

DRAFT - Internal Working Document

All preliminary concepts depicted herein are subject to change and refinement upon further engineering study and discussions with stakeholders.



MNAA Board Workshop – Terminal II / CONRAC Siting Study

May 15, 2024

Call to Order

May 15, 2024

GOAL #1

Confirm Preferred Site for Terminal II

GOAL #2

Confirm Final 2 Sites for Consolidated Rental Car Center (“CONRAC”)



Two Goals for Today's Board Workshop

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3 of 25 **BNA**

Board Workshop Agenda

1. Terminal II Analysis

- Board Update Summary
- Passenger Demand Forecast
- Shortlist sites 3 and 4
- Confirm preferred site for Terminal II
 - Development Plan
 - Capacity for Relocation of Support Facilities

2. Consolidated Rental Car Center (CONRAC)

- Board Update Summary
- Rental Car Space Demand Forecast
- Limitations of Existing Rental Car Facility
- Shortlist sites B1, B3 and C
- Confirm final 2 sites for Rental Car Facility

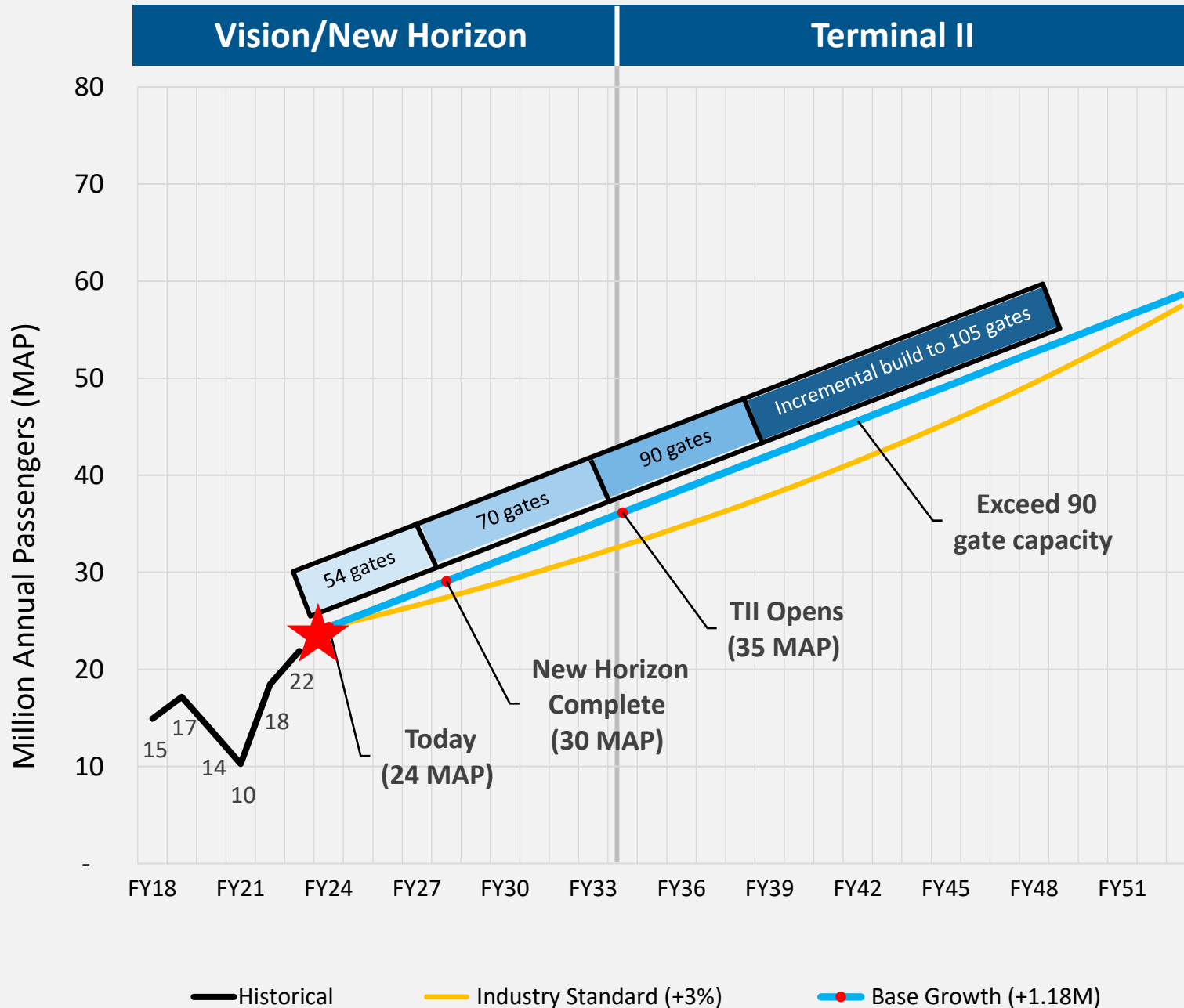
3. Next Steps & Questions

Terminal II Analysis

- **Jan 10, 2024** – First Board Update
 - Objectives, Approach, Evaluation Criteria
 - 8 Candidate TII Sites
- **Feb 14, 2024** – Second Board Update
 - Aviation Forecast & Program Activity Levels (PALs)
 - Candidates and Shortlist
 - Eliminated 5 Sites: 1, 2a, 2b, 6 and 7
 - 3 Sites retained for further study
- **April 10, 2024** – Third Board Update
 - Shortlist Refinement
 - Eliminated 6th Site: 5
- **May 15, 2024** – Fourth Board Update (Workshop)
 - Decision Today (Workshop Goal #1)
 - Confirm Preferred Terminal II Site

