

On Tuesday, April 2, 2024, the **CONSTRUCTION FINANCE OVERSIGHT COMMITTEE** of the Greater Orlando Aviation Authority in the Carl T. Langford Board Room, Orlando International Airport, One Jeff Fuqua Boulevard Orlando, FL 32827. Chairperson Sharman called the meeting to order at 9:51 a.m. The meeting was posted in accordance with Florida Statutes with quorum participating. Office of the Governor, Executive Order Number 20-69.

Committee Members Present:

Kathleen Sharman, Executive Vice President/CFO and Chairperson
Marquez Griffin, Senior Vice President of Operations
Max Marble, Senior Vice President Capital Programs

Also Present:

Marie Dennis, Deputy Chief Financial Officer
Melvin Martinez, GOAA
Brad Friel, GOAA
Scott Shedek, GOAA
Chris Deloatche, GOAA
Colin Paterson, Ardmore Roderick
Robert Connell, CRI
Brian Gainous, CMI
Nils Johnson, CCS
Win Beltran, GCI
Frederick Robinson, Anser Advisory
Heather Lee, Anser Advisory
Tracey Goff, Anser Advisory
Hameedah McCondichie, Sr. Admin. Assistant, GOAA
Chayla German, AECOM, Recording Secretary

LOBBYIST DISCLOSURE

For individuals who conduct lobbying activities with Aviation Authority employees or Board members, registration with the Aviation Authority is required each year prior to conducting any lobbying activities. A statement of expenditures incurred in connection with those lobbying instances should also be filed prior to April 1 of each year for the preceding year. Lobbying any Aviation Authority Staff who are members of any committee responsible for ranking Proposals, Letters of Interest, Statements of Qualifications or Bids and thereafter forwarding those recommendations to the Board and/or Board Members is prohibited from the time that a Request for Proposals, Request for Letters of Interests, Request for Qualifications or Request for Bids is released to the time that the Board makes an award. The policy, forms, and instructions are available on the Aviation Authority's web site. Please contact the Chief Administrative Officer with questions at (407) 825- 7105.

Chairperson Sharman asked the Committee to report any conflicts of interest or violations of the Aviation Authority's Code of Ethics and Business Conduct; lobbying activities policy; or the Florida Sunshine law with regard to any agenda item. No Violations were reported.

- I. **CALL TO ORDER**
- II. **ANNOUNCEMENTS**
- III. **ROLL CALL**
- IV. **CONSIDERATION OF MINUTES AND OLD BUSINESS**

A. Minutes of the March 5, 2024, CFOC Meeting

The Committee reviewed the meeting minutes from the March 5, 2024, CFOC. No

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comments or concerns were provided.

B. Old Business

1. Airline Terminal Improvements Program – Chairperson Sharman stated this is still being monitored by Jackie Chin and her team for the relocation of airlines.
2. Terminal C Enhancements Program – Chairperson Sharman stated more updates will be provided as monitoring continues.
3. CIP Update Schedule – Chairperson Sharman stated the planning studies have been received. Chairperson Sharman stated the prioritization meeting has taken place and we are in the process of scaling it down to meet the budget. Chairperson Sharman stated the goal is to have the final draft by the end of May and take it to the board in June. Chairperson Sharman stated it is important to get this done as soon as possible because it affects the budget. Chairperson Sharman stated we need to consult with the airlines in July, while stressing the importance of getting everything in the budget by August.

V. CONSENT AGENDA

A. ACTION ITEMS

1. Recommendation to Approve Budget Transfer Request for V-00TBD2 – Airsides 2 and 4 Automated People Mover Permanent Ramps (Design/Build), Airsides 2 and 4 Automated People Mover Replacement Program

Mr. Johnson presented a memorandum dated April 2, 2024, requesting the committee to approve the budget transfer request for V-00TBD2 – Airsides 2 and 4 Automated People Mover Replacement Program.

The current Airsides 2 and 4 APM System Replacement Program budget of \$225M includes some elements of the Continuity of Operations Plan (COOP) that are being completed in advance of the start of construction of the BP-00477REP project scheduled for December 1, 2025, to ensure continuous safe and efficient movement of passengers upon the COOP plan be activated during the APM replacement. It is now generally accepted that the COOP plan must possess permanent features that could be used after the completion of this program for operational and budgetary reasons. As a result, the previously retained solution at Airside 2, which included the purchase of portable ramps to move passengers from the airside building to the ramp and then to the loading area to be transported by bus to the North Terminal, is proposed to be replaced by the construction of a new Americans with Disabilities Act (ADA) compliant permanent ramp.

