

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



Date/Time: Wednesday, July 10, 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 July 8, 2024, at 9:00 p.m.

III. APPROVAL OF MINUTES

June 5, 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. Purchase of Airfield Deicing Equipment
2. Purchase of Airfield Rubber Removal Equipment
3. Replacement of Trench Drains on Terminal Arrival & Departure Levels
4. Professional Services Contract for SMWBE Engineering Staff Augmentation
5. Purchase of Environmental Credits for Central Ramp Stream Mitigation

VI. INFORMATION ITEMS

1. Central Ramp Expansion
2. Solicitation of 2nd Fixed Based Operator (FBO) at John C. Tune

VII. ADJOURN

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



Date: June 5, 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

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 31, 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 May 8, 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 had no Chair's Report.

V. ITEMS FOR APPROVAL

1. Construction Contract for Demolition of Selected Buildings

President Kreulen introduced Robert Ramsey, EVP, Chief Development Officer, to brief the Committee on the Construction Contract for Demolition of Selected Buildings. Mr. Ramsey stated the miscellaneous building demolition is for two areas, one is near the Air Traffic Control Tower ("ATCT") for 3 single story buildings owned by Enterprise and formerly with the State Aeronautics Department that need to be demolished in order to make room for the new ATCT that the FAA is funding, and it also includes an alternate secondary commercial building at a separate site. The alternate in the proposal is 1400 Murfreesboro Pike that would be removed once MNAA receives appropriate approvals. MNAA advertised a Request for Proposal ("RFP") in March 2024 and received two proposals in April 2024. The two proposals were evaluated on mandatory requirements, experience and qualifications, schedule, price and SMWBE participation. CDS received 259 points and Renascent received 379 points, overwhelmingly the higher score proposal. The SMWBE participation goal set for this project is 9.48% MBE and 4.83% WBE. Renascent exceeded that participation level with 11.6% MBE and 8.61% WBE. The anticipated construction start date is July 2024 and will last approximately 90 calendar days and will be completed by October 2024. The contract cost is \$1,024,800.

Mr. Ramsey requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute the proposed contract with Renascent for \$1,014,800.

Chair Joslin asked if there is a better picture of the buildings that are going to be demolished. Mr. Ramsey replied not in the deck, but he will get a better picture for the Board meeting. Chair Joslin asked if Renascent had already applied for demo permits. Mr. Ramsey stated no, they have not applied for demo permits yet, and once the Board approves, they will start that process. Chair

Joslin asked if the FAA would pay to relocate the ACTC. Mr. Ramsey stated yes, the FAA has reported that it is a funded project.

President Kreulen stated as part of the Covid construction dollars that were out there, the Federal Government has allocated to the FAA approximately \$30M to build a new ATCT in Nashville. In order for them to begin that project at the site that they want, MNAA has an obligation to clear that property. MNAA is in sequence with getting buildings out of the way. Mr. Adam Floyd, SVP, Chief Operating Officer, recently visited Atlanta to meet with the FAA and advised them that we do not believe it is a great location; it will still work but not a great location. The FAA will continue to press ahead and did take an action item from his visit and that was to evaluate if they need to make it taller so they can overlook anything we build for a future Terminal. MNAA has an obligation to get ready for them to award a contract. Chair Joslin stated if you go across Murfreesboro Road on 20R, it is a long way from where it is right now. President Kreulen stated the MNAA team traveled to New Jersey and visited their computer lab for towers, and they have our airport layout plan on a computer model, and they can see the runways even if we have the extension, but that was before we discussed Terminal II. Chair Joslin stated out at John C. Tune, the FAA changed it at the last minute, and it added 6-8 months. President Kreulen stated for the Board meeting we will have photographs of the four buildings. Commissioner Byrd asked what buildings are being removed. President Kreulen replied part of the Enterprise rental car buildings and when we took over the lease from the State of Tennessee Aeronautics Building, they left behind a building that MNAA needs to get it out of the way. Chair Joslin asked if that is the one where MNAA was collecting \$750 a month. President Kreulen stated they moved out of it, and it has been sitting empty.

