

✈ METROPOLITAN NASHVILLE AIRPORT AUTHORITY ✈

January 10, 2018 – Minutes of the General Aviation/Operations/Planning & Engineering Committee Meeting



Date: January 10, 2018

**Place: Nashville International Airport
Nashville, Tennessee**

Time: 9:00 a.m.

Committee Members Present:

**Bill Freeman, Chair; Kabir Sandhu, Vice
Chair; John Doerge and Amanda Farnsworth**

Committee Member Absent:

Dexter Samuels

Others Present:

Doug Kreulen and Cindy Barnett

I. Call to Order

Chair Freeman called the General Aviation/Operations/Planning & Engineering (GAOPE) Committee meeting to order at 9:01 a.m., pursuant to Public Notice dated January 5, 2018.

II. Approval of Minutes

Chair Freeman called for a motion to approve the minutes of the December 6, 2017, GAOPE Committee meeting. A motion was made by Commissioner Doerge and seconded by Commissioner Sandhu. The motion carried by vote of 3 to 0 with Commissioner Farnsworth being absent for the vote.

III. Items for Approval

A. BNA Master Plan Update - CIP 1820 (Professional Services Agreement)

Ms. Christine Vitt, AVP of Strategic Planning and Sustainability, briefed the GAOPE Committee on this item. Staff requested that GAOPE Committee recommend to the Board that it authorize the Chair and President & CEO to execute a contract for professional services with AECOM to perform the BNA Master Plan Update work.

Background:

An airport master plan is a comprehensive study of the entire airport to determine long-term development plans over a 20-year horizon. The goal of a master plan is to provide guidelines for future airport development which will satisfy aviation demand in a financially feasible manner. Master plans are typically updated when demand is

exceeding capacity, new aircraft types are introduced and/or when an airport's strategic vision will significantly change the status quo – all of which are pertinent and relevant to MNAA at this time.

The Federal Aviation Administration strongly recommends that airports maintain an updated master planning document. MNAA's most recent Master Plan Update (MPU) was published in December 2013. The data collected to support the MPU was from 2010 and 2011. Since this time, enplanements have grown more than 50 percent, aircraft upgauging has occurred, new group V aircraft are anticipated, and the BNA Vision has been launched. Over the next few years, the BNA Vision will continue to be implemented and Donelson Pike will be realigned as will the airport loop roadway system. These significant changes will produce an entirely new landside and terminal experience for our community. The MPU will build from recent planning and analysis and expand to other areas of the airport including general aviation, future east side development, airfield, and cargo. The planning will also analyze commercial development opportunities, future light rail and bus transit, parking requirements, environmental mitigation, noise, winter operational needs and the collection of Airports Geographic Information System (AGIS) aeronautical data. The result will be a comprehensive airport wide plan, including timeline and recommended capital investments, for MNAA to reasonably work towards the desired future state.

On July 26, 2017, MNAA published a Request for Qualifications (RFQ) for the BNA Master Plan Update project. On August 31, 2017, four Statements of Qualifications were received from AECOM; Kimley Horn; Landrum & Brown; and Ricondo & Associates. The selection committee evaluated the Statements of Qualifications (SOQ) based on criteria including capability to perform the project, recent experience, key personnel's qualifications, knowledge of FAA regulations, qualifications of subconsultants, identified project potential challenges, quality of previous projects, and Disadvantaged Business Enterprise (DBE) response.

The selection committee determined AECOM, Kimley Horn, and Landrum & Brown to be the best qualified. On September 20, 2017, the selection committee conducted interviews with these three firms. Additional questions were asked regarding the noise assessment, AGIS acceptance by the FAA, approach for ensuring a sustainable master plan end-product, communication with MNAA staff, approach to developing a plan for future east side development, and DBE participation. The scores and DBE goals from the solicitation process are listed below.

Firm	SOQ Score	Interview Score	Total Score	Committed DBE Goal
AECOM	217	139	356	20.0%
Kimley Horn	214	112	326	9.9%
Landrum & Brown	245	80	325	10%
Ricondo & Associates Inc.	195	Not interviewed		

All firms were well qualified; however, AECOM demonstrated a solid understanding of the unique needs of this project as well as experience with projects of similar scope. The DBE goal set by MNAA for this project was

9.64%. AECOM committed to a minimum of 20% within the RFQ process, and during the scope and fee development was able to obtain 27.0%. AECOM's DBE partners include Connico, Inc., duGard Communications, FRASCA & Associates, Harris, Miller, Miller & Hanson, Inc., L.I Smith & Associates, TransSolutions, LLC., and Wilmot, Inc.