There are no reasonable alternatives at this time. There is no overall fiscal impact to the Airsides 2 & 4 APM Replacement program. However, this action will decrease CIP Unallocated by \$2,500,000. A program budget increase will be requested during the annual CIP process to replenish the project contingency to support the three-year program completion.

The Construction Finance Oversight Committee reached a consensus to approve the transfer of \$2,500,000 of General Airport Revenue Bond (GARB) funds from ZC-347 – Airsides 2 & 4 Automated People Mover Replacement Capital Improvement Program Unallocated to V-00TBD – Airsides 2 & 4 Permanent Ramps (Design/Build).

Mr. Marble asked Mr. Johnson to provide a more detailed explanation. Mr. Johnson stated they will be transporting passengers from Airside 2 to Airside 4, or vice versa depending on which airside is being worked on, and a method is needed to transport passengers in wheelchairs or with strollers from the transfer level to the ramp level. Mr. Johnson stated constructing these ramps will give us this ability.

2. Recommendation to Approve Budget Transfer Request for V-01011 – Airside 4 60's Wing Modifications (Design/Build), Airsides 2 and 4 Automated People Mover Replacement Program

Mr. Johnson presented a memorandum dated April 2, 2024, requesting the committee to approve the budget transfer request for V-01011 – Airside 4 60's Wing Modifications (Design/Build), Airsides 2 and 4 Automated People Mover Replacement Program. Project V-01011 – Airside 4 60's Wing Modifications (D/B) was created to renovate the 60's wing in support of the Continuity of Operations Plan (COOP) during the design phase of the BP-00477REP project for future COOP operations. A Notice to Proceed was issued in February 2024. On March 5, 2024, the Construction Committee recommended to the Aviation Authority Board the approval of the design for project V-01020 – Airside 4 Additional Transportation Security Administration (TSA) Screening Lanes. This recommendation was approved by the board at the March 27, 2024, meeting.

Escalator E-79 located on the APM boarding platform of Airside 4 is currently out of service and obsolete. This escalator was taken out of service as it leads to a secured area on the ramp level of the airside. On the APM platform, the footprint of the escalator creates a bottle neck on the platform which restricts the flow of passengers. By removing this escalator and adjacent stairs and infilling the floor, the flow of passengers would be greatly improved on the APM platform. The scope of work associated with the removal of the existing escalator E-79 and the infilling of the floor was part of approved Fiscal Year (FY) Capital Initiation Request (CIR) #00837 in the amount of \$240,000. The budget for that work was moved into the BP-00477REP project through a Construction Finance Oversight Committee (CFOC) action.

The balance of the scope that includes the relocation of the CT-80 baggage screening machine into a permanent location on the ramp level and the associated work was included in the newly created project V-01020 for which the design was approved by the board at the March 27, 2024, meeting. This scope of work is being removed from the V-01020 project and moved into V-01011.

In addition to this new scope, a visual inspection has revealed cracks in the concrete slabs at the 60's wing and water intrusions in the area where the CT-80 screening machine is anticipated to be relocated. While the full extent of the repair is unknown until the investigative work is performed and the design is complete, the project team feels that an allowance in the amount of \$280,000 should cover the costs associated with the anticipated repair work based on the visual inspection.

There are no reasonable alternatives at this time. There is no overall fiscal impact to the Airsides 2 & 4 APM Replacement Program. However, this action will decrease the BP-00477REP project contingency by \$240,000 and ZC-347 - CIP Unallocated by \$760,000. A program budget increase will be requested during the annual CIP process to replenish the project contingency to support the three-year program completion.

The Construction Finance Oversight Committee reached a consensus to approve the transfer of (a) \$240,000 of Capital Expenditure funds from BP-00477REP – Airsides 2 & 4 Automated People Mover Improvements to V-01011 – Airside 4 60's Wing Modifications (Design/Build); and (b) \$760,000 of Capital Expenditure funds from ZC-347 – Airsides 2 & 4 Automated People Mover Replacement Capital Improvement Program Unallocated to V-01011.