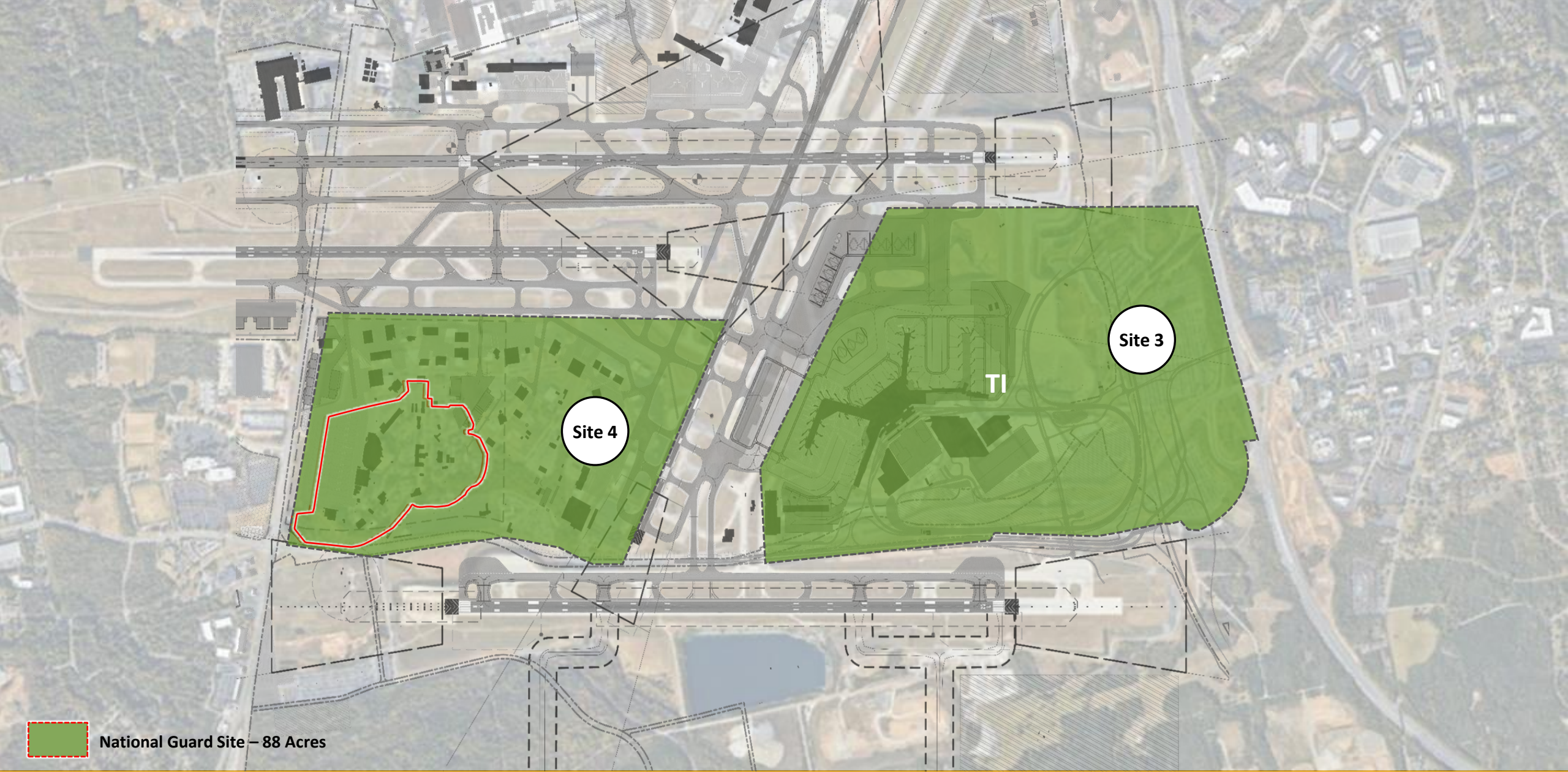
Terminal II Board Update Summary


- Next Update: July 10 & 17, 2024



Passenger Demand Forecast

- In FY28, the New Horizon program will increase gate capacity to ~ 70
- Forecast for FY34 has BNA at 35M
- Growth beyond 35M, requires additional terminal area capacity
 - TII target opening is FY34
 - TII adds ~ 20 gates (90 total)
- Growth beyond 42M, requires additional development:
 - TII site must have ability to expand incrementally
 - Note: assumes authority financial capacity keeps pace with demand