Impact/Findings:

MNAA DBE Goal:	9.64% DBE
AECOM's DBE Commitment:	27.0% DBE
Anticipated Start Date:	January 2018
Anticipated Duration of Contract:	680 days
Contract Completion Date:	December 2019
Budget:	\$4,000,000.00
Contract Cost:	\$3,914,460.00
Funding Source:	75% Federal, 25% MNAA

Strategic Goals and Objectives/Critical Success Factors:

- Safe and Secure MNAA Operations
- Economically Sustained Services and Facilities
- Deliver world-class customer service

Options/Alternatives:

Do Nothing: The "Do Nothing" option does not allow the necessary analysis and future planning to be performed to ensure our airport will meet regional growth demands and continue to provide and maintain premier airport facilities.

A motion was made by Commissioner Doerge and seconded by Commissioner Sandhu to recommend to the Board that it authorize the Chair and President & CEO to execute a contract for professional services with AECOM to perform the BNA Master Plan Update work. The motion carried by vote of 4 to 0, with Commissioner Farnsworth arriving at 9:03 a.m.

B. JWN Hangar Development – Building Project No. 1790B (Construction)

Ms. Traci Holton, AVP of Development and Engineering, briefed the GAOPE Committee on this item. Staff requested that the GAOPE Committee recommend to the Board that it accept the bid by Baron Construction, LLC (Baron) for the Construction Contract for the JWN Hangar Development project at John C. Tune Airport (JWN) and authorize the Chair and President & CEO to execute the construction contract.

Background:

In December 2017 the Board approved the construction contract for the site development portion of this project. The scope of this project will construct a new 20,000 sf aircraft hangar with attached administration office and shop space at JWN.

This project was originally bid in August 2017 as a comprehensive scope that included all site work, hangar, and offices in a single package. Only one (1) bid was received. The bid was not responsive or responsible and the solicitation was cancelled. Based on feedback from potential bidders and to encourage more bidder participation, the single project was divided into a site-only project and a building-only project.

An Invitation to Bid was advertised on October 30, 2017, and November 2, 2017.

On December 5, 2017, five (5) bids were received. However, one (1) bid was deemed non-responsive due to failure to meet the Small, Minority, Woman-owned Business Enterprise (SMWBE) participation level or provide acceptable good faith efforts. Below is a tabulation of the bids. MBE / WBE percentages listed are commitments made by the Contractors:

<u>Contractor</u>	<u>Base Bid</u>	<u>MBE and/or WBE %</u>
Baron	\$4,586,104.00	9.29%
TW Frierson	\$4,927,871.00	21.20%
Wellspring	\$4,980,400.00	10.57%
K-Barr	\$5,310,692.00	50.87%

Baron's bid was 2.64% less than the Engineer of Record, Michael Baker International's, opinion of probable construction cost of \$4,710,449, 6.9% lower than the next lowest bid, and 13.64% lower than the highest bid.

The SMWBE participation level established for this project was 9.25% MBE and/or WBE. Baron committed to 9.29% MBE by utilizing Castle Black Construction and Panther Construction.

The bid amount from the cancelled August solicitation for the comprehensive project was \$7,792,435.16. Dividing the project into a site development package and building package, resulted in a total construction cost of \$8,324,240.56 which is an increase in project cost of \$531,805.40 or 6.4%.

MNAA and Michael Baker International have evaluated the bids and determined the bid from Baron to be responsive and responsible and recommend award to Baron Construction, LLC.

Impact/Findings:

MNAA SMWBE Participation Level: 9.25% MBE and/or WBE

Baron Construction SMWBE Participation Level:	9.29% MBE
Anticipated Contract Start Date:	February 2018
Duration of Contract:	240 Calendar Days
Contract Completion Date:	October 2018
Contract Cost:	\$4,586,104.00
Funding Source:	100% Bonds

Strategic Goals and Objectives/Critical Success Factors:

- Safe and Secure MNAA Operations
- Economically Sustained Services and Facilities

Options/Alternatives:

Do Nothing: The 'Do Nothing' option will result in continuing use of the existing hangar at BNA by TDOT Aeronautics, which is not sufficient in hangar or office space to accommodate TDOT equipment and personnel.

