Agenda of the Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning Committees

Date/Time:	Wednesday, March 12, 2025, at 9:00 a.m.
Place:	Nashville International Airport – Tennessee Board Room
Operations Committee Members:	Jimmy Granbery, Committee Chair Bobby Joslin, Committee Vice Chair Nancy Sullivan

I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comment received to date. Deadline is March 10, 2025, at 9:00 a.m.

III. APPROVAL OF MINUTES

February 12, 2024 Minutes of the Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning Committees

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. CGMP3 for Baggage Handling System (BHS construction)
2. Construction Contract for Part 139 RSA Improvements R/W 20L
3. Task Order for Terminal Apron Reconstruction Project
4. Contract for LiDAR (Light Detection & Ranging) for Apron Intrusion Detection

VI. INFORMATION ITEMS

1. Central Ramp Update
2. Taxiway Design Group 6 Update
3. BNA Development Update
4. JWN Development Update

VII. ADJOURN

Minutes of the Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning Committees

BNA Nashville International Airport

Date: February 12, 2025	Location: Metropolitan Nashville Airport Authority Tennessee Boardroom
Time: 9:00 a.m.	
Committee Members Present:	Jimmy Granbery, Committee Chair; Bobby Joslin, Committee Vice Chair; Nancy Sullivan
Committee Members Absent:	None
Other Board Members Present:	Joycelyn Stevenson, Glenda Glover, and Glenn Farner
MNAA Staff & Guests Present:	Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman, Marge Basrai, Kristy Bork, Daniel B. Brown, John Cooper, Kristen Deuben, Chief Findlen, Adam Floyd, Traci Holton, Eric Johnson, Lisa Leyva, Carrie Logan, Syed Mehdi, Rachel Moore, Ted Morrissey, Stacey Nickens, Brandi Porter, Josh Powell, and Robert Ramsey

I. CALL TO ORDER

Chair Granbery called the Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning (Operations) Committee to order at 9:00 a.m. pursuant to Public Notice dated February 7, 2025.

II. PUBLIC COMMENT

Chair Granbery stated there were no public comment requests received.

III. APPROVAL OF MINUTES

Chair Granbery asked for a motion to approve the minutes from the January 8, 2025 Operations Committee meeting. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin - Yes

Commissioner Sullivan - Yes

The motion passed with a vote of 3 to 0.

IV. CHAIR'S REPORT

Chair Granbery had no Chair's report. Chair Granbery thanked all the MNAA Staff and stated to keep up the good work. He and several friends were out at BNA and rode the bus to the Satellite Concourse and he was amazed at what all goes on at night, in the rain, and on the ground watching all the planes moving about the ramp area.

President Kreulen stated from Concourse C to the office, there are 4 different construction projects happening at night including improving Concourses D and C, adding new signs, and renovating this building. All of these take place at night to minimize the disruption to passengers.

V. ITEMS FOR APPROVAL

1. CGMP2 for Central Ramp Expansion (Enabling & Processing of Fill)

President Kreulen introduced Traci Holton, VP, New Horizon, to brief the Commissioners on the CGMP2 for Central Ramp Expansion. Ms. Holton stated the CGMP2 of 4 is for the Central Ramp Expansion project to expand the terminal apron to provide 7 parking and deicing positions. The selected contractor is Kiewit Infrastructure South Co. ("Kiewit") and this CGMP is for enabling to set up their worksite, mobilize, and for processing of fill in an amount not to exceed $20,600,000.

Chair Granbery asked Ms. Holton to comment on Kiewit; he saw them on I-440 years ago and they did a great job. Ms. Holton replied Kiewit plans to bring in a lot of people to tackle it and meet the schedule. She stated when they interviewed Kiewit they asked if they have ever not met a schedule, and they replied no. Chair Granbery asked if they have a completion bonus. Ms. Holton replied they have an incentive of up to $4.5M if they finish early.

President Keulen commented that CGMP3 will be presented in May 2025 to finalize the budget for this project. The initial estimates for the fill were low, and we will now require a couple hundred thousand more cubic yards of fill than originally planned and another challenge is the

price for fill has gone up from $35 to $50. The creeks will be encapsulated, and they underestimated the amount of water that must move through, so the drainage is more extensive than originally thought. We are working on taxiway connectors to T4 to maintain entrance and exit, and in order to build we have to build a temporary T4 and maybe an additional connector. There are things we must figure out to optimize the flow of that area; we are doing more study and will need to return to the Operations Committee and discuss any adjustments that are needed.

