On **TUESDAY, OCTOBER 28, 2025**, the **CONSTRUCTION COMMITTEE** of the Greater Orlando Aviation Authority met at the Orlando International Airport in the Carl T. Langford Board Room, One Jeff Fuqua Blvd., Orlando, FL 32827. Chair Shedek called the meeting to order at 9:07 a.m. Chair Shedek read the Lobbyist Disclosure and the Appeals Statement. The meeting was posted in accordance with Florida Statutes and a quorum was present. All Construction Committee members confirmed no violations regarding the Aviation Authority's Code of Ethics and Business Conduct; lobbying activities policy; or the Florida Sunshine law with regards to any agenda item.

Committee members present:

Scott Shedek, Chair
Gary Hunt, Vice President, Facilities
Melvin Martinez, Assistant Vice President, Construction Finance
Tricia Cottman, Vice President, Risk Management

Also participating:

Jeffrey Reine, GOAA Senior Project Manager
Keegan O'Brien, GOAA Environmental Assistant Vice President of Environmental
Pankaj Gupta, Jacobs Project Management Co.
Robert Erickson, Jacobs Project Management Co.
Herve Apollon, The Corradino Group, Inc.
Gonzalo LaRivera, The Roderick Group, Inc. dba Ardmore Roderick
Angela Fisher, WSP, USA Inc.
Claramargaret Groover, Legal Counsel (Becker & Poliakoff)
Summer Glenn, Recording Secretary

CHANGE ORDERS

A. **CHANGE ORDER BP-S00195-84 FOR VARIOUS REVISIONS.** Mr. Gupta presented the request for Change Order No. 84 on BP-S00195, Terminal C, Phase 1X – Airside Concourse, with Hensel Phelps Construction Company dba Hensel Phelps Construction. Discussion ensued.

Upon motion of Mr. Hunt, second by Ms. Cottman, vote carried to approve Change Order BP-S00195-84, Terminal C, Phase 1X – Airside Concourse, with Hensel Phelps Construction Company dba Hensel Phelps Construction, for the total amount of $14,060.795.00, and a 246 calendar day time extension to Substantial Completion, and a 60 calendar day time extension to Final Completion, with funding from General Airport Revenue Bonds and Passenger Facility Charges, Capital Expenditure Funds, Florida Department of Transportation Funds, and Federal Aviation Administration BIL AIG and ATP grant funds to the extent eligible. *[Subsequent to the Construction Committee meeting, the CFOC consensed funding for the item, as outlined above.]*

B. **CHANGE ORDER BP-S00198-12 FOR VARIOUS REVISIONS.** Mr. Erickson presented the request for Change Order No. 12 on BP-S00198, Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (Design/Build), with The Weitz Company, LLC. Discussion ensued.

Upon motion of Ms. Cottman, second by Mr. Martinez, vote carried to approve Change Order BP-S00198-12, Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (Design/Build), with The Weitz Company, LLC, for the total amount of $225,847.14, and no time extension, with funding from Customer Facility Charges.

C. **CHANGE ORDER V-01023-11 FOR INSTALL GATES.** Ms. Fisher presented the request for Change Order No. 11 on V-01023, Airsides 2 and 4 COOP Ramps (Design/Build), with Clancy & Theys Construction Company. Discussion ensued.

Upon motion of Mr. Martinez, second by Mr. Hunt, vote carried to approve Change Order V-01023-11, Airsides 2 and 4 COOP Ramps (Design/Build), with Clancy & Theys Construction Company, for the total amount of $6,974.37, and no time extension, with funding from General Airport Revenue Bonds.

D. **CHANGE ORDER V-01023-12 FOR INSTALL HANDRAIL.** Ms. Fisher presented the request for Change Order No. 12 on V-01023, Airsides 2 and 4 COOP Ramps (Design/Build), with Clancy & Theys Construction Company. Discussion ensued.

Upon motion of Mr. Hunt, second by Ms. Cottman, vote carried to approve Change Order V-01023-12, Airsides 2 and 4 COOP Ramps (Design/Build), with Clancy & Theys Construction Company, for the total amount of $10,631.15, and no time extension, with funding from General Airport Revenue Bonds.

E. **CHANGE ORDER V-01028-03 FOR FINAL CHANGE ORDER.** Mr. LaRivera presented the request for Change Order No. 03 on V-01028, Centerfield ARFF Temporary Kitchen and Demolition, with Clancy & Theys Construction Company, Discussion ensued.

Upon motion of Ms. Cottman, second by Mr. Martinez, vote carried to approve Change Order V-01028-03, Centerfield ARFF Temporary Kitchen & Demolition, with Clancy & Theys Construction Company, for the total deductive amount of $5,000.00, and no time extension, with funding from previous-approved Capital Expenditure Funds.

NEW BUSINESS

A. **REQUEST FOR RECOMMENDATION TO APPROVE THE PROCUREMENT OF BUILDERS RISK INSURANCE AND OWNER'S PROTECTIVE PROFESSIONAL INDEMNITY INSURANCE POLICIES AND THE ADJUSTMENT TO INSURANCE ALLOWANCE FOR CAPITAL PROJECT TO AON RISK SERVICES, INC. OF FLORIDA, FOR BP-S00477, AIRSIDES 2 AND 4 APM IMPROVEMENTS, AT THE ORLANDO INTERNATIONAL AIRPORT.**
Ms. Cottman presented the memorandum, dated October 28, 2025. Discussion ensued.