A motion was made by Commissioner Sandhu and seconded by Commissioner Farnsworth to recommend to the Board that it accept the bid by Baron for the Construction Contract for the JWN Hangar Development project at JWN and authorize the Chair and President & CEO to execute the construction contract. The motion carried by vote of 4 to 0.

C. Reconstruct Taxiway November and Reconstruct Taxiway Alpha North at 13/31 - CIP 1601 (Construction)

Ms. Holton briefed the GAOPE Committee on this item. Staff requested that the GAOPE Committee recommend to the Board that it accept the bid by Jones Bros. Contractors, LLC (Jones Bros.) for the Construction Contract for the Reconstruct Taxiway November project at BNA and authorize the Chair and President & CEO to execute the construction contract.

Background:

The project consists of the full depth, full width reconstruction of Taxiway November, including the Taxiway November/T4 Intersection. The project also includes reconstruction of Taxiway Alpha North within the Runway 13/31 Runway Safety Area, including the addition of 30-foot asphalt shoulders and electrical infrastructure updates.

Taxiway November serves as the single point of connection for several of BNA's east side tenants, the Tennessee Army National Guard, and two leaseholds for future development. The current Pavement Condition Index (PCI) ranges between 62 and 70 and is considered in Fair condition, and below BNA's acceptable serviceability threshold of 70. The project scope includes a deep mill and overlay of the asphalt taxiway, as well as elimination of existing pavements no longer in use and in excessive disrepair.

Taxiway Alpha North is a parallel taxiway to Runway 2L/20R serving as an Aircraft Design Group (ADG) V route for cargo aircraft to the north cargo ramp at BNA. The current PCI is 71 and is considered in Good/Fair condition, indicating a need for maintenance-type repairs and rehabilitation. The area was included in a design contract for the reconstruction of Taxiway Lima West, including the Lima/Alpha Intersection (CIP 1702). Topographic survey of the intersection obtained in 2016 in preparation for CIP 1702 revealed longitudinal grades on Taxiway Lima were out-of-standard with FAA Advisory Circular 150/5300-13A, Airport Design, caused by Taxiway Alpha North's shallow falling slope from the runway edge. In order to correct the longitudinal profile on Taxiway Lima, grades on Alpha North between Runway 13/31 and Taxiway Lima must be lowered a total of 10 inches, therefore, maintenance-type pavement rehabilitation is not feasible and full-depth reconstruction is required. In preparation for British Airways' inaugural flight on May 4, 2018, the MNAA repackaged the scope of work on Alpha North within the Runway 13/31 Runway Safety Area to be completed with Project Number 1601 to prevent impact to British Airways' operations.

An Invitation to Bid on the project was advertised on November 6, 2017 and November 9, 2017 and included one Base Bid Schedule.

On December 15, 2017 bids were received from Jones Bros. and LoJac Enterprise, Inc. (LoJac). Below is a tabulation of those bids.

<u>Contractor</u>	<u>Base Bid</u>	<u>Small, Minority, Woman-owned Business Enterprise (SMWBE) %</u>
Jones Bros.	\$4,694,046.45	6.56% MBE and 8.80% WBE
LoJac	\$4,842,791.65	6.00% MBE and 8.71% WBE

Below is a tabulation of the prices for asphalt received:

<u>Contractor</u>	<u>Bituminous Surface Course Price</u>
Jones Bros.	\$105/TON
LoJac	\$130/TON

Jones Bros.' Base Bid was within MNAA's construction budget of \$5,000,000 and meets the 6.0% MBE AND 8.71% WBE participation level established for this project. Jones Bros.' SMWBE contractors include McFall Sod & Seed, Gibco Construction, Archangel Protective Services, and Geotek Engineering.

Jones Bros.' Bid was 4.1% lower than the Engineer of Record's, Garver, opinion of probable construction cost of \$4,885,446.00, and 3.17% below the high bidder, LoJac.

MNAA and Garver have evaluated the bids and determined the bid from Jones Bros. to be responsive and responsible and recommend award to Jones Bros Contractors, LLC.