Commissioner Granbery asked if the building on the far left was the State Hangar. Mr. Ramsey replied yes. Commissioner Granbery asked if the exiting ATCT was in that circle on the diagram. Mr. Ramsey replied yes, the ATCT is in that circle and will move across the street; it will move within the same circle. Commissioner Byrd asked Mr. Ramsey to point out the main terminal at the top of the diagram. Commissioner Byrd asked what the circle on the bottom left represents. Mr. Ramsey stated that is the alternate item located at 1400 Murfreesboro Road. President Kreulen stated the contract is to remove these four buildings and this is an alternate. Basically,

staff recommends that the Committee approve and recommend to the Board the whole project and a notice to proceed on the alternate will not be given until we get appropriate FAA or Historical approval to remove it. Vice Chair Sullivan asked Mr. Ramsey if he was surprised that MNAA only received two proposals. Mr. Ramsey replied no, there is so much work going on right now, we have struggled getting two or three bids. The most we have had are about four proposals. Commissioner Byrd asked how the new location of the ATCT will affect our potential for a new terminal. President Kreulen stated it will affect it because we will have to plan around it. Commissioner Byrd stated so you will have to build around it and it is not premiere location for us based upon the discussions we have had in our last meetings. President Kreulen replied yes, they are going to be in a cul-de-sac and we will drive around them and we understand their concern; federal officials are worried about losing the money and some other airport will receive their tower money and they are willing to go with a sure bet.

Chair Joslin asked if 1400 Murfreesboro would be a better site for the tower. President Kreulen stated we had 2 or 3 sites on the west side that we recommended, about a total of 8 sites. If we talk about the 4th parallel that is why they tend to shy away and just make it taller. Chair Joslin asked when we will get the official word about the location. Mr. Floyd replied they did not give a time frame and they were going to go back to DC and look at it and focus on the height. President Kreulen stated we have time and it will not impact them if they stay and it will not impact them if they move, we need to demolish those buildings anyway with Terminal II. FAA has to make a business decision from the federal side of the house. Chair Joslin asked if we have a place to put the other hangars that will be torn down. President Kreulen stated we plan to come back to the Board later in the year with updates planned for July, September and a final update in November. Chair Joslin stated we are talking about 5-6 years, and we need to start moving people out. President Kreulen stated the biggest challenge is we are on a 10-year schedule for a FY34 opening so for the next 3 years we plan to do land prep of where we are moving stuff and then we will build what we are going to replace and then we will come back and demo.

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. BNA Development Update

President Kreulen updated the Commissioners on BNA Development and provided some photographs of the widening coming off of Exit 216 adding another 1500 feet in late May. The final 200 ft remains to do some final underground pipe work and then final paving. In the end we will end up with 3500 feet of new pavement, two lanes wide all the way from Interstate 40 which will allow another 3500 cars per hour. President Kreulen stated we are still working with TDOT to widen part of Interstate 40, but we do not own that. Concourse D extension construction continues, and he presented a photograph showing the connector that will have the moving sidewalk and the structural steel going up. President Kreulen presented a photograph of Donelson Pike, showing the blasting area where blasting happens at 1:00 PM every day. MNAA restricts the aircraft from being at Gate D6, so passengers inside the terminal are not at risk.

Commissioner Byrd asked how the traffic was over Memorial Day. President Kreulen replied we received an email from TSA stating it was the largest May on record. The Sunday afternoon peaks, when everyone is coming back or leaving Nashville, are our biggest peaks for traffic. We have officers from 2:00 – 8:00 PM and extra staff every Sunday to make sure we can keep cars moving in and out of here. Commissioner Byrd asked how the backup was on the Interstate. President Kreulen stated if the Commissioners would like he will share the live camera feed of traffic in and out of BNA; there is a TDOT Smart App.

2. JWN Development Update

President Kreulen updated Commissioners on the JWN North Development stating Metro Council approved the Amendment to the MNPD Lease Agreement and we are now approved to award the contract to Barons to build the new hangar for the Metro Nashville Police Department. We will coordinate with Metro and the Board on a groundbreaking and ribbon cutting ceremony.

