

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



Date: October 9, 2024

Location: Metropolitan Nashville Airport Authority
Tennessee Boardroom

Time: 9:00 a.m.

Committee Members Present:

Bobby Joslin, Committee Vice Chair; Nancy Sullivan

Committee Members Absent:

Jimmy Granbery, Committee Chair

Other Board Members Present:

Andrew Byrd, Joycelyn Stevenson, Glenda Glover, and
Glenn Farner

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman,
Marge Basrai, Neale Bedrock, Daniel B. Brown, John
Cooper, Randy Dorsten, Adam Floyd, Traci Holton, Eric
Johnson, Roman Keselman, Carrie Logan, Rachel Moore,
Ted Morrissey, Stacey Nickens, Josh Powell, Robert
Ramsey, Davita Taylor, and Puneet Vedi
Cory Czyzewski, BofA Securities, Lauren Lowe, PFM

I. CALL TO ORDER

Vice 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 October 4, 2024.

II. PUBLIC COMMENT

Vice Chair Joslin stated there were no public comment requests received.

Interruption by Unrecognized Speaker, Simon Haber, representing Tennessee Drivers Union

III. APPROVAL OF MINUTES

Vice Chair Joslin asked for a motion to approve the minutes from the September 11, 2024 Operations Committee meeting. Commissioner Sullivan made a motion and Vice Chair Joslin seconded the motion.

Vice Chair Joslin asked Ms. Saxman for a roll call:

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 0.

IV. VICE CHAIR'S REPORT

Vice Chair Joslin had no Chair's report.

V. ITEMS FOR APPROVAL

1. Maintenance and Service Contract for BNA Conveyance (Operations)

President Kreulen introduced Daniel B. Brown, VP, Facility Management, to brief the Board on the Maintenance and Service Contract for BNA Conveyance. Mr. Brown stated this contract is to provide 24/7 onsite support of BNA's conveyance units currently consisting of 68 units (46 elevators and 22 escalators) and increasing to 79 total conveyance units with Concourse D Extension and new Concourse A. The contractor selected is Kone with a start date of November 1, 2024 and contract duration is 3 years with 3 one-year option terms. If all 6 years are optioned out the total will be \$15,348,000. The contract is race and gender neutral and the funding source is Operations and Maintenance (O&M) Funds. MNAA received 3 bids on July 26, 2024: Kone, Elevated Facility Services and Schindler. At the end of September, Kone was selected based on their ability to meet the requirements outlined in the Request For Proposal's scope of services, qualifications and experience; cost of proposed services; responsiveness to the RFP; and project approach.

Mr. Brown requested the Operations Committee recommend to the Board of Commissioners to accept the proposal submitted by KONE and authorize the Chair and President and CEO to execute the proposed contract for up to \$15.348M.

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

Vice Chair Joslin asked Ms. Saxman for a roll call:

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 0.

2. Construction Contract for Concourse A Ramp Expansion Paving (Operations)

President Kreulen introduced Ms. Traci Holton, VP, New Horizon, to brief the Board on the Construction Contract for Concourse A Ramp Expansion Paving. Ms. Holton stated this is for the construction of concrete terminal apron for aircraft maneuvering around the future Concourse A expansion. MNAA has been filing in that large depression over the last couple of years and that was completed earlier in the year. Now MNAA is ready for the construction of the concrete terminal apron for aircraft maneuvering around the future Concourse A expansion. MNAA advertised a Request for Proposal (RFP) in July 2024. Two proposals were received in August 2024, and one firm was deemed non-responsive for failure to meet SMWBE level or to provide acceptable good-faith efforts. Hi-Way Paving, Inc.'s proposal was deemed responsive and responsible for mandatory requirements, experience and project approach, schedule, price, and SMWBE participation. The SMWBE goal was 10.45% MBE and 8%WBE and Hi-Way Paving, Inc. committed to slightly exceed with 10.50% MBE and 8.04% WBE by utilizing SB Johnson Construction, Alley Land & Fencing, Gibco Construction, OnTrac Security and E3 Construction. Their proposal was at \$20.5M and is a 270 calendar day contract with an anticipated start date of October 2024.

Vice Chair Joslin asked how many other bidders there were. Ms. Holton replied two, one was deemed non-responsive. President Kreulen stated they were deemed non-responsive for failure to meet the SMWBE participation level or provide acceptable good faith efforts. Commissioner Glover asked if MNAA has used Hi-Way Paving before. Ms. Holton replied yes, Hi-Way Paving, Inc. has completed several projects for MNAA.

Ms. Holton requested the Operations Committee to recommend that the Board of Commissioners accept the proposal by Hi-Way Paving, Inc. and authorize the Chair and President and CEO to execute the construction contract for \$20,507,508.

