

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



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Date/Time: Wednesday, August 14, 2024, 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

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I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comment received to date. Deadline is August 12, 2024, at 9:00 p.m.

III. APPROVAL OF MINUTES

July 10, 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. Contract Renewal for Radio Communication Services
2. Art Selection for Concourse D Ext – Circular Node
3. Art Selection for Concourse D Ext – Connector Node
4. Progressive Design-Build Contract for Central Ramp Expansion
5. New Horizon I Program Scope and Budget

VI. INFORMATION ITEMS

1. BNA Development Update (Concourse A)
2. JWN Development Update (Midfield Solicitation)

VII. ADJOURN

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



Date: July 10, 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

Committee Members Absent:

Glenda Glover

Other Board Members Present:

Jimmy Granbery, Andrew Byrd, Joycelyn Stevenson, and Glenn Farner

MNAA Staff & Guests Present:

Doug Kreulen, Neale Bedrock, Lisa Lankford, Trish Saxman Marge Basrai, Daniel B. Brown, John Cooper, Aaron Flake, Adam Floyd, KC Hampton, Traci Holton, Eric Johnson, Carrie Logan, Rachel Moore, Stacey Nickens, Davita Taylor, Ted Morrissey, and Puneet Vedi

## 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 July 5, 2024.

## II. PUBLIC COMMENT

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 June 5, 2024 Operations Committee meeting. Vice Chair Sullivan made a motion and Chair Joslin seconded the motion.

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin - Yes

Vice Chair Sullivan- Yes

The motion passed with a vote of 2 to 0.

IV. CHAIR'S REPORT

Chair Joslin stated he is glad to be here today and welcomed the newest member of the Board of Commissioners, Glenn Farner.

V. ITEMS FOR APPROVAL

1. Purchase of Airfield Deicing Equipment

President Kreulen introduced Daniel B. Brown, VP, Facility Management, to brief the Committee on the Purchase of Airfield Deicing Equipment. Mr. Brown stated this is for the purchase of one heavy duty 6 X4 Chassis 4,000 gallon tank De-icer with 75 ft. spray boom. It will replace a 34 year old de-icer MNAA currently has in the fleet. MNAA will utilize a cooperative purchase agreement out of the State of Minnesota contract with M-B Companies, Inc. The total purchase cost is \$686,656 and with anticipated receipt date of November 2025 if ordered July 2024.

Commissioner Byrd asked if this was approved in the CIP budget. Mr. Brown responded yes. Vice Chair Sullivan asked how often we use cooperative purchasing agreements. Mr. Brown stated as often as we can, they are approved for that purpose. Ms. Davita Taylor, VP, Procurement and Business Diversity Development, replied MNAA uses cooperative purchasing agreements and we have also used M-B Companies, Inc. in the past. President Kreulen stated MNAA tries to hook onto a State or Metro or some other contract that has already negotiated price. Ms. Taylor stated especially for large equipment like this, if someone else has already secured a contract, we try to do cooperative purchase agreements.

Chair Joslin asked if this equipment is something that will be moved out to John C. Tune (JWN). Mr. Brown replied from an environmental standpoint MNAA is not set up to spray E36 at JWN, so these types of equipment will not go out there. There may be some type of sweeper broom equipment that will be at JWN. President Kreulen stated BNA already has one like this model, and this will be our second. Mr. Brown replied yes, we received our first one in late February or early March that was ordered a year and a half ago. President Kreulen stated the beauty of a 75 ft boom is that our runways are 150 foot wide, and this equipment can run down the center and clear the runway in one pass. Regarding the earlier question about JWN, we have an

environmental permit at BNA that permits discharge of these chemicals here BNA has a way to collect and ensure that it does not get into the streams, but at JWN we do not have that ability.

Mr. Brown requested the Operations Committee recommend to the Board of Commissioners that it accept the proposal by M-B Companies, Inc. for the purchase of 1 new M-B Airfield De-icer and authorize the Chair and President & CEO to execute the purchase for \$686,656.

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

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin - Yes

Vice Chair Sullivan – Yes

The motion passed with a vote of 2 to 0.

## 2. Purchase of Airfield Rubber Removal Equipment

Mr. Brown stated that the purchase of one Hog Technologies Stripe Hog SH15 will be used for rubber removal and cleaning painted markings. Hog Technologies is out of Florida and MNAA will purchase utilizing a national cooperative purchasing agreement with Sourcewell. This has a lead time of approximately 6 months. MNAA has been in contact with Hog Technologies over the last year and half trying to determine what the needs are for our airfield with the four runways and associated taxiways. The purchase cost is \$964,293 and will be funded by MNAA Airline Investment Fund. The payback is less than 3.5 years.

Vice Chair Sullivan inquired if the Hog SH15 has a vacuum. Mr. Brown replied yes, it will spray the water in certain patterns and suck up that as well as any debris and rubber. Chair Joslin asked how it is transported from Florida to here. Mr. Brown replied they will truck it here. Pope Striping has one and they drive theirs between Atlanta and here. That is part of the issue that Pope Striping is one of the only contractors that has this type of machine, and we are on their schedule when we need to get work done. Purchase of this equipment will make it possible to schedule

the work when needed. Vice Chair Sullivan asked if it comes with an operator. Mr. Brown replied no, it includes training for one mechanic and three operators.