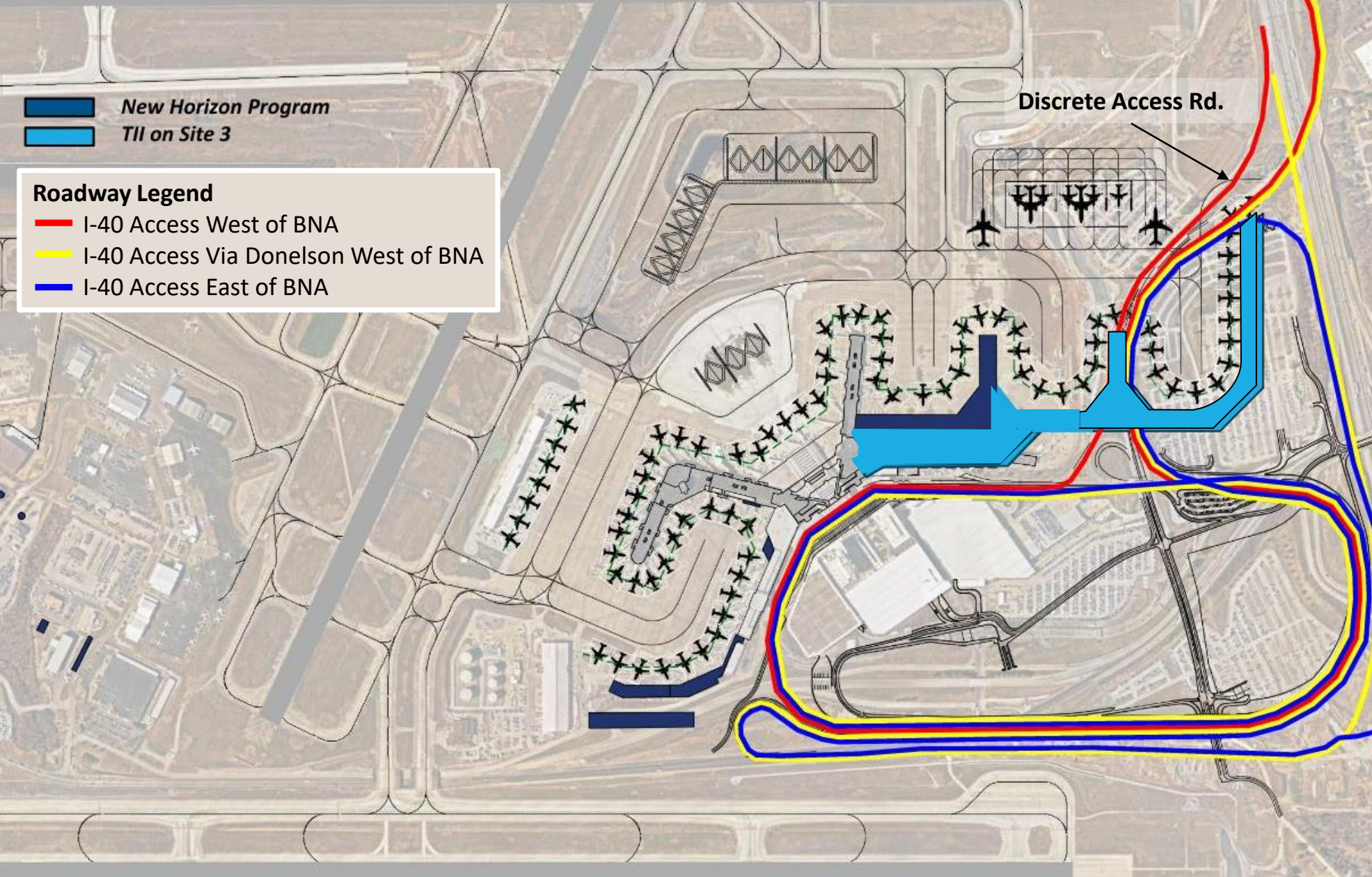
 National Guard Site – 88 Acres

Remaining Terminal II Sites – Area 3 or Area 4

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5 Fatal Flaws:

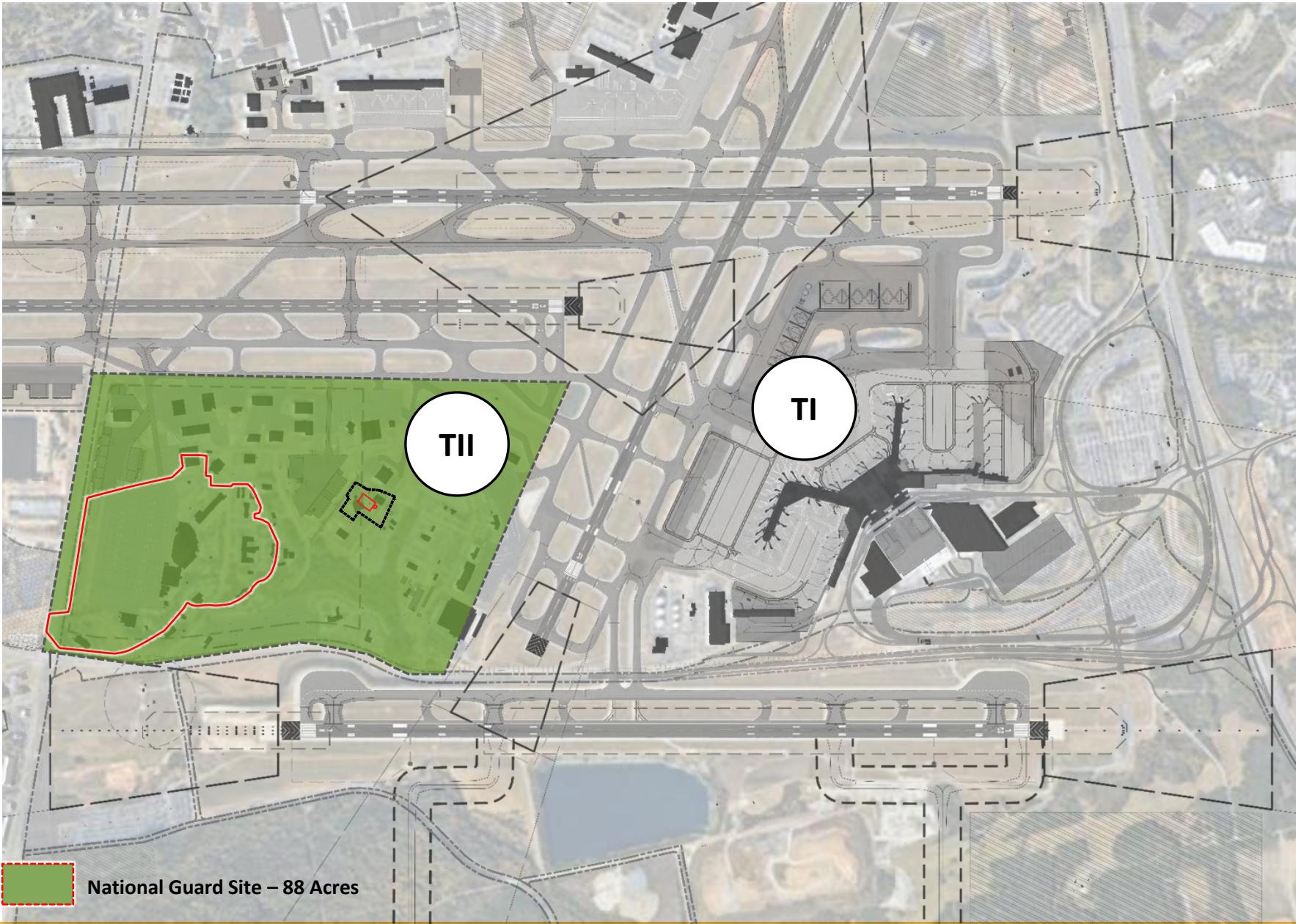
1. Roads / Curb insufficient.
2. Not practical to expand to 105+ Gates (86 Max).
3. Extreme walking distance Check-in to Gate.
4. Requires relocation of Discrete Access Rd - Not practical.
5. Will not achieve 10-year opening day schedule.