Contour is working on the inside of their hangars and getting ready to open. MNAA is working on release of an RFP for a 2nd FBO and a Notice of Availability for the midfield. If we do not get acceptable responses on the midfield, then we will build box hangars and come back to the Commissioners with that. Commissioner Granbery asked what the square footage of the State Hangar and Lawrence hangar are. President Kreulen replied he will get that information to the Commissioners.

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: July 10, 2024
Facility: Nashville International Airport
Subject: Purchase of Airfield Deicing Equipment

I. Recommendation

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

- 1) Accept the proposal by M-B Companies, Inc. for the purchase of one (1) new M-B Airfield Deicer; and
- 2) Authorize the Chair and President & CEO to execute the purchase for \$686,656

II. Analysis

A. Background

The Maintenance Department is responsible for and facilitates the snow removal of all runways at BNA locations. The Authority currently owns and operates four (4) De-icer trucks to facilitate snow and ice removal during winter weather events. Three (3) of the four (4) Maintenance Department's snow removal De-icers have exceeded their useful life expectancy. Our oldest De-icer is 34 years old. During FY 2022, we had seven (7) winter weather events, FY 2023 we had two (2) winter weather events, and FY 2024 we had one (1) weather event. The FY 2024 event lasted seven (7) days and conditions required us to spray over 100,000 gallons of De-icer fluid to keep the runways, taxiways, and ramp open for operations. During these events, we did not have the use of all our current fleet of De-icers due to parts availability and repair times. These downtimes made it extremely difficult to keep two (2) runways open at all times.

The airlines have recommended and approved using the MNA Airline Investment Fund to cover 100% of the cost of one (1) Airfield De-icer truck.

Current De-icer Trucks

- MEQ6277: 1990 Ford LN8000F with Batts 2,000-gallon De-icer (Ramp)
- MEQ6401: 2001 International 5500i with Batts 4,000-gallon De-icer (Runway)
- MEQ6515: 2011 Freightliner M2 106 with Tyler Ice 2,000-gallon De-icer (Runway)
- MEQ6713: 2023 M-B Companies, MB2 4,000-gallon De-icer (Runway)

This purchase is for one (1) M-B Companies MB Cab Forward Heavy Duty 6X4 Chasis 4,000-gallon tank with a 75-foot spray boom. The equipment will be outfitted with radios and lights to be operated on the airfield. The De-icer is a current industry leading vehicle and will improve all aspects of responding to snow events to include a Driver Assist System that allows oversight of all our SRE equipment and aids each operator during snow operations if.

Once received, this new unit will replace MEQ6277, a 1990 Ford LN8000F with Batts 2,000-gallon De-icer that is primarily utilized on the non-movement area (ramp) during snow events. MEQ6277 is the oldest De-icer in the fleet, has high maintenance costs and was down more than the other De-icers during the last snow event, making it unreliable. Disposition of MEQ6277 will be evaluated, and it may either be held as an additional future resource or sold.

MNAA is utilizing a national cooperative purchasing agreement to ensure a mechanism is in place for procurement. MNAA's Purchasing Department approved the use of the State of Minnesota contract 212548 with M-B Companies Inc. for Snowplow Truck Bodies & Snow Fighting Components. This contract was awarded under the Minnesota Cooperative Purchasing Venture (CPV) utilizing a competitive public solicitation process. A quote was requested from the vendor to supply new and unused, well designed, and properly engineered De-icer.