Mr. Brown requested the Operations Committee recommend to the Board of Commissioners that it accept the proposal by Hog Technologies for the purchase of 1 Stripe Hog SH15 and authorize the Chair and President & CEO to execute purchase for \$964,293.

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

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin - Yes

Vice Chair Sullivan – Yes

The motion passed with a vote of 2 to 0.

3. Replacement of Trench Drains on Terminal Arrival and Departure Levels

President Kreulen introduced Puneet Vedi, VP, Airport Capital Development, to brief the Committee on the Replacement of Trench Drains on Terminal Arrival and Departure Levels. Mr. Vedi stated this project consists of replacement of trench drains on the terminal arrival and departure levels. An Invitation to Bid (“ITB”) was advertised May 6, 2024 and consisted of 3 bid schedules, each schedule adding length of drains: Schedule 1, 640 lf; Schedule 2 895 lf; Schedule 3 1,150 lf. Schedule 1 consists of the areas with the greatest need for trench drain replacement. MNAA received one bid on June 6, 2024 from BC Mason Group, LLC, a local MNAA Certified MBE firm. The FY24 total budget for this project was \$750K which includes design and construction, and the Engineer of Record probable cost was \$748K. BC Mason Group, LLC submitted Scheule 1 bid for \$585,207. The SMWBE goal is 8.67% and 3.56% WBE and BC Mason Group, LLC exceeded those levels with 9.89% MBE and 4% WBE. The anticipated contract start date is September 2024 with a duration of approximately 50 days with anticipated completion in December 2024. The project is 100% funded by MNAA.

Chair Joslin asked how many people bid. Mr. Vedi replied MNAA received only one bid on this project. The work area, proposed schedule and impact to coordinating with operations of the

airport may have factored into bidders' participation levels. Chair Joslin asked if this is the right time to complete this project with all of the construction we have in and out, and if it is possible to delay another year. Mr. Vedi replied no, MNAA has had issues with these drains and Schedule 1 is the most important area to tackle. Staff will assess the remaining balance of Schedules 2 and 3, but Schedule 1 is the most important to address. President Kreulen added that last year MNAA spent \$80K repairing the old drains that tend to crack and pop up and we had some challenges. They are doing a good job of managing the construction and coordinating with operations. Vice Chair Sullivan asked if they are doing the work at night. Mr. Vedi replied the work consists of night work to minimize the impact to operations and that also may have factored into other bidders. Chair Sullivan asked how long the drains been here. Ms. Traci Holton, VP, New Horizon, replied since the terminal building was built. Mr. Brown stated last year MNAA had an issue where a drain popped up and a vehicle hit it and it went through their floorboard.

Mr. Vedi requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute the proposed contract with BC Mason Group, LLC in the amount of \$585,208.

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

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin - Yes

Vice Chair Sullivan – Yes

The motion passed with a vote of 2 to 0.

4. Professional Services Contract for SMWBE Engineering Staff Augmentation

President Kreulen introduced Ms. Traci Holton, VP, New Horizon, to brief the Committee on the Professional Services Contract for SMWBE Engineering Staff Augmentation. Ms. Holton stated this contract is to provide supplemental staffing to the Engineering Department to support the capital improvements programs. Ms. Holton stated back in October 2023, the Board approved 3 of 4 firms as part of an aggregate annual \$8.7M staff augmentation services with three contractors, WSP USA, Inc., Accura Engineering, and Innova Solutions. The solicitation response

received on the project controls SMWBE was not sufficient, so MNAA resolicited a Request for Qualifications (“RFQ”) on February 2, 2024. MNAA received 7 responses, with 2 non-responsive because they were not certified SMWBE firms. The remaining 5 were evaluated based on organization and personnel, project challenges, and SMWBE participation. RohadFox Transportation, Inc. was the highest ranked firm. This will be part of a one year contract with 6 one-year renewal options and aggregate with the 4 contracts not to exceed \$8.7M per year.

Chair Joslin asked if RohadFox is local. Ms. Holton replied yes, they have a local office and are headquartered out of Atlanta. They have done a lot of work for the Atlanta airport as well as for the city of Atlanta and they have been in business for four years. Vice Chair Sullivan asked if they are going to pull from the same pool of work as the other contractors. Ms. Holton replied yes, on the project controls side. Commissioner Byrd asked what staff augmentation means. Ms. Holton replied that is contracting to provide additional staff for the airport, so they serve as staff for the engineering department, but they are not MNAA employees. Commissioner Byrd asked what type of staff. Ms. Holton replied this is all for the engineering department, and for implementation of the BNA Vision and New Horizon capital programs. They bring expertise that we may or may not have like project managers, cost estimators, project coordinators, construction inspectors, and whatever is needed. Commissioner Byrd asked what the rationale is for 6 one-year terms. Ms. Holton replied this is the 2<sup>nd</sup> round of staff augmentation contracts, so we did it the same as last time so that if a firm is not performing and we need to resolicit then this gives us flexibility to deal with that appropriately. President Kreulen replied when MNAA did BNA Vision from 2017 to 2024 we had staff augmentation, and they all know that they are basically on the hook for one year options. As long as they are providing satisfactory service to us, we will give them another year, instead of permanent staff that we may have to let go after the project. This provides better synergy with a higher talent pool focused on our development. Chair Joslin asked if all of the people will be based at MNAA. Ms. Holton replied yes, all of the trailers at the PMO are currently occupied except one. President Kreulen stated there is room to put more trailers if needed. Chair Joslin stated it has worked well. Commissioner Byrd asked if they would report to Paslay. President Kreulen replied no, they will report to Robert Ramsey the CDO, and each depending on their specialty will report to Ms. Holton or Mr. Vedi. Ms. Holton replied they are completely integrated into MNAA staff. Chair Joslin asked Commissioner Byrd if he has been out to the PMO. Commissioner Byrd replied no, and Chair Joslin suggested he visit.

