Minutes
June 14, 2023
Consultant Selection Committee

A. ROLL CALL

The meeting was called to order by Consultant Selection Committee Chair Ruppert at 9:01 a.m. in the Airport Office Building, 2nd Floor conference room. Chair Ruppert and Committee Member Burns were present.

Authority Counsel and Staff present were Mr. Rozansky, Mr. Owens, Mr. Lobb, Mr. Keith, Mr. Dietrich, Ms. Best, Mr. Reyes and Ms. Menard. NAA summer interns, Ms. Sukennikoff and Ms. Smith, were also present.

B. PLEDGE OF ALLEGIANCE

Chair Ruppert led the Pledge of Allegiance.

C. AGENDA

Mr. Rozansky stated there were no additions or deletions to the agenda.

D. DISCUSSION ITEMS (Public comments accepted for each item; 5-minute limit)

1. **Interview Response to Request for Qualifications and Proposals (RFP) #22-5519, North Road Terminal Apron Improvements Design Consultant (Public comments accepted for each item)**

There were no public comments.

Introductory Comments

Chair Ruppert requested staff to bring the first firm in to interview.

Commissioner Burns asked for an update on our plans to remodel the North Road Terminal (former commercial terminal). He said there was reference to it in today's RFP. Mr. Rozansky stated that a feasibility study was completed, and staff is preparing a scope to bring to the Board for a much smaller interior refresh. He said that there is a lot of dated finishes in that facility, and the configuration of the space could be improved.

Interviews

a. AVCON, Inc.

Chair Ruppert welcomed AVCON, Inc. and reminded them that their presentation should last a maximum of 15 minutes to allow for a question-and-answer period afterward.

Mr. Virgil "Lee" Lewis, PE, Principal-in-Charge, introduced himself and the AVCON team consisting of Mr. Craig Sucich, PE, Project Manager; and Mr. Evan Griffith, PE, Senior Project Engineer.

Mr. Lewis said that he grew up in Naples, and the Naples Airport has a special place in his heart. He provided an overview of his experience and the history of his firm, including AVCON's familiarity with

the Naples Airport and similar/relevant experience. He reviewed the team of subconsultants who would be working on this project and how each would be instrumental in carrying out the scope of work.

Mr. Sucich provided an overview of preliminary phase considerations, existing pavement condition, design phase options and the schedule, bidding/negotiation phase and construction phase plan, highlighting some of the key items during each step. He said scoping of the design is critical and explained pavement options and the life cycle for each type. In order to meet the grant schedule for FAA discretionary funding, Mr. Sucich said that this project will need to be designed and put out to bid by the spring of 2024.

Mr. Sucich explained the benefits of the P404 pavement technology and passed around a sample. Mr. Lewis provided background on the development of the new specification and adoption by FAA.

Mr. Lewis stated they are well positioned to get started on this project. They will maximize our aircraft parking on the apron, develop a phasing plan, and considering our needs, will go through an analysis with staff to understand the options in terms of cost effectiveness and pavement approaches with a focus on resiliency and sustainability as they approach the design process. He said they look forward to exceeding our expectations on this project.

A question-and-answer period followed regarding pavement material options, design load, asphalt thickness needed, life of pavement, fleet mix projections, AVCON's expertise in construction at our airport, water management considerations and the NAA's relocation study.

b. Michael Baker International

Chair Ruppert welcomed the Michael Baker team and reminded them that their presentation should last a maximum of 15 minutes to allow for a question-and-answer period afterward.

Mr. Mark Kistler, Vice President and Principal-in-Charge, introduced himself and his team which included Mr. Nathan Parish, Project Manager; and Mr. Mohsen Mohammadi, Civil Engineering/Airfield Pavement Design of MDG. Mr. Kistler stated that his team has a comprehensive understanding of the project, extensive experience at the Naples Airport and relevant apron experience.

Mr. Parish said that their team has worked on approximately 400 apron projects similar to ours including 50 in the state of Florida. He highlighted their recent apron work at the Tallahassee International Airport because of its similarity to our project and gave a summary of key subconsultants on board available to assist with the project.

Mr. Mohammadi said that they have already been gathering information about the project, including the FDOT inspection report completed last year. He presented a graph of the pavement area from the report that showed the pavement ratings, conditions, and the different years each section was built. He said in the early stages of the project, they would address any potential contamination prior to the construction phase. He said that Tierra South Florida, who is on their team, are experts in evaluating and identifying any kind of contamination.

Mr. Parish said that this project would be a great candidate for their in-house mobile LiDAR, which is a replacement for a conventional survey. This technology is much faster, less disruptive to airport operations and more cost effective.