Site 3 Eliminated – 5 Fatal Flaws

Site 4

- Can meet long-term 35+ gate requirement after New Horizon completes TI.
- Sufficient space for terminal curb, parking, roads, and access.
- Flexible/expandable configuration for terminal development.
- Meets 10-year Phase 1 opening day target.



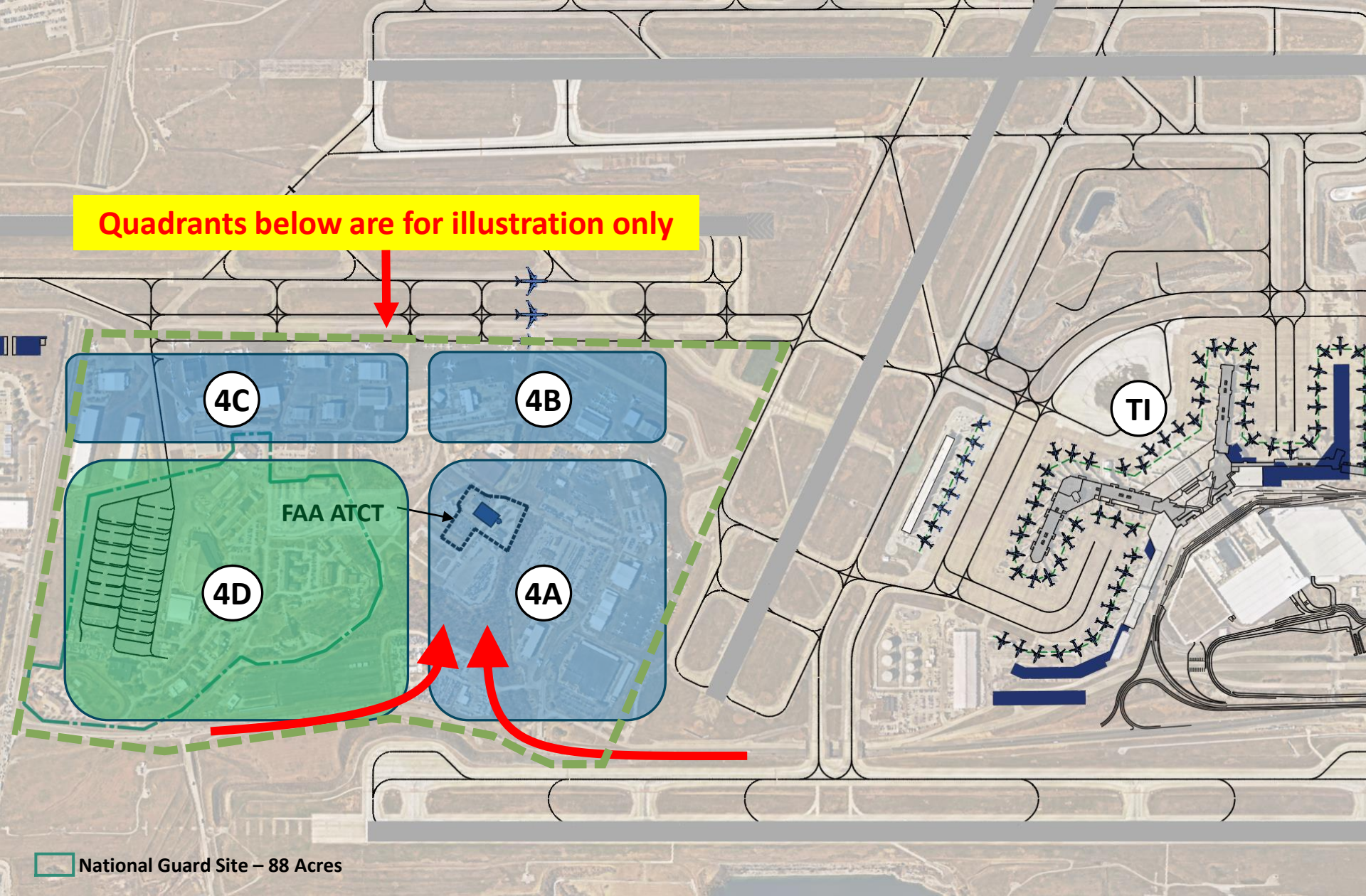
National Guard Site – 88 Acres

Site 4 meets TII criteria

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10 of 25

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- Terminal II – Phased gate delivery as demand is realized
- Includes supporting roads / curbs / GTC / parking
- Relocation priorities:
 1. MNAA (4A)
 2. Rental Car (4A)
 3. Aviation (4A, 4B & 4C)
 4. Guard (4D - Lease Expires 2045)
- Additional constraint:
 1. Replacement FAA ATCT proposed location



Sufficient on-airport land is available to accommodate phased Site 4 relocations and expected growth requirements

- 455 acres available on 3 sites for facility relocation
- 124 acres required to accommodate MNAA (31 Acres) and Aviation Tenants (93 Acres)
- Ample area available for support facility growth.