Upon motion of Mr. Martinez, second by Mr. Hunt, vote carried to recommend to the Aviation Authority Board approval of the Procurement of Builders Risk Insurance and Owner's Protective Professional Indemnity Insurance Policies and the Adjustment to Insurance Allowance for Capital Project to AON Risk Services, Inc. of Florida, for BP-S00477, Airsides 2 and 4 APM Improvements, for the total not-to-exceed expenses amount of $1,309,754.00, with funding from Line of Credit to be reimbursed by General Airport Revenue Bonds funded from W-00609.

B. **REQUEST FOR RECOMMENDATION OF TO APPROVAL OF AN ADDENDUM TO THE CONTINUING SIGNAGE CONSTRUCTION SERVICES AGREEMENT WITH AC SIGNS, LLC, FOR THE AWARD OF H-00394, TERMINAL C ROADWAY AIRLINE SIGN EXPANSION FOR AIRLINE RELOCATION (DESIGN/BUILD), AT THE ORLANDO INTERNATIONAL AIRPORT.**
Mr. Apollon presented the memorandum, dated October 28, 2025. Discussion ensued.

Upon motion of Mr. Hunt, second by Ms. Cottman, vote carried to approve an Addendum to the Continuing Signage Construction Services Agreement with AC Signs, LLC, for the Award of H-00394, Terminal C Roadway Airline Sign Expansion for Airline Relocation (Design/Build), for the total Lump Sum amount of $375,500.00, with funding from Line of Credit to be reimbursed by General Airport Revenue Bonds. *[Subsequent to the Construction Committee meeting, the CFOC consensed funding for the item, as outlined above.]*

C. **REQUEST FOR RECOMMENDATION OF APPROVAL OF AN ADDENDUM TO THE CONTINUING PROGRAM AND PROJECT MANAGEMENT SERVICES FOR AIRFIELD, ROADWAY AND HORIZONTAL CONSTRUCTION PROJECTS AGREEMENT WITH THE CORRADINO GROUP, INC., FOR THE CONSTRUCTION PHASE OAR SERVICES FOR H-00394, TERMINAL C ENHANCEMENTS PROGRAM - J-HOOK POND, AT THE ORLANDO INTERNATIONAL AIRPORT.**
Mr. Reine presented the memorandum, dated October 28, 2025. Discussion ensued.

Upon motion of Mr. Hunt, second by Mr. Martinez, vote carried to recommend to the Aviation Authority Board approval of an Addendum to the Continuing Program and Project Management Services for Airfield, Roadway and Horizontal Construction Projects Agreement with The Corradino Group, Inc., for the Construction and Closeout Phase OAR Services for H-00394, Terminal C Enhancements Program – J-Hook Pond, for the total Lump Sum amount of $37,505.00, with funding from Capital Expenditure Funds.

[Subsequent to the Construction Committee meeting, the CFOC consensed funding for the item, as outlined above.]

D. **REQUEST FOR APPROVAL OF AN ADDENDUM TO THE CONTINUING ON-CALL ARCHITECTURE AND ENGINEERING CONSULTING SERVICES WITH KIMLEY-HORN AND ASSOCIATES, INC., TO PROVIDE DESIGN SERVICES FOR H-00405, AS2 AND AS4 POND RESTORATION, AT THE ORLANDO INTERNATIONAL AIRPORT.**
Ms. O'Brien presented the memorandum, dated October 28, 2025. Discussion ensued.

Upon motion of Mr. Martinez, second by Ms. Cottman, vote carried to approve an Addendum to the Continuing On-Call Architecture and Engineering Consulting Services with Kimley-Horn and Associates, Inc., to Provide Design Services for H-00405, AS2 and AS4 Pond Restoration, for the total not-to-exceed fees amount of $234,799.00, with funding from Capital Expenditure Funds.

E. **REQUEST FOR APPROVAL OF AN AMENDMENT TO ADDENDUM NO. 03 TO THE EXECUTIVE PROJECT MANANGEMENT AND OVERSIGHT SERVICES FOR TERMINAL C PROGRAMS AGREEMENT WITH JACOBS PROJECT MANAGEMENT COMPANY, FOR A BUDGET REALLOCATION TO PROVIDE INSPECTOR RESOURCES FOR W-S00149, PROGRAM MANAGEMENT AND OVERSIGHT (PMO) SERVICES FOR TERMINAL C, AT THE ORLANDO INTERNATIONAL AIRPORT.**
Mr. Gupta presented the memorandum, dated October 28, 2025. Discussion ensued.

Upon motion of Mr. Martinez, second by Mr. Hunt, vote carried to approve an Amendment to Addendum No. 03 to the Executive Project Management and Oversight Services for Terminal C Programs Agreement with Jacobs Project Management Company, for a Budget Reallocation to Provide Inspector Resources for W-S00149, Program Management and Oversight (PMO) Services for Terminal C, for the total amount of $0.00, with funding from Line of Credit to be reimbursed with General Airport Revenue Bonds.

INFORMATION ITEMS

The following items were presented for information only:

A. Field Change Order Tracking Log

ADJOURNMENT

No public comments were made during the meeting. There being no further business for discussion, the meeting was adjourned at 9:30 a.m.