Mr. Holton requested the Operations Committee recommend to the Board of Commissioners that it:

- 1) Accept the Statement of Qualification by RohadFox Transportation, Inc. to provide staff augmentation services at Nashville International Airport (BNA); and
- 2) Authorize the Chair and President and CEO to execute the Staff Augmentation Professional Services Contract, together with the previously approved, for an annual not-to-exceed aggregate contract value of \$8.7 million annually; and,
- 3) Authorize the President and CEO to execute any amendments for the Staff Augmentation Professional Services Contracts as long as the total value of the contracts does not exceed the \$8.7 million annual not-to-exceed amount.

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

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin - Yes

Vice Chair Sullivan – Yes

The motion passed with a vote of 2 to 0.

5. Purchase of Environmental Credits for Central Ramp Stream Mitigation

Ms. Holton stated this agreement is to purchase stream and wetland mitigation credits for the Central Ramp Expansion from the first 2 releases from Cedar Forest Mitigation Bank. Ms. Holton stated there is another large depression on the central ramp that we need to fill in that requires stream encapsulation and will require permits all of which include requirements for mitigation of the loss of stream length. Ms. Holton presented a photograph showing the areas on BNA property that have several streams that have to be mitigated and permitted by Tennessee Department of Environment and Conservation (“TDEC”), United States Army Corps of Engineers (“USACE”, “Corps”) and Metro Water System (“MWS”). The way to permit those stream encapsulations to build the ramp is to buy stream credits, which is the preferred method by the Corps and TDEC. We are proposing to purchase credits from Cedar Forest Mitigation Bank which is in the BNA watershed. Metro’s Stormwater Management Commission may or may not accept it, so we may



have more work to do, but historically they have accepted it as stream credits are very hard to find. Ms. Holton recommended committing to purchase the first two credit releases from Cedar Forest Mitigation Bank which they anticipate being up to 1,640 credits and also to give MNAA first right of refusal for any future credits that they anticipate through 2032. Ms. Holton noted this is good because TDEC has first right of refusal on almost everything. As BNA grows and builds more, which impacts more streams, these credits will be needed in the future. Additionally, the excess of credits that we are asking to purchase in the first two years will not go to waste and can be banked to use for future projects.

Chair Joslin asked where the money goes. Ms. Holton replied Headwaters Reserve, LLC gets the money, then they go do a project in the stream. They get it all permitted and do the improvement, we pay them to go do that, and the Corps and TDEC accept that. Chair Joslin asked how they arrived at \$3,500. Ms. Holton stated that is their price to go and do the work. MNAA has paid less but that was several years ago and as we know things cost more today. This is really our only option. Doing our own program is a whole new beast that we do not have the expertise to tackle. Commissioner Granbery stated they have to buy the land and create the credits, so they are well into millions of dollars, and they have to take a risk. Vice Chair Sullivan stated they have to keep it and maintain it forever. Chair Joslin asked if this is all we need. Ms. Holton replied that they are releasing up to 6,000 credits through 2032 and depending on what MNAA's plans are we may need more than that. Commissioner Granbery stated it has to be in the watershed too. Ms. Holton replied yes, that is the first step, they prefer it to be in the watershed.

President Kreulen stated we have improved some of the tributaries that are on some of our properties. One of the streams we just cleaned up or mitigated a couple of years ago, TDEC wrote us up for clover growing in a spot. This is a much cleaner process to be able to buy credits. There are hundreds of feet of streams in areas where we plan to put future employee parking or Terminal II which will require the purchase of additional credits. Commissioner Byrd asked if this area is to fill the big hole, and where de-icing will take place and take care of Southwest concerns. President Kreulen replied yes, and once we get ready to build, we have to buy the credits and get all the environmental plans. Vice Chair Sullivan asked if there is a contingency plan. Ms. Holton replied she believes it is a done deal with them. The Metro Variance Committee may not accept it.

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 contract with Headwaters Reserve, LLC for up to \$5,740,000 and accept First Right of Refusal for all credits as they are released.

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

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin - Yes

Vice Chair Sullivan – Yes

The motion passed with a vote of 2 to 0.

