

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



Date/Time: Wednesday, June 5, 2024, at 9:00 a.m.

Place: Nashville International Airport – Tennessee Board Room

Operations Committee Members: Bobby Joslin, Committee Chair
Nancy Sullivan, Vice Chair
Dr. Glenda Glover

I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comment received to date. Deadline is June 3, 2024, at 9:00 p.m.

III. APPROVAL OF MINUTES

May 8, 2024 Minutes of the Joint Meeting of the MNA and MPC Operations, Engineering & Strategic Planning Committees

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. Construction Contract for Demolition of Selected Buildings

VI. INFORMATION ITEMS

1. BNA Development Update

2. JWN Development Update

VII. ADJOURN

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



Date: May 8, 2024

Location: Metropolitan Nashville Airport Authority
Tennessee Boardroom

Time: 9:00 a.m.

Committee Members Present:

Bobby Joslin, Committee Chair; Nancy Sullivan, Committee
Vice Chair; Glenda Glover

Committee Members Absent:

None

Other Board Members Present:

Joycelyn Stevenson, Jimmy Granbery, Andrew Byrd

MNAA Staff & Guests Present:

Doug Kreulen, Neale Bedrock, Lisa Lankford, Trish Saxman
Marge Basrai, Kristy Bork, Kristen Deuben, Randy Dorsten,
Adam Floyd, Ijeoma Ike, Eric Johnson, Carrie Logan, Rachel
Moore, Ted Morrissey, Stacey Nickens, Josh Powell, Robert
Ramsey, Davita Taylor, and Colleen Von Hoene

I. CALL TO ORDER

Chair Joslin 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 May 3 2024.

II. PUBLIC COMMENTS

Chair Joslin stated there were no public comment requests received.

III. APPROVAL OF MINUTES

Chair Joslin asked for a motion to approve the minutes from the April 10, 2024 Operations Committee meeting. Vice Chair Sullivan made a motion and Commissioner Glover seconded the motion.

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin – Yes

Vice Chair Sullivan – Yes

Commissioner Glover – Yes

The motion was passed with a vote of 3 to 0.

IV. CHAIR'S REPORT

Chair Joslin had no Chair's Report.

V. ITEMS FOR APPROVAL

1. Construction Contract for MNPDP Hangar at John C. Tune

President Kreulen introduced Robert Ramsey, EVP, Chief Development Officer, to brief the Committee on the Construction Contract for MNPDP Hangar at John C. Tune ("JWN"). Mr. Ramsey stated this project consists of the construction of an aircraft (helicopter) hangar of 9K SF and attached office space of 10K SF. The aircraft apron is 8,400 SF designed for landing and taxiing of helicopters. MNAA advertised an Invitation to Bid ("ITB") on March 18, 2024 and received 2 bids in April from Baron Construction, LLC ("Baron") and JE Dunn. There was about \$100K difference between the two bids and Baron's bid was 14% lower than the Engineer of Record's opinion of probable construction cost of about \$12M. The SMWBE goal established for this project is 10.08% MBE and 4.03%WBE and Baron slightly exceeded the goal with 10.5% MBE and 4.07% WBE. MNAA anticipates the construction to begin June 2024 with total completion date of March 2025 which is 260 calendar days. Total contract cost is \$10,412,000.

Mr. Ramsey 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 Baron Construction, LLC. in the amount of \$10,412,000. Execution of the contract is contingent on execution of an amendment to the lease between MNAA and MNPDP, which authorizes supplemental rent to reimburse MNAA for the design and construction of the hangar.

Commissioner Byrd asked if there has been a vote by Metro to approve any of the bonds that may be necessary. President Kreulen responded that Director Kevin Crumbo, Metro Finance previously reached out to the authority. Metro did not fund the capital for the hangar and they asked MNAA to help them design and build the hangar in exchange for a long-term lease with supplemental rent reimbursing MNAA for the design and construction costs of the hangar. Commissioner Byrd

asked if it was a slightly different structure. President Kreulen replied yes, it will reimburse us for the design cost, testing, oversight and construction. As long as Metro follows the Board's approval and approves by the June Council meeting, then MNAA will move forward.

Commissioner Byrd asked if the lease amendment will be in the Finance Committee for approval. President Kreulen replied yes. Chair Joslin stated MNAA had issues with Baron on a TDOT project and asked if there any penalties in place on this contract. Mr. Ramsey replied that we have liquidated damages if they are not completed on time and that he will get that exact number for the Board meeting next week. Chair Joslin asked if there is a June 2024 start date and Metro has not approved it yet, how will that happen. Mr. Ramsey replied it should line up with Metro approval in June and once approved, we will begin construction. President Kreulen stated the Board will approve next Wednesday and MNAA will execute and then send to Metro. Metro Legal is using our document to write the Resolution and there are 2 more Metro Council meetings before the deadline to get it through. If Metro chooses not to approve, the property is back to MNAA to put back out on the market. Metro has already agreed to reimburse us for any incurred design costs, which are approximately \$993K.