Scott Shedek

box SIGN 19RL7LV4-15LZZ2WX

Scott Shedek, Chair
Construction Committee
Vice President, Construction

GROUND TRANSPORTATION COMMITTEE MEETING MINUTES – October 25, 2024

On Friday, October 25, 2024, the **GROUND TRANSPORTATION COMMITTEE** (GTC) of the Greater Orlando Aviation Authority met for a Public Meeting in the Carl T. Langford Board Room, One Jeff Fuqua Boulevard, Orlando, Florida. Chairman Griffin called the meeting to order at 1:00 p.m. Chairman Griffin read the Lobbyist Disclosure and the Appeals Statement. The meeting was posted in accordance with Florida Statutes, and a quorum was present. Ground Transportation Committee members confirmed no violations regarding the Aviation Authority's Code of Ethics and Business Conduct, lobbying activities policy, or the Florida Sunshine law regarding any agenda item.

Committee Members Present:	Marquez Griffin, Chairman, SVP of Operations Eric McClung, AVP of Operations (Parking & GTS) Robert Furr, VP of Engineering and Architecture Lt. Frank Chisari, Orlando Police Department, Airport Division
Also Participating:	Anne van den Berg, Legal Counsel (Marchena & Graham, P.A.) Angelica Matos, Recording Secretary Zulai Perez, Parking & GTS Operations Fernando Cano, GTE Operations Christine Shields, Executive Assistant of Operations
Other Attendees:	Kamal Hans, Diamond Cab Company Robert Gomez, Quick Cab James Thomas, Quick Cab Rob Chavez, Fast Park, & Relax Katylyn Weems, Fast Park, & Relax Donald Lai, Disney Cruise Line Kingsley Blair, Diamond Cab Company Gregg Moulton, Mears Destination Services David Dease, Mears Destination Services Jeffrey Kebool, Executive Livery Services Brendan Richmond, Universal Destination and Experience Melanie Becker, Universal Destination and Experience Kylee Anzueto, Grey Robinson Kathy Turns, Hello DMC Clinton Corriveau, Manton Transportation LLC Simone Cerasa, The Genie Transportation Services, LLC

APPOINTMENT OF VICE-CHAIR:

Upon motion by Lt. Chisari, seconded by Mr. Furr, the vote was carried out to approve deferring the appointment of a new Vice-Chair until the vacant Committee seat for the VP of Security is filled.

CONSIDERATION OF MINUTES:

Upon motion by Mr. Furr, seconded by Mr. McClung, the vote was carried out to approve the June 4, 2024, minutes as presented.

NEW BUSINESS

REVIEW OF PROPOSED REVISIONS TO THE GROUND TRANSPORTATION RULES & REGULATIONS (GTR&R):

Mrs. Perez provided the Review of Proposed Revisions to the Ground Transportation Rules and Regulations (GTR&R), which is on file with the Aviation Authority.

PUBLIC COMMENTS:

Kamal Hans, Diamond Cab Company
Mr. Hans stated he would be providing comments to the Committee on the proposed changes to the GTRR. Mr. Hans expressed that the $1.20 congestion fee added for pick up on level 2 in Terminals A and B is an oxymoron concept based on the congestion fee purpose, which would be to alleviate congestion with less traffic at the level rather than adding more traffic by adding the cabs to level 2; he stated it would be adding to the congestion rather than taking away from the congestion. Mr. Hans also expressed concern that the taxis are penalized with a $1.20 congestion fee for being authorized to pick up on level 2. He stated that it appears to be for leveling the field with the TNCs, although they have already taken a significant amount of the taxi business. Mr. Hans suggested that to have parity with the TNCs, relocate the TNCs to level 3. He further emphasized that the proposed increase to the $5.80 privilege fee, a 45% increase from their current rate, will negatively affect their business.

Brendan Richmond, Universal Destination and Experiences
Mr. Richmond expressed his appreciation for the opportunity to speak at the GTC Workshop and excitement for the upcoming changes, investments, and impact Universal is making to the community with Universal Epic Universe opening next year, which will drive millions of more visitors to the Central Florida region, which are going to come through the airport. Mr. Richmond expressed concerns regarding the proposed fee structures. He requested the Aviation Authority hold a meeting with Universal to provide more details on how they will be impacted by the changes and discuss the goals, where Universal stands, and what they can do to partner better together. He emphasized that their current investment in the SuperStar Shuttle program will be more critical, with millions of visitors coming to the Central Florida region and through the airport. Mr. Richmond stated they want to ensure they are provided with the opportunity to work with the Aviation Authority to ensure they align with the proposed changes and make a smoother process for all Universal guests.

Robert Chavez, Fast Park & Relax
Mr. Chavez provided background information on Fast Park & Relax, a non-tenant operating partner of MCO, providing parking transportation services since 2008. He expressed appreciation for recent stakeholder meetings held for the permit holders and commended the Authority's staff on their communication compared to the company's other 17 facilities around the country. Mr. Chavez elaborated on the methodology of airport fees and revenue generated nationwide. He elaborated on the method by which off-airport parking operators are charged; the uniqueness of their primary privilege fee is a gross receipt fee. Although they are not tenants of the airport, they own real estate and are significant users of the airport roadway structure by transporting shared travelers. Mr. Chavez asked the Committee that, with the proposed adjustments for this coming year, the Committee review the unique way that the off-site parking operators are charged when assessing adjustments. He further emphasized that rate adjustment follows CPI, and the last time rates were raised; there was a component missing from the conversation, which is the recognition that because the off-airport parking privilege is based on a gross receipts percentage, their fee is constantly increasing, and that's due to parking rate increases, providing additional services such as covered parking and it's due to increases in occupancies which don't necessarily translate to an increased number of trips to the airport due to the carpooling nature of their business. He also provided an information-based analysis on the fiscal year date in June 2024 compared to the same timeframe in the prior fiscal year, stating that by way of the 10% privilege, the off-airport parking segment provided 16.6% more revenue to the airport in the prior year. In the discussion of the 6% CPI incorporated into the off-airport parking fee structure, parking rates have drastically outpaced CPI over the last number of years, and the nature of their fee structure constantly captures those increases. They don't wait for a once or twice-a-year review; they are captured at the moment. Ignoring that reality when discussing rate increases leads to a decision with only a portion of the facts. Mr. Chavez requests that the Committee review the unique dynamic of their operation and suggests that dwell structures and increased evaluation should look different for operators that pay a self-increasing gross