3. Recommendation to Combine North Terminal and South Terminal for Future Projects – Roadway Signage Program

Mr. Friel presented a memorandum dated April 2, 2024, requesting the committee to combine the North and South Terminal for Future Projects - Roadway Signage Program.

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The Roadway Signage program was added to the CIP as part of the fiscal year 2020 update. Because the South Terminal C (STC) was under construction at that time, it was important to distinguish between STC Roadway Signage and North Terminal Roadway Signage to keep costs separate. Terminal C opened to the public in September 2021. All Florida Department of Transportation (FDOT) funding specifically awarded for STC construction through Public Transportation Grant Agreement (PTGA) 435311 was complete as of June 2023. The scope of PTGA 448639 is for the Master Roadway Signage Program, and is not specific to Terminals A, B, or C.

The remaining activities planned for in the Roadway Signage CIP will provide signage enhancements for the entire MCO Campus. As the remaining costs will be incurred globally versus by geographical location, it is recommended that the values shown as North and South be combined into a single project for each.

There are no reasonable alternatives at this time. There is no overall fiscal impact to the Roadway Signage Program.

Chairperson Sharman stated there were FDOT grant matches that required the projects be separated before by terminal, now it's easier to manage the projects together. Mr. Griffin asked if there are any advantages from a fiscal standpoint. Chairperson Sharman stated not at this time, we are broadening the grant request. Mr. Marble stated we are streamlining management of the signage program. Mr. Griffin stated anything we do with signage impacts North and South signage.

The Construction Finance Oversight Committee reached a consensus to approve the transfers reflected in Exhibit 1.

4. Recommendation to Approve Budget Transfer Request for V-01022 – North Terminal East and West Checkpoint Signage, North Terminal Signage Program

Mr. Gainous presented a memorandum dated April 2, 2024, requesting the committee to approve a budget transfer request for V-01022 – North Terminal East and West Checkpoint Signage, North Terminal Signage Program.

During a walk-through by the Ease Team through the North Terminal, it was noted that passengers were facing challenges identifying the gate numbers at both checkpoints, but more particularly the East Checkpoint. This was further pointed out by leadership as a challenge that needed a solution.

The proposed project aims to enhance wayfinding awareness, particularly at the North Terminal gates with a focus on the East and West checkpoints. By leveraging existing digital signage resources and implementing a similar system to that in Terminal C, where gate nomenclature is prominently displayed upon entering the TSA screening area, this project seeks to streamline navigation and connectivity across all three terminals. Therefore, it is requested that \$110,000 be transferred from ZC-312 – North Terminal Signage 2018-2025 Capital Improvement Program (CIP) Unallocated to V-01022 – North Terminal East and West Checkpoint Signage

There are no reasonable alternatives at this time. There is no overall fiscal impact to the North Terminal Signage program, however this action will decrease the CIP Unallocated budget by \$110,000.

The Construction Finance Oversight Committee reached a consensus to approve the transfer of \$110,000 of General Airport Revenue Bond funds from ZC-312 – North Terminal Signage 2018-2025 Capital Improvement Program Unallocated to V-01022 - North Terminal East and West Checkpoint Signage.

5. Recommendation to Approve Budget Transfer Request for TBD-14 Airport Rotating Beacon, Orlando Executive Airport

Ms. Jarrette presented a memorandum dated April 2, 2024, requesting the committee to approve the budget transfer request for TBD-14 Airport Rotating Beacon, Orlando Executive Airport. Airport rotating beacons typically have an expected life of up to 20 years depending upon the impacts of environmental conditions and the level of maintenance. Orlando Executive Airport's (ORL) existing L-802A high intensity rotating beacon is estimated to be approximately 45 years old and is beyond its useful life.

Initial pricing received to install a new airport beacon was based on a 2021 study completed by AVCON. In February 2024, AVCON provided an updated project budget, including the estimated cost of construction and design service fees. The Florida Department of Transportation (FDOT) has confirmed that up to \$400,000 in Fiscal Year 2024 funding is programmed and available for this project in the FDOT Work Program. Because the beacon replacement is a high priority, staff has identified projects that can either be deferred or removed from the Capital Improvement Program (CIP) to move forward with this project.

There is no reasonable alternative at this time. There is no overall fiscal impact to the Orlando Executive Airport capital program.

Mr. Marble stated he completely understands the project and sees this as a priority, however there is no OAR support or design construction administration services documented. Mr. Marble asked how the project will be managed. Mr. Marble stated that he did not see this in the memorandum and wanted to make sure this role is covered. Ms. Jarrette stated she believes they do.