Commissioner Farner arrived at 9:05 AM.

Ms. Holton requested the Operations Committee recommend to the Board of Commissioners that it accept the proposal by Kiewit for Component Guaranteed Maximum Price #2 (CMPP2) and authorize the Chair and President and CEO to execute CGMP2 for $20,600,000 NTE.

Chair Byrd asked if we were talking about 200,000 square feet of fill. Ms. Holton replied 1.1M cubic yards. President Kreulen added that the original estimate was 900,000 cubic yards. Commissioner Byrd asked how many dump trucks that Is. President Kreulen replied 110,000 dump trucks. Chair Granbery asked what is in the CGMP as far as contingency. Ms. Holton replied MNAA has $14M in the overall project contingency. Chair Granbery inquired if the incentive is two versions. Ms. Holton replied there are two versions, the contract date is September 30, 2027, if they complete the project by August 30, 2027 then they get $1.5M, and if they complete 60 days early or August 1, 2027, they get $4.5M.

Commissioner Sullivan asked what resulted in requiring additional fill. Ms. Holton replied during the planning level concept off aerial contours, MNAA did not have any information regarding how much material had to be removed at the stream level to get to rock to address the settlement and there is a max 3-inch settlement requirement. Once they completed the survey and titled it in, it ended up being 1.1 or 1.2M cubic yards. We are still working with Kiewit; they look at the shrinkage and swell and the engineers look at the elevations. Commissioner Byrd asked if Southwest wanted us to do this to handle deicing and the way we are paying for this is issuing bonds. President Kreulen replied yes, issuing bonds and the airlines are paying us back. Commissioner Byrd asked if these go through the gate fees. Ms. Marge Basrai, EVP, CFO, replied

it is through the landing fees. President Kreulen replied this is one that was done after Southwest had the meltdown during the snow event.

President Kreulen stated the reason for the schedule is so that it opens prior to the winter of 2027 and prior to us opening Concourse A and BNA jumps instantaneously from 54 to 70 gates. There will be 16 more jets that will have to be deiced multiple times during the day in the winter and those extra 7 lanes of deicing were calculated to keep up with that growth. President Kreulen stated those 7 positions listed are also referred to as RON – Remain Overnight. During the summer months that pavement will be used to park jets that diverted from other cities or have mechanical issues. When Southwest grows its crew base here, Southwest may have 1 or 2 jets that are not at gates, and they can swap them out and go. Commissioner Farner asked if any of the fill is captured from the other projects. Ms. Holton replied MNAA has material stockpiles all over the property and we are evaluating use of it. MNAA has stockpiles of shot rock, which they will use that 100%. A lot of our volume is a rock mix which requires processing. They need to crush the rock, mix it and make it meet the specs.

Commissioner Sullivan asked if it was all rock. Ms. Holton replied that it is still being evaluated, definitely during winter months, rock, they are evaluating how much rock mix they want to use, but the schedule is the focus. With the Concourse A Ramp Expansion project MNAA allowed 6 months of settlement and that was planned in the schedule. We do not have that much time for settlement so that will be a factor as well. President Kreulen stated 300trucks a day will be used. When we filled in the hole several years ago, that was 50,000 dump trucks and that was going on even during rain and it was amazing to watch.

Chair Granbery asked for a motion to approve as presented. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin - Yes

Commissioner Sullivan - Yes

The motion passed with a vote of 3 to 0.

2. Professional Services Contract (Design) for Northeast Employee & Valet Parking Lot

Ms. Holton stated the Professional Services Contract (Design) for Northeast Employee & Valet Parking Lot project is for the design of a 5,000-space surface lot for employee parking and valet staging. Ms. Holton stated this project was shared at the October Board Retreat. This project will build a 5,000-space lot in the Northeast corner of MNAA property and also provides a dedicated access road that will tie into Donelson Pike/TARI and stay on MNAA roads. This is for the design and not to exceed $2.2M and we are utilizing our Garver On-Call contract.