privilege fee than for operators that pay a fixed-static fee that only changes by GOAA adjustment. He expressed that the fees can be raised equitably and that the airport's revenue can be sufficient, but fair.

Simone Cerasa, The Genie Transportation, LLC
Mr. Cerasa stated that he would be speaking in opposition to the proposed changes to the GTRR. Mr. Cerasa outlined the changes presented regarding the increased fees for the Vehicle-for-Hire (VFH) category of $3.20 and privilege fees plus $3.80 and dwell fees. He provided data generated by the Aviation Authority through a public records request reflecting that from January to June this year, 91,399 Class 1 VFH vehicles entered the commercial lanes and the express pick-up areas here at MCO, with a total revenue of $766,636.80, which means on average VFHs pay $8.39 for each time we pick up a customer. For 2025, the proposed increases to $3.35 for the privilege fee, $3.95 for the dwell fee, and an additional $1.80 security fee. He stated that these new rates and fees increase the average cost for each Class 1 VFH vehicle to $10.54 for each entry. On September 18, the Aviation Authority Board had a presentation, and there were goals and objectives for the next two years, 2025 and 2026. One of the goals and objectives is to provide competitive rates for all facilities. Mr. Cerasa advised that after further research with the top 10 airports across the country, the fee structure for VFH operators being proposed by MCO will cause VFHs to pay significantly more than at the top 10 airports. The comparison is as follows:

1. Atlanta, VFH operators in Orlando will pay 237% more.
2. Dallas Fort Worth International, VFH operators in Orlando will pay 238% more.
3. Denver, VFH operations in Orlando will pay 336% more.
4. Los Angeles International Airport, VFH operators in Orlando will pay 210% more.
5. The three large New York City area airports, VFH operators in Orlando will pay 210% more.
6. Las Vegas, VFH operators in Orlando will pay 439% more.
7. Charlotte, VFH operators in Orlando will pay 702% more.
8. Miami in Florida, VFH operators in Orlando will pay 527% more.

The other two large airports in Florida:

9. Tampa charges a $5.00 flat fee
10. Jacksonville charges $4.00.

Mr. Cerasa further expressed his concern on what is driving the fee increase and what is competitive about the proposed changes. He also stated that the additional revenue the Aviation Authority seeks from legally permitted operators could be obtained by enforcing existing GOAA regulations and Chapter 55 with the City Orlando Code Ordinance. He informed the Committee that individuals and companies solicit daily on social media websites and webpages such as Viator, for which they do not pay fees, and there's been no enforcement of existing rules. He suggested that if MCO is seeking additional revenue, that would be the best place to start instead of penalizing those operators who adhere to the rules & regulations.

Jeffrey Kebool, Executive Livery Services
Mr. Kebool withdrew his request to speak to the Committee after advising the Recording Secretary that the items he would discuss were repetitive to what M. Cerasa presented.

Chairman Griffin asked if there were any additional public comments. Ms. Matos confirmed no other comment cards had been received. Upon no response from the audience, Chairman Griffin closed the public comments.

COMMITTEE COMMENTS:
Chairman Griffin inquired if there were any Committee comments regarding the discussed topics.

Mr. Furr requested additional clarification on the reason for creating a new permit category for Premium Resort/Cruise Services, whether it was due to an area of growth that was not covered prior. Mrs. Perez responded. Legal Counsel added further context on the distinction of the new permit classification from current permit categories.

Mr. Furr also requested information on Diamond Cab Company's comments and whether there were any options to avoid the $1.20 congestion fee. Chairman Griffin responded.

With no additional Committee comments, Chairman Griffin informed the audience that there would be a second public meeting on Thursday, October 31, 2024, at 10:00 a.m., which will be identical to today's presentation and updated with the changes discussed. After that meeting, the Committee will discuss and take action to recommend the proposed changes to the Aviation Authority Board.

ADJOURNMENT:
There being no further business to discuss, Chairman Griffin adjourned the meeting at 1:35 p.m.

Marquez Griffin, Chairman
Ground Transportation Committee

GROUND TRANSPORTATION COMMITTEE MEETING MINUTES – October 31, 2024

On Thursday, October 31, 2024, the **GROUND TRANSPORTATION COMMITTEE** (GTC) of the Greater Orlando Aviation Authority met for a Public Meeting in the Carl T. Langford Board Room, One Jeff Fuqua Boulevard, Orlando, Florida. Chairman Griffin called the meeting to order at 10:00 a.m. Chairman Griffin read the Lobbyist Disclosure and the Appeals Statement. The meeting was posted in accordance with Florida Statutes, and a quorum was present. Ground Transportation Committee members confirmed no violations regarding the Aviation Authority's Code of Ethics and Business Conduct, lobbying activities policy, or the Florida Sunshine law regarding any agenda item.