Impact/Findings:

MNAA SMWBE Participation Level:	6.00% MBE and 8.71% WBE
Jones Bros.' SMWBE Participation Level:	6.56% MBE and 8.80% WBE
Anticipated Contract Start Date:	March 2018
Duration of Contract:	155 Calendar Days
Contract Completion Date:	August 2018
Contract Cost:	\$4,694,046.45
Funding Source:	27.9% Airport Investment, 57.2% State, 14.84% PFC

Strategic Objectives:

- Economically Sustained Services and Facilities
- Safe and Secure MNAA Operations

Options/Alternatives:

Do Nothing: The "Do Nothing" option will result in continued deterioration of the asphalt pavement on Taxiway November and Alpha North, which will negatively affect airfield operations. Delaying reconstruction on Taxiway Alpha North would require a closure of Runway 13/31 after May 4, 2018, which would impact operations from British Airways.

A motion was made by Commissioner Doerge and seconded by Commissioner Farnsworth to recommend to the Board that it accept the bid by Jones Bros. for the Construction Contract for the Reconstruct Taxiway November project at BNA and authorize the Chair and President & CEO to execute the construction contract. The motion carried by vote of 4 to 0.

D. Rehabilitate Taxiways T1 & T2 - CIP 1812C (Construction)

Ms. Holton briefed the GAOPE Committee on this item. Staff requested that the GAOPE Committee recommend to the Board that it accept the bid by Jones Bros. for the Construction Contract for the Rehabilitate Taxiways T1 & T2 project at BNA and authorize the Chair and President & CEO to execute the construction contract.

Background:

The project consists of the mill and overlay of Taxiways T1 and T2, from the terminal apron to the existing joint lines immediately east of Taxiway Bravo. Both taxiways are part of the designated route for the traffic of B-787-800 and B-787-900 aircraft for British Airways' inaugural flight on May 4, 2018. Once the Taxiway Connector is closed for Project Number 1804, Terminal Apron and Taxiway Expansion, Taxiways T1 and T2 will provide the only connection between the north terminal apron and the airfield. The current Pavement Condition Index (PCI) values for these pavement sections range between 59 and 70 and are considered in

Fair condition and below BNA's acceptable serviceability threshold of 70, indicating the need for rehabilitation or reconstruction. The structural capacities of these pavement sections, in their current condition, are expected to deteriorate rapidly when exposed to frequent operations from heavy aircraft.

Atkins North America (Atkins) evaluated and prepared a Technical Memorandum proposing a mill and overlay of 5-inches to remove existing cracking and surface distresses present on Taxiways T1 and T2. The pavement surface will be replaced with a 5-inch layer of Federal Aviation Administration P-401 Hot Mix Asphalt using a polymer-modified asphalt with a high-performance grade to provide enhanced pavement strength. The MNAA utilized in-house engineering staff to finalize the design and prepare issued-for-bid documents for this project.

An Invitation to Bid on the project was advertised on November 6, 2017 and November 9, 2017 and included one Base Bid Schedule.

On December 13, 2017 bids were received from Jones Bros. and Vulcan Construction Materials, LLC (Vulcan). Below is a tabulation of those bids:

<u>Contractor</u>	<u>Schedule 1</u>	<u>Small, Minority Woman-owned Business Enterprise (SMWBE) %</u>
Jones Bros.	\$747,310.28	3.84% MBE and 6.21% WBE
Vulcan	\$794,275.57	3.83% MBE and 5.56% WBE

Below is a tabulation of the prices for asphalt received:

<u>Contractor</u>	<u>Bituminous Surface Course Price</u>
Jones Bros.	\$105/TON
Vulcan	\$110/TON

Jones Bros.' Base Bid was within MNAA's construction budget of \$1,000,000 and exceeds the 3.83% MBE and 5.56% WBE participation level established for this project. Jones Bros.' SMWBE contractors include K.S Ware and Associates, Archangel Protective Services, and Gibco Construction Company.

Jones Bros.' Bid was 5.91% higher than the Engineer of Record, MNAA's, opinion of probable construction cost of \$705,635.83, and 6.28% below the high bidder, Vulcan.

MNAA has evaluated the bids and determined the bid from Jones Bros. to be responsive and responsible and recommend award to Jones Bros Contractors, LLC.