Chair Granbery stated one of the big benefits of this is MNAA will save a ton of money on buses moving employees. Ms. Holton agreed and stated yes, much closer and never have to access Donelson Pike to get to drop-offs, shorter routes and no waiting in traffic.

Ms. Holton requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute the proposed professional services contract (design) with Garver in an amount of $2,200,000 NTE.

Chair Granbery asked for a motion to approve as presented. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin - Yes

Commissioner Sullivan - Yes

The motion passed with a vote of 3 to 0.

3. Professional Services Contract for BNA Master Plan

President Kreulen introduced Syed Mehdi, VP, Airport Planning, to brief the Commissioners on the Professional Services Contract for BNA Master Plan. Mr. Mehdi stated in 2020 a Master Plan was completed for 2018 to 2038. BNA has exceeded 20 years of planned growth. In accordance with FAA Advisory Circular 150/5070-6B, MNAA is required to develop a 20-year Master Plan for Nashville International Airport, including current airport inventory, aviation demand forecast,

facility requirements for airside and landside, alternatives evaluation, environmental considerations, facilities implementation plan, financial plan, stakeholder engagement, and the Airport Layout Plan (ALP). A Request for Qualifications ("RFQ") was issued on November 4, 2024 and we received 3 responses from Landrum & Brown, Ricondo Associates and Strategic Planning Services. The Selection Committee met in January 2025 and selected Landrum & Brown, LLC and Ricondo for interviews. Landrum & Brown was selected based on the team's holistic knowledge, experience and established 3rd party relationships, and commitment in project transparency, and approach to mentor and provide financial growth opportunities to the DBE firms. MNAA has set a 9.53% DBE goal and Landrum & Brown has committed to approximately 18% using Jacobson Daniels, BLS Aviation, Shrewsberry, Martinez Geospatial, Connico, and Fairpoint Planning. This is a 24-month project starting work on March 3, 2025 and completion on February 28, 2027 and the contract cost is $7,000,000 NTE. The funding source is 75% BIL AIG and 25% MNAA.

Mr. Mehdi requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute the proposed contract with Landrum & Brown, LLC for $7,000,000 NTE.

Vice Chair Joslin asked where MNAA is with the 20-year Master Plan now. President Kreulen replied the MNAA Staff deserves a lot of credit because this is the biggest challenge for Nashville. This is his 3rd Master Plan, the one in 2018 that Mr. Mehdi referenced was from 2018- 2038 and it was completed in 6 years. Nashville has grown so much in the last 6 years that we have exceeded the passenger volume today for what they forecasted it to be in 2038, 14 years ahead of schedule. MNAA will do another Master Plan that will include program activity levels, and passenger activity levels for 5-year blocks that will lay it out today through 2044. Where the Board and MNAA Staff deserve credit is how did you do all this in 6 years, and secondly, we are way ahead of the Master Plan already. We have already planned Concourse A for 35 – 40 MAP, already finishing a 12-month study for the next terminal to go from 40 MAP to 70 MAP. Landrum & Brown will provide all of the prescribed steps in the advisory circular. We are already working on New Horizon I and New Horizon II and Terminal II. This is required by the FAA, and we must defend the money that we want from the FAA.

Commissioner Sullivan asked who updated it the last time. President Kreulen replied in 2013 there was a 10-year plan developed and again we did it in 2018 and here we are again doing another one. Chair Granbery stated the FAA owes 75% of the funding and asked what BIL AIG is. Mr. Mehdi replied "BIL" is Bipartisan Infrastructure Grant program and "AIG" is the Airports Infrastructure Grant program, which is the program that applied during Covid. President Kreulen stated it is qualifications based and MNAA has professional estimates on the budget to negotiate fees and the FAA since they know the budget estimate of $7M that we are using. Commissioner Sulivan asked how many Master Plans Landrum & Brown has completed. Mr. Mehdi replied they have been in the industry for 75 years and asked Ms. Michelle Gallos, Associate Vice President with Landrum & Brown, if she could elaborate. Ms. Gallos stated she honestly could not count – it is their bread and butter. Ms. Gallos stated she has been with Landrum & Brown for 30 years, and aviation is her passion. Commissioner Sullivan asked where they were located. Ms. Gallos replied they are located in Cincinnati.