Committee Members Present:	Marquez Griffin, Chairman, SVP of Operations Eric McClung, AVP of Operations (Parking & GTS) Robert Furr, VP of Engineering and Architecture Lt. Frank Chisari, Orlando Police Department, Airport Division
Also Participating:	Anne van den Berg, Legal Counsel (Marchena & Graham, P.A.) Angelica Matos, Recording Secretary Zulai Perez, Parking & GTS Operations Pierre Wright, Supervisor GT Services
Other Attendees:	Kamal Hans, Diamond Cab Company Katylyn Weems, Fast Park, & Relax Donald Lai, Disney Cruise Line Kingsley Blair, Diamond Cab Company Gregg Moulton, Mears Destination Services John Castle, Mears Destination Services Rebecca Horton, Mears Destination Services David Dease, Mears Destination Services Brendan Richmond, Universal Destination and Experience Kylee Anzueto, Grey Robinson

NEW BUSINESS

REVIEW OF PROPOSED REVISIONS TO THE GROUND TRANSPORTATION RULES & REGULATIONS (GTR&R):

Mrs. Perez provided the Review of Proposed Revisions to the Ground Transportation Rules and Regulations (GTR&R), which is on file with the Aviation Authority.

Mrs. Perez read the responses to the public comments from the GTC Workshop held on October 25, 2024. The responses were as follows:

1. **A taxicab question related to the added congestion caused by putting the taxis back onto Level 2 and the $1.20 congestion fee for pickups on Level 2.**

   Response: The Aviation Authority recognizes that picking up on Level 2 is the most desirable to passengers because of ease of transfer from picking up luggage to entering vehicles. Congestion on Level 2 is due to the high volume of privately owned vehicles picking up friends and family. Congestion is compounded by any commercial vehicles also picking up on Level 2, which currently are the TNCs. Some taxi operators have been requesting at every Ground Transportation Committee meeting that they be allowed to pickup on Level 2. The Aviation Authority recognizes that this will in fact only add to the congestion. In order to accommodate this request, taxis are being allowed to return to Level 2, provided that a Starter system is in place, but the congestion fee is being imposed as the price to pay for this convenience. Pickups on Level 1 will not be subject to this fee and are an easy way to reduce

the total increase in fees. The added congestion on Level 2 will be managed through agreed procedures for the Starter System between the taxi consortium and the Aviation Authority.

2. **Universal has concerns about the impact of the increased Operating Privilege Fee on its operations which currently uses the Transportation Concessionaire.**

   Response: The Preferred Ground Transportation Provider concession is under competition. The Aviation Authority understands the concern; in the event there is a change in the Concessionaire, based on how this would have a significant impact on Universals Operations, the Aviation Authority will take into consideration the recent changes to the GTRR and see what solution or possible grace period can be provided to the company to allow enough time to adjust any items that require Universal to be in compliance with the amendments to the Rules & Regulations.

3. **An Off-Airport Parking company requested a reduction in its Dwell Fees due to the increased privilege fees it pays as a result of paying a percentage of its gross receipts, which have increased above CPI.**

   Dwell Fees relate to usage of roadways and ground transportation facilities. Privilege Fees relate to access to the Airport to engage in commercial activities with passengers – making money from passengers. The two are not linked. Privilege fees for GT Operators other than the Off-Airport Parking and Rental Cars are fixed, and so are subject to the CPI increase. The Aviation Authority recognizes that the 10% privilege fee for the Off-Airport Parking and Rental Cars naturally includes CPI adjustments as they have to increase their charges to their customers to account for CPI increases. Thus the Aviation Authority has not made any change to the Privilege Fee the Off-Airport companies pay. All of the other GT Operators are seeing an increase in the Privilege Fees they have to pay. The increase in Dwell Fees reflects the Aviation Authority's increased costs in maintaining its ground transportation facilities. The charge per vehicle, based on its size and the length of time it is on Level 1 is an equitable way for all companies to help pay for their use of the facilities. That fact that some Off-Airport companies have experienced greater increases in the privilege fees they pay does not justify allowing them to pay less than their fair share for use of the Airport's ground transportation facilities.

4. **A Vehicle for Hire company objected to the new security fee as making the total fees vehicles for hire pay not competitive compared to other airports around the country. The additional revenue the Airport seeks could be obtained if the Airport did better enforcement of the unpermitted operators.**

   Response: The introduction to the GTR&R states that the Aviation Authority is committed to promoting "respectful competition among providers of ground transportation services, and to develop revenues for support of the Airport." The competition that is relevant is not what other airports charge but how other forms of ground transportation are charged in comparison to the level of service they provide and the access they are given to the Airport. The Airport's charges relate to the location of where the GT company is allowed to pickup passengers, which itself is related to the level of service the GT company is providing the passenger. The higher the level of service a ground transportation operator provides, the more they charge their customer, thus vehicles for hire are more expensive than taxis or TNCs. Likewise, the more convenience the Airport offers to the ground transportation provider, the higher the rates that are charged. So for example, a taxi picking up on Level 1, where the passenger has to go down to Level 1 to get their taxi, is charged $5.80. But a taxi or TNC picking up on Level 2 pays $7.00 for greater ease to the passenger to walk out of baggage claim and enter their vehicle. The vehicles for hire use the GT Concourse, where they can park and meet their passenger for the greatest level of service to the passenger. Their fee is now $9.10 (including the security fee), not $10.54 as stated in the objection. The $1.80 fee was determined by taking the total cost of security in the GT Concourse and dividing it by the total number of vehicle for hire trips in one year to come up with a fee for each trip. Valet cars are only occasionally allowed to use a limited portion of the GT Concourse and they are subject to a separate screening, not the screening done to the vehicles for hire.