Specifications for the De-Icer include:

- Cab Forward Heavy Duty 6X4 Chassis
- 375 HP, electronic turbocharged diesel engine
- 4,000-gallon capacity stainless steel tank. 20" manhole with 10" cover. Stainless steel ladder
- 75-foot airport spray boom system with adjustable nozzles

M-B Companies, Inc. submitted proposal in May 2024 as follows:

- One (1) MB Cab Forward Heavy Duty 6X4 4,000-gallon De-icer - Each \$686,656.26

B. Impact/Findings

MNAA SMWBE Participation Level:	Race and Gender Neutral
Anticipated Purchase Date:	July 17, 2024
Lead Time:	15–17 month average build process
Anticipated Receipt Date:	November 2025
Contract Cost:	\$686,656.26
Funding Source:	100% MNAA Airline Investment Fund - Approved in FY25 CIP

C. Strategic Priorities

- Invest in BNA
- 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 1990 Ford De-icer and resubmit for approval in the FY26 CIP.

STAFF ANALYSIS

Operations Committee

Date: July 10, 2024
Facility: Nashville International Airport
Subject: Purchase Airfield Rubber Removal Equipment

I. Recommendation

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

- 1) Accept the proposal by Hog Technologies for the purchase of one (1) Stripe Hog SH15; and
- 2) Authorize the Chair and President & CEO to execute the purchase for \$964,293.

II. Analysis

A. Background

The Maintenance Department requests to bring the runway rubber removal responsibilities and facilitation in-house for all runways at BNA. The Authority currently contracts the work to a contractor that has a current rubber removal rate of \$0.67 per square yard (SY) and each cleared area is approximately 11,111 SY. This totals \$7,444.47 and there is a \$1,353.04 mobilization charge for each use, which totals \$8,797.41 per clearing. Typically, five (5) runway ends are cleared twice per year, and the other three (3) ends are cleared as needed, normally once annually. Thirteen (13) end clearings per year at \$8,797.41 per end clearing equates to an annual cost at approximately \$114,400 for runway rubber removal end clearings.

In addition to rubber removal, the waterblasting system would be utilized for cleaning painted markings across the airfield. Regular cleanings can extend the life of the markings, allowing for longer amounts of time between needed remarking projects and airfield area closures. Our current contractor charges \$0.27 per square foot (SF) to clean markings and \$0.80 per SF to remove markings. The mobilization fee for cleaning paint markings is \$902.03 per visit. The runway edge lines for all four (4) runways equates to 208,200 total SF. To clean these markings once per year costs an estimated \$56,214 annually. Additionally, each runway has approximately 122,020 SF of reflective paint (not including numbers) that have an annual cleaning fee of \$32,945.40 each, which is \$131,781.60 annually for all four runways plus mobilization fees of \$3,608.12 annually.

The authority has never owned a waterblasting system. Owning our own system would allow for greater flexibility in the timing of rubber removal and cleaning markings. Airfield closures would no longer be scheduled around a contractor's availability, and our maintenance team would be much more flexible with weather delays. Additionally, the waterblasting system could be used on the ramp, roadways, and in parking lots.

This purchase is for one (1) Hog Technologies Stripe Hog SH15, a PTO Engine-Driven 40,000 PSI (2,750 Bar) with blasting width up to 96 inches and a flow rate of up to 15 gallons per minute. The rubber removal rate is 60,000 SF per hour. The equipment will be outfitted with radios and lights to be operated on the airfield.

The machine has an average life span of over 10 years, with some machines still operating for over 20 years when properly maintained.

With an annual rubber removal cost of \$114,400, and annual cleaning cost of reflective paint markings and runway edge lines of \$192,500 for all four runways, the purchase of this machine would save an estimated \$306,900 annually. This machine pays for itself in less than three and a half years, plus would allow for greater flexibility to use the machine during scheduled closures instead of waiting on contractor availability.