## VI. INFORMATION ITEMS

### 1. Central Ramp Expansion

Ms. Holton briefed the Committee on the Central Ramp Expansion project which will provide 7 remain overnight (“RON”) positions as well as de-icing positions as needed. MNAA has an RFP on the street as a progressive design build contract and the proposals are due next Wednesday. MNAA plans to return to the Board in August for approval of the selected firm. Ms. Holton provided some fun facts that we learned through the preliminary design. The Central Ramp Expansion is about 1.1M cubic yards of fill, the other large depression we filled in was about 550K cubic yards of fill and Concourse A ramp expansion was about 750K cubic yards of fill, so this will be our biggest fill project to date. For the 1,254 linear feet of the stream mitigation, since we are only building phase 1, we only have to spend the money to encapsulate the part that is under the ramp. It will require about 134K square yards of concrete, and it is estimated to be about \$156M.

Commissioner Granbery asked how much of this is our fill material. Ms. Holton replied we do not have a lot stock piled and the Knights of Columbus got depleted with Concourse A. In the solicitation, MNAA has given them what we have on site as an option, and we will see what the respondents propose. The solicitation states that what MNAA has can be used, and to include in the proposals if our stockpiles will be used, how it will be transported to and from, and how it fits

into the plan. Ms. Holton stated she does not believe we have 1.1M cubic yards fill. Commissioner Granbery asked if this is part of what we plan to loan to Superior. Ms. Holton replied probably. Chair Joslin asked how many of these people are reaching out. Ms. Holton replied that MNAA did some outreach to some of the big firms, like Archer Western, Flatiron, Sundt and Eutaw, and they were all the pre-proposal meeting. She anticipates at least 3, maybe 5 proposals. Commissioner Granbery asked about the depth of the hole. Ms. Holton replied it is about the same at TATE, approximately 50-60 feet. President Kreulen stated the other point is airlines look at this and so they are all in support of this and know they will be paying it back in the rates. Ms. Holton stated we have been given the completion deadline of September 30, 2027 to be open to aircraft. Commissioner Granbery asked if that date will meet with requirements for the settlement monitors. Ms. Holton replied they will tell us how they are going to do all of that, and MNAA has stated it must be open on that date. Ms. Holton stated MNAA has been working on preliminary design and environmental, and the day that it is approved by the Board it will be turned over to them and will then be their responsibility to meet that date. Chair Joslin asked how fast they would start. Ms. Holton stated she hopes once approved, the contract will be signed that day. President Kreulen replied the excellent date that Ms. Holton picked of September 30, 2027 is intentional on our part, before the winter weather snow season where we anticipate having to use it, and also a couple of months before we open Concourse A which is when we jump from 54 gates to 70 gates. Adding those other jets by July 2, 2028, we want assurances that the ramp is open, and we have ability to de-ice and have all that worked out while we are still at 54 gates. President Kreulen stated he applauds Ms. Holton for the hard work that she has done.

Commissioner Byrd asked if this is the entire expansion or if there is a stage 2. Ms. Holton replied if we want to ultimately fill all in and make it a ramp, it would have 4 phases. We also have to work on our retention pond and there are some other things that we have to come into play for us to be able to continue to fill in the future and it would be phased so we can keep de-icing open. President Kreulen stated it is on an as needed basis, we need this to help us with operation tempo for when we get to the 70 gates. It is so much money and we have to look at the priorities. We need this operationally to be ready for Concourse A to open.

2. Solicitation of 2<sup>nd</sup> Fixed Base Operator (FBO) at John C. Tune Airport

President Kreulen introduced Adam Floyd, SVP, Chief Operating Officer, to brief the Commissioners on the Solicitation of 2<sup>nd</sup> FBO at JWN. Mr. Floyd stated this is to secure a world class FBO and long term agreement. MNAA expects to release the RFP on July 17, 2024 with a contract award date goal of October 28, 2024. There is a minimum capital investment of \$35M for a new terminal, new hangars and Part 145 jet maintenance facility. The lease terms are 30 year term with a five year option at the end of the term with 3% annual escalation and every 10 year fair market value reset. President Kreulen stated these lease terms are in line with the template for both BNA and JWN.

Mr. Floyd showed a diagram of the JWN layout with the phases identified. He stated the respondents are required to bid on Phase 1A and 1B, Phase 2A and 2B are optional, but if the respondent bids on 2B it must also bid on 2A. Commissioner Byrd asked Mr. Floyd to lay out the logistics of what is out there now, and if the current FBO is where we walk in today. President Kreulen replied yes, 2A and 2B are where the current FBO operates today. He stated when we did the 10 hangars on the north side, we left the sod near the ATCT as a developable area. If someone comes in and just builds 1A and 1B, they have room today to get in and build their new terminal or first hangar. The current lease for 2A and 2B expires in the 2027 time period. So, we want this up and running before that lease expires. Today, 1A and 1B will get us into the 2<sup>nd</sup> FBO. Commissioner Byrd asked what is in the 1B space today. President Kreulen replied the reason why you see an alley way is because we have to have a way for the jets to get out, and they would rent that ramp from us. Commissioner Granbery asked about the term on the subleases for Contour to manage that space. President Kreulen stated they are basically month to month leases. Ms. Carrie Logan, VP, Deputy General Counsel, stated they are month to month operating agreements separate from Contour's lease agreement.