Mr. Mohammadi suggested that a preapplication for discretionary funding be submitted since we are getting close to the FAA's cycle for grant applications. He said that we could ask the FAA for an extension since the project will be a multi-year grant process.

Mr. Parish said the permit for the drainage will be a critical element and that Mr. Scott Brady of EG Solutions is on their team to handle the process. Mr. Parish identified a possible parking plan.

Mr. Mohammadi reviewed different pavement structures as well as the concept of full-depth reclamation which would result in cost savings of 50% on the base material. He said it would also eliminate truck traffic to haul old material out and to bring new material in.

Mr. Parish presented several considerations in the construction, bidding and negotiation phases and explained their online document control processes. He said the timing is right for their local construction inspector to work on our project and that because he was local, there would be substantial cost savings on their fees.

In closing, Mr. Kistler reiterated their comprehensive understanding of the project, wealth of experience with their team and subconsultants as well as apron experience across the state of Florida and country. He thanked the Committee for the opportunity to interview.

A question-and-answer period followed regarding why the cost of an apron project is so expensive compared to the cost of constructing a parking lot in real estate development; how the drainage would be handled; raising the pavement grade for potential sea level rise or flooding impacts; contamination implications; depth of the existing apron and aircraft types that will be used on this apron; concerns regarding Mr. Harris' capacity and role in this project given his continued obligation to Hanson and new responsibilities with EG Solutions; characteristics (responsiveness and access to national resources) that distinguish them from the other two firms interviewing today; Mr. Mohammadi's role on this project; and time and cost savings of reconstructing the apron with full-depth reclamation.

Chair Ruppert called for a short recess.

c. Hole Montes, Inc.

Chair Ruppert welcomed the Hole Montes team and reminded them that their presentation should last a maximum of 15 minutes to allow for a question-and-answer period afterward.

Mr. Richard Brylanski, Principal-in-Charge, Stormwater, introduced himself and shared that Hole Montes was recently acquired by Bowman Consulting Group Ltd., a nationwide firm with 1,800 employees providing a variety of planning, engineering and other consulting services. He introduced his team which included Mr. Tim Parker, Project Manager; and Mr. Austin Brown, Civil Aviation Engineering who have extensive experience with local airports.

Mr. Parker reviewed the team of subconsultants who will be assisting them on this project. He provided an overview of Hole Montes' engineering experience and stated that the advantage in selecting their firm is that they are local, available and have paving experience in Southwest Florida. He added that they have been the prime consultant on seven out of the nine runway rehabilitations in Lee and Collier County, with four of those in the last five to six years. He described several difficulties that they were able to overcome in their paving projects at Page Field, Immokalee Regional Airport and Everglades Airpark. He presented considerations in the design phase, construction, safety and phasing plans, and the

additional effort they provide. Mr. Parker emphasized how his experience as a pilot allows him to consider important elements, especially relating to the safety aspect of construction. He explained factors important in the bidding, negotiation, and construction phases and reinforced that they are a local firm who can respond right away to any situation.

A question-and-answer period followed regarding the challenging issues encountered at Everglades Airpark, some of the variables of our project, the amount of asphalt needed, in-house stormwater capabilities, construction inspections, project coordination with EG Solutions on the stormwater master drainage plan update and phasing plan considerations, estimated cost savings on recycling and market conditions they are seeing on bid openings.

Initial Rankings

Chair Ruppert asked if there were any public comments. Ms. Menard said there were none.

Chair Ruppert said that all three presentations were very good. He requested Commissioner Burns' input of each firm.

Commissioner Burns said there are two different matters to consider. The first is the ranking of the three firms. The second is to discuss policy on the project itself, whether it should be a short- or long-range project and how much money should be invested in it. He said he may make a motion related to this for consideration when this item comes before the full Board. Chair Ruppert said that the discussion on the policy matter could also take place after the rankings are discussed.

Commissioner Burns said there wasn't anything he didn't like about any of the firms. He thought Mr. Parker's and Hole Montes' experience in Southwest Florida was an advantage because they were closer to us in proximity than the other two firms. He said they had a different approach to their presentations. He said he found that helpful because this was his first paving project to consider. He said initially, he thought drainage was going to be a big issue for this project but after seeing all three presentations, he was less concerned about that. Chair Ruppert said that AVCON had an office in Fort Myers/Naples and Michael Baker was based out of Tampa, but the construction manager was based in Collier County.