The Construction Finance Oversight Committee reached a consensus to (a) approve the transfer of (1) \$8,800 of ORL Revenue funds from Fiscal Year (FY) 2024 Capital Initiation Request (CIR) #00447 – ORL Security Fencing Upgrades to Fund Balance; (2) \$7,200 of ORL Revenue funds from FY 2024 CIR01002 – ORL Airfield Marking Assessment to Fund Balance; (3) \$47,600 of ORL Revenue funds from FY 2024 CIR01007 – ORL Generator Installation and Intrusion Detection System to Fund Balance; (4) \$4,800 of ORL Revenue funds from FY 2024 CIR01003 – ORL Runway Rubber Removal and Marking to Fund Balance; (5) \$34,200 of Future Florida Department of Transportation (FDOT) funds from TBD7 –Runway 7-25 Rubber Removal and Marking to ORL Airport Beacon; (6) \$22,800 of Future FDOT funds from TBD8 – Airfield Marking Assessment to ORL Airport Beacon; and (7) \$22,200 of Future FDOT funds from TBD11 – ORL Fencing Upgrades to ORL Airport Beacon; (b) recommend to the Aviation Authority Board to (1) approve the transfer of \$68,400 of ORL Revenue funds from fund balance to ORL Airport Beacon; and (2) request concurrence from the City Council for this unbudgeted expenditure; and (c) authorize staff to update the Joint Automated Capital Improvement Plan (JACIP) accordingly.

6. Recommendation to Approve Budget Transfer Request for V-S0033 – Miscellaneous Landside Regulatory Requirements Program

Ms. Lee presented a memorandum dated April 2, 2024, requesting the committee to approve the budget transfer request for V-S0033 – Miscellaneous Landside Regulatory Requirements Program. On September 6, 2022, project V-S0003 - Miscellaneous Landside Regulatory was established in the amount of \$250,000. The project scope provides for Terminal C changes and enhancements that arise through interagency coordination efforts with U.S. Customs and Border Protection (CBP) and Transportation Security Administration (TSA).

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CBP previously communicated the need for a sunshade at Terminal C. Staff has been working to arrive at a solution that is acceptable for both CBP and the Aviation Authority. Initial estimates indicate that the cost to complete the required modifications will require an additional \$250,000 of budget within the existing V-S0033 project.

There is no overall fiscal impact to the Changing Regulatory Requirements program, however the contingency will be reduced by \$250,000.

The Construction Finance Oversight Committee reached a consensus to approve the transfer of \$250,000 of General Airport Revenue Bond (GARB) funds from ZC-252 - U.S. Customs and Border Protection Regulation Contingency to V-S0033 – Miscellaneous Landside Regulatory.

7. Recommendation to Approve Budget Transfer Request for V-01013 – Airside 1 Wings 4 and 5 Ramp Level Common Corridors and Stairways

Mr. Paterson presented a memorandum dated April 2, 2024, requesting the committee to approve the budget transfer request for V-01013 – Airside 1 Wings 4 and 5 Ramp Level Common Corridors and Stairways. V-01013 - Airside 1 Wings 4 and 5 Ramp Level Common Corridors and Stairways was established to refurbish the common corridors and stairways with a budget of \$221,000. The source of the funding for V-01013 was from Fiscal Year (FY) 2019 Capital Initiation Request (CIR) #00280 – North Terminal and Ramp Upgrades.

The Aviation Authority Facilities Department has added fire rated Fiberglass Reinforced Plastic (FRP) to the bottom half of the corridor walls into the scope. An additional \$39,000 is needed in V-01013 to fund the request for the additional scope. Therefore, it is requested that \$39,000 of Capital Expenditure funds be transferred from CIR00280 to V-01013.

The alternative is to not add the fire rated FRP requested by Facilities. The fiscal impact is the utilization of \$39,000 of Capital Expenditure funds from FY19 CIR00280 North Terminal and Ramp Upgrades.

The Construction Finance Oversight Committee reached a consensus to approve the transfer of \$39,000 of Capital Expenditure funds from Fiscal Year 2019 Capital Initiation Request #00280 - North Terminal and Ramp Upgrades to V-01013 - Airside 1 Wings 4 and 5 Ramp Level Common Corridors and Stairways.