President Kreulen replied yes it does the same function, they pay us rent to use this space and eventually we will divide up the square footages so that both FBOs have the same general area. Commissioner Granbery asked if the lease on that area is just one big cost or per square foot. Ms. Logan replied per square foot. Commissioner Byrd asked how big we think the FBO main building might be. Mr. Floyd stated in the RFP we designed it to where they submit their best design, and

we gave them a blank slate and saying here is an area you can build in and show us what you can build.

President Kreulen stated we will evaluate the proposals on how creative the designs are. Commissioner Granbery asked where they will park. Mr. Floyd stated that will be part of their design. Commissioner Granbery asked if the RFP will preclude someone who wanted to do a private restaurant. Mr. Floyd stated it will not preclude it, and it is an available option. Commissioner Byrd asked if the fuel farm will stay in the same location. Mr. Floyd stated that will be up for their design. Commissioner Byrd asked if they would address any security concerns. President Kreulen stated yes, and Mr. Floyd will show the performance standards.

Mr. Floyd stated the performance standards are that they must meet JWN minimum standards such as safe and efficient operations, and monitor and manage airfield access at FBO gate, as well as several other standards; Exhibit E included with the FBO lease will list contract service standards and penalties enforced for non-compliance of service standards. Deficiencies in customer service are \$500 per day that a violation exists; and failure to comply with applicable laws or JWN minimum standards is \$1,000 per day that the violation exists. President Kreulen stated when MNAA put a Request for Information ("RFI") to all of the different firms that are interested in bidding on this project, some said if you make a restaurant mandatory they are out. Commissioner Byrd asked if Contour has its lease currently. President Kreulen stated yes, their lease expires November 2027.

Chair Joslin stated only 2 hangars that are built out of the 10 northside parcels and asked the status of the other 8 parcels. Ms. Logan replied of the 4 hangars, 2 sets are in design, one is a little bit behind, and parcel 10 is Metro. Chair Joslin stated Lawrence is opening next month. President Kreulen replied yes, he was at a Board meeting for Williamson, Inc. and he is doing work with Metro for that hangar.

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 9:50 a.m.

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Andrew W. Byrd, Board Secretary

# STAFF ANALYSIS

## Operations Committee

Date: August 14, 2024  
Facility: Nashville International Airport  
Subject: Contract Renewal for Radio Communication Services

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### I. Recommendation

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

- 1) Accept the Service Agreement with Motorola Solutions and,
- 2) Authorize the Chair and President and CEO to execute the proposed contract for the amount contained herein.

### II. Analysis

#### A. **Background**

MNAA has maintained a Motorola radio communications system at BNA since 1987. This system has been upgraded routinely since the system was first installed.

The system in place today is a digital radio system, which uses the latest technology and is used by Operations, Public Safety, the Airport Communications Center (“ACC”), and Maintenance personnel. Surrounding agencies who use the same radio system provided by Motorola include Metropolitan Nashville Police Department, Nashville Fire Department, and several surrounding counties. This allows for a degree of interoperability through the presence of a consistent radio system framework amongst MNAA and these agencies.

In October 2014, the Board approved execution of the contract for Motorola radio communications system, and implementation was completed September 2016. In 2017, the Board approved the most recent Service Agreement with Motorola Solutions, which expires on September 14, 2024.

The Service Agreement includes maintenance and support for:

- The Master Radio Site and Antenna Structure Registration Site
- Frequency Management and Licensing
- Dispatch Consoles (within the Airport Communications Center)
- Archiving Interface
- IP Radio NICE Logging System (a system to record radio communications)

- Support for handheld and base radios

## B. Impact / Findings

SMWBE Goal:	Race & Gender Neutral
Anticipated Contract Start Date:	September 15, 2024
Duration of Contract:	6 years with no renewal options
Contract Completion Date:	September 14, 2030
Operating Cost Year 1	\$532,000
Operating Cost Year 2	\$534,520
Operating Cost Year 3	\$565,811
Operating Cost Year 4	\$598,980
Operating Cost Year 5	\$634,139
Operating Cost Year 6	\$671,407
<b>Estimated Contract Cost 6 years with no renewal options (NTE)</b>	<b>\$3,536,857.00</b>
Funding Source:	Operations & Maintenance (O&M), charged to the Airlines for reimbursement.

## C. Strategic Priorities

- Plan for the Future
- Prepare for the Unexpected

## D. Options / Alternatives

1. Do nothing: The “Do Nothing” option will result in the inability to conduct critical airport functions, impacting public safety radios, Maintenance and Operations staff radios, and failing to record critical radio traffic.
2. Issue an RFP: The Airport could explore alternative radio system providers but the expense of replacing all the hardware associated with a new radio system would be a significant cost to MNAA. It would also result in MNAA no longer having radio interoperability with surrounding agencies.



## STAFF ANALYSIS Operations Committee

Date: August 14, 2024  
Facility: Nashville International Airport  
Subject: Art Selection for Concourse D Extension - Circular Node

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### I. Recommendation

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

- 1) Accept the recommendation of the Arts at the Airport (AaA) Foundation Board public art selection committee and Doug Kreulen, to commission artist Brenda Stein to collaborate with the Concourse D Extension Design and Construction team to implement her design into the Concourse D Extension Circular Node Terrazzo.
- 2) Authorize the Chair and President & CEO to execute the 1% Public Art Contract with Brenda Stein for \$75,000.