   With respect to enforcement, the Airport police are hiring new VFH officers who will be checking that drivers are properly permitted, and GT Enforcement has hired 16 additional enforcement officers and 2 additional supervisors to enforce the rules. These steps should help with unpermitted activities.

PUBLIC COMMENTS:

Chairman Griffin asked if there were any public comments. Ms. Matos confirmed no comment cards had been received. Upon no response from the audience, Chairman Griffin closed the public comments.

COMMITTEE COMMENTS:

Chairman Griffin asked the Committee if they had any comments. Hearing none, Mrs. Perez presented the recommendation to the Committee.

Upon motion by Mr. Furr, seconded by Mr. Chisari, the vote was carried out to recommend to the Aviation Authority Board the adoption of the amendments as discussed and presented pertaining to the Ground Transportation Rules & Regulations (GTR&R), including the approval of the new permit agreements and exhibits and the new Ground Transportation Enforcement Procedure.

ADJOURNMENT:

There being no further business to discuss, Chairman Griffin adjourned the meeting at 10:22 a.m.

Marquez Griffin, Chairman
Ground Transportation Committee

REPORT OF HEARING OFFICER

Mayor and Members of the City Council
of the City of Orlando, Florida
Chairman and Members of the Greater Orlando
Aviation Authority
Orlando, Florida

RE: Approval of plan of finance and issuance of not to exceed $100,000,000 in aggregate of certain revenue bonds or notes issued by the Public Finance Authority ("PFA"), as airport exempt facility bonds.

Ladies and Gentlemen:

Pursuant to the authorization by the governing body of the Greater Orlando Aviation Authority (the "Authority"), I conducted a public hearing on January 9, 2026 at 12:00 p.m. at the Orlando International Airport, Carl T. Langford Board Room located at One Jeff Fuqua Blvd., Orlando, Florida 32827, with respect to the contemplated plan of finance and issuance by the Authority of the above-captioned debt. The public hearing was opened at 12:01 p.m. prevailing Eastern Time, and was closed at 12:05 p.m.

Due notice of the public hearing was published on January 1, 2026 in the Orlando Sentinel, a copy of the proof of publication of which is attached hereto.

At the public hearing no persons appeared and requested to be heard. Also, no persons submitted any comments in writing for the consideration of the Authority and the City Council of the City of Orlando (the "City") with respect to the plan of finance and issuance of debt by the Authority or the approval by the City.

Respectfully submitted on the 9th day of January, 2026 by the undersigned.

By: Kathleen M. Sharman, CFO
Kathleen M. Sharman
Title: Executive Vice President/Chief Financial Officer/Hearing Officer

EXHIBIT A

AFFIDAVIT OF PUBLICATION

Orlando Sentinel
MEDIA GROUP

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Orlando, FL 32862-0125

State Of Florida
County Of Orange

Before the undersigned authority personally appeared
Rose Williams, who on oath says that he or she is a duly authorized representative of the ORLANDO SENTINEL, a DAILY newspaper published in ORANGE County, Florida; that the attached copy of advertisement, being a Legal Notice in:

The matter of 11150-Public Hearing Notice
Was published in said newspaper by print in the issues of, or by publication on the newspaper's website, if authorized on Jan 01, 2026.

Affiant further says that the newspaper complies with all legal requirements for publication in Chapter 50, Florida Statutes.

Rose Williams

Signature of Affiant

Rose Williams

Name of Affiant

Sworn to and subscribed before me on this 2 day of January, 2026,
by above Affiant, who is personally known to me (X) or who has produced identification ( ).

LeAnne Rollins

Signature of Notary Public

Notary Public State of Florida
Leanne Rollins
My Commission HH 500022
Expires 4/27/2028

Name of Notary, Typed, Printed, or Stamped

7914265

Orlando Sentinel
MEDIA GROUP

NOTICE OF PUBLIC HEARING DATED JANUARY 1, 2026

Notice is hereby given that on January 9, 2026 at 12:00 p.m., or as soon thereafter as possible, in the Carl T. Langford Board Room located at One Jeff Fuqua Blvd., Orlando, Florida, 32827, a public hearing, as required by Section 147(f) of the Internal Revenue Code of 1986, as amended (the "Code"), will be held by the Greater Orlando Aviation Authority (the "Authority"), with respect to the application of the proceeds of certain revenue bonds or notes issued by the Public Finance Authority ("PFA"), as airport exempt facility bonds, as defined in Section 142(a)(1) of the Code, in one or more series from time to time, pursuant to a plan of financing (the "Obligations"), the proceeds of which are being loaned to SHOLA LLC (the "Borrower"), an affiliate of Sky Harbour Capital II LLC, or one or more subsidiaries or other affiliates thereof (collectively, "Sky Harbour") to finance the project described below (the "Project").

