



Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning ("Operations") Committees

February 14, 2024

BNA

Call to Order

February 14, 2024

Approval of Minutes

Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning Committees
January 10, 2024

Public Comment

Tennessee Code Annotated, Title 8, Chapter 44, Part 1

MNAA Policy ID: 33-007, Public Comment Policy, effective July 13, 2023

No Public Comment Requests Received by Monday, February 12, 2024, 9:00 pm

Chair's Report

Bobby Joslin

Operations Committee Chair

Items for Approval

February 14, 2024

- Contract Extension for BNA Landscaping

Item for Approval

- Daniel B. Brown, AVP,
Maintenance, Environmental
and Safety

Contract Extension for BNA Landscaping

Project Description: To provide landscaping services for the exterior of the terminal, some outlying buildings, parking lots, garages and roadways to ensure the best customer experience and assist in MNAA's vision to be known as the premier airport for all travelers.

Contractor: Bradshaw Landscape and Maintenance, LLC

Schedule: Contract Extension Start Date: 01 March 2024
Contract Duration: 12 months
Amendment Period: 01 March 2024 – 28 February 2025

Contract Extension Cost: \$958,465.98

Funding Source: Operations and Maintenance (O&M)

SMWBE: 10.2%

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

- 1) Accept the proposed contract extension term with Bradshaw Landscape and Maintenance, LLC for Exterior Terminal Landscaping; and
- 2) Authorize the Chair and President to execute the proposed Amendment for \$958,465.98

- Construction Contract for Part 139 RSA Improvements

Item for Approval

Robert Ramsey, PE, AAE, IAP
EVP, Chief Development Officer

Construction Contract for Part 139 RSA Improvements

Project Description: The scope includes grading the extended Runway Safety Areas on runways 2L, 20R, 2C, 20C and 20L; reconstruction and expansion of the blast pads on Runway 2L-20R and paved shoulder widening on Runway 2L-20R.

Contractor: Hi-Way Paving, Inc.

Total Contract Cost: \$7,898,324.50

Schedule: Contract Start March 2024
Contract End September 2024

DBE: Goal = 15.56%
Commitment = 15.57%

Funding Source:  100% MNA



Staff Recommendation:

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

- Accept the bid by Hi-Way Paving, Inc. for Part 139 RSA Improvements at BNA, and
- Authorize the Chair and President and CEO to execute the proposed contract for the amount contained herein.

Information Items

February 14, 2024

- Donelson Pike Early Completion Incentive

Information Item

Robert Ramsey, PE, AAE, IAP
EVP, Chief Development Officer

Donelson Pike Early Completion Incentive

Project Description: Agreement with TDOT for MNAA to fund an incentive to Superior to complete the relocation of Donelson Pike more than 365 days before the current contract completion date of May 31, 2026, and to allow Superior to borrow 200,000 CY NTE of fill material.

Parties Involved:

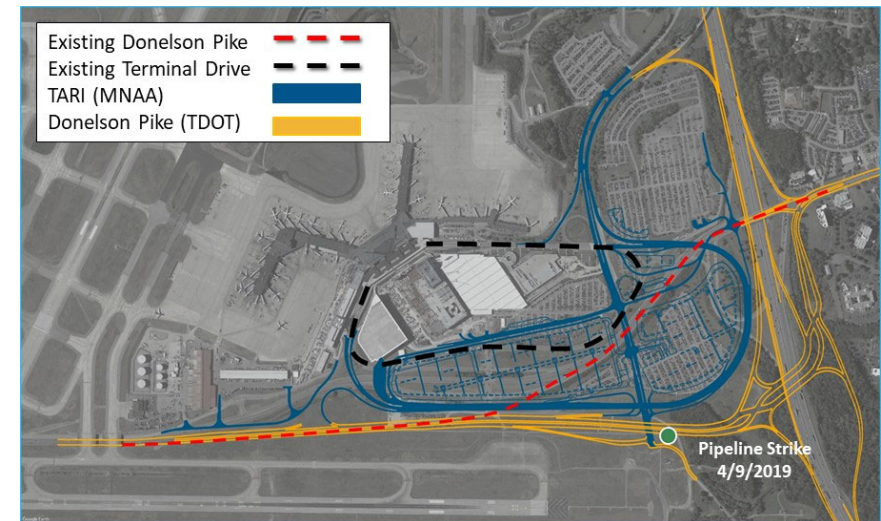
- Tennessee Department of Transportation (TDOT), Superior Construction Company Southeast LLC (Superior), Metropolitan Nashville Airport Authority (MNAA)

Current Contract between TDOT and Superior:

- Start: July 19, 2022
- Complete: May 31, 2026

Proposals:

- MNAA & TDOT, Dec 12, 2023, up to 547 days early
- Superior Response, Jan 12, 2024, up to 364 days early
- Superior Counter, Feb 6, 2024, up to 411 days early
- MNAA & TDOT Best & Final, Feb 20, 2024, up to 411 days early
- Superior Acceptance, TBD **Contingent on Board approval*