### II. Analysis

#### A. Background

In November 2023, through a Request for Proposals (RFP), the AaA Foundation Board began the process to commission a public art project for the Concourse D extension's Circular Node. The RFQ was advertised through Nashville Metro Arts Commission, Tennessee Arts Commission, and Café (Call for Entry). AaA received 27 Concept Proposals.

After careful review and consideration of these proposals, the six-member AaA selection committee voted to recommended Brenda Stein's concept design for the Art-integrated Terrazzo for the Circular Node. Evaluation criteria included (1) strength of design for the circular node; (2) professional qualifications and preferred prior experience in terrazzo floor design; (3) experience with projects of this scale, setting and complexity or resources available for completing the project; (4) quality, creativity and strength of work submitted; and (5) appropriateness of previous work to scope of this project. MNAA President and CEO, Doug Kreulen, agreed and accepted the selection committee's recommendation.

Brenda Stein specializes in pre-construction public and private installations and studio art. Regionally recognized, she has been commissioned by the city of Nashville, Vanderbilt University, the Tennessee State Museum, and by clients internationally. She weaves local connection into global perspective-taking, advancing collaborative engagement. Certified as a Tennessee Naturalist Volunteer, Brenda harnesses the anima of life into each finished structure. Her ever-expanding scope of material includes wood, ceramics, and mixed media.

## B. Project Description

The Circular Node will be in the Concourse D Extension phase of the New Horizon project. The terrazzo floor art is a circular floor space in the middle of a round area that is to be designed by the designated artist. This art location is entered from a central axis and surrounded by hold room seating with carpeted flooring.

In the center of the node is a concessions space to be designed by the future tenant. The edge of this circular node space gives close to 360-degree views of parked aircraft, the BNA airfield and surrounding scenery, only to be interrupted with access to an open air exterior public terrace.

- Brenda Stein’s Artwork Concept features a sky-blue background and features silhouettes of some of Nashville’s most iconic structures in design with a few subtle nods to Music City that wrap around the inside of the circular band.
- The concept highlights notable Nashville symbols such as the Cumberland River, the ‘Batman Building, the Korean Veterans Memorial Bridge, the Ryman Auditorium, Musical Notes, the Tennessee State Capitol and more. The artwork concept is a fun/whimsical design that will welcome community members and visitors alike

## C. Impact/Findings

Contract Cost:	\$75,000 (design)
Anticipated Contract Start Date:	August/September 2024
Installation:	Starting June 2025 (pending construction timeline)
Duration of Contract:	12 months
Contract Completion Date:	Winter 2025 (prior to July 2, 2025 opening)
Funding Sources:	100% MNAA
MNAA SMWBE Participation Level:	Race and Gender Neutral

## D. Strategic Priorities

- Invest in BNA

## E. Options/Alternatives

**Do Nothing:** The “Do Nothing” option prevents MNAA from finalizing the Concourse D Extension art project utilizing the designated 1% public art funds. The MNAA Board can elect not to approve the artist recommendation of the AaA Foundation Board Selection Committee and request that the Board restart the RFP and selection process.

## STAFF ANALYSIS Operations Committee

Date: August 14, 2024  
Facility: Nashville International Airport  
Subject: Art Selection for Concourse D Extension - Connector Node

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### I. Recommendation

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

- 1) Accept the recommendation of the Arts at the Airport (AaA) Foundation Board public art selection committee and Doug Kreulen to commission New Hat to create the work (currently untitled) to be suspended in the new Concourse D Extension Connector Node.
- 2) Authorize the Chair and President & CEO to execute the 1% Public Art Contract with New Hat for \$200,000.

### II. Analysis

#### A. Background

In November 2023, through a Request for Qualifications (RFQ), the AaA Foundation Board began the process to commission a public art project for the Concourse D extension's Connector Node. The RFQ was advertised through Nashville Metro Arts Commission, Tennessee Arts Commission, and an international web-based program, CodaWorx, targeted to public artists. AaA received 103 applications. Through a panel member process of three rounds of scoring, four artists teams were invited to submit proposals. Artists were invited to a site visit at BNA where they met with the BNA construction team and toured the construction site.

Artist candidates presented their concepts to the six-member AaA selection committee on April 10, 2024. The committee selected four top finalists, New Hat, Ben Butler, Diane Carr and Herb Williams. On June 7, 2024, the finalists presented their concepts to the AaA selection committee, and both were scored based on (1) professional qualifications and experience in their medium; (2) experience with projects of this scale; setting and complexity, (3) resources available for completing the project; (4) quality creativity, and strength of work submitted; and (5) appropriateness of previous work to scope of this project. After careful review and consideration, the AaA selection committee voted to recommended New Hat's site-specific design proposal and MNAA President and CEO, Doug Kreulen, agreed and accepted the selection committee's recommendation.