Chair Granbery asked for a motion to approve as presented. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin - Yes

Commissioner Sullivan - Yes

The motion passed with a vote of 3 to 0.

4. <u>On-Call Contracts for Clearing, Grubbing and Tree Removal Services</u>

President Kreulen introduced Daniel Brown, VP, Facility Management, to brief the Commissioners on the On-Call Contract for Clearing, Grubbing and Tree Removal Services. Mr. Brown stated this contract is for clearing, grubbing and tree removal services to ensure land owned by the Airport Authority is maintained and safeguarded against environmental and safety concerns such as birds, other wildlife attractions and obstructions that violate FAA airspace directives and endanger the flight operations for aircraft. A Request for Proposals (RFP) was issued November 15, 2024 and MNAA received 2 proposals from Queens Tree Services and BC Mason Group and both were selected. The contract cost is $1M not to exceed per year with a 1-year term with four

1-year renewal options. The On-Call Contracts begin March 1, 2025 through February 28, 2030. Mr. Brown presented several photographs of work that was done on the MNAA property.

President Kreulen added that the maintenance team removes the trees and shrubs so that it does not interfere with frequency and aviation navigation systems. Along Murfreesboro Road there is a security concern from TSA that people could get in behind the bushes, climb the wall, and get over the fences. President Kreulen stated that MNAA does own property that connects to different neighborhoods and occasionally we receive calls from Council Members letting us know that someone is dumping trash, and we will go in and clean that up.

Commissioner Farner asked if those are two different companies. Mr. Brown replied yes, this gives MNAA an option that we can go to either one if there are scheduling conflicts, or if we have an FAA mandate to get something moved quickly, we can accommodate.

Mr. Brown requests the Operations Committee recommend to the Board of Commissioners that it accept the proposals by Queens Tree Services and BC Mason Group for the On-Call Clearing, Grubbing and Tree Removal Services Contract for $1M NTE annually, and authorize the Chair and President and CEO to execute the contracts for $1M NTE total annually.

Chair Granbery asked for a motion to approve as presented. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin - Yes

Commissioner Sullivan - Yes

The motion passed with a vote of 3 to 0.

5. Contracts for Landscape Maintenance and Services

Mr. Brown stated the Contracts for Landscape Maintenance and Services is for over 255+ acres including garages, parking lots, treatment & detention ponds, terminal and facility exteriors and road frontages. They were procured as 3 packages, with Package A and B a small business target

market solicitation. Package A is with Travis Lawns for the Garages, Parking Lots, Treatment/Retention Ponds) – Target Market – SBE; Package B is with Dreamscape Landscape Service (Facilities) – Target Market – SBE; and Package C is with Rotolo Consultants, Inc. (Road Frontages) – 5.61% MBE Participation. These are $1.4M contracts for Year 1 and are $7.5M for all three packages for 5 years. Package A and B were sent out as small business target markets and Package C is MBE.

Mr. Brown requested the Operations Committee recommend to the Board of Commissioners that it accept the proposals submitted for BNA Landscape Maintenance and Services by Travis Lawns for Package A, Dreamscape Landscape Service for Package B, and Rotolo Consultants, Inc., for Package C, and authorize the Chair and President and CEO to execute the contracts for up to $7.4M.

Chair Granbery asked for a motion to approve as presented. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin - Yes

Commissioner Sullivan - Yes

The motion passed with a vote of 3 to 0.

6. Arts at the Airport Foundation Board Member Reappointments

President Kreulen introduced Stacey Nickens, VP, Corporate Communications & Marketing, to brief the Commissioners on the Arts at the Airport Foundation Board Member Appointments. Ms. Nickens stated there are eight members for reappointment to the Arts at the Airport Foundation Board: Teri Alea, Asia Allen, Donna Glassford, Leah Sherry Light, Phil Ponder, Hunter Claire Rogers, Kaleena Sales, and Martha Profit-Streuli.

Ms. Nickens requested the Operations Committee recommend to the Board of Commissioners that it accept the recommendation of the Arts at the Airport Foundation Board (7 of 15 members), and approve the reappointment of Teri Alea, Asia Allen, Donna Glassford, Leah Sherry Light, Phil

Ponder, Hunter Claire Rogers, Kaleena Sales, and Martha Profit-Streuli to the Arts at the Airport Foundation Board of Directors, effective January 1, 2025, with term ending December 31, 2027. Ms. Nickens stated this is for a 3-year term, and it is a 15-member Board.