Vice Chair Sullivan asked if they have a facility now, and if this is a replacement. President Kreulen stated Director Crumbo has relayed that they store their existing aircraft in an old barn now and this will allow them to move all of their aircraft into one hangar and have a 29-year lease. Commissioner Byrd asked if Metro backed away from the bond requirement. President Kreulen replied Metro agreed in the lease that MNAA would fund and charge Metro coverage costs for the expense of our money and MNAA agreed on 5% on loaning \$10M and Metro paying back over 29 years.

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

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin – Yes

Vice Chair Sullivan – Yes

Commissioner Glover – Yes

The motion was passed with a vote of 3 to 0.

2. Construction Contract for Cargo Apron Slab Replacement Ph 8 of 22

Mr. Ramsey stated the Construction Contract for Cargo Apron Slab Replacement Ph 8 of 22 is for the west side apron slab replacement, improving the north cargo apron condition. The existing pavement last inspected was found to have Pavement Condition Index ("PCI") of 54 (poor) and is showing significant signs of deterioration. This contract is phase 8 of 22 phases replacing that existing apron which portions of it are original to the original terminal when it was constructed. This would replace approximately 5,200 SY of apron pavement. The ITB was issued in March 2024 and MNAA received 3 bids in April 2024 from The Harper Company, Hi-Way Paving, Inc., and Jones Bros. LLC. The Harper Company's bid was 20.29% lower than the Engineer of Record's opinion of probable construction cost, and 28.23% lower than the next low bidder, and 40.07% lower than the highest bidder. It is very aggressive pricing from The Harper Company and they committed to meet the SMBWE goal of 7.99% MBE and 6.84% WBE. The anticipated construction start date is June 2024 and will last approximately 180 days with contract ending December 2024. The contract cost is \$2,044,433 and 100% funded by MNAA.

Commissioner Byrd asked if MNAA has successfully worked with The Harper Company before. Mr. Ramsey replied yes on several projects. Chair Joslin stated it is interesting to see these prices coming down. The last 2 years we have had people calling us looking for work and that is where we are in the city and a lot of these contractors, we work with have said the same thing and it is good to see both of these projects well below. Vice Chair Sullivan asked if there are adjacent areas of concrete that MNAA will probably move in to repair. Mr. Ramsey replied yes, there are adjacent areas that will need to be repaired. Vice Chair Sullivan asked if they are serviceable right now. Mr. Ramsey replied they are serviceable right now and we are prioritizing by PCI values as we work through the entire west side cargo slab. President Kreulen stated the reason there are so many phases is because of the jets outside the hangars, plus those in the hangars and we can only do so many panels to give them another way to get out. Even where the FedEx jets are parked, we will need to repair that area and find another place for those jets to park.

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

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin – Yes

Vice Chair Sullivan – Yes

Commissioner Glover – Yes

The motion was passed with a vote of 3 to 0.

3. On Call Contract for Field & Laboratory Testing Services

Mr. Ramsey stated the On Call Contract for Field & Laboratory Testing is to provide on call and laboratory testing services. The 3 existing on call field and laboratory testing contracts expire on June 2024. MNAA advertised a Request for Proposal (“RFP”) on March 4, 2024 and received 4 proposals in April 2024. MNAA evaluated all four firms and determined all 4 firms are qualified and capable with acceptable pricing and recommend award to all 4 of the firms: ECS Southeast, S&ME, Inc, Terracon Consultants, Inc. and TTL, Inc. Multiple firms are necessary to ensure projects maintain quality per the specifications and remain on schedule. The SMWBE goal is 8.32% MBE and/or WBE. ECS Southeast and Terracon Consultants, Inc. both agreed to meet that goal; S&ME, Inc. slightly exceed at 11.32%; and, TTL, Inc exceed at 20%. This contract will be \$1M NTE per year for each of the 4 companies to be awarded between those 4 companies as testing is required. The contract will be one year beginning June 2024, plus 4 one-year options. Depending on funding source, CIP or O&M projects will fund that \$1M of work from those projects.

Commissioner Byrd asked how MNAA knows if we received the best possible price. Mr. Ramsey replied these were based on RFPs and align with what we have seen with other testing firms on other projects. President Kreulen explained that you negotiate when you award a contract, you give them a task order and what the cost is associated with that task. Vice Chair Sullivan stated these are all good firms and asked if it is just testing or some oversight involved. Mr. Ramsey replied it is on call testing as well as inspection. MNAA may have them do specialty inspections in particular or if we have additional projects with overlaps that need additional testing or inspection services with overnight or other hours if MNAA is short staffed. Vice Chair Sullivan asked if you

will pick a different company than the contractor is using. Mr. Ramsey replied, yes. Commissioner Byrd asked Vice Chair Sullivan if she feels ok with the pricing methodology. Vice Chair Sullivan replied, yes, Mr. Ramsey is a great negotiator. President Kreulen stated the Terminal Area Taxilane Expansion (“TATE”) project, the concrete guitar pick outside the IAF, are the type of issues that the contractors found. They identified that Superior did some work and it was not up to MNAA standards and specifications. These contractors are there to protect the Airport Authority and if someone does not deliver to specification, they will find it and then MNAA will provide their data to the responsible contractor to correct the issue.

