-P1X Landside Terminal and the STC-P1 Airside Concourse.

Schedule for the STC Project Completion

The STC-P1X Landside Terminal together with STC-P1 is anticipated to receive a Temporary Certificate of Occupancy (TCO) in February 2022 and to be substantially completed in May 2022. The four STC-P1X Airside Concourse gates will be deferred until a later date.

In conclusion, we certify that at least five years is necessary to complete construction of the STC Project.

We trust this letter satisfies the necessary intent to allow the Authority to extend the reimbursement period from three to five years. If we may further assist, please do not hesitate to let me know.

Thank you for the opportunity to continue to serve the Authority's needs on this world class South Terminal C.

Sincerely,



William G. Brooks, PE
Sr. Program Director, HNTB AOR Design Team
Sr. Vice President, HNTB

CC: Davin Ruohomaki, Sr. Director, Engineering and Construction, GOAA
Mark Birkebak, Director of Engineering, GOAA
George Gilhooley, Sr. Vice President, HNTB
Juan Carlos Arteaga, Architect of Record, HNTB

GREATER ORLANDO AVIATION AUTHORITY

Supplemental Airport Facilities Revenue Bond Resolution

Authorizing the Issuance of

Airport Facilities Revenue Bonds,
Series 2022A (AMT)

Airport Facilities Revenue Bonds,
Series 2022B (Taxable)

Airport Facilities Refunding Revenue Bonds,
Series 2022C (AMT)

Airport Facilities Refunding Revenue Bonds,
Series 2022D (Non-AMT)

Airport Facilities Refunding Revenue Bonds,
Series 2022E (Taxable)

Adopted on January 19, 2022

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