A. Owner: Greater Orlando Aviation Authority.
B. Initial Occupant/Borrower: SHOLA LLC, Sky Harbour or another affiliate thereof
C. Description of Project: This project includes the development of a general aviation and storage facility, comprising 9 hangars and a fixed base operations terminal aggregating approximately 162,900 square feet.
D. Project Location: Orlando Executive Airport, Rickenbacker Drive, Orlando, Florida.
E. Maximum amount of Obligations to be issued with respect to the Project: $100,000,000.

At the public hearing, any and all persons in attendance will be afforded an opportunity to comment on the proposed Project and the issuance of the Obligations therefor.

The public hearing is being held by the Authority and notice thereof is published in accordance with Section 147(f) of the Code and regulations promulgated thereunder.

The Obligations will be special limited obligations of PFA payable by PFA solely from the loan repayments to be made by the Borrower to PFA. None of the Authority, the City of Orlando, the State of Florida nor any political subdivision thereof shall be obligated to pay the principal of or interest on the Obligations. The Obligations will not constitute an indebtedness or a general obligation of the Authority, the City of Orlando, or any municipal corporation or political subdivision of the State of Florida. The Obligations will not constitute a debt or liability of any member of PFA, the State of Wisconsin or any political subdivision or agency thereof. The Obligations will not be paid from taxes.
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REPORT OF HEARING OFFICER

Mayor and Members of the City Council
of the City of Orlando, Florida
Chairman and Members of the Greater Orlando
Aviation Authority
Orlando, Florida

RE: Approval of plan of finance and issuance of not to exceed $550,000,000 in aggregate par amount of debt (in addition to prior approvals) in one or more series, including bonds and debt previously issued by the Greater Orlando Aviation Authority and its Airport Facilities Revenue Bonds of the City of Orlando, Florida

Ladies and Gentlemen:

Pursuant to the authorization by the governing body of the Greater Orlando Aviation Authority (the "Authority"), I conducted a public hearing on January 22, 2026, at 11:00 a.m. at the Orlando International Airport, Carl T. Langford Board Room located at One Jeff Fuqua Blvd., Orlando, Florida 32827, with respect to the contemplated plan of finance and issuance by the Authority of the above-captioned debt. The public hearing was opened at 11:10 a.m. prevailing Eastern Time, and was closed at 11:17 a.m.

Due notice of the public hearing was published on January 15, 2026, in the Orlando Sentinel, a copy of the proof of publication of which is attached hereto.

At the public hearing no persons appeared and requested to be heard. Also, no persons submitted any comments in writing for the consideration of the Authority and the City Council of the City of Orlando (the "City") with respect to the plan of finance and issuance of debt by the Authority or the approval by the City.

Respectfully submitted on the 22nd day of January, 2026, by the undersigned.

By: Kathleen M. Sharman, CFO
Kathleen M. Sharman
Title: Executive Vice President/Chief Financial Officer/Hearing Officer

EXHIBIT A

AFFIDAVIT OF PUBLICATION

Orlando Sentinel
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Published Daily in
Orange, Seminole, Lake, Osceola & Volusia Counties, Florida

Sold To:
Greater Orlando Aviation Authority - CU00106011
PO Box 620125
Orlando, FL 32862-0125

Bill To:
Greater Orlando Aviation Authority - CU00106011
PO Box 620125
Orlando, FL 32862-0125

State Of Florida
County Of Orange

Before the undersigned authority personally appeared
Rose Williams, who on oath says that he or she is a duly authorized representative of the ORLANDO SENTINEL, a DAILY newspaper published in ORANGE County, Florida; that the attached copy of advertisement, being a Legal Notice in:

The matter of 11220-2 Column Legals
Was published in said newspaper by print in the issues of, or by publication on the newspaper's website, if authorized on Jan 15, 2026.

Affiant further says that the newspaper complies with all legal requirements for publication in Chapter 50, Florida Statutes.

Signature of Affiant

Rose Williams
Name of Affiant

Sworn to and subscribed before me on this 16 day of January, 2026,
by above Affiant, who is personally known to me (X) or who has produced identification ( ).

Signature of Notary Public

Notary Public State of Florida
Leanne Rollins
My Commission HH 500022
Expires 4/27/2028

Name of Notary, Typed, Printed, or Stamped

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NOTICE OF PUBLIC HEARING

Notice is hereby given of a public hearing to be held by the Greater Orlando Aviation Authority (the "Authority") on January 22, 2026, before Kathleen M. Sharman, as the duly appointed hearing officer of the Authority, at the Authority's offices at the Orlando International Airport, One Jeff Fuqua Blvd, Carl T. Langford Board Room, Orlando, Florida 32827 (the "Airport"), commencing at 11:00 a.m., or as soon thereafter as possible for the purpose of receiving comments and hearing discussion concerning the Authority's overall plan of finance and the issuance of not to exceed $550,000,000 in aggregate par amount of debt (in addition to prior approvals) in one or more series, including bonds and debt previously issued and its Airport Facilities Revenue Bonds of the City of Orlando, Florida, and other senior and subordinate debt secured in whole or in part by Airport revenues (collectively, the "Bonds"), pursuant to an Airport Facilities Revenue Bond Resolution Authorizing Airport Facilities Revenue Bonds of the City of Orlando, Florida adopted on June 13, 1978, as amended and supplemented.