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

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin – Yes

Vice Chair Sullivan – Yes

Commissioner Glover– Yes

The motion was passed with a vote of 3 to 0.

VI. INFORMATION ITEMS

1. BNA Development Update

President Kreulen updated the Commissioners on BNA Development and provided some photographs of the last 1,700 feet widening coming off of Exit 216, from the BNA monument up to the discreet access. This will bring the second lane all the way to the front of BNA and given the rain we are having, it should be completed by the middle of May. President Kreulen presented a photograph showing the new Donelson Pike and showing where MNAA is blasting the old Donelson Pike in Zone D and the old bridge, which will be coming out in the June time period. President Kreulen presented another photograph showing Concourse D steel going up. In order to put the building in that location, the Glycol/Triturator had to be moved and he showed a photograph of the new pad that is being laid to service that area. Regarding Runway 2L extension MNAA had the first meeting with FAA in April. The runway length determination will be within the

next 6 months, and we will know the FAA results, which will give us some insight into how long the environmental process will go.

2. JWN Development Update

President Kreulen updated Commissioners on the JWN North Development stating Hangar 3 has some skin up now and we hope to see that finishing here in the next couple of months. President Kreulen presented another photograph showing the north area with the Governor's hangar and the other 10 parcels that are now leased to several entities. Parcels 2 and 3, the Lawrence hangar construction, is moving fast, D3 has steel up, and Jet Access is getting close. Once the MNPD lease is executed, we will see a hangar in parcel 10.

President Kreulen concluded the presentation of the informational items.

VII. ADJOURN

There being no further business brought before the Operations Committee, Chair Joslin adjourned the meeting at 9:20 a.m.

Andrew W. Byrd, Board Secretary

STAFF ANALYSIS

Operations Committee

Date: June 5, 2024
Facility: Nashville International Airport
Subject: Miscellaneous Buildings Demolition, Project No. 2513

I. Recommendation

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

- 1) approve the proposal by Renascent, Inc. for the Miscellaneous Buildings Demolition project at Nashville International Airport (BNA) and;
- 2) authorize the Chair and President and CEO to execute the proposed contract for the amount contained herein.

II. Analysis

A. Background

For the enabling of the FAA Air Traffic Control Tower (ATCT) construction, the demolition of certain buildings in the footprint of the proposed ATCT must be removed. This project consists of the demolition of four (4) single story buildings, totaling approximately 40,000SF; one (1) two story building, totaling approximately 6,000SF; and associated miscellaneous secondary structures at Nashville International Airport (BNA). All demolition is outside of the Airport Operations Area (AOA). This project also includes an additive alternate for the demolition of a secondary commercial building at a separate site.

A Request for Proposals was advertised on March 26, 2024.

On April 25, 2024, two (2) proposals were received as follows: Complete Demolition Services (CDS) and Renascent, Inc.

The selection committee evaluated the proposals based on the criteria below:

- A. Mandatory Requirements
- B. Experience and Qualifications
- C. Schedule
- D. Price
- E. SMWBE participation

The resulting scores, pricing and SMWBE participation is listed below:

Proposer	Proposal Score	Base Price (including \$100,000 Owner Contingency)	Alternate 1 Price	Contract Price	Construction Time
CDS	259	\$489,000.00	\$91,000	\$580,000	90 Calendar Days
Renascent	379	\$634,500.00	\$380,000	\$1,014,800.00	90 Calendar Days

Both firms were qualified, but the team from Renascent, Inc. demonstrated the best understanding of the needs of this project as well as experience with projects of similar scope. Furthermore, the committee felt that there were numerous required scope items missing from the CDS proposal, including the time and cost for the design process for this project. The lack of a design component in the CDS proposal contributed to the lesser price from CDS. Additionally, the CDS project schedule showed a total project time of ninety (90) Calendar Days but did not include the additional time required for design. It was the feeling of the committee that the lack of a design phase of this project and not accounting for this design phase in the project schedule was sufficient to recommend the higher priced proposal from Renascent.

The SMWBE participation level for the project was 9.48% MBE and 4.83% WBE. Renascent committed to an 11.61% MBE and 8.61% WBE participation level utilizing Hebrew Transportation, CIAA, Clarksville Fencing, Community Solutions by Design, and BC Mason Group.

B. Impact/Findings

MNAA SMWBE Participation Level:	9.48% MBE and 4.83% WBE
Renascent SMWBE Participation Level:	11.61% MBE and 8.61% WBE
Anticipated Contract Start Date:	July 2024
Duration of Contract:	90 Calendar Days
Contract Completion Date:	October 2024
Price:	\$1,014,800.00
Funding Source:	100% MNAA

C. Strategic Priorities

- Invest in BNA

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in certain miscellaneous buildings not being demolished and delay of FAA Control Tower construction.