- Terminal II Siting Study Update 1 of 8, Jan 10, 2024
- Terminal II Siting Study Update 2 of 8, Feb 14, 2024

Information Item

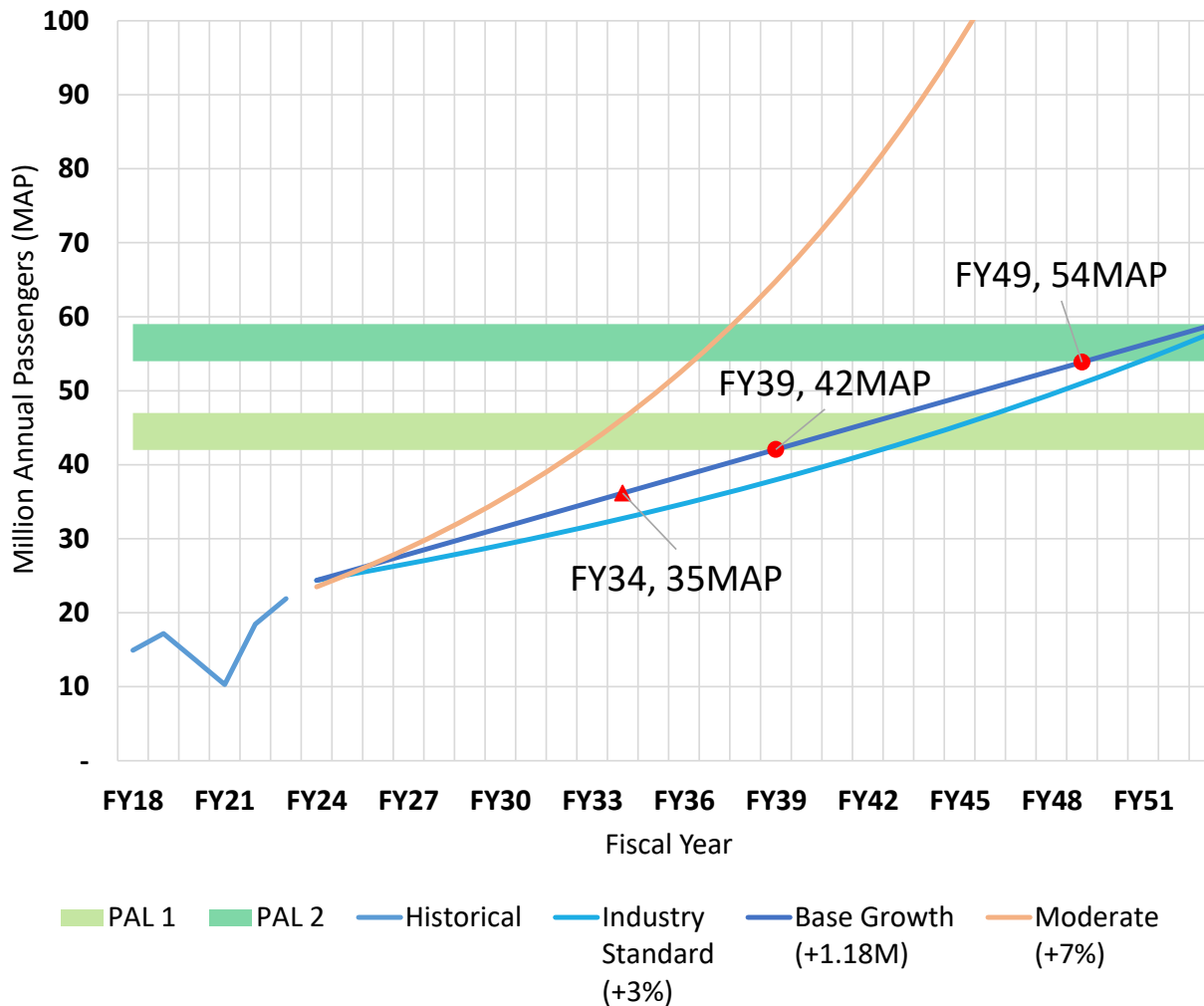
Steve Martin, Executive Advisor
Paslay Group

- Terminal II Study
- Rental Car Study

- **Forecast:**
 - All forecast traffic scenarios indicate gate demand growth will drive a Terminal II operational need in ~10-year window.
- **Minimum Size:**
 - ~15-24 added gates (beyond planned) to meet “Opening Date +10 years” planning target.
- **Potential Phase 1 Size:**
 - ~30-40 added gates depending on airline allocation, airline operational decisions, and actual traffic growth.
- **Future Proofing:**
 - An expandable site capable of ~40-60 added gates to minimize “Terminal 3 risk” while ensuring compatibility with the ultimate airfield capacity (e.g., beyond 2050).
- **Airfield Capacity:**
 - Airfield capacity assessments demonstrate that a future-proofed Terminal II location decision is independent of future 4th parallel runway timing decisions.