MNAA plans to utilize a national cooperative purchasing agreement to ensure a mechanism is in place for procurement. MNAA's Purchasing Department approved the use of the Sourcewell contract #111522-WTB with Hog Technologies. A quote from the vendor was requested to supply a new, unused, well-designed, and properly engineered waterblasting system, with the following specifications:

Specifications include:

- SH15 Stripe Hog Waterblasting System
- Mack Terra Pro Chassis
- 48 inch Triple Head and spare parts package
- 5-Axis Arm with upgraded actuator
- HD Camera Package
- Winterization Option
- On-site training
- Extended Warranty

Hog Technologies submitted a proposal in May 2024 as follows:

- One (1) Hog Technologies Stripe Hog SH15 - Each \$964,293.00

B. Impact/Findings

MNAA SMWBE Participation Level:	Race and Gender Neutral
Anticipated Purchase Date:	July 17, 2024
Lead Time:	Six (6) month average build process
Anticipated Receipt Date:	December 2024
Contract Cost:	\$964,293.00
Funding Source:	100% MNAA Airline Investment Fund - Approved in FY25 CIP

C. Strategic Priorities

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

D. Options/Alternatives

Do Nothing: The “Do Nothing” option requires MNAA to continue to rely on contractors for runway rubber removal and resubmit for approval in the FY26 CIP.

STAFF ANALYSIS

Operations Committee

Date: July 10, 2024
Facility: Nashville International Airport (BNA)
Subject: Replacement of Trench Drains on Terminal Arrival & Departure Levels
Project No. 2418

I. Recommendation

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

- 1) Accept the bid for Schedule 1 by BC Mason Group, LLC for the Curbside Trench Drain Improvements at BNA and;
- 2) authorize the Chair and President and CEO to execute the proposed contract for the amount contained herein.

II. Analysis

A. Background

The Curbside Trench Drain Improvements consist of efforts necessary to support trench drain replacement and drainage repairs in the elevated terminal roadway on the arrival and departure levels at Nashville International Airport. Improvements will consist primarily of removing and replacing the trench drain and cover grate, incidental concrete repairs, and minor repairs to the drain conveyance downspouts and piping.

An Invitation to Bid (“ITB”) was advertised on May 6, 2024, and consisted of three (3) bid schedules. The bid schedules were based on linear feet of trench drain replacement, with the goal being to maximize the area of work that could be completed within the project budget.

Schedule 1 – Approximately 640 LF of Trench Drain Replacement

Schedule 2 – Approximately 895 LF of Trench Drain Replacement

Schedule 3 – Approximately 1,150 LF of Trench Drain Replacement

Schedule 1 included the areas of greatest need for trench drain replacement, with Schedule 2 and Schedule 3 scopes being expanded to include additional trench drain replacement and total trench drain replacement.

On June 6, 2024, one (1) bid was received. Below is a tabulation of that bid:

Contractor	Schedule 1	SMWBE % Sch. 1	Schedule 2	SMWBE % Sch. 2	Schedule 3	SMWBE % Sch. 3
BC Mason Group, LLC	\$585,207.50	9.89% MBE & 4.00% WBE	\$690,609.50	11.53% MBE & 4.00% WBE	\$798,814.65	12.53% MBE & 3.92% WBE

The FY24 project budget for this project was \$750,000, which included design and construction. After subtracting design fees and accounting for soft costs and unanticipated items, only Bid Schedule 1 was within the project budget. Based on the bid received, Schedule 1 provides the highest value and most efficient project within the program budget.

The SMWBE participation level established for the project was 8.67% MBE and 3.56% WBE. BC Mason Group, LLC committed to the SMWBE participation level by utilizing SDM Construction, LLC, Borra Consulting, Sunago Supply, and EverReady Transportation, LLC.

BC Mason Group, LLC’s bid for Schedule 1 is approximately 20% lower than the Engineer of Record’s (Garver, LLC) opinion of probable construction cost of \$748,000.00.

The Metropolitan Nashville Airport Authority (MNA) and Garver, LLC, have evaluated the bid and determined the bid from BC Mason Group, LLC, to be responsive and responsible and recommend award to BC Mason Group, LLC.

B. Impact/Findings

MNA SMWBE Goal:	8.67% MBE and 3.56% WBE
Contractor SMWBE Participation:	9.89% MBE and 4.00% WBE
Anticipated Contract Start Date:	September 2024
Duration of Contract:	50 Calendar Days
Contract Completion Date:	December 2024
Contract Cost:	\$585,207.50
Funding Source:	100% MNA

C. Strategic Priorities

- Invest in BNA
- Plan for the future

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in the continued deterioration of the current trench drain, leading to expensive emergency repairs in the future.

