

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



Date/Time: Wednesday, November 13, 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

I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comment received to date. Deadline is November 11, at 9:00 p.m.

III. APPROVAL OF MINUTES

October 9, 2024 Minutes of the Joint Meeting of the MNA and MPC Operations, Engineering & Strategic Planning Committees

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. Baggage Handling System CGMP 2 (Facilities Construction)
2. Amendment 1 to Professional Services Contract for Terminal Access Roadway Improvements (TARI)
3. On-Call Contract for Snow & Ice Clearing and Removal
4. Contract for Ramp Control Services
5. On-Call Contract for Airfield Pavement Repair Services
6. Amendment to On-Call Contract for Low Voltage Years 4 and 5
7. Amendment to On-Call General Construction Services Contract (Job Order Contract) Year 2
8. Task Order for Administration Building Modifications

VI. INFORMATION ITEMS

1. BNA Development Update
2. JWN Development Update

VI. ADJOURN

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 Czynewski, 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 Farner 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 MNPD 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

STAFF ANALYSIS

Operations Committee

Date: November 13, 2024
Facility: Nashville International Airport
Subject: Baggage Handling System (BHS) Expansion (New Horizon)
Progressive Design-Build CGMP2 of 3 (Project No. 2312)

I. Recommendation

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

- 1) authorize the Chair and President and CEO to execute the proposed Amendment 1 for Component Guaranteed Maximum Price #2 (CGMP2) for facilities construction related to the Baggage Handling System Expansion for the Progressive Design-Build contract with Messer Construction at Nashville International Airport (BNA).

II. Analysis

A. Background

At the Board retreat in October 2021, staff demonstrated the need for additional gates beyond what would be provided as part of Vision 2.0 and presented the New Horizon concept. New Horizon consisted of a 5-gate extension to D Concourse, a new A Concourse, relocation of the Air Freight Building and a major overhaul to the Baggage Handling System to increase both performance and capacity. In May 2022, the Board approved proceeding with design and construction of the BHS Expansion Project. The Baggage Handling System Expansion project will invest in the existing BHS bringing it up to standards and increase its capacity to meet demands of 40 million annual passengers (MAP).

The Progressive Design-Build contract establishes a Guaranteed Maximum Price (GMP) at a date in the future based on the 100% design drawings. For scheduling purposes, to fast-track the project, "component" GMPs, (CGMP's) are utilized to provide for early start of critical path items. It is expected this project will require 3 CGMP's to reach the final GMP. These CGMP's will evolve and will be composed as follows: CGMP1 – design and preconstruction services; CGMP2 – enabling and facility expansion; CGMP3 – baggage handling system.

On November 16, 2022, the Board approved the selection of Messer Construction and CGMP #1 for design and preconstruction phase services. Currently, airport staff is asking the Board to approve CGMP #2 for facilities construction in the amount not-to-exceed \$90,000,000. This CGMP #2 is to authorize funding to begin subcontracting work to support these construction activities. Work associated with this CGMP involves construction of a 22,000 square foot building expansion, adjustment of 3 aircraft parking positions including fuel hydrant relocation, one new passenger boarding bridge and striping. This scope also includes General Requirements and General Conditions.

The Board is requested to authorize Messer, via an amendment to their contract, to begin entering into subcontract agreements to deliver the project. In doing so, Messer will negotiate final scopes of work and final bid prices for each individual package of work and bring that information to MNAA staff for review and approval. The MNAA maintains final approval on all subcontracts for this project.

A. Impact/Findings

MNAA SMWBE Participation Level:	4.94% MBE and/or WBE
Messer SMWBE Participation Level:	4.94% MBE and/or WBE
Anticipated Contract Start Date:	December 2022
Duration of Contract:	1650 Calendar Days
Contract Completion Date:	June 2027
Component Guaranteed Maximum Price 1	\$ 8,773,255
Component Guaranteed Maximum Price 2	\$ 90,000,000
Component Guaranteed Maximum Price 3	<u>TBD</u>
Total Guaranteed Maximum Price	\$223,000,000
Funding Source:	100% Bonds

B. Strategic Priorities

- Plan for the Future

C. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in the inability to complete New Horizon or meet passenger growth projections.

STAFF ANALYSIS

Operations Committee

Date: November 13, 2024

Facility: Nashville International Airport (BNA)

Subject: Amendment 1 to Professional Services Contract for Terminal Access Roadway Improvements (TARI) – Phases 2 & 3 (CIP 1801A)

I. Recommendation

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

- 1) authorize the Chair and President and CEO to execute Amendment 1 to the professional services contract with Atkins in the amount of \$2,500,000 NTE.

II. Analysis

A. Background

On January 18, 2023, the Board of Commissioners approved the Atkins professional services contract for final design and construction services for Phases 2 and 3 of the Terminal Access Roadway Improvements (TARI) project. Since that time Atkins has produced construction documents for TARI Ph 2, currently under construction and TARI Phase 3 in preparation for TDOTs early completion of the Donelson Pike project in mid-2025.

As a result of roadway modeling and the Terminal II and ConRAC Siting Study presented at the October 2024 Board Retreat, there have been 3 changes to the design of TARI Phase 3:

- 1) The “Terminal II and ConRAC Siting Study,” identified the preferred location for the new Garage and Rental Car Complex to be within the footprint of the TARI project. The specific ConRAC location will include a multi-story structured parking facility, access for public vehicles as well as rental vehicles, pedestrian connectivity to the existing parking garage(s), vehicular access around and into the new ConRAC, and shuttle access to/from the future Terminal II. The location of the new Garage and Rental Car Complex will require significant roadway realignment and extensive phasing around the new ConRAC complex.
- 2) Traffic modeling identified the need for an additional (7th) lane on a portion of Terminal Drive to achieve acceptable level of service at 40 million annual passengers.
- 3) Due to the complexity of the addition of the Garage and Rental Car Complex in proximity to the TARI project, we believe it is necessary to change the project delivery to progressive design-build. An alternative project delivery matrix validated this approach versus CMAR

or design-bid-build.