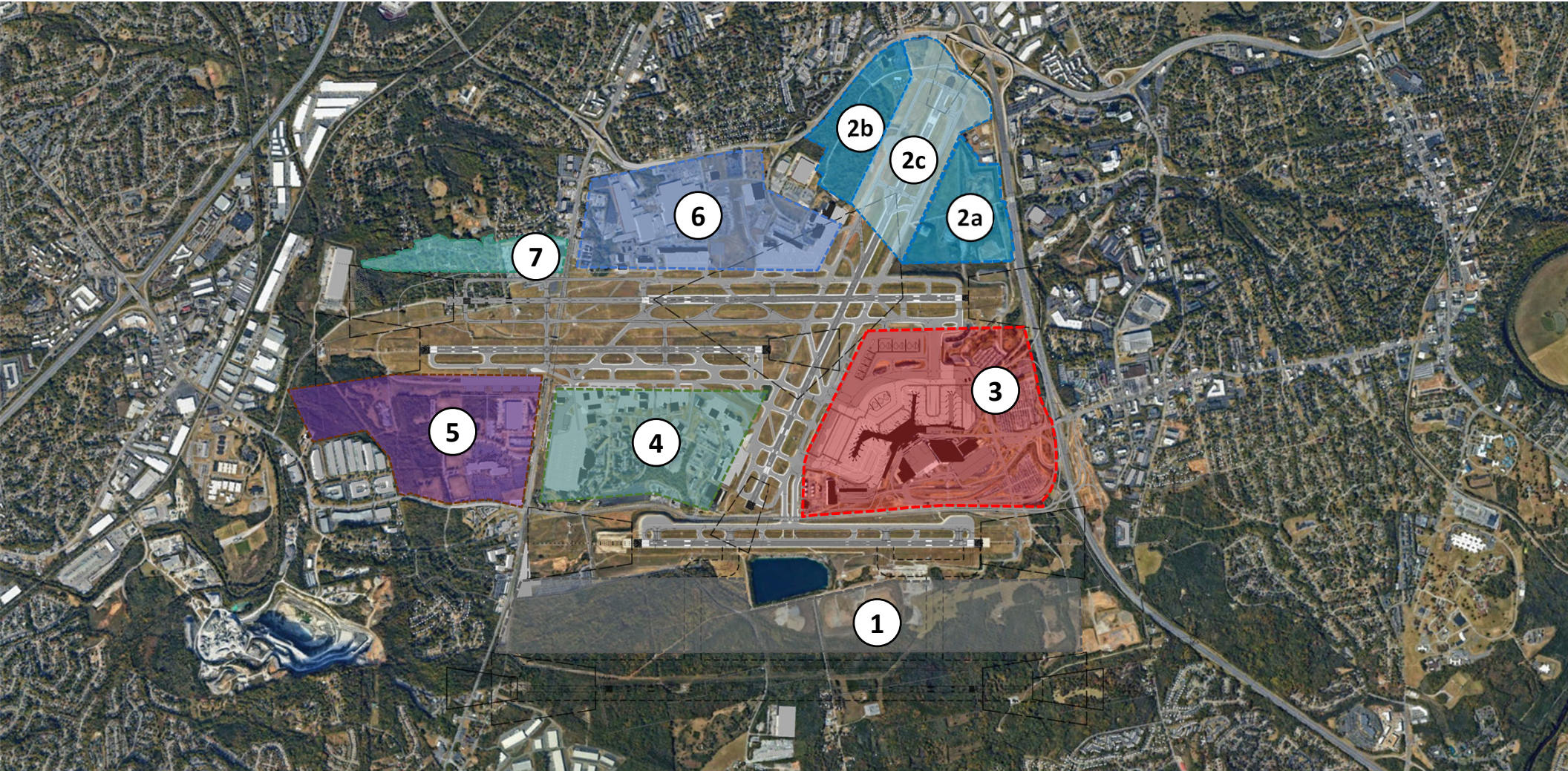
Terminal II

- **Findings Common to All Viable Sites**
 - Forecast
 - Minimum Size
 - Potential Phase 1 Size
 - Future Proofing
 - Airfield Capacity