New Hat transforms spaces for brands and designers who want something they can't find anywhere else. Their designs are built from unconventional color palettes, rich textures, a mix of materials and an evolving mixture of temporal and geographic influences, from pre-colonial Peru to 1950's Japan to visions of human futures in distant solar systems.

New Hat was founded in 2016 by Kelly Diehl and Elizabeth Williams who began working together out of a shared passion for creating environments that both pay homage to traditional decorative forms and present a fresh vision of contemporary indoor living.

## B. Project Description

The Project guidelines call for a permanent public artwork integrated into six expansive wall sections that bridge the existing concourse to the new Concourse D Extension. The Project requires the art piece to be impactful, iconic, and memorable for passengers and employees of BNA.

- New Hat's **Untitled** concept will aim to welcome visitors connecting them to and from the Concourse D Extension and existing Concourse D. Their concept uses inspiration from Tennessee's textile history (specifically weaving patterns created by Tennesseans) and a nostalgia invoked by paper wristbands that are often passed out at events, festivals and other community driven experiences.
- The artwork concept considers the environment of the space to create a site-specific artwork for the connector node. Some of these considerations include proximity to the public traveling along the moving walkway, various points of view from the concourse as well as the tarmac, and the length of the artwork zone.
- The artwork also considers the audience: travelers visiting for business and/or entertainment, locals leaving or returning home, BNA employees and people of all ages and backgrounds. In summary, the design of the artwork is to be contemporary, colorful, nostalgic and welcoming

## C. Impact/Findings

Contract Cost:	\$200,000 (design and install)
Anticipated Contract Start Date:	August/September 2024
Installation:	Starting June 2025 (pending construction timeline)
Duration of Contract:	12 months
Contract Completion Date:	Winter 2025 (prior to July 2, 2025 opening)
Funding Sources:	100% MNAA
MNAA SMWBE Participation Level:	Race and Gender Neutral

## D. Strategic Priorities

- Invest in BNA

## E. Options/Alternatives

**Do Nothing:** The "Do Nothing" option prevents MNAA from finalizing the Concourse D Extension art project utilizing the designated 1% public art funds. The MNAA Board can elect not to approve the artist recommendation of the AaA Foundation Board Selection Committee and request that the Board restart the RFQ and selection process.

## STAFF ANALYSIS

### Operations Committee

Date: August 14, 2024  
Facility: Nashville International Airport (BNA)  
Subject: Progressive Design-Build CGMP1 of 4 for Central Ramp Expansion - Phase 1  
Project No. 2501

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#### I. Recommendation

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

- 1) Accept the proposal by Kiewit for the Progressive Design-Build Contract for the Central Ramp Expansion - Phase 1 at Nashville International Airport (BNA) and;
- 2) authorize the Chair and President and CEO to execute the Component Guaranteed Maximum Price #1 (CGMP1) for \$28,821,386 .

#### II. Analysis

##### A. Background

Since 2017, BNA Vision and the BNA New Horizon Program have provided infrastructure and expansion to support the ever-increasing passenger volume growth at BNA, which continues to outpace previous projections. Remain Overnight (RON) aircraft parking, used for evening aircraft arrivals that are not scheduled to depart until the following day, is a critical component of an airline's daily operations, especially at a large hub airport. Currently, BNA offers eleven (11) RON parking positions on the terminal ramp, while the daily demand is at least eighteen (18) parking positions. BNA also relies on the ramp space used for RON aircraft parking positions for deicing during the winter months and is experiencing a shortage of space. While BNA currently offers seven (7) deicing positions, four (4) of these will be displaced by Concourse A Reconstruction in 2027. Three (3) deicing positions will remain, while demand is expected to increase to ten (10).

The MNA identified the land depression east of the existing terminal apron between Taxiways T4, L, B, and T2 and the existing Central Ramp (also known as the "guitar pick") as the preferred location for a ramp expansion to provide needed RON aircraft parking positions and deicing areas. The selected location offers an opportunity for a phased approach for potential future expansion. Central Ramp Expansion - Phase 1 shall consist of seven (7) aircraft parking positions for RON and deicing.

The Progressive Design-Build contract establishes a Guaranteed Maximum Price (GMP) at a date in the future based on 100% design drawings. For schedule purposes, and to fast-track the project, "component" GMPs (CGMPs) are utilized to provide for early start of critical path items. CGMP1 includes design, preconstruction phase services, construction phase services and percent fee for the entire project.

A Request for Proposals was advertised on June 3, 2024, and June 6, 2024. On July 17, 2024, two (2) proposals were received from Kiewit Infrastructure South Co. (Kiewit) and Sundt Construction, Inc. (Sundt). The proposals were evaluated using the following criteria:

- A. Mandatory Requirements
- B. Team/Individual Qualifications and Experience
- C. Technical Approach
- D. SMWBE Participation
- E. Price

The selection committee shortlisted both firms. On July 29, 2024, the selection committee conducted interviews of both candidates. The final scores are listed below:

<b>Proposer</b>	<b>Total Score</b>	<b>CGMP1</b>
<b>Kiewit</b>	798	\$28,821,386
<b>Sundt</b>	721	\$23,655,306

The selection committee determined Kiewit to be the most qualified firm for the project based on their responses to the following interview questions:

1. Introduce your team structure/key personnel and describe your approach to successful completion of the project.
2. Elaborate on your approach to meeting the NEPA and environmental permitting requirements for this project, including a detailed scope, individuals responsible, and schedule.
3. When was your most recent and most successful experience working with an SMWBE program? Please describe the program/initiative, challenges, tracking system, and successes.