STAFF ANALYSIS

Operations Committee

Date: July 10, 2024
Facility: Nashville International Airport
Subject: Professional Services Contract for SMWBE Engineering Staff Augmentation

I. Recommendation

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

- 1) accept the Statement of Qualifications 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 with Rohadfox Transportation, Inc., together with the previously approved (WSP USA Inc., Innova Solutions, and Accura Engineering Inc.), 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 Contract as long as the total value of the contracts does not exceed the \$8.7 Million annual not-to-exceed amount

II. Analysis

A. Background

In late 2016, the Metropolitan Nashville Airport Authority (MNA) began utilizing Staff Augmentation as a means to add staff during the implementation of the BNA Vision Program. MNA normally performs project management with full-time employees hired by MNA; however, with the significant increase in the number and size of capital projects to support the BNA Vision and New Horizon programs, additional staffing is necessary to successfully complete these projects.

On August 8, 2023, MNA issued a Request for Qualifications (RFQ) for firms interested in providing staff augmentation services. Given the unique nature of this work and the limited availability to subcontract this work, the solicitation was developed so that target marketed firms (SMWBE) could submit to supply staff augmentation services as a prime.

On October 18, 2023 the Board approved three of four firms as part of an aggregate annual \$8.7M staff augmentation professional service contract(s).

- Project Management by any qualified firm – WSP USA, Inc.
- Project Management by qualified SMWBE firm – Accura Engineering, Inc.
- Project Controls by any qualified firm – Innova Solutions

The Project Controls SMWBE Firm Category Statement of Qualifications (“SOQ”) did not meet Selection Criteria and MNAA has now resolicited the Contract for Project Controls Services to be provided by a qualified SMWBE firm only.

On February 2, 2024, MNAA issued a Request for Qualifications (“RFQ”) for SMWBE firms interested in providing staff augmentation services for Project Controls.

This staff augmentation contract will be for the duration of the BNA Vision and New Horizon programs, which is anticipated to last seven years. It is anticipated that some positions will last as long as seven years and some positions may only last one or two years depending upon the phasing of the work and/or may be part time for a duration. The contract is for one (1) year with six (6), one (1) year options with the total combined value of all the four (4) Staff Augmentation contracts not to exceed \$8.7M annually. Firms under this solicitation are precluded from working as prime consultants on any future MNAA contracts to prevent any potential conflicts of interest.

On March 11, 2024, seven (7) SOQ’s were received. Two (2) firms were determined to be non-responsive for not being certified SMWBEs.

Submissions were received from the following responsive firms: Atlas Management Corporation, Bentley Miller & Company, CI2 Aviation, Cogent Infotech, ESP Enterprises, Inc., MAV Consulting Group, LLC., and Rohadfox Transportation, Inc.

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

1. Organization and Personnel
2. Project Challenges
3. SMWBE participation

The selection committee evaluated the SOQs and their scores are below. The selected firm is highlighted.

Firm Name	Score
Atlas Management Corp. (MBE, DBE, SBA)	185
Bentley Miller & Company (MBE, DBE)	205
CI2 Aviation (MBE, ACDBE)	158
ESP Enterprises, Inc. (DBE, MBE)	95
Rohadfox Transportation, Inc. (MBE)	259

B. Impact/Findings

Anticipated Contract Start Date: August 2024
Duration of Contract: 1 year, with six (6) one-year options
Contract Completion Date: June 2031
Contract Cost: \$8,700,000 NTE Annual Aggregate (per year)

Funding Source:

Determined on a task-by-task basis

C. Strategic Priorities

- Invest in BNA and JWN
- Plan for the Future

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in not being able to successfully carryout the implementation of the BNA Vision and New Horizon programs.