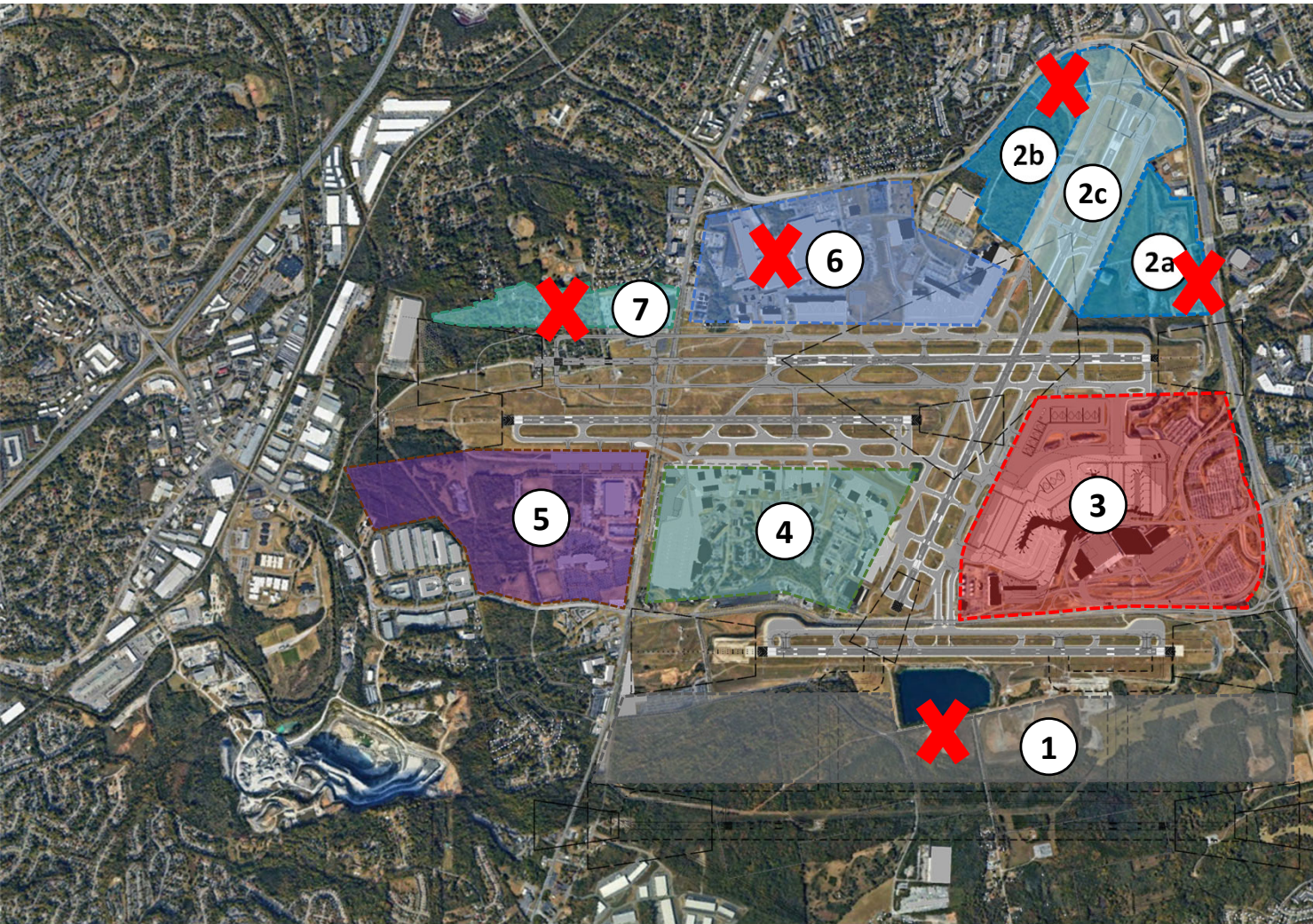


Traffic Forecasts Terminal II & Rental Car Site Selection

- Terminal I will exceed 35MAP capacity by FY34 (base growth forecast)
- Planning Activity Levels (PAL)
 - Future PAL 1 & PAL 2 provide the foundation to define future requirements (gates, terminal, curbside, roads, parking, etc.)
 - Each PAL is comprised of demand characteristics such as fleet mix, O&D split, daily flight profile by hour, etc.
 - PAL 1 represents initial build passenger demand & related requirements.
 - PAL 2 represents passenger demand and requirements for Phase 2 future proofing



Terminal II – Candidate Sites



- Sites 2a, 2B, and 7 do not meet gate count requirements both in the near term and long term
- Sites 1 and 6 have problematic airfield inefficiencies (e.g., runway crossings, increase in aircraft taxi times)