The breakdown of Kiewit’s subcontracting team as presented for CGMP1 is as follows:

<b>Proposer</b>	<b>Subcontractor</b>	<b>Discipline/Responsibility</b>	<b>SBE</b>	<b>MWBE</b>	<b>Local Firm</b>	<b>BNA Experience</b>
<b>Kiewit</b>	Garver	Airfield Design Manager			Yes	Yes
	Jacobs Engineering	Drainage Design			Yes	Yes
	Aulick Engineering	Concrete Pavement Design			No	Yes
	Athena Engineering and Environmental, LLC	Environmental/Permitting Support, Geotechnical Support, and Utilities Relocation Support		WBE	Yes	Yes
	Shrewsbury & Associates, LLC	Environmental/Permitting Support		MBE	Yes	Yes

	Civil Infrastructure Associates	Supplemental Survey		WBE	Yes	Yes
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The SMWBE participation level established by MNAA for this contract is 7.65% MBE and 5.51% WBE. Kiewit is committed to meeting the SMWBE participation level for this contract.

**B. Impact/Findings**

MNAA SMWBE Goal: 7.65% MBE and 5.51% WBE  
 Contractor SMWBE Participation: 7.65% MBE and 5.51% WBE  
 Anticipated Contract Start Date: August 2024  
 Duration of Contract: 1,130 Calendar Days  
 Contract Completion Date: September 2027  
 Component Guaranteed Maximum Price 1 \$28,821,386  
 Funding Source: 100% MNAA

**C. Strategic Priorities**

- Plan for the future

**D. Options/Alternatives**

**Do Nothing:** The “Do Nothing” option will result in BNA’s inability to provide RON and deicing aircraft parking positions in the terminal area, ultimately resulting in departure delays and restricted capacity for airport operations.

# STAFF ANALYSIS

## Operations Committee

Date: August 14, 2024  
Facility: Nashville International Airport  
Subject: New Horizon I Program Scope and Budget

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### I. Recommendation

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

- 1) Accept the proposed New Horizon I Program Scope and Budget of \$1.62B, and
- 2) Authorize the President and CEO to proceed with New Horizon I program execution.

### II. Analysis

#### A. **Background**

At the October 2021 Board Retreat, staff demonstrated the need for additional gates beyond what would be provided as part of Vision 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 Baggage Handling System improvements. In November 2021, the Board approved funding for New Horizon program development, which was conducted by Holder/Corgan. The team studied all facets of the Concourse D Extension and new Concourse A and provided the 10% construction documents, 10% space utilization plans, 10% proposed move matrix, renderings, schedule and cost. At that time, the program was estimated at \$1,462,500,000, to include Concourse D Extension, new Concourse A, Baggage Handling System Expansion, new Air Freight Building, TARI Phase 2/3 and art. Landrum and Brown supported the financial feasibility analysis and determined the program was generally affordable, with Series 2024 and Series 2026 Bonds. The Baggage Handling System Expansion design-build was approved in November 2022; Concourse D Extension design-build was approved in May 2023; Concourse A design was approved in October 2023; and TARI Phase 2 was approved in October 2023. Since that time, additional expansion projects are in the pipeline including the central ramp expansion, CONRAC and other facilities, land and roadway requirements.

To effectively manage the program, New Horizon has been divided into New Horizon I and New Horizon II. New Horizon I consists of airside expansion and New Horizon II consists of landside expansion. Additionally, staff are developing a 3<sup>rd</sup> program for Future MNAAC Campus Requirements.

The scope of New Horizon I (airside) includes:

- Baggage Handling System Improvements
- Concourse D Extension
- Concourse A Reconstruction



- Central Ramp Expansion
- Art

The scope of New Horizon II (landside) is in final development, and is planned to include:

- Terminal Area Roadway Improvements (TARI)
  - Demo Existing Donelson
  - Loop Road/Bridges
- Parking Garage
- CONRAC
- Art

Staff are developing the program for Future MNAA Campus Requirements.

**B. Impact / Findings**

SMWBE Goal:	Will be determined for each project
Program Start Date:	October 2021 (program development)
Duration of Program:	7 years
Program Completion Date:	October 2028

**Budget**

Baggage Handling System Improvements	\$ 243,000,000
Concourse D Extension	\$ 287,000,000
Concourse A Reconstruction	\$ 855,000,000
Central Ramp Expansion	\$ 156,000,000
Art (~ 0.4% applicable projects)	\$ 4,000,000
<u>Program Contingency</u>	<u>\$ 75,000,000</u>
New Horizon I Total	\$1,620,000,000

Funding Source: MNAA and PFC backed bonds

**C. Strategic Priorities**

- Plan for the Future
- Prepare for the Unexpected

**D. Options / Alternatives**

1. Do nothing: The “Do Nothing” option will result in lack of facilities to support future demand and impact the customer experience.