Summary of Workshop Goal 1

1. Recommend Site 3 be eliminated
2. Recommend Site 4 for future Terminal II development

Consolidated Rental Car Center (“CONRAC”)

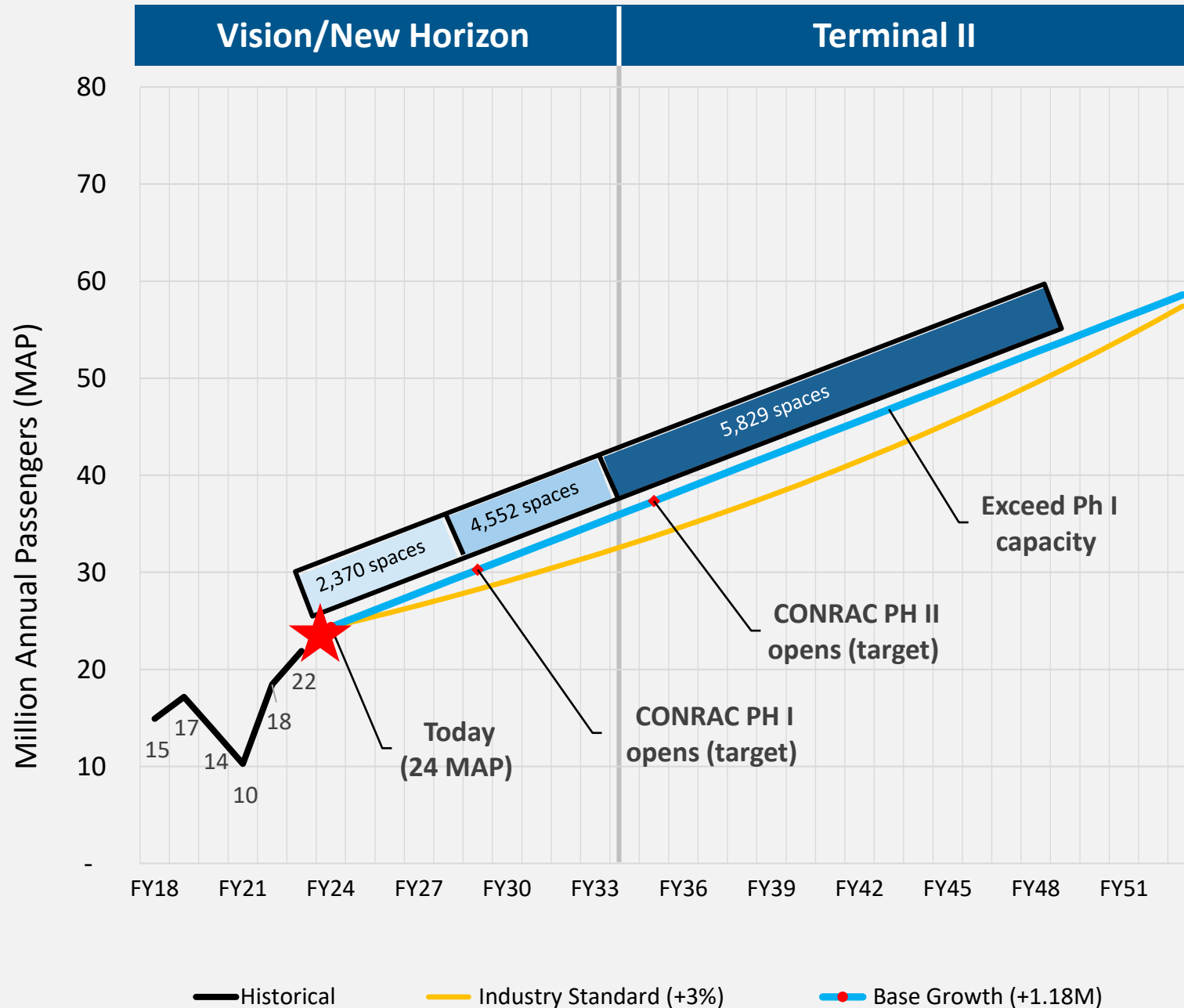
- Ready Return (“R/R”)
- Quick Turn Around (“QTA”)
- Customer Service Building

- **Jan 10, 2024** – First Board Update
 - Objectives, Approach, Evaluation Criteria
- **Feb 14, 2024** – Second Board Update
 - Aviation Forecast & Program Activity Levels (PALs)
 - 7 CONRAC Candidate Sites: A, B1, B2, B3, C, D, E
- **April 10, 2024** – Third Board Update
 - Shortlist Refinement
 - Eliminated 4 Sites: A, B2, D and E
 - Retained 3 Sites for further study: B1, B3 and C
- **May 15, 2024** – Fourth Board Update (Workshop)
 - Shortlist Refinement
 - 5th Site Eliminated: C
 - 2 Sites Retained: B1 and B3 (Workshop Goal #2)

CONRAC Board Update Summary

- Next Update: July 10 & 17, 2024

Rental Car Space Demand Forecast



- Existing facility operating beyond design
 - Design Capacity: 2,370 spaces
 - Current Demand: 2,510 (-140 today)
- Forecast for FY34 indicates we need:
 - 3,914 spaces (-1,544) to meet demand
 - 4,552 spaces needed to support 42M
- Growth beyond 42M, requires more spaces:
 - Next facility must be expandable
 - Note: airport authority will need to increase the customer facility charge (CFC) to finance development