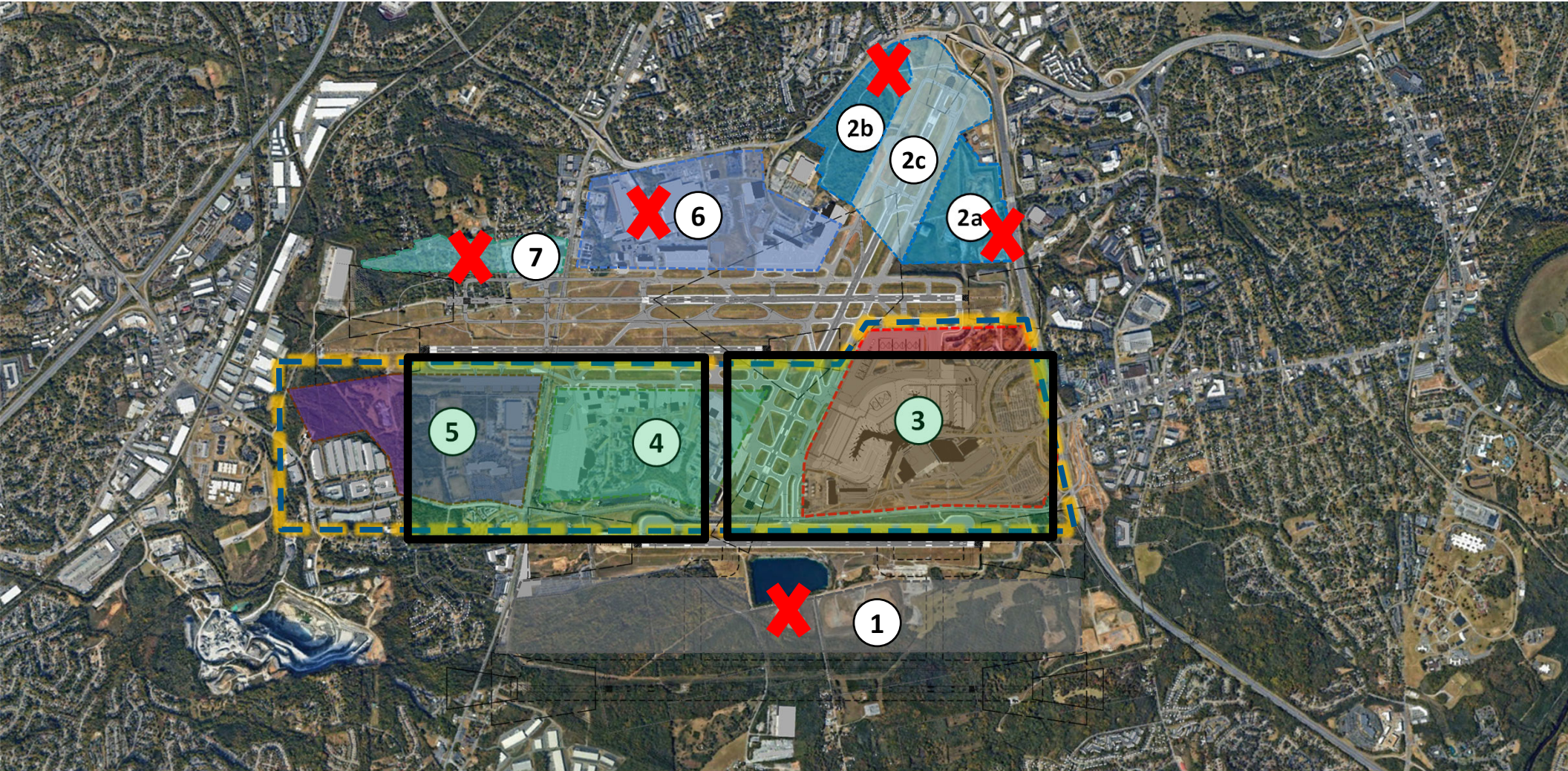
Terminal II – only Sites 3, 4, & 5 warrant further consideration

Option A Weighting – Airport-Focus

			Score Board									
Criteria	Weighting	Site 1	Site 2a	Site 2b	Site 2c	Site 3	Site 4	Site 5	Site 4a+5	Site 6	Site 7	
1	Capacity and Operations Flexibility (Size/Number of Gates)	12.5%	2	Disqualify	Disqualify	2	2	4	4	5	5	Disqualify
2	Site Prep and Utility Availability/Land Acquisition Required	10%	3			2	4	4	3	3	2	
3	Schedule/Timing of Site Availability	12.5%	3			1	4	3	2	2	2	
4	Landside Efficiency/Roadway Access (Level of Service)	10%	4			2	4	4	4	4	2	
5	Airside Efficiency (ATC, Airfield Maneuvering, Taxi Time, R/W Crossings)	15%	1			2	3	5	4	5	1	
6	Expandability/Ability to Phase	10%	2			1	3	5	4	5	4	
7	Conflicts with Other Projects/Opportunity Cost Relative to Alternative Uses	5%	5			4	3	3	4	4	2	
8	Connectivity (ATS, Bus, Other)	10%	3			2	5	3	2	2	1	
9	Facility Relocation Requirements	10%	3			1	4	2	2	2	1	
10	Environmental Impacts (i.e. Timing) and Sustainability	5%	4			2	5	3	3	2	2	
Total		100%	2.7	Disqualify	Disqualify	1.8	3.6	3.7	3.2	3.5	2.2	Disqualify
Rank			5	Disqualify	Disqualify	7	2	1	4	3	6	Disqualify

Option B Weighting – Airline-Focus

			Score Board									
Criteria	Weighting	Site 1	Site 2a	Site 2b	Site 2c	Site 3	Site 4	Site 5	Site 4a+5	Site 6	Site 7	
1	Capacity and Operations Flexibility (Size/Number of Gates)	15%	2	Disqualify	Disqualify	2	2	4	4	5	5	Disqualify
2	Site Prep and Utility Availability/Land Acquisition Required	5%	3			2	4	4	3	3	2	
3	Schedule/Timing of Site Availability	15%	3			1	4	3	2	2	2	
4	Landside Efficiency/Roadway Access (Level of Service)	10%	4			2	4	4	4	4	2	
5	Airside Efficiency (ATC, Airfield Maneuvering, Taxi Time, R/W Crossings)	20%	1			2	3	5	4	5	1	
6	Expandability/Ability to Phase	10%	2			1	3	5	4	5	4	
7	Conflicts with Other Projects/Opportunity Cost Relative to Alternative Uses	5%	5			4	3	3	4	4	2	
8	Connectivity (ATS, Bus, Other)	5%	3			2	5	3	2	2	1	
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10	Environmental Impacts (i.e. Timing) and Sustainability	5%	4			2	5	3	3	2	2	
Total		100%	2.6	Disqualify	Disqualify	1.8	3.5	3.8	3.3	3.7	2.3	Disqualify
Rank			5	Disqualify	Disqualify	7	3	1	4	2	6	Disqualify