Mr. Rozansky stated it was concerning that Hole Montes didn't identify an inspector. Mr. Lobb clarified that Collier County's government has a policy of separating the construction inspection from the engineer of record so perhaps an assumption was made there. Mr. Rozansky said that all three firms are capable of doing this work.

Chair Ruppert also thought that all three firms were very well qualified. He liked that AVCON was very hands-on and was specific with the design schedule and impact of construction from a planning, logistics and long-term viewpoint. He said their Naples Airport experience was the best in addition to understanding our pavement, construction, and composition of it. He gave credit on their early initiative to propose the use of the P404 material.

Regarding Michael Baker's statement about their two strengths, Chair Ruppert said he does give them credit for their national resources but thought Mr. Kistler's comment about being more responsive was subjective, since he would have to know how responsive the other two firms are. He gave Michael Baker the most credit for the full-depth reclamation recommendation that would save the NAA time and/or money relative to experiences they have had in the past.

Regarding Hole Montes, Chair Ruppert liked Mr. Parker and said that he has a lot of experience. He said the claim that they have more paving projects in Southwest Florida than the other two firms was a bit of a stretch since he would have to know what the other firms' projects were. He said the other two gentlemen with Mr. Parker did not engage or speak up during the presentation and that gave him a chain of command concern. Chair Ruppert said there was better coordination between the presenters from the other two firms in responding to our questions and this did make him question if Hole Montes was the right firm for this project. In closing, he said he was wrestling with his preference for the other two firms. He liked Michael Baker's suggestion for the full-depth reclamation and had great confidence in Mr. Mohsen. Regarding AVCON, he thought their experience at Naples Airport was superior to the other two firms.

Mr. Rozansky agreed with Chair Ruppert's comments about Hole Montes' presentation. Regarding AVCON, Mr. Rozansky said he was a little disappointed that they showed a phasing plan with five phases because the more joints and the more paving lanes you have, the more you break up a project, causing more expense and a lower quality final product. He added that he was surprised with all their paving experience, AVCON didn't bring up reclamation at all.

Chair Ruppert explained the ranking process but also encouraged more discussion if the Committee was not ready to provide a ranking.

With Michael Baker selecting Mike Harris as a key person on the EG Solutions team, Commissioner Burns expressed concern about the impact that his workload would have on this project as he transitions from Hanson Professional Services to his new responsibilities with EG Solutions. Chair Ruppert said he had a similar concern. There was discussion about how Michael Baker downplayed Mr. Harris' role instead of being upfront about it. Commissioner Burns and Chair Ruppert said they liked Mr. Mohsen's insight on reclamation which could offset the issue with Mr. Harris' workload. Discussion ensued regarding AVCON's and Michael Baker's staff depth. Chair Ruppert re-emphasized Mr. Rozansky's point about AVCON's phasing plan that would result in too many joints in the pavementand raise the costs.

Final Rankings

Chair Ruppert moved to recommend the firms as follows: 1) Michael Baker International; 2) AVCON, Inc.; 3) Hole Montes for RFP #22-5519, North Road Terminal Apron Improvements Design Consultant for Board approval at its August Regular Meeting. Commissioner Burns seconded. The motion passed unanimously 2-0.

E. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/ MEETINGS

A policy discussion ensued regarding the short- or long-range plan for this project. Commissioner Burns asked for staff's recommendation on the apron rehabilitation. Mr. Rozansky stated that it is a good question and presuming the ranking is approved by the full Board, staff's next step would be to develop a scope and fee. He said this would have to be brought back to the Board for approval to move the project forward. He said his inclination is to develop multiple conceptual scenarios that would be brought back to the Board for further discussion. He said that time is a consideration, and that Michael Baker was correct that we were probably not going to be in the queue for construction grant opportunities in 2024. FAA grants allow an airport to reimburse itself for design cost in the construction phase. He was unsure if that could be done without prior approval for FDOT grants. Mr. Rozansky thought there was time to do a preliminary feasibility exploration. In response to Commissioner Burns' question

whether this project was being done as a safety concern or to accommodate an increase in volume in aircraft, Mr. Rozansky stated the pavement condition is obviously a safety issue and preservation of existing infrastructure. He added that an expanded apron is shown on the master plan, but that we could start by looking at rehab of the existing apron before looking at an expanded apron in the future. Mr. Rozansky stated that NetJets is using a portion of the apron, and slightly more than half is being used for other aircraft parking. He said another issue we are having is that the apron doesn't follow FAA parking standards, and we must look at that. Mr. Rozansky stated that most aircraft using this apron are medium-sized jets at 30,000 to 60,000 lbs., and that is contributing to the deterioration of the pavement.