Impact/Findings:

MNAA SMWBE Participation Level:	3.83% MBE and 5.56% WBE
Jones Bros.' SMWBE Participation Level:	3.84% MBE and 6.21% WBE
Anticipated Contract Start Date:	March 2018
Duration of Contract:	28 Calendar Days

Contract Completion Date: March 2018
Contract Cost: \$747,310.28
Funding Source: 100% Airline Investment Fund

Strategic Objectives:

- Economically Sustained Services and Facilities
- Safe and Secure MNAA Operations

Options/Alternatives:

Do Nothing: The "Do Nothing" option will result in continued deterioration of the asphalt pavement on Taxiways T1 and T2, which will negatively affect airfield operations, including British Airways.

A motion was made by Commissioner Doerge and seconded by Commissioner Sandhu to recommend to the Board that it accept the bid by Jones Bros. for the Construction Contract for the Rehabilitate Taxiways T1 & T2 project at BNA and authorize the Chair and President & CEO to execute the construction contract. The motion carried by vote of 4 to 0.

E. Terminal Apron and Taxilane Expansion – CIP 1804 (Construction)

Ms. Holton briefed the GAOPE Committee on this item. Staff requested that the GAOPE Committee recommend to the Board that it accept the proposal by Eutaw Construction Company, Inc. (Eutaw) for the Construction Contract for the Terminal Apron & Taxilane Expansion project at BNA and authorize the Chair and President & CEO to execute the construction contract.

Background:

As a result of the progression of the BNA Vision program and relocation of the International Arrivals Facility (IAF) to a more centralized location, it was determined that filling in the large land depression between the terminal aircraft apron and taxiway connector would be a necessary enabling project. The depression will require approximately 450,000 cubic yards of structural fill. Approximately 150,000 cubic yards of additional undercut of unsuitable material must be removed and replaced before filling operations can begin. The area would first serve as a lay down area for the construction of the IAF (Vision Project 3). Ultimately the area will become aircraft apron necessary for the movement of aircraft to access the international arrival gates.

A Request for Proposals was initially advertised on August 7, 2017 and August 10, 2017. On September 28, 2017, three (3) proposals were received from Civil Constructors, LLC (Civil), Eutaw, and Jones Bros. Contractors, LLC (Jones Bros.). Proposal amounts greatly varied. The lowest proposer was deemed non-responsive due to failure to meet Small, Minority, Woman-owned Business Enterprise (SMWBE) participation levels or provide acceptable good faith efforts. The solicitation was cancelled.

A Request for Proposals was re-issued on November 6, 2017 and November 9, 2017.

On December 1, 2017 proposals were received from Civil, Eutaw, and Superior Construction Company Inc. (Superior).

The proposals were evaluated on the following criteria:

- A. Mandatory Requirements
- B. Experience and Project Approach
- C. Schedule
- D. Pricing
- E. Disadvantaged Business Enterprise (DBE) Participation

The selection committee determined Eutaw to be best qualified firm. The total score from their Statement of Qualifications scores are listed below:

<u>Contractor</u>	<u>Proposal Score</u>	<u>Price</u>	<u>DBE %</u>
Eutaw	401	\$23,247,795.64	7.00% DBE
Superior	239	\$30,512,337.69	6.80% DBE
Civil	202	\$30,842,406.95	6.82% DBE

Eutaw's proposal amount was 14.4% below the Engineer's, Garver, opinion of probable cost of \$27,161,655.90, and 23.8% below the next highest proposal.

The difference in proposal prices were primarily associated with the unit prices for shot rock fill. The Proposer had flexibility for fill material from onsite and offsite. A table of the differences in unit prices is provided below:

<u>Shot Rock Fill</u>	<u>Eutaw</u>	<u>Superior</u>	<u>Civil</u>
Owner Provided- MRO Stockpile Site	\$4.50 / \$562,500.00	\$10.50 / \$1,312,500.00	\$10.05 / \$1,256,250.00
Owner Provided- MRO South Site	\$14.00 / \$2,252,000.00	\$0.00 / \$0.00	\$0.00 / \$0.00
Owner Provided- Connector West	\$3.50 / \$500,500.00	\$6.25 / \$893,750.00	\$8.00 / \$1,144,000.00
Contractor Provided	\$20.00 / \$2,278,660.00	\$26.33 / \$7,739,255.89	\$30.80 / \$9,053,136.40

The DBE goal set by the Metropolitan Nashville Airport Authority (MNAA) for this project was 6.80% DBE. Eutaw committed to 7.00% DBE. Eutaw's DBE contractors are Archangel Protective Services, Gibco Construction, Reed Landscaping and Jerry B. Young Construction.