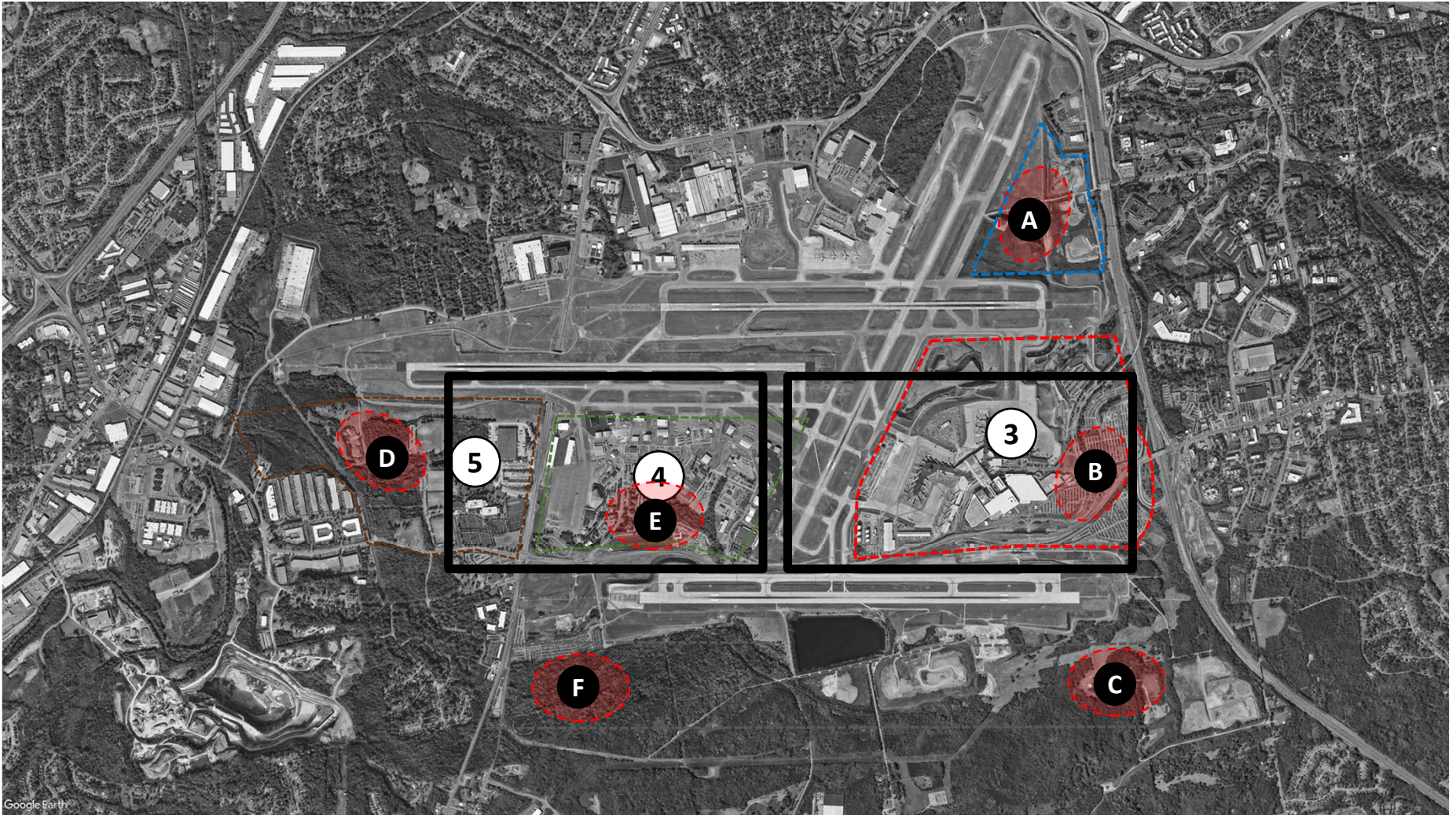


Terminal II – Short-List Sites reside within the Airfield Core

- **Phase 1 Size Optimizing:** Refine potential airline locations
 - Affects size requirements (Gates, Curbfront, Parking, Terminal, etc.)
- **Enabling Requirements:** Efficiency, affordability & schedule considerations
 - External approvals (e.g., NEPA)
 - Utility capacity, civil works
 - Tenant relocation
 - Landside infrastructure (i.e. roads, parking facilities)
 - Traffic patterns
- **Facilities Relocation:** Cost, timing and feasibility
 - Existing facility relocations
 - Leasehold modifications/terminations
- **Future Proofing: Evaluate ability to expand sites**
 - Including the potential to relocate the Army National Guard
- **Affordability:** Evaluate economic feasibility
 - Full development program costs
 - Effects on airline/tenant charges