Existing Center

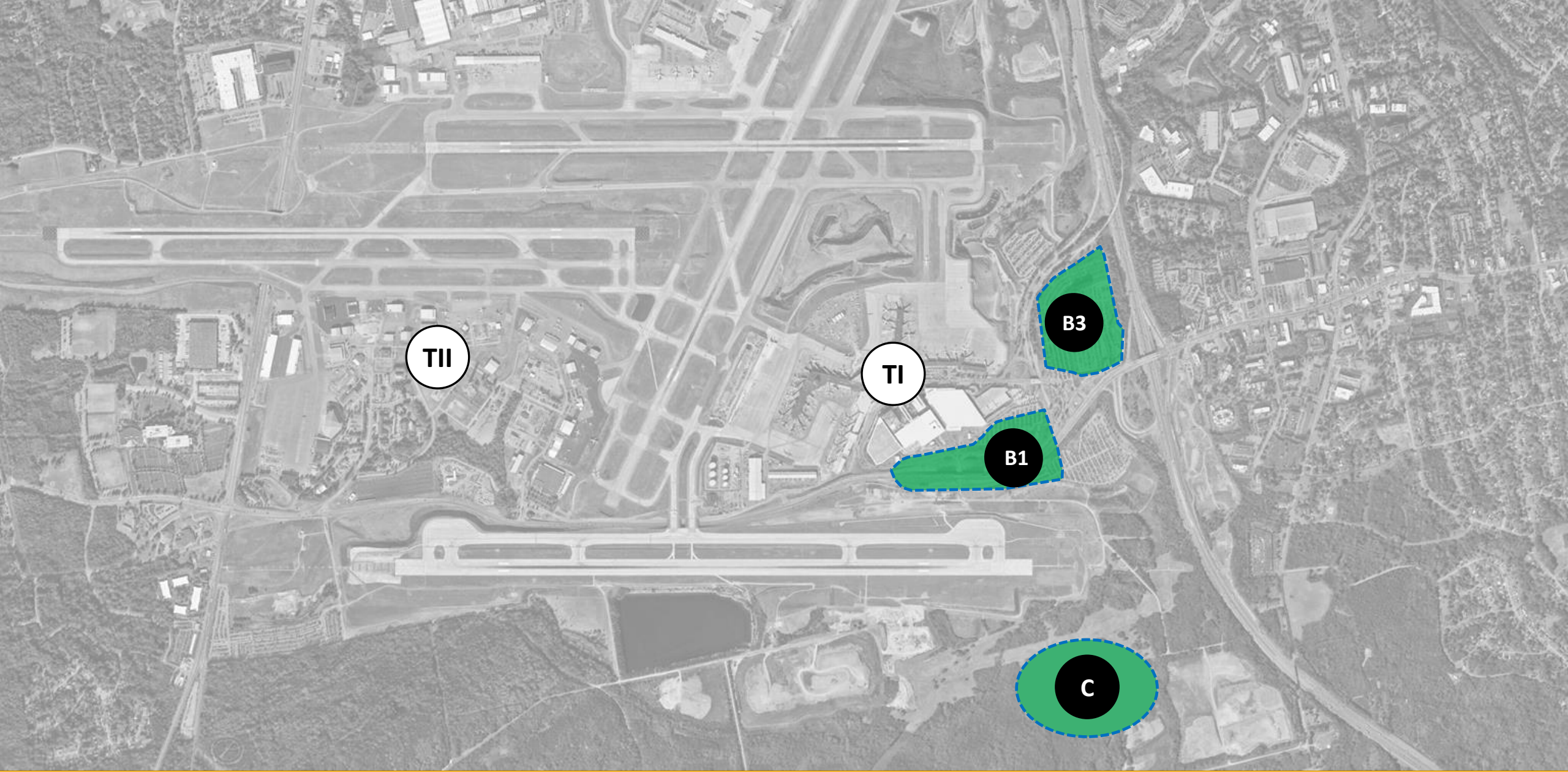
Facility Challenges:

1. Growth has already exceeded capacity.
2. Impractical to expand to meet future demand.
3. Bus access from TII problematic.
4. Current location would best serve future TI needs (i.e., parking & ground transportation).