MNAA has evaluated the bids and determined the proposal from Eutaw to be responsive and responsible and recommend award to Eutaw Construction Company, Inc.

Impact/Findings:

MNAA DBE Participation Level:	6.80% DBE
Eutaw DBE Participation Level:	7.00% DBE
Anticipated Contract Start Date:	February 2018
Duration of Contract:	400 days
Contract Completion Date:	March 2019
Contract Amount:	\$23,247,795.64
Funding Source:	30% STCF and 70% Federal

Strategic Goals & Objectives/Critical Success Factors:

- Safe and Secure MNAA Operations
- Maintaining the *Nashville Airports Experience* (NAE) by meeting customer demands through new and expanded infrastructure
- Economically Sustained Services and Facilities

Options/Alternatives:

Do Nothing: The "Do Nothing" option will result in not being able to construct the future International Arrivals Facility (IAF). Without filling in the land depression MNAA would not be able to meet the expectations of the BNA Vision Plan.

A motion was made by Commissioner Farnsworth and seconded by Commissioner Doerge to recommend to the Board that it accept the proposal by Eutaw for the Construction Contract for the Terminal Apron & Taxilane Expansion project at BNA and authorize the Chair and President & CEO to execute the construction contract. The motion carried by vote of 4 to 0.

F. Terminal Area Parking Garage Amendment #3 (CONRAC Ramps and Modifications to Long Term A)

Ms. Holton briefed the GAOPE Committee on this item. Staff requested that the GAOPE Committee recommend to the Board that it authorize the Chair and President & CEO to execute the proposed Terminal Area Parking Garage – Amendment #3 for the Roadway package related to the construction of the Terminal Area Parking Garage project at BNA construction manager-at-risk contract.

Background:

The existing terminal area parking facilities (Short Term Parking Garage and Long-Term A) at BNA are popular for airport users and operate at full capacity on a regular basis. The 2011 Master Plan Update projected that on-airport parking demand would exceed supply in the near future. These projections indicated that short term and premium long-term parkers will continue to be a large component of the airport's parking user group and given that parking is a significant percentage of the Airport's overall revenue, it is important to meet the

customer's expectation to have available parking and maximize this revenue opportunity. Retaining the 1125 long-term parking spaces reduces projected revenue loss by approximately \$4 million.

On May 25, 2016, the Board approved J.E. Dunn as the construction manager at risk/general contractor (CMR) to work with the design team and the Metropolitan Nashville Airport Authority (MNAA) to finalize plans as part of the preconstruction activities and prepare a Guaranteed Maximum Price (GMP) for construction. On December 14, 2016, the Board approved the 1st Component Guaranteed Maximum Price (CGMP) for the Garage Package (CGMP #1). This component was for the garage package. On November 15, 2017, the Board approved the 2nd Component Guaranteed Maximum Price (CGMP) for a portion of the roadway package (CGMP #2). This component was for enabling projects associated with the roadway package and was critical to ensure a timely completion schedule. CGMP # 3 will complete the roadway package. The only remaining item on this project will be the demolition of the existing short-term parking garage, which will be CGMP #4.

At this time, airport staff is asking the Board to approve this planned CGMP #3, in the amount of \$16,291,578.00. The roadway package will consist of: a new entry roadway to the terminal area parking garage, new CONRAC exit ramps, parking management office, new toll plazas for Garage A and Long Term A, and phasing to allow the Short-Term Garage and a portion of Long Term A to remain open throughout the duration of construction. The Board was requested to authorize J.E. Dunn, via an amendment to their contract, to begin entering into subcontract agreements to deliver the project. In doing so, J.E. Dunn will negotiate final scopes of work and final bid prices for each individual package of work and bring that information to MNAA staff for review and approval. The MNAA maintains final approval on all subcontracts for this project.

The Small, Minority, Woman-owned Business Enterprise (SMWBE) participation level set by MNAA for this project is 8.33% MBE and 3.83% WBE. J.E. Dunn has committed to meeting the goal.