Terminal II Next Steps

- **Variable Factors to be Resolved**
 - Phase 1 Size Optimizing
 - Enabling Requirements
 - Facilities Relocation
 - Future Proofing
 - Affordability



Rental Car – Candidate Sites relative to short-list T II Sites

- **Area Requirements:**
 - Adequate to fit the forecast facility requirements
 - Several of the rejected T II sites may be considered
- **Financial Capacity:**
 - Any replacement CONRAC development will require the BNA Customer Facility Charge (“CFC”) to be increased
 - Current rate is well below-market for comparable airports
 - Affordability remains to be determined for each site
- **Delivery Schedule:**
 - Meeting the five-year operational date will be challenging, which affects existing CONRAC site re-use plans
 - Will depend in part on the T II site selection

Rental Car (CONRAC) Relocation

- **Findings Common to all Sites**
 - Area Requirements
 - Financial Capacity
 - Delivery Schedule

- **Size Optimizing:** Refine footprint & determine number of facility levels
 - Expansion capacity and phase-ability potential
 - Non-essential rental car functions accommodation
 - Varies by site and short-list T II sites
- **Traffic Distribution:**
 - Remote sites may lessen traffic congestion, but require bussing or people-mover
 - Effect on perceived customer service
- **Bus Operations Efficiency:**
 - Transport cost and bus service patterns
 - Future people-mover feasibility
- **Speed to Market:** Inventory and evaluate effect on schedule
 - Site readiness
 - Prep requirements
- **Land Use Opportunity Cost:**
 - Airport land highest-and-best use trade-offs
 - Protect future airport development options (e.g., use of airfield frontage or not)

Rental Car (CONRAC) Relocation

- **Variable Factors to be Resolved**
 - Size Optimizing
 - Traffic Distribution
 - Bus Operations Efficiency
 - Speed to Market
 - Land Use Opportunity Cost

1. **CONRAC Site Sizing, Evaluation and Analysis:** 1Q 2024
 - Define the CONRAC sizing requirements
 - Evaluate the CONRAC sites relative to short-list terminal sites

2. **Selection of Recommended CONRAC Site:** 2Q 2024

3. **T II Short-List Site Sizing, Evaluation and Analysis:** 3Q 2024
 - Define T II requirements develop a viable layout for each site
 - Basis for evaluating efficiency, operational, affordability, and schedule implications

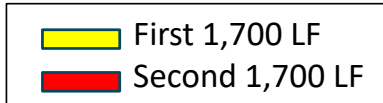
4. **Selection of preferred and Back-up T II Site:** 4Q 2024

Rental Car & Terminal II Next Steps & Schedule

- Roadway Access Improvements
 - MNAA Discrete Widening
 - Proposed TDOT Exit 216A Widening