STAFF ANALYSIS

Operations Committee

Date: July 10, 2024
Facility: Nashville International Airport (BNA)
Subject: Purchase of Environmental Credits for Central Ramp Stream Mitigation
Project No. 2501

I. Recommendation

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

- 1) Approve the purchase of stream mitigation credits from the Cedar Forest Mitigation Bank;
- 2) authorize the Chair and President and CEO to execute the proposed contract to purchase the first two (2) releases for up to \$5,740,000 and accept First Right of Refusal for all credits as they are released.

II. Analysis

Background

The Central Ramp Expansion requires stream encapsulation and will need permits from The Tennessee Department of Environment and Conservation (“TDEC”) and the United States Army Corps of Engineers (“USACE”) and Nashville Metro Water Services’ Stormwater Variance Committee (“MWS”), all of which include requirements for mitigation of the loss of stream length.

Mitigation requirements are quantified by comparing the health of the existing stream and the proposed impact. MNAA contracted with Garver USA, LLC to complete the Hydrological Determination and Stream Quantification Tool in June 2024. The report determined that a total of 1,254 stream credits will be required to permit the full build out of Central Ramp Expansion.

MNAA coordination with available banks, fee programs, and the permitting agencies revealed that for this project, the purchase of credits from Cedar Forest Mitigation Bank will provide the most timely and cost-efficient solution to comply with USACE and TDEC’s requirements.

Cedar Forest Mitigation Bank is in the Stones River watershed in Lebanon, Wilson County, Tennessee. BNA is in its service area. Cedar Forest Mitigation Bank will release up to 6,000 linear feet of stream credits and 7 wetland credits in groups of 475 to 1,975 credits per year between 2024 and 2032. The first release, scheduled for July 2024, will include up to 820 credits, followed by a second release of 820 credits in Spring of 2025. The total number of credits in each release is based on performance criteria of the mitigated site, such as stream stability, water quality, and presence of plant and animal life. Therefore, the actual number of credits in each release may vary and the maximum potential of

6,000 credits will not be guaranteed. The agreement will contract MNAA to purchase the total actual number of credits that are released within 60 days of being notified of the first and second credit release.

TDEC and USACE prefer Cedar Forest Mitigation Bank over any other available mitigation banks because it is in the airport's watershed. Further, if a preferred mitigation option is available to a project sponsor, both agencies will not accept alternative mitigation plans. MWS gives preference to mitigation plans that benefit sites within the Davidson County limits, regardless of the project's watershed. There are currently no available mitigation opportunities in Davidson County. It is possible that credits from Cedar Forest Mitigation Bank will not be acceptable to MWS, so MNAA may need to develop a second mitigation plan specific to MWS requirements.

Credits are in high demand in Middle Tennessee and are usually reserved by contract. To best prepare for a successful completion of the Central Ramp Expansion project on schedule, MNAA recommends committing to purchase the first two credit releases from Cedar Forest Mitigation Bank, for a total of up to 1,640 credits, to cover the project's needs. Both USACE and TDEC will allow MNAA to pre-purchase credits, therefore, if there are any credits over the amount of 1,254 purchased (up to 384 credits), they can be saved and applied to future permits requiring mitigation, such as future MNAA facility relocation or Terminal II enabling. By committing to purchase both the first and second releases at \$3,500 per credit, Cedar Forest Mitigation Bank also agrees to give First Right of Refusal to MNAA for all future releases, which may be helpful as BNA continues to grow.

A. Impact/Findings

Number of credits needed for Central Ramp Expansion:	1,254 stream credits
Cost of Cedar Forest Mitigation Bank Credits (FY24 and FY25):	up to \$5,740,000 (1,640 credits)
Funding Source:	100% MNAA

B. Strategic Priorities

- Invest in BNA
- Plan for the future

C. Options/Alternatives

Do Nothing: If BNA does not purchase the credits from Cedar Forest Mitigation Bank, other credits may not be available this year. Other acceptable options for mitigation, such as permittee-responsible mitigation, will be more expensive, time consuming, and carry more risk of failure. If BNA does not contract with Cedar Forest Mitigation Bank, the contract will be offered to the developer community and the opportunity to access these credits will be lost. Other mitigation banks in BNA's service area are not available at this time.