Impact/Findings:

MNAA SMWBE Participation Level for construction:	8.33% MBE and 3.83% WBE
J.E. Dunn's SMWBE Participation Level for construction:	8.33% MBE and 3.83% WBE
Contract Start Date:	December 2016
Duration of Contract:	2 Years
Contract Completion Date:	December 2018
Initial Contract Cost (May 2016 – Preconstruction Services):	\$ 88,110.00
Component Guaranteed Maximum Price for Amendment #1:	\$ 83,932,600.00
Component Guaranteed Maximum Price for Amendment #2:	\$ 2,297,540.30
Component Guaranteed Maximum Price for Amendment #3:	\$ 16,291,578.00

Component Guaranteed Maximum Price for Amendment #4: \$ TBD
Total Contract Cost: \$102,609,828.00
Funding Source: 12.3% State and 87.7% MNAA Bonds

Strategic Objectives:

- Economically Sustained Services and Facilities
- Outstanding Customer Satisfaction

Options/Alternatives:

Do Nothing: Doing nothing will result in the inability to access the new parking and transportation center.

A motion was made by Commissioner Doerge and seconded by Commissioner Farnsworth to Committee recommend to the Board that it authorize the Chair and President & CEO to execute the proposed Terminal Area Parking Garage – Amendment #3 for the Roadway package related to the construction of the Terminal Area Parking Garage project at BNA construction manager-at-risk contract. The motion carried by vote of 4 to 0.

G. D Concourse/Ticket Wings (Design Build)

Ms. Holton briefed the GAOPE Committee on this item. Staff requested that the GAOPE Committee recommend to the Board that it accept the proposal by Hensel Phelps for the Progressive Design-Build Contract for the Concourse D & Terminal Wings project at BNA and authorize the Chair and President & CEO to execute the Component Guaranteed Maximum Price #1, (CGMP1).

Background:

As Project 1 of the BNA Vision, this project consists of a 6-gate expansion of Concourse D as well as expansion of existing ticketing and baggage claim areas of the Terminal. This project is being prioritized in order to accommodate movement of the existing Transportation and Security Administration (TSA) checkpoint and central airline ticket counters to the new expanded ticketing areas (wings) so that an expanded central terminal area can be constructed in the future. Additionally, the Concourse D added gates will provide for an 'empty chair' for future construction of the International Arrivals Facility.

Concourse D: The expansion of Concourse D will add six (6) departure gates to the Airport. This project provides additional gates with passenger boarding bridges and supporting ramp space including demolition of existing Concourse D structure; a central utility plant for the terminal, including a geothermal component, to support the expanded facilities and future expansion; relocation of TSA's administrative offices; new concession areas and a stage for a variety of performances.

Terminal Wings: The Terminal wings will be expanded to the north and south at the ticketing and baggage claim levels. Each expanded ticketing wing will include but not be limited to: temporary security screening; airline ticketing counters; airline ticketing offices; concessions; baggage claim devices; baggage service offices, restrooms, new curbside entries and new curbside canopies.

The Progressive Design-Build contract establishes a Guaranteed Maximum Price (GMP) based on the 60% design drawings. For scheduling purposes, to fast-track the project, "component" GMPs, (CGMP's) are utilized to provide for early start of critical path items. To manage the final GMP, a specified Design-to-Budget requirement is utilized to ensure that the total budget remains on target through the progression of ongoing design and construction work. The design-to-budget established for this project was \$214,000,000. However, Hensel Phelps believes this work can be completed for \$203,000,000. Therefore, the project will be managed to achieve this Design-to-Budget amount whereby the projected cost of the aggregate CGMP's are not allowed to exceed the Design-to-Budget amount at any time. Currently it is expected this project will require up to 4 CGMP's prior to reaching the final GMP. These CGMP's will evolve as we get the Design-Builder on board but may be composed as follows: CGMP1-Design & General Conditions; CGMP2-Enabling, Design Assist, General Requirements; CGMP3-Demolition, long lead procurements; CGMP4-Foundations, Shell construction; Final GMP- Finish out construction.

A Request for Proposals was advertised on October 6, 2017 and October 12, 2017. On November 16, 2017, five (5) proposals were received from Hensel Phelps, Turner Hunt, Austin Messer, Bell-Clark and Holder Hardaway.