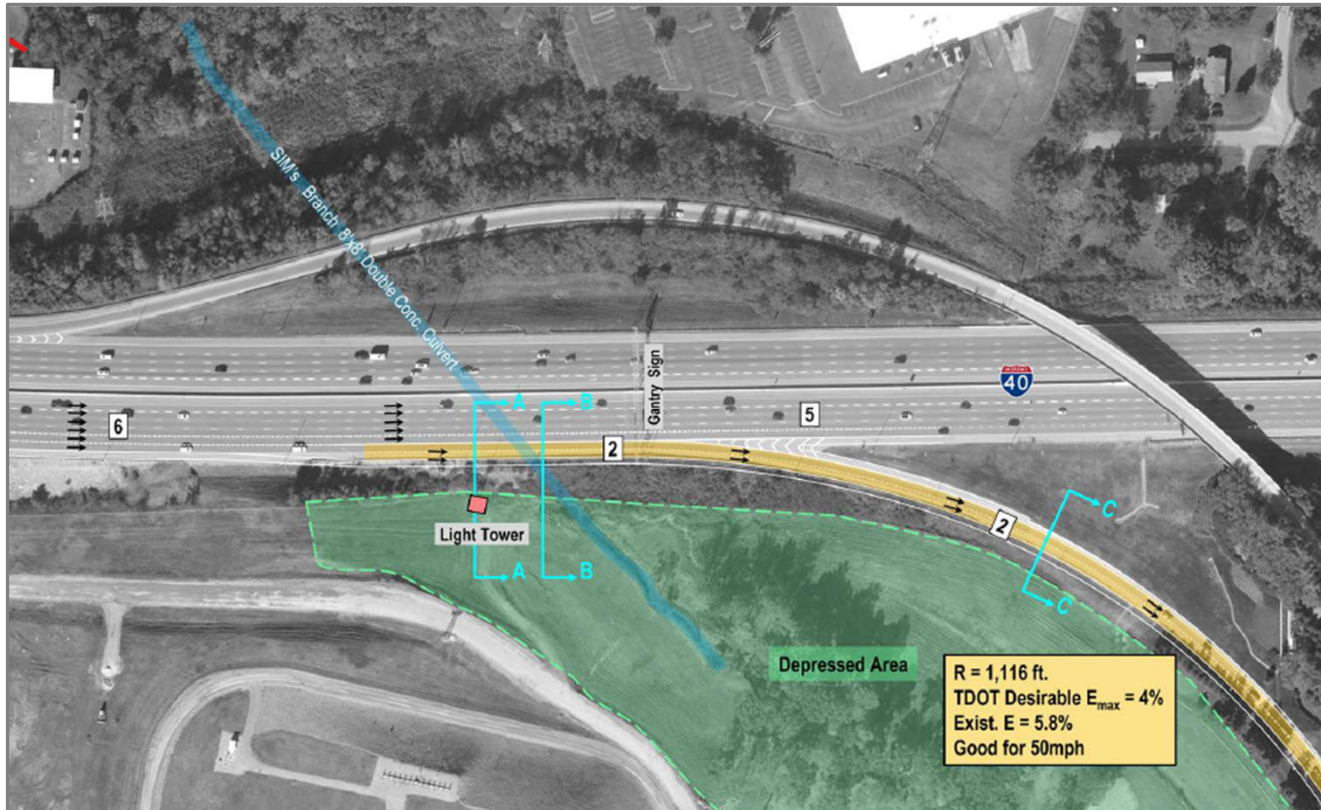
Information Item

Traci Holton, P.E., C.M.
VP, New Horizon



MNAA Discrete Widening

- First 1,700 LF
 - Completed
- Second 1,700 LF
 - Complete May 2024



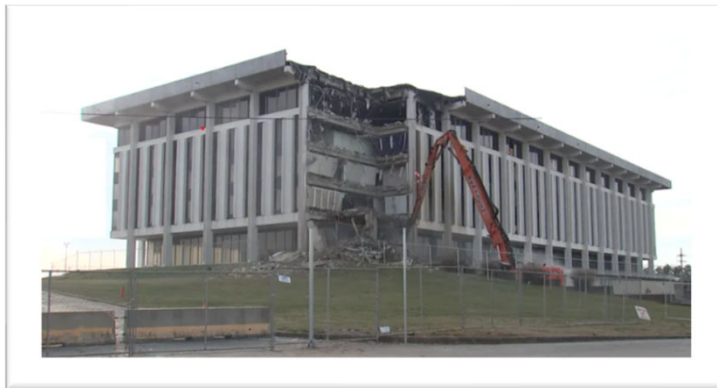
Proposed TDOT Exit Widening

- Kickoff occurred 11/17/23
- Feasibility study being finalized for submission to TDOT
- Estimated Timeline:
 - Feasibility study to TDOT - 2/16
 - SOAR – TBD
 - Construction - TBD

- BNA Development Update
- JWN Development Update

Information Items

Douglas E. Kreulen, A.A.E.
President and CEO



BNA Development Update

- Air Freight Demolition Complete
- Concourse A Design Kick-off Feb 5, 2024
 - Fentress Architects
- Genesco Demolition
 - Structural demo began Feb 7, 2024
 - Building down May 2024
 - Complete August 2024
- SAVE THE DATE: Hilton BNA Grand Opening Celebration, April 3, 2024, 4 pm – 7 pm

JWN Development Update

North Development

- Parcels 2/3 and 4/5 under construction

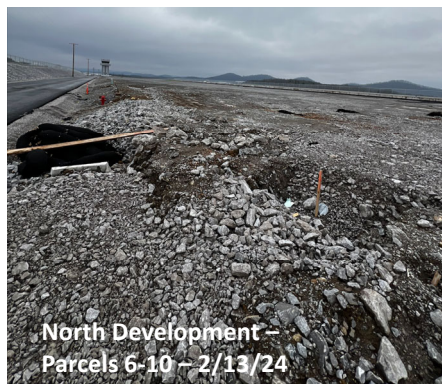
R3 Ramp Expansion

- Substantial Completion: Mar 2024

Contour FBO Schedule

- Substantial Completion: Jul 2024

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- **Objective of the RFI:**

- To develop a successful RFP with realistic parameters

- **Preliminary Review:**

- 8 total RFI responses ranging in length from 5 to 22 pages
- Anticipated capital investment into the terminal, hangar and ramp was in the \$20-\$30MM range, with a timeline of completion between 2-4 years, and an expected lease term of 30+ years
- Some FBOs (mostly regional players) sought a PPP with MNAA
- Restaurant concessions were mixed
- Enhanced maintenance services were generally seen as supported

- **Next Steps:**

- Staff complete review of RFI results
- Establish key business terms for RFP
- Update Board prior to RFP release

JWN 2nd FBO RFI Results

- Responses received from:
 - Atlantic
 - Jet Aviation
 - Clay Lacy
 - Revv Aviation
 - Avflight
 - Azure
 - Hawthorne
 - Signature



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Meeting Adjourned