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

Vice Chair Joslin asked Ms. Saxman for a roll call:

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 0.

3. Task Order for Design of Taxiway Safety Area (“TSA”) Improvements to Taxiway Alpha North (Operations)

President Kreulen introduced Puneet Vedi, VP, Airport Capital Development, to brief the Board on the Task Order for Design of Taxiway Safety Area Improvements to Taxiway Alpha North. Mr. Vedi stated this task order is for design, bidding, and construction administration services for Part 139 Taxiway Safety Area Improvements to Taxiway Alpha North. The Engineering On-Call Contract with Garver was approved by the Board on August 16, 2023. Garver submitted a Scope of Work and Fee Proposal on September 10, 2024. The total Task Order cost is \$1,286,605 and will start in October 2024 and end October 2025. The SMWBE goal was 10% MBE and/or WBE and Garver has committed to 14.34% MBE and/or WBE participation on all current task orders.

Commissioner Byrd asked if it is possible to know when the Board is approving these contracts if they are within budget set for these items; he would like affirmation that these are within the budget. President Kreulen replied yes, and we will be glad to include that detail moving forward. The Commissioners already approved the Garver contract, an on call contract not to exceed \$5M per year, and this is \$1.286M of that \$5M NTE amount. We are living within that \$5M budget. Commissioner Sullivan stated this is a process, the Board approves the budget, and if MNAA was going to go over, MNAA would come back to the Board for approval.

Mr. Vedi requested the Operations Committee recommend that the Board of Commissioners authorize the proposed Task Order through the Engineering On-Call Contract with Garver for \$1,286,605.

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

Vice Chair Joslin asked Ms. Saxman for a roll call:

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 0.

4. Task Order for Design of Terminal Ramp Reconstruction (Operations)

Mr. Vedi stated this task order is for design, bidding, and construction administration services for Terminal Ramp Reconstruction. Garver submitted the Scope of Work and Fee Proposal on September 30, 2024. The total Task Order cost is \$872,000 NTE and will start in October 2024 and end in July 2025. The SMWBE commitment is 14.34% MBE and/or WBE participation on all current task orders and is 100% funded by MNAA. This Task Order brings the total committed amount under Garver's on-call contract to \$4.4M of the \$5M NTE budget.

Mr. Vedi requested the Operations Committee recommend that the Board of Commissioners authorize the proposed Task Order through Engineering On-Call Contract with Garver for \$872,000 NTE.

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

Vice Chair Joslin asked Ms. Saxman for a roll call:

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 0.

VI. INFORMATION ITEMS

1. BNA Development Update

President Kreulen presented photographs of the Concourse D extension, showing the progress of construction. The majority of the roof is almost complete, sides are going in and the metal paneling is also almost complete. The Concourse D Expansion is 265 days to opening. President Kreulen presented another photograph showing Terminal Drive paving all the way from I-40 to the terminal with temporary markings, which will be replaced with permanent markings in mid-November. The Operations team reported some failing concrete on Taxiway T4 which will be replaced with full-depth concrete including new markings. Commissioner Granbery asked the name of the contractor. Mr. Robert Ramsey, Chief Development Officer, replied Harper. Commissioner Sullivan asked how old the concrete is. Mr. Ramsey replied 15-20 year range. It is an 8-day process to replace. Commissioner Byrd asked if there are any other concrete failures. Mr. Ramsey replied we are in the process of finishing a Pavement Condition Index (PCI) survey that is done every 3 years. It is an assessment of the entire airfield, age of pavement, usage of pavement, and conditions of the pavement. It is part of our active Pavement Management Program and from there we develop capital projects to extend the life of the pavement if we can.

Commissioner Byrd asked if there were any more recent implementations of concrete that failed for any reason. President Kreulen replied we are working on the replacement of panels that are on the new International Arrivals Ramp. Superior has agreed to replace approximately 120 panels; when they were accelerating the construction to get the International Arrival area open, they made some mistakes. MNAA is holding them to the FAA standards and is working with Superior now through the first part of next year to replace those panels. This was an installation error. President Kreulen stated the issue on Taxiway T4 was found with the Pavement Condition Index that we do every 3 years according to the FAA standards. We must do it because we use federal dollars, and we have to prove that we are maintaining pavement to FAA standards. Normally pavement will last 25 – 30 years but because of the volume and we are increasing flights, we are pushing more jets over this pavement every day, so it tends to crack and now it is 15 – 20 years. Commissioner Byrd stated he is sure MNAA is concerned as to why more concrete implementation has failed.