The proposals were evaluated on the following criteria:

- A. Mandatory Requirements
- B. Team/Individual Qualifications, Experience
- C. Technical Approach
- D. SMWBE Participation and Workforce Development Program
- E. Pricing

The selection committee determined the following firms to be most qualified: Hensel Phelps and Turner Hunt.

On December 12, 2017, the selection committee conducted interviews of these top candidates asking additional questions on SMWBE, workforce development, team experience, labor market, design to budget and meeting schedule.

The total score from their Statement of Qualifications and interview scores are listed below:

Contractor	Proposal and Interview		MBE %	WBE%	SBE%
	Score	CGMP1			
Hensel Phelps	668	\$31,348,670.00	6.29%	9.13%	4%
Turner Hunt	573	\$30,181,178.00	6.29%	9.13%	4%

The breakdown of Hensel Phelps subcontracting team as presented is as follows:

Proposer	Subcontractor	Discipline/Responsibility	SBE	MWBE	Local Firm	BNA Experience
Hensel Phelps	Fentress Architects	Architect	SBE			Yes
	Burns Group	Technology, Acoustical & Paging				
	Teresa Pineda Davidson Collaborative Studio	Architect-Interior Design Support				
	S&ME	Architect-Interior Design Support				
	ICT	Civil				
	DF+H	MEP Engineering				
	KS Ware	Electrical Design Assist				
	RC Mathews	Geotechnical & Material Testing				
	EJO Ventures	GC Liaison				
	Jones Worely	IT Integration				
	ASG	Signage & Graphics				
	MKA	SMWBE Compliance Officer				
	Logan Patri	Structural				
	WIN Engineering	Structural Support				
	Electrical Support					

The selection committee determined Hensel Phelps to be the most qualified for the project, based on the following:

1. The company, Project Manager and Project Team have extensive and recent experience on airport terminal projects of equivalent size and complexity. This team has extensive experience in the Design-Build Delivery Method.
2. Superior understanding and approach to design and build the project.
3. Thoughtful understanding of phasing and understanding we cannot interrupt passenger operations. Goal of "zero unexpected interruptions".
4. Effective SMWBE and Workforce Development approach to the project.
5. Price.

MNAA has evaluated the proposals and determined the proposal from Hensel Phelps to be responsive and responsible and recommend award of the Progressive Design-Build Contract to Hensel Phelps.

Impact/Findings:

MNAA SMWBE Participation Level: 6.29% MBE and 9.13% WBE and 4% SMBE

Hensel Phelps Participation Level: 6.29% MBE and 9.13% WBE and 4% SMBE

Anticipated Contract Start Date: January 17, 2018

Duration of Contract:	900 Calendar Days Completion
Contract Completion Date:	July 5, 2020
Component Guaranteed Maximum Price 1	\$31,348,670.00
Component Guaranteed Maximum Price 2	TBD
Component Guaranteed Maximum Price 3	TBD
Component Guaranteed Maximum Price 4	TBD
Component Guaranteed Maximum Price 6	<u>TBD</u>
Total Guaranteed Maximum Price	\$203,000,000.00 NTE
Funding Source:	100% MNAA

Strategic Objectives:

- Maintaining the *Nashville Airports Experience* by meeting customer demands through new and expanded infrastructure
- Economically Sustained Services and Facilities

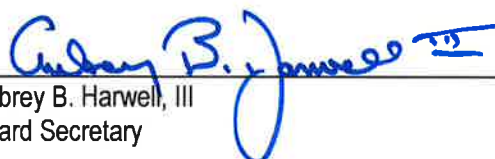
Options/Alternatives:

Do Nothing: The "Do Nothing" option will result in the inability to complete the BNA Vision or meet passenger growth projections.

A motion was made by Commissioner Doerge and seconded by Commissioner Farnsworth to recommend to the Board that it accept the proposal by Hensel Phelps for the Progressive Design-Build Contract for the Concourse D & Terminal Wings project at BNA and authorize the Chair and President & CEO to execute the Component Guaranteed Maximum Price #1, (CGMP1). The motion carried by vote of 3 to 0, with Commissioner Sandhu recusing himself from the vote.

IV. Adjourn

There being no further business before the GAOPE Committee, Chair Freeman adjourned the meeting at 9:58 a.m.


Aubrey B. Harwell, III
Board Secretary