Limitations of Existing Rental Car Facility

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17 of 25 **BNA**

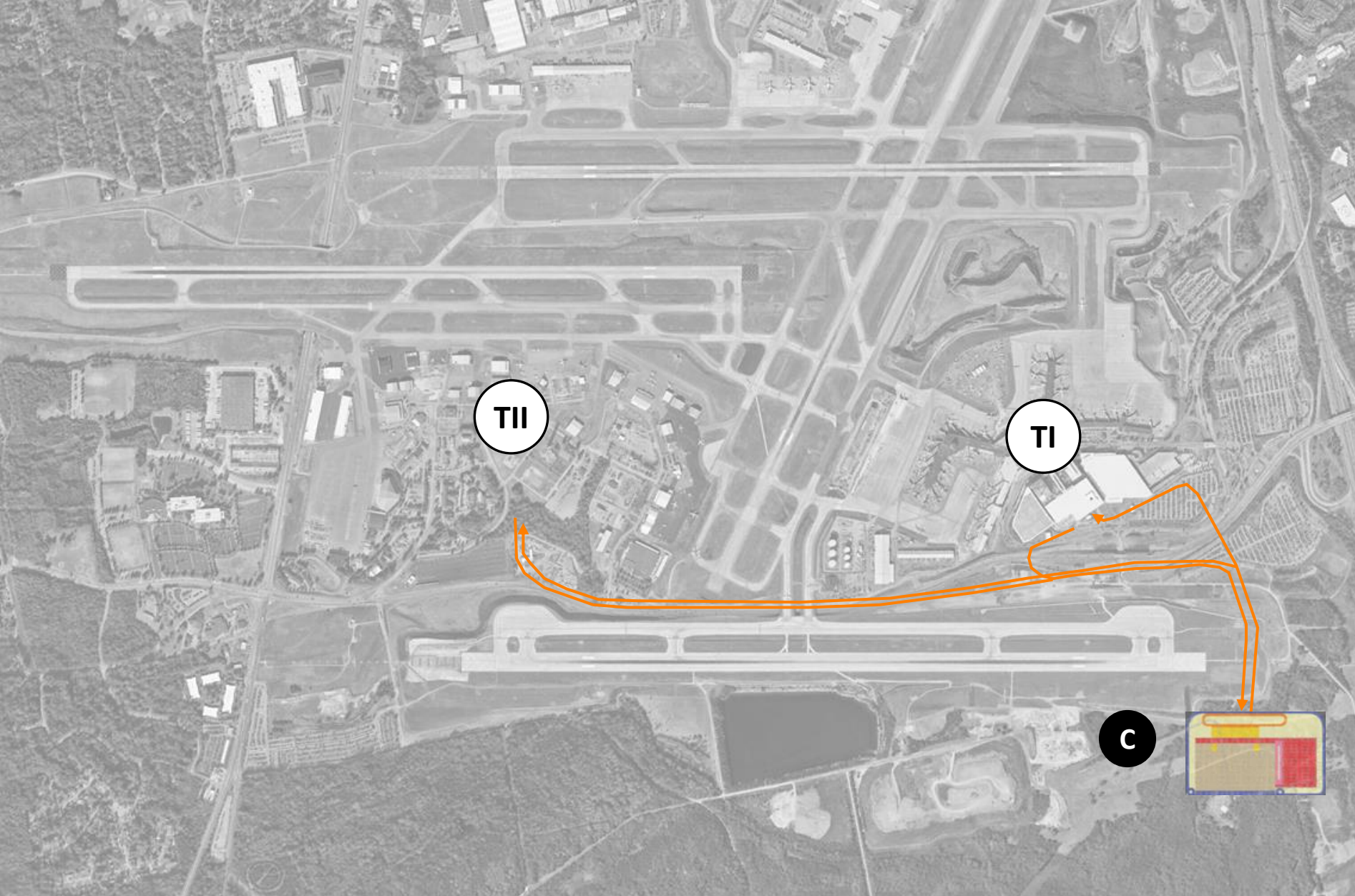


Remaining Rental Car Sites – Areas B1, B3, or C

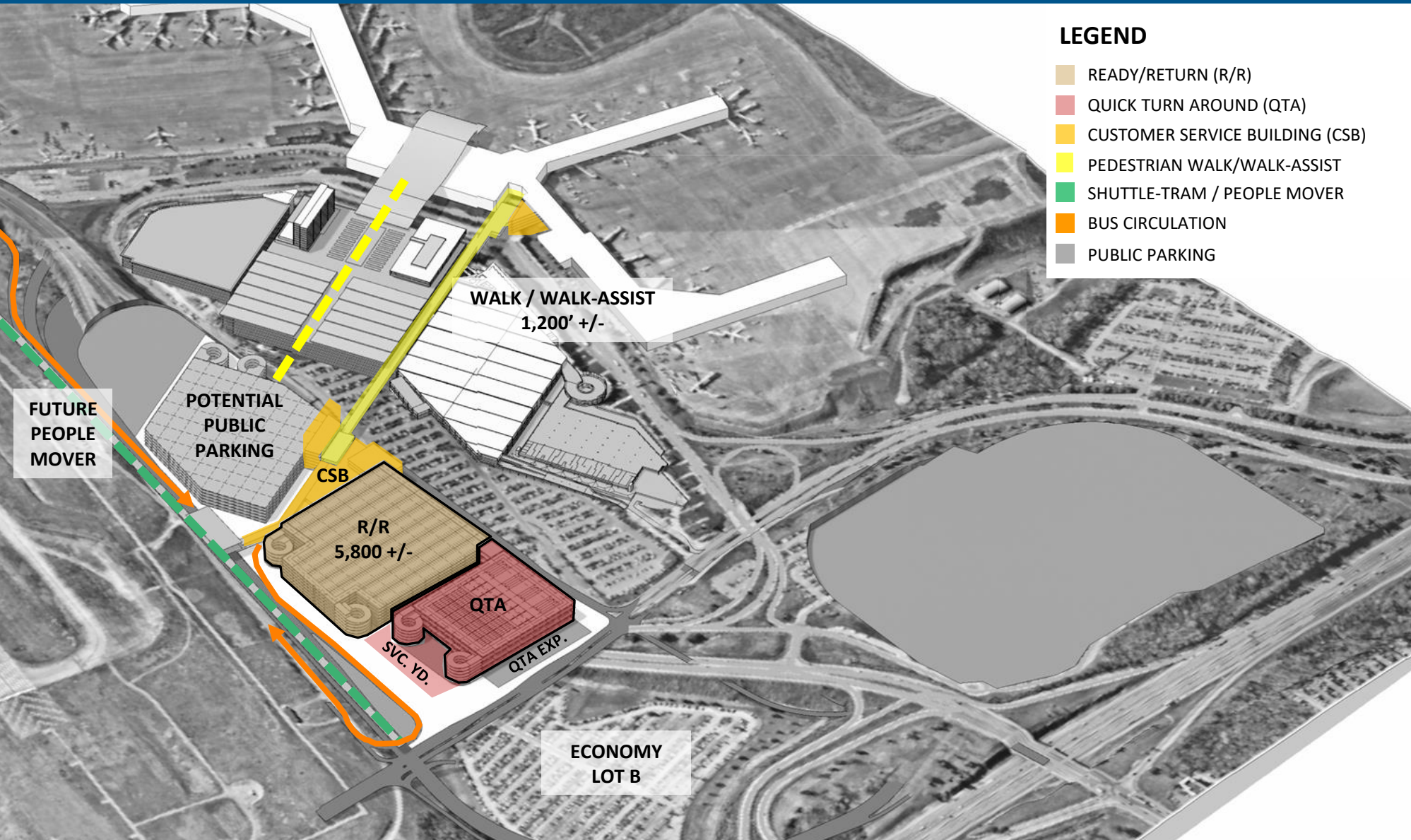
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3 Fatal Flaws:

1. Not walkable to/from either Terminal I or Terminal II.
2. Large, costly bus fleet required to serve two terminals, Future People Mover connection would have an expensive and challenging route.
3. Site would best be preserved for future airfield uses - (aviation users, future runway-related taxiways, NAVAIDs, etc.).