President Kreulen replied MNAA does a good job of pavement maintenance and also does a great job at snow and ice removal. As we continue to plow and use deicing chemicals on that pavement, we are impacting that area of pavement. President Kreulen stated we will provide a chart showing where the pavement is good or bad and the hardest challenge is we cannot close the whole area, we can close portions and the airplanes have to taxi around which takes longer. Commissioner Byrd asked about Superior's failures. Mr. Ramsey stated Superior had two primary areas, one, when they were constructing the concrete, they went too deep and pulled mud instead of rock to mix with the concrete which creates mud balls. This creates voids. The other one is a problem with earlier placed concrete as we investigated the mix design did not meet the approved mix design and would be prone to Alkali-Silica reaction which may significantly reduce the life of the pavement. Commissioner Byrd asked if it was steel reinforced. Ms. Holton explained they are dowelled together.

Commissioner Farner stated as we continue to make these repairs and expansions or replacements that we should really look at what quality controls we want in place, not just safety but the cost of redoing stuff and replacement. He asked if we now have quality control on-site watching the placement and testing part of the process; that is where you catch faulty happenings. Ms. Holton replied that FAA specifications define what is required for quality control by the contractor and what is required for quality assurance by the owner, or the sponsor, which is us, and they are very specific. We meet those standards every time, and some you cannot catch during placement, and that is what the testing is for after the concrete is placed. Commissioner Farner asked if we do quality check it as it is installed and test it after it is installed. Ms. Holton replied yes, it is tested for strength as well as other things. The contractor is required to submit a quality control plan that is reviewed by MNAA and the Engineer of Record before starting construction. That is also an FAA requirement.

Commissioner Farner asked as we continue to attempt to attract international flights that will have larger aircraft, if are we engineering to a standard that will anticipate that as well. President Kreulen replied most of our taxiways are Group III aircraft, and now we are redesigning certain areas for Group VI aircraft. Different versions of larger jets, British Airways 777/200 is the biggest and if we redesign to Group 6 it will have to land on a certain runway and if we do that, then the staff will return to the Board for approval to make the taxiway wider to give room for the larger

jets to steer around corners or sit on pavement, it will be deeper poured concrete. We are seeing a growth in flights which would tend to result in failure of concrete earlier because of the volume, but that PCI should catch that. As we grow airplanes you will see additional work that we have to do to make it wider or stronger to hold the weight for that jet to come and go. That will give us design criteria based on how many times that jet comes in and out of here. Commissioner Farnar asked just for clarification when we say pavement, does not mean asphalt pavement or concrete pavement. President Kreulen replied it could be either. You will see different types, asphalt tends to be more maintenance intensive and does not last as long. If the price is there and we can afford concrete, we tend to go to concrete because it is going to live longer.

2. JWN Development Update

President Kreulen presented two photographs of the JWN North Development area. The V3 hangar is scheduled to open in the next couple of weeks. It did not pass fire inspection and will be reinspected today and will also get a building inspection. It is close to being occupied and used. President Kreulen stated the next photograph shows Parcel 10, where they are grading to get ready for the MNP hangar to start coming out of the ground.

President Kreulen stated that MNAA received three proposals for the second FBO, Atlantic Aviation, Signature Aviation, and Jet Access. The minimum capital investment is \$35M and the lease terms includes a 30-year term; additional construction term that ends no later than November 2027; 5-year option at end of term; 3% annual escalation; and Triple Net Lease. MNAA hopes to bring to the Board in November. Vice Chair Joslin asked of the 20 potential bidders that were at the pre-proposal meeting if only three submitted proposals. President Kreulen replied we received four bids, but one did not qualify. One of the companies did not read the solicitation requirements and did not attend the pre-proposal meeting therefore was disqualified. The project may have been too big for some of the potential bidders. It is good there are multiple bids for us to look at.


Commissioner Byrd asked who Jet Access is. President Kreulen stated Jet Access has a hangar located on the north side of JWN. We will get Jet Access history for you.

Commissioner Glover asked if President Kreulen could take a moment and update everyone on Hurricane Milton. President Kreulen stated every morning we receive an update from the Operations team that includes a weather update. Tampa shut down yesterday, and Orlando shut down as of 8:00 a.m. today. Hurricane Milton turned slightly to the right but Tampa will still get a significant amount of wind and water. The airlines are communicating with all their passengers. Commissioner Glover asked if this would affect BNA. President Kreulen replied we do not think it will impact us. Commissioner Glover stated she was watching FOX news and saw there is a possibility it would hit Jacksonville. President Kreulen stated there is a strong cold front that will hit Florida that may prevent it from turning.

President Kreulen concluded the presentation of the informational items.

VII. ADJOURN

There being no further business brought before the Operations Committee, Vice Chair Joslin adjourned the meeting at 9:32 a.m.



Andrew W. Byrd, Board Secretary