Commissioner Stevenson asked if there is a limit as to how many times a Board member can be reappointed. Ms. Nickens replied no, there is not a limit. President Kreulen stated this is a Board within this Board, it is not State or Metro statute. Vice Chair Joslin stated Phil Ponder is 91 years old and well-known in Nashville. Chair Granbery stated everyone knows Mr. Ponder and he is specific to Nashville and asked if there is anywhere in BNA where his art can be displayed. Ms. Nickens responded that it is a great idea and MNAA has a lot of his art in our inventory and will look into it. Vice Chair Joslin stated Mr. Ponder is very well deserving of it. Chair Granbery stated that in Glenville, Arkansas they have a section where they bring in seasonal displays and that might be a way to pay tribute to Mr. Ponder.

Chair Granbery asked for a motion to approve as presented. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin - Yes

Commissioner Sullivan - Yes

The motion passed with a vote of 3 to 0.

VI. INFORMATION ITEMS

1. BNA Development Update

President Kreulen stated Concourse D Extension is moving along and presented several photographs showing the final part of the roof being constructed and installing the glass for the circular node. Concourse D Extension is still on schedule to open on July 2, 2025, 140 days from today. The MNAA Staff are planning meetings for the celebration event with the community. President Kreulen presented a photograph of the bridge over Donelson Pike and stated the demolition will be completed in the next couple of days. MNAA continues to flatten around that

area to make room for the 6-lane loop road. President Kreulen presented a photograph of Concourse A Ramp Expansion that shows the paving that had 75,000 dump trucks brought in to bring the dirt and rock up 95 feet and now we are putting the concrete cap on the top. MNAA is making a lot of progress all around.

2. JWN Development Update

President Kreulen stated JWN has a lot of progress being made. Parcel 1, DN LLC, is currently in permitting with Metro. The Lawrence Hangar is good. Jet Access is in permitting with Metro and must resubmit their electrical plan to NES. Jet Right is meeting with the planning department to see if there is a path forward in terms of their minimal specs and line-of-sight issue. MNPD hangar is currently running 3 months behind schedule on construction completion. Engineering is sending them a reminder of the Liquidated Damages clause in our agreement.

Chair Granbery inquired if any problems have arisen with the MNPD hangar similar to prior problems with the state hangar project and asked if there are any termination rights with that contract. President Kreulen replied yes, MNAA gave them some feedback on the company that is doing the fill, who are specialized in demoing, not building and they are making some decisions that need to be fixed and are now looking to gain those 90 days back. Chair Granbery stated we all know where we were before and let's not get too far down the road on this. He stated the Board will support MNAA Staff actions in every way. He stated the MNPD needs that hangar yesterday. President Kreulen stated he will keep the Commissioners updated on any other issues.

President Kreulen stated Contour FBO Hangars 1 & 2 obtained Use & Occupancy on February 6, 2025 and Hangar 3 is substantially complete. Regarding the 2nd FBO Negotiations, MNAA granted Atlantic an Access Agreement to allow them to start doing on-site due diligence for utility, stormwater and Geotech. MNAA completed review of Atlantic's updated lease, incorporated final lease comments, and Atlantic should return the week of February 10, 2025

President Kreulen concluded the presentation of the informational items.

Chair Granbery thanked President Kreulen and the MNAA Staff and stated the Commissioners appreciate all the hard work and is proud of the team. You can see every time we come out here, there is something lowered, or bigger, every day.

VII. ADJOURN

There being no further business brought before the Operations Committee, Chair Granbery adjourned the meeting at 9:40 a.m.

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Andrew W. Byrd, Board Secretary

STAFF ANALYSIS
Operations Committee

Date: March 12, 2025

Facility: Nashville International Airport

Subject: Baggage Handling System (BHS) Expansion (New Horizon)
Progressive Design-Build CGMP3 of 3 (Project No. 2312)

I. Recommendation

Staff requests the Operations Committee recommend to the Board of Commissioners that it:

1) authorize the Chair and President and CEO to execute the proposed Amendment 2 for Component Guaranteed Maximum Price #3 (CGMP3) of $130,105,000 NTE and the Guaranteed Maximum Price (GMP) of $227,882,475 NTE with Messer Construction for construction related to the Baggage Handling System Expansion for the Progressive Design-Build contract at Nashville International Airport (BNA).