8. DEFERRED: Recommendation to Approve Budget Transfer Request for W-S00149 – Program Management and Oversight Services, Terminal C Expansion Programs

Chairperson Sharman stated this memorandum for additional PMO work with Jacobs is being deferred. Chairperson Sharman stated the memorandum was not ready for this meeting, however another meeting will be held if necessary if the Construction Committee item is going forward. Mr. Marble stated Jacobs has been resistant to receiving the comments that we have been asking for and several meetings have been held with them to try to work things out so they can see what we're asking for as it's been difficult getting the backup in final form. Mr. Marble stated they have made it clear to them that they will not break committee rules or put anybody in a bind by having to shortcut our review process. Chairperson Sharman stated that she could not make sense of the draft. Mr. Marble stated at the time they thought all the input was provided to be able to have them present it in final form without compliance issues and it was not received in time, however he and his team will continue to work with Jacobs. Chairperson Sharman asked if there is a degree of urgency or any inspectors working yet. Mr. Marble stated there is no degree of urgency, as this project was just awarded and it's still in the early stages of the process and no there are not any inspectors on site yet.

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B. PROGRAM BUDGET STATUS WORKSHEETS

1. **North Terminal Baggage Handling System MAC Projects**
No Changes
2. **Baggage Handling System**
No Changes
3. **Closed Circuit Television Improvements**
No Changes
4. **Changing Regulatory Requirements**
Reflects March 5, 2024, CFCO Action
5. **Airsides 2 & 4 APM System Update**
No Changes
6. **Airside 2 & 4 APM Replacement**
Reflects March 5, 2024, CFCO Actions
7. **North Terminal Restrooms Upgrade – Phase 1**
No Changes
8. **North Terminal Security Checkpoints**
No Changes
9. **Passenger Processing Efficiency System**
No Changes
10. **Airline Terminal Improvements**
Reflects March 5, 2024, CFCO Action
11. **Security Enhancement Program**
No Changes
12. **North Terminal Signage**
No Changes
13. **Health & Safety Renovations 2018-2025**
No Changes
14. **North Terminal Buildings' Roof Replacement**
No Changes
15. **North Terminal Vertical Circulations Improvements**
No Changes
16. **North Terminal Renovations**
No Changes
17. **North Terminal Building Systems Upgrades**
No Changes
18. **Intentionally Left Blank**
19. **Airfield Pavement Rehabilitation**
No Changes
20. **Rental Car Quick-Turn-Around Projects**
No Changes
21. **Terminal A & B RAC Counter & Lobby Improvements**
No Changes

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22. **Roadway Improvements Program**
No Changes
23. **Rental Car Expansion Program**
No Changes
24. **Roadway Signage 2018-2025**
No Changes
25. **Employee Parking Lot**
No Changes
26. **Ground Transportation Facility Pedestrian Bridge**
No Changes
27. **Roadway Congestion Management Project**
No Changes
28. **Parking Improvements**
No Changes
29. **Fiber Infrastructure Program**
No Changes
30. **Wildlife Attractant Removal**
No Changes
31. **Building Renovations**
Reflects March 5, 2024, CFCO Action
32. **Security Detection System Improvement**
No Changes
33. **Environmental Mitigation**
No Changes
34. **Master Stormwater Planning**
No Changes
35. **New OIA Masterplan**
No Changes
36. **Advanced Budget, Schedule, & Scoping Analysis (ABSSA)**
No Changes
37. **C/E/F Annex 2 & Parking**
No Changes
38. **Infrastructure Development for Tenant Projects**
No Changes
39. **Airport Power Systems Upgrades**
No Changes
40. **Executive Lobby/Conference/Office Area Renovations**
No Changes5
41. **South Terminal C Phase 1**
Reflects March 5, 2024, CFOC Actions
42. **South Terminal C Expansion Phase 1 Expansion**
No Changes
43. **Terminal C Phase 2**

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No Changes

44. Terminal C Airside Concourse Gates C250-C253

Reflects March 5, 2024, CFOC Action

45. Terminal C Gates C250-253 Ramp, Remain Overnight (RON), & Airfield

Reflects March 5, 2024, CFOC Action

46. Terminal C Enhancements

No Changes

47. Passenger Conveyance Systems

No Changes

48. Terminal C Landscaping

No Changes

49. South Computer Room Buildout

No Changes

50. Hyatt Regency Hotel

No Changes

51. Orlando Executive Airport Active Project

No Changes

52. Rail Infrastructure Oversight

No Changes

VI. START-UP PACKAGES AND RATIFICATION ITEMS

A. Start-up Packages

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B. Ratifications

1. Recommendation to Approve Budget Transfer Request for W-00509 – Continuity of Operations Plan Bus Owner Direct Purchase, Airsides 2 and 4 Automatic People Mover Replacement Program