Mr. Lobb added that currently, we are parking all the fuel trucks on the GA ramp, and it is becoming overloaded. He said we wanted to explore parking a couple of fuel trucks on this ramp which would require an environmentally isolated oil/water separator in case of a spill/leak. Commissioner Burns said that this makes sense. He asked if this pavement held up so well, why would we want to take up the base. Mr. Rozansky said it would be part of the engineering report and that we may want to leave it in place. Mr. Lobb stated that with additional investigation on the core sampling at Immokalee Regional Airport, they determined the base was still in great condition, and this will very much be on the table.

In response to Commissioner Burns' question regarding how the 75,000 lb. weight limit came about at the Naples Airport, Mr. Rozansky said there was a dispute in the 1990's with a tenant at the time who wanted to bring in a 727. He said that 727's are notorious for being the worst aircraft for stress on asphalt on airport pavements. An engineering study was conducted, and the runway could hold a couple hundred thousand pounds; however, the taxiways and parking aprons were found to only support 75,000 lbs. He added that the largest aircraft in the corporate aviation fleet at the time was the Gulfstream 4 and its maximum take-off weight was 74,900 lbs. There are several airports in the nation that developed the structural weight limits in the 1980's or early 1990's based on those criteria. He said a lot of people relate it to noise, but it is not a function of noise. Commissioner Burns asked how much weight contributes to the noise factor that we are dealing with today. Mr. Rozansky said it is exponentially less because the largest aircraft in the fleet are much quieter than the smaller, older jets. Mr. Rozansky also said that we can accommodate aircraft that have the ability to operate above 75,000 lbs., when the manufacturer provides a placard showing that they can safely operate at 75,000 lbs. or less. It is a function of payload and fuel. At the Naples Airport, the FBO knows how much fuel we can uplift for those types of aircraft, and an established procedure ensures that we don't have any weight concerns.

F. ADJOURN

The meeting was adjourned at approximately 11:50 a.m.

Christopher A. Rozansky, Secretary

CITY OF NAPLES AIRPORT AUTHORITY (NAA)
Board of Commissioners
Notice of Consultant Selection Committee Meeting

FINAL AGENDA

General Aviation Terminal, Larson Conference Room, 160 Aviation Drive N., Naples, FL
Wednesday, June 14, 2023
9 a.m.

Commissioner Kerry C. Dustin – Chair
Commissioner Rick Ruppert – Vice Chair, Consultant Selection Committee Chair, Audit Committee Member
Commissioner Rita Cuddihy – NCC and TAC Liaison
Commissioner Robert P. Burns – Consultant Selection Committee Member, Audit Committee Member
Commissioner Terrence W. Cavanaugh – Audit Committee Chair
Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

Welcome. If you wish to address the Consultant Selection Committee regarding an item listed on the Agenda, please complete a Speaker Registration form and hand it to the Executive Assistant prior to consideration of that item. We ask that speakers limit comments to 5 minutes and that large groups name a spokesperson whenever possible. All written, audio-visual, and other materials distributed to Committee members or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

NOTICE

Formal action may be taken on any item listed on the Agenda below, or added to the Agenda before or during the meeting, or discussed during the meeting without being added to the Agenda. Also, the sequence of items may be changed as the meeting progresses.

Any person who decides to appeal a decision of this Committee with respect to any matter considered at this meeting (or hearing) will need a record of the proceeding and may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be heard.

Any person with a disability requiring auxiliary aids or services in order to participate in this proceeding for meetings at the City Council Chamber may call the City Clerk's Office at 213-1015, or for meetings at the Airport Office Building, the NAA Executive Assistant's Office at 643-0733, with requests at least two business days before the meeting.

Information on Action Items and other items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North. Minutes of this meeting will be prepared for Board approval, usually at the next Regular Meeting.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. AGENDA (Add, delete or re-sequence items)

D. DISCUSSION ITEM (Public comments accepted for each item; 5 minute limit)

1. Interviews Response to Request for Qualifications and Proposals (RFP) #22-5519, North Road Terminal Apron Improvements Design Consultant

   a. AVCON, Inc. 9:10 a.m.

   b. Michael Baker International 9:45 a.m.

   Short Recess

   c. Hole Montes, Inc. 10:30 a.m.

E. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

F. ADJOURN

Information on Discussion Items and other items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North. Minutes of this meeting will be prepared for Board approval, usually at the next Regular Meeting.

NOTE: The Consultant Selection Committee is comprised of Committee Chair Ruppert and Commissioner Burns. All NAA Commissioners are welcome to attend and can "opt in" to participate and vote.