II. Analysis

A. Background

At the Board retreat in October 2021, staff demonstrated the need for additional gates beyond what would be provided as part of Vision 2.0 and presented the New Horizon concept. New Horizon consisted of a 5-gate extension to Concourse D, a new A Concourse, relocation of the Air Freight Building and a major overhaul to the Baggage Handling System (BHS) to increase both performance and capacity. In May 2022, the Board approved proceeding with design and construction of the BHS Expansion Project. This project will invest in the existing BHS system bringing it up to standards and increase its capacity to meet demands of 40 million annual passengers (MAP).

The Progressive Design-Build contract establishes a Guaranteed Maximum Price (GMP) at a date in the future based on the 100% 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. This project will require 3 CGMP's to reach the final GMP. These CGMP's will evolve and will be composed as follows: CGMP1 – design and preconstruction services; CGMP2 – enabling and facility expansion; CGMP3 – baggage handling system. This action completes all anticipated CGMP's.

On November 16, 2022, the Board approved the selection of Messer Construction and CGMP #1 for design and preconstruction phase services. On November 20, 2024, the Board approved CGMP #2 for enabling and facilities construction in the amount not-to-exceed $90,000,000. This amendment is for CGMP #3, which establishes the GMP and is inclusive of all remaining scopes, but primarily the construction of the baggage handling system in the amount not-to-exceed $130,105,000. This Component Guaranteed Maximum Price ("CGMP") #3 is to authorize funding to construct the Baggage Handling System. Work associated with this GMP involves demo of 4,550' of existing conveyers,

installing more than 10,000' of new conveyers, and replacing the existing Control house to support the new system.

The Operations Committee is requested to recommend that the Board authorize Messer, via an amendment to their contract, to begin entering into subcontract agreements to deliver the project. In doing so, Messer will negotiate final scopes of work and final bid price for package of work and bring that information to Metropolitan Nashville Airport Authority (MNAA) staff for review and approval. The MNAA maintains final approval on all subcontracts for this project.

A. Impact/Findings

MNAA SMWBE Participation Level:	4.94% MBE and/or WBE
Messer SMWBE Participation Level:	4.94% MBE and/or WBE
Anticipated Contract Start Date:	Janaury 2023
Duration of Contract:	2170 Calendar Days
Contract Completion Date:	December 2028
Component Guaranteed Maximum Price 1	$ 8,773,255
Component Guaranteed Maximum Price 2	$ 89,004,220
Component Guaranteed Maximum Price 3	$ 130,105,000 NTE
Total Guaranteed Maximum Price	$227,882,475 NTE
Funding Source:	100% Bonds

B. Strategic Priorities

- Plan for the Future

C. Options/Alternatives

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

STAFF ANALYSIS
Operations Committee

Date: March 12, 2025

Facility: Nashville International Airport (BNA)

Subject: Construction Contract for Part 139 RSA Improvements – R/W 20L
Project No. 2409C

I. Recommendation

Staff requests the Operations Committee recommend to the Board of Commissioners that it:

1) Accept the bid by Civil Constructors, LLC. for Part 139 RSA Improvements at BNA and;

2) authorize the Chair and President and CEO to execute the proposed contract for $777,470.00.

II. Analysis

A. Background

During the annual Part 139 Inspection in 2023, Federal Aviation Administration (FAA) inspectors reported one (1) finding of a noncompliant Runway Safety Area (RSA) at BNA. Since then, the Engineering and Operations teams proactively located several minor deficiencies in other RSAs, including the R/W 20L RSA.

The project scope includes grading the extended Runway Safety Areas (beyond the thresholds) on Runway 20L to the new MNAA airfield design standards. An Invitation to Bid (ITB) was advertised on January 8, 2025, and consisted of one bid schedule.