On October 18, 2023, the Board approved the award of the Airsides 2 and 4 Automatic People Mover (APM) System Design/Build/Operate/Maintain (DBOM) contract for BP-00477REP to Mitsubishi Heavy Industries of America, Inc. (MHIA) for the total proposal price for all Phase 1 Design/Build work in the amount of \$177,808,570. Since the contract award, staff has been working with MHIA to finalize a Continuity of Operations Plan (COOP) to ensure continuous safe and efficient movement of passengers during the APM replacement.

On March 19, 2024, the Construction Committee recommended approval of a Single Source Award to COBUS, LLC for the purchase of ten (10) Airport Apron Buses at a cost of \$5,510,000. The funding to support this effort is available within the uncommitted project budget for BP-00477REP.

There are no reasonable alternatives at this time. There is no immediate fiscal impact to the Airsides 2 and 4 APM Replacement program. However, this action will decrease BP-00477REP project contingency by \$5,510,000. A program budget increase will be requested during the annual CIP process to replenish the project contingency to support the three year program completion.

The Construction Finance Oversight Committee reached a consensus to ratify the transfer of \$5,510,000 of General Airport Revenue Bond (GARB) funds from BP-

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00477REP -Airsides 2 and 4 Automatic People Mover Improvements to W-00509 - Continuity of Operations Plan Bus Owner Direct Purchase.

2. Recommendation to Approve Ratification of Budget Transfers of 2016A and 2016B General Airport Revenue Bond Funds from H-00360 – Jeff Fuqua Boulevard (Loop Rd) Variable Message Signs Installation and H-00361 – Jeff Fuqua Boulevard (Loop Road) Terminal B Entrance Reconfiguration to Expend 2016A and 2016B Construction Funds for April 1, 2024, Debt Services Payment

On April 4, 2023, two memoranda were approved by the CFOC to transfer 2016A and 2016B GARBs to the Roadway Programs, previously proposed to be funded by Future GARBs via temporary funding through the Aviation Authority's LOC facilities as is permissible under the Aviation Authority's Reimbursement Resolution. The two design/build efforts for the H-00360 - Jeff Fuqua Boulevard (JFB) (Loop Rd) Variable Message Signs (VMS) Installation project and the H-00361 - JFB (Loop Road) Terminal B Entrance Reconfiguration were thought to be able to spend the bonds quickly. However, the updated projects' timelines do not support expending these bond funds expeditiously. This memorandum requests the reversal of the April 4, 2023, action with respect to the 2016A and 2016B GARBs to make these funds available to contribute to an escrow deposit for the refunding of the 2016A and 2016B GARB bonds and/or to pay debt service payments due on April 1, 2024.

There are no reasonable alternatives at this time. The fiscal impact is the transfer of \$748,322 of 2016A and \$2,993,288 of 2016B GARBs to the Construction Fund for upcoming bond issuance or debt service payments and an increase of \$2,000,000 and \$1,741,611 in interim GARB/Line of Credit funding in projects H-00360 and H-00361, respectively.

The Construction Finance Oversight Committee reached a consensus to ratify the transfers reflected in Table 1.

VII. INFORMATIONAL/DISCUSSION ITEMS

- A. **2024 CFOC Meeting and Memo Deadline Schedule**
- B. **2024 CFOC Meeting and Deadline Calendar**
- C. Chairperson Sharman mentioned the next scheduled CFOC meeting will be held Tuesday April 30, 2024, at 9:45 a.m. CFOC memos should be submitted to cfocSubmissions@goaa.org no later than 10 a.m. on April 16, 2024. The initial CFOC Agenda Review Meeting will be held on April 18, 2024, at 1 p.m. via Microsoft Teams Meeting.

ADJOURNMENT

Having no further business to conduct, the meeting was adjourned at 10:21 a.m.



Kathleen M. Sharman, Chairperson
Construction Finance Oversight Committee
Chief Financial Officer