The Bonds will be issued to finance, refinance, or refund certain costs of improvements to the Airport, including but not limited to (A) costs incurred to acquire, design, construct and equip Terminal C including: (1) site development such as the clearing, removal of vegetation and water features, grading to accommodate the proposed terminals, parking facilities, aircraft taxiways and aprons, construction of roadways and bridges necessary for ground transportation, utility lines and other related site development; (2) an expanded airside terminal and gate system which will accommodate both international and domestic air service, baggage handling systems, information technology, security systems, concession areas, food court, passenger hold rooms and tenant shell space, sterile corridor system, passenger conveyance systems, passenger boarding bridges, emergency generators, operations centers and related airside terminal improvements; (3) new and expanded aprons and taxiways, lighting and an aircraft fuel hydrant system; (4) expanded landside terminal, baggage handling system, information technology, security systems, federal inspection station, curbside check-in areas, internal ticket counters and kiosks, and other related landside terminal improvements and infrastructure; (5) new and expanded ground transportation center with elevated, covered walkways to and from the landside terminal, garage; (6) passenger mobility solutions, including but not limited to, Automated People Mover (APM) stations and moving walkways or other passenger conveyance means, and system connecting existing and future terminal areas within Terminal C; (7) additional parking spaces to supplement existing parking facilities; (8) new and expanded ground support equipment complex to house all of the supplies and equipment required to provide service to the proposed complex, dispose of airline waste, house portable fuel transports, minor communications, and facilities to maintain and repair ground support vehicles associated with aircraft activity, all as more particularly described in the plans and specifications on file with the Authority; and (9) a back-up power generation facility and central energy plant, (B) costs incurred to acquire, plan, design, construct and equip the following projects: (1) improvements and updates/upgrades to and/or replacement of buildings and building systems at Authority owned and controlled facilities and infrastructure including typical campus infrastructure, preparation of a strategic/master plan studies, aircraft rescue and firefighting facilities, building vertical circulation systems, sewer, water, building electrical and power, central energy plant chiller and HVAC equipment and systems, fire protection, interior and exterior signage, roofing, parking facilities, Authority support facilities, information technology systems, and environmental mitigation projects on Authority owned property; (2) improvements and updates to the baggage handling systems and planning and preliminary design for future expansion and/or modification and upgrades of baggage systems; (3) replacement of and/or system updates to existing APM vehicles and related infrastructure; (4) Airport gate modifications and expansion, Airport-wide airline relocations, build-out, modifications to support space and associated improvements to accommodate the rebalancing of the Airport and airline operations, which work may also include but not be limited to other building area renovations and modifications such as the repurposing of select Federal Inspection Services spaces, tenant spaces in public and back-of-house areas of the landside and airside terminal and on-campus support buildings; (5) rehabilitation, widening and improvements of airport roadways, curb areas and approaches, and other roadway related improvements; (6) improvements to the existing roadway wayfinding system including signage improvement at the terminal curbs and parking garages; (7) fiber infrastructure/ductbanks/information technology enhancements, campus-wide and building specific security systems and checkpoint projects, self-service ticketing kiosks and baggage drop-off systems and other passenger processing efficiency systems improvement and upgrades, biometric systems, and closed circuit television systems and related infrastructure; (8) development of Airport property and infrastructure for Airport facilities and tenant spaces including but not limited to building new and expanding employee parking lots, public parking facilities, ground transportation lots for vehicle queuing and customer pick-up areas and equipment to support such facilities; (9) Airport capacity and existing facility asset preservation advanced planning studies and improvement, rehabilitation, or renovation projects including access control and security enhancement projects, airfield projects including runways, taxiways, aircraft aprons and hardstands, navaids and infrastructure serving the air traffic control tower and airfield lighting system fiber optic communications, landside terminals including interior and exterior improvements, airside terminals and terminal support facilities including restroom upgrades and expansion; and (10) improvements to Airport facilities including health and safety, life safety and/or ARFF rescue improvements such as virtual ramp control systems, visual docking guidance systems, and associated infrastructure to address changes in federal regulations and rehabilitation or expansion of airfield taxiways and runways and other miscellaneous airfield projects, (C) Rent-a-Car (RAC) facilities expansion including, but not limited to, advanced planning study, parking expansion, auxiliary roadway, ground transportation facility pedestrian bridge, , and other RAC related infrastructure projects; (D) refunding of outstanding Bonds; and (E) costs related to the issuance of the Bonds including funding any necessary reserves (collectively

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to the issuance of the Bonds including funding any necessary reserves (collectively, the "Projects").

The Projects are located at the Airport, located at One Jeff Fuqua Boulevard, Orlando, Florida 32827-4392, near the intersection of State Road 436 and the Beach Line Expressway. The Projects are part of and used in connection with the airport system operated by the Authority and the Projects are owned or operated by either the City of Orlando, Florida or the Authority.

All interested persons are invited to attend said hearing and, either personally or through their representatives, to present oral or written comments and discussion concerning the proposed plan of finance. Written comments may be submitted to the Greater Orlando Aviation Authority, One Jeff Fuqua Boulevard, Orlando, Florida 32827-4392, Attention: Kathleen M. Sharman, Executive Vice President/ Chief Financial Officer. In accordance with the Americans with Disabilities Act, persons needing a special accommodation or an interpreter to participate in this proceeding should contact the Authority at 407/825-2026 in order to make appropriate arrangements. Any person deciding to appeal any decision made by the Authority or by the City after the hearing will need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based.

By order of the Greater Orlando Aviation Authority.

GREATER ORLANDO AVIATION AUTHORITY

/s/ Kathleen M. Sharman
Executive Vice President/Chief Financial Officer

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