On February 20, 2025, three (3) bids were received. Below is a tabulation of those bids:

Contractor	Base Bid
Civil Constructors LLC.	$777,470.00
Hi-Way Paving, Inc.	$908,080.00
Jones Bros. LLC	$1,111,690.00

The SMWBE participation goal established for the project was 7.18% MBE and/or WBE. Civil Constructors LLC. committed to obtaining a 9.96% goal by utilizing Archangel Protective Services Inc. and McFall Sod and Seeding.

The Civil Constructors, LLC bid was found to be 20.4% below the Engineer's Estimate and 16.8% below the next lowest bidder, Hi-Way Paving, Inc. This distinction is likely attributed to the fact that Civil Constructors is a local, large-scale civil grading contractor with an extensive history of satisfactorily completed projects at BNA, most notably the safety area improvements on Runway

2R. All items of their unit pricing were found to be balanced and reasonable, with many items being less than the average escalated unit cost of construction in today's market.

The Metropolitan Nashville Airport Authority (MNAA) and Garver have evaluated the bids and determined the bid from Civil Constructors to be responsive and responsible and recommend award to Civil Constructors, LLC.

B. Impact/Findings

MNAA SMWBE Goal:	7.18% MBE and/or WBE
Contractor SMWBE Participation:	9.96%
Anticipated Contract Start Date:	April 2025
Duration of Contract:	30 Calendar Days
Contract Completion Date:	April 2025
Contract Cost:	$777,470.00
Funding Source:	100% MNAA

C. Strategic Priorities

- Invest in BNA
- Plan for the future

Options/Alternatives

Do Nothing: The "Do Nothing" option will result in no improvements to the 20L Runway Safety Area and result in the Nashville International Airport being flagged by the FAA in the next inspection for continued noncompliance with safety standards.

STAFF ANALYSIS
Operations Committee

Date: March 12, 2025

Facility: Nashville International Airport (BNA)

Subject: Task Order for Terminal Apron Reconstruction (FY24 – FY26)
Project No. 2505

I. Recommendation

Staff requests the Operations Committee recommend to the Board of Commissioners that it:

1) Accept the Task Order proposal by Hi-Way Paving, Inc. for the construction of the Terminal Ramp Reconstruction (FY24 – FY26) at BNA and;

2) Authorize the Chair and President and CEO to execute the proposed Task Order through the Airside Pavement Repairs On-Call Contract for $6,200,000 NTE.

II. Analysis

1) Background

In the past ten years, both the type and volume of aircraft operating at the Nashville International Airport has increased dramatically. The terminal apron was neither designed nor constructed to accommodate these increased operations. Significant damage to the terminal apron has been regularly observed and noted by Operations and Maintenance in this time period and it was determined a more in-depth investigation into the strength and condition was needed. In 2023, a focused terminal apron pavement analysis was conducted as part of the 2023 Airfield Pavement Condition Index (PCI) Study. The results of this study identified both surface and structural damage to the pavement, which will require both major maintenance and full-depth, full-strength reconstruction of a majority of the terminal apron.

Using our On-Call Airfield Pavement Repairs Contract with Hi-Way Paving, Inc., approved by the Board on November 20, 2024, we will remove and replace 12,750 SY of Terminal Apron pavement with FAA specified P-501 concrete. The design strength of this pavement section adheres to all FAA design criteria for the updated aircraft fleet mix and design aircraft for this airport. This project will also include adding the appropriate markings to comply with FAA and BNA standards. All costs associated with this Task Order have been determined per the Schedule of Values submitted by Hi-Way Paving in their successful proposal.

The SMWBE participation level established on the Airfield Pavement Repairs On-Call Contract for each contract year is 11.36% MBE and/or WBE. Hi-Way Paving is committed to meeting or exceeding the goal utilizing the following companies, as per their On-Call Contract proposal:

Archangel Protective Services, Inc., OnTrac Security LLC, E3 Construction Company, Inc., Gibco Construction, LLC, SB Johnson Construction, LLC, Kimberly, Inc, and Pozzolanic Contracting & Supply Co.

The specific SMWBE subcontractors will be identified via a submitted SMWBE Participation Form at the conclusion of the project.