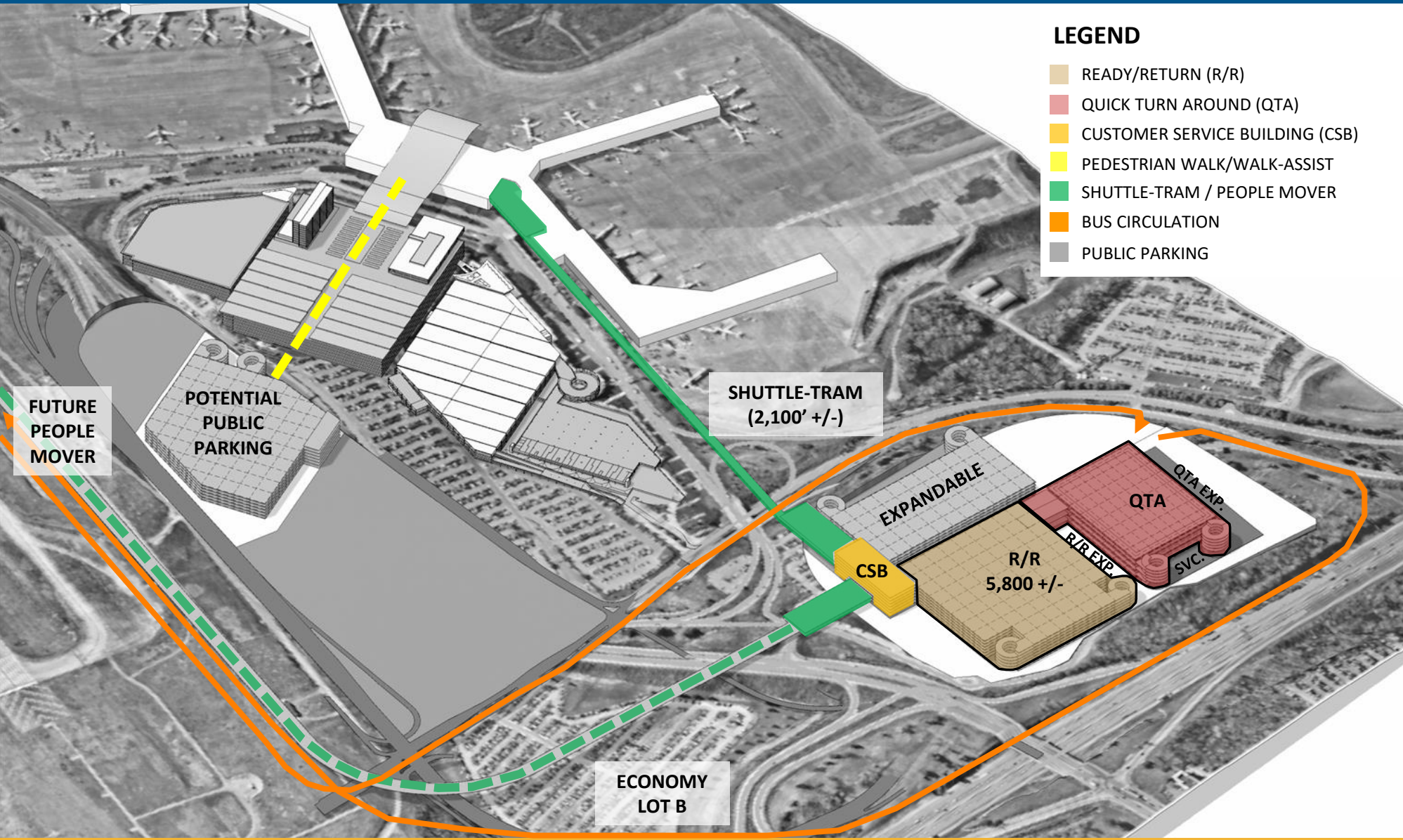
Site C Eliminated – 3 Fatal Flaws



- 5,829 space target for FY49 can be achieved.
- Up to 7 Levels needed given site constraints.
- Walkable to TI with new elevated ped/cart corridor
- Bus connection to TII until Future People Mover is feasible.

To be evaluated:

- Expandability options
- Integration with public parking development plans
- Roadway traffic impacts
- Walk and walk-assist program definition
- Affordability



- 5,829 space target for FY49 can be achieved
- Larger site provides greater design optionality (e.g., fewer levels)
- Not walkable to T1: elevated “shuttle-tram” corridor needed.
- Bus Connection to TII until Future People Mover is feasible.

To be evaluated

- Optimal service and operational design
- Integration with public parking development plans
- Access/egress paths specificity
- “Shuttle Tram” cost
- Affordability

Summary of Workshop Goal 2

1. Recommend CONRAC Site C be eliminated
2. Recommend further analysis of CONRAC Sites B1 and B3

July 2024 5th Board Update

August 2024 6th Board Update

Sep - Oct 2024 7th Board Update

Nov – Dec 2024 8th+ Board Update(s)

- Terminal II
 - Refine terminal, connectivity, roads, and airfield layout.
 - Relocation Priorities
- CONRAC
 - Select Site
 - Evaluate Parking & Displacement

- Update New Horizon Scope & Budget
 - TARI
 - Parking
- Refine Parking Plan
 - Garage at B1 or B3
 - Connect to CONRAC
 - CONRAC Expansion

- Finalize CONRAC Program
- Authorize CFC Increase
- MNAA Relocation Plan

- Preliminary Tenant Relocation Plan
- Preliminary Terminal II Schedule
- Terminal II Enabling (Preliminary)
 - Initial Plan of Finance
 - Delivery & Schedule

Next Steps

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23 of 25

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Questions



MNAA Board Workshop – Terminal II / CONRAC Siting Study

Meeting Adjourned