2) Impact/Findings

MNAA SMWBE Goal (On-Call Contract):	11.36% MBE and/or WBE
Anticipated Task Order Start Date:	April 2025
Duration of Task Order:	120 Calendar Days
Contract Completion Date:	August 2025
Overall On-Call Contract Cost:	NTE $10,00,000 per year
Task Order Cost:	NTE $6,200,000 (exact pricing under review)
Funding Source:	100% MNAA

3) Strategic Priorities

- Invest in BNA
- Plan for the future

4) Options/Alternatives

Do Nothing: The "Do Nothing" option will result in the continued deterioration of the terminal apron, increasing the risk of structural failure and continued production of debris material likely to cause aircraft damage.

STAFF ANALYSIS
Operations Committee

Date: March 12, 2025

Facility: Nashville International Airport

Subject: Contract for Light Detection and Ranging (LiDAR) Apron Intrusion Detection

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I. Recommendation

Staff requests the Operations Committee recommend to the Board of Commissioners that it:

1) Accept the proposal by The InDoor Lab, LLC and Simino Electric to implement LiDAR apron intrusion detection, and
2) Authorize the Chair and President & CEO to execute the contract(s) with The InDoor Lab, Inc. and Simino Electric Inc. and allocate funding for necessary equipment and support by MNAA staff for an overall CIP cost not to exceed $1,300,000 and on-going contracted software and maintenance costs for years 2-5 not to exceed $864,126.

II. Analysis

A. Background

Security at BNA is a top priority. Since August 2021, BNA has had eight unauthorized entrants that crossed the Airport Operations Area (AOA) fence. As a result, BNA entered an action plan with TSA on August 20, 2022, to come up with potential solutions to detect/deter unauthorized entrants into the AOA.

In 2018, Safe Skies was proactively consulted to come up with solutions to replace the outdated taxiway TANGO alarm system at BNA which was installed in 1987. Given the age of this equipment and technology, the airport is currently unable to rely upon accurate and timely notification of breaches.

Once a TSA action plan was initiated, multiple solutions were evaluated: PharoVision, Southwest Microwave, and Senstar (all of which were deemed not a viable options). LiDAR is in use to provide security coverage at the Satellite Concourse, so it was evaluated for this need and deemed a viable option for other perimeter intrusion detection enhancements, including coverage of the apron. Recent research and collaboration with stakeholders at BNA revealed that the procurement and installation of LiDAR is the best option for apron intrusion detection.

This project was approved in the FY24 BNA Capital Improvements Budget on April 19, 2023 for $2,000,000. This will be procured through a Co-Op agreement with Insight that was utilized for procurement of LiDAR at the Satellite Concourse.

Specifications include:

- 29 Sensors (three spares for inventory) – Estimate Provided
- 26 Mounts – Estimate Provided
- Hardware, installation, and setup
- Travel and Expenses
- Customization and Digital Twin setup – I.T. Department
- Custom Development and Alerting
- Servers (3 Servers Purchased by BNA)
- Switches (5 switches Purchased by BNA)

B. Impact/Findings

MNAA SMWBE Participation Level:	Race and Gender Neutral
Anticipated Purchase Date:	May 2025
Contract Duration:	5 years
Anticipated End Date:	May 2030
Year 1 Software/Installation/Equipment (CIP)	$1,300,000.00

- InDoor Lab, Inc ($572,100.00)
- Simino Electric ($298,248.55)
- MNAA IT ($151,234.43)
- Soft Costs ($200,000.00)
- Misc. Engineering ($78,417.02)

Year 2 InDoor Lab, Inc Software/Maintenance	$ 203,169.00
Year 3 InDoor Lab, Inc Software/Maintenance	$ 211,464.00
Year 4 InDoor Lab, Inc Software/Maintenance	$ 220,174.00
Year 5 InDoor Lab, Inc Software/Maintenance	$ 229,319.00
Years 2-5 Contract Costs (MNAA funded):	$ 864,126.00
Total Contract Cost (Years 1-5)	$2,164,126.00

Funding Source: MNAA CIP, Allocated to the Airlines through Rates & Charges for Years 2-5

C. Strategic Priorities

- Invest in MNAA
- Plan for the Future
- Prepare for the Unexpected

D. Options/Alternatives

Do Nothing: The "Do Nothing" option requires MNAA to continue to operate the aging 1987 Taxiway Alarm system currently in place and subjects BNA to fines imposed by TSA due to Action Plans that result from unauthorized entrants inside the AOA.