Therefore, Atkins contract is being amended to provide the following:

- Provide an additional (7th) lane on the northeast portion Terminal Drive which includes widening the bridge over Fly Nashville Way
- 10% bridging document and cost estimate for the terminal roadway improvements and Garage and Rental Car Complex. This will then be used to procure a progressive design-build team

B. Impact/Findings

MNAA SMWBE Participation Level:	5.77% MBE and/or WBE
Atkins Contract SMWBE Participation Level:	12.00% MBE and WBE
Atkins Amended SMWBE Participation Level:	10.17% MBE and WBE
Contract Amount:	\$3,500,000.00
Amendment 1 Amount:	<u>\$2,500,000.00 NTE</u>
Total Construction Contract:	\$6,000,000.00 NTE
Start of Contract	January 2023
Contract Completion Date:	December 2027
Funding Source:	100% MNAA

C. Strategic Priorities

- Invest in BNA/JWN

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will not allow for the construction of expanded terminal roadways, new ConRAC or sufficient public parking to meet passenger demands.

STAFF ANALYSIS

Operations Committee

Date: November 13, 2024
Facility: Nashville International Airport
Subject: On-Call Contract for Snow and Ice Clearing and Removal

I. Recommendation

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

- 1) Accept the proposal submitted by Grade-A Construction selected for the On-Call Ice and Snow Clearing and Removal Contract.
- 2) Authorize the Chair and President and CEO to execute the Contract for \$1.5M NTE per event and \$3M NTE annually.

II. Analysis

A. Background

The On-Call Ice and Snow Clearing and Removal Contract is needed to ensure BNA has the necessary support to clear, and keep clear, all areas that Facilities Maintenance personnel are unable to address. The efforts and expertise of Facilities Maintenance personnel are primarily focused on keeping the runways, taxiways, ramp and other vital areas clear and available for use by the various airlines. The On-Call Contractor will be utilized to clear and remove ice and snow from other support areas, used by the public, airport employees and Authority personnel.

The Areas to be covered under the new Contract include:

1. Employee Parking Lot – 737,566 sq ft
2. CNG Tank Area – 14,764 sq ft
3. Gassaway Building Parking Lot – 63,550 sq ft
4. Gold Building Parking Lot – 188,203 sq ft
5. PMO Parking Lot – 251,779 sq ft
6. BNA Express Parking Lot – 424,165 sq ft
7. Terminal Lot A Walkway – Approx. 1,800 ft
8. Terminal Garage 1 Entry and Exit – 44,188 sq ft
9. Terminal Garage 2 Entry and Exit – 38,297 sq ft
10. Cell phone lot – 1,163 sq ft
11. Eight (8) Common Use Gates as assigned
12. Snow piles located on Ramp areas as assigned

13. Knights of Columbus Road (from Briley Parkway) – approximately 1.2 miles from Briley Parkway through the gate to where the salt barn is located
14. Knapp Road between Hangar Lane and Faircloth Lane, crossing over Donelson Pike (Donelson Pike intersection is not included)
15. Removal of snow piles from ramp clearance by MNAA and airlines personnel. This will require dump trucks to be on the ramp(s) in this process. (MNAA has an on-site location for the snow to be dumped/off-loaded). This will be as an “As Need” basis at the hourly rates provided.
16. Removal of snow around the terminal on the apron areas (apron areas are defined as from the terminal to the movement line and is located inside the secured area of the airport and will require a BNA issued badge to access this area). This area will be on an “As Need” basis. MNAA will direct the Contractor as to when this area will need to be serviced.

The previous Contract for On-Call Ice and Snow Clearing and Removal expired on March 31, 2024. Over the last three (3) years the authority has spent on average two (2) million dollars per year for ice and snow removal services utilizing our on-call contractor. In FY24 the authority spent \$1,892,467.25 for one six (6) day snow event.

On September 20, 2024, a Request for Proposal for the BNA On Call Ice and Snow Clearing and Removal Contract was published.

On September 27, 2024, a pre-proposal meeting was held. The current timeline for awarding the Contract is as follows:

- October 4, 2024, the final addendum was issued to vendors
- October 11, 2024, final proposals received in B2G
- October 24, 2024 selection committee review proposals and scored packages
- November 4, 2024, Intent to Award to Procurement Administrator after evaluation criteria was scored based on the following scoring criteria:
 - o Ability to meet the requirements outlined in the RFP’s scope of services = 30 Points
 - o Qualifications/Experience = 25 Points
 - o Cost of proposed services = 20 Points
 - o Responsiveness to the RFP = 5 Points
 - o Project approach = 15 Points
 - o SMWBE Participation = 5 points
- November 20, 2024, Contract Award
- December 1, 2024, Contract commencement

Three proposals were received on October 22, 2024. Proposals were evaluated based on the scoring criteria, and award to Grade-A was recommended based on the scores.

Grade-A	241
Snow-Go	175
Utopia	165

B. Impact/Findings

MNAA SMWBE Participation Level:	7.96% MBE and/or WBE
Grade-A SMWBE Participation Level:	8.02% MBE
Duration of Contract:	Three years, plus two, one- year options
Contract Completion Date:	November 30, 2029 (with options)
Annual Cost Estimate:	\$1.5M per event, \$3M NTE per contract year
Funding Source:	Operations and Maintenance (O&M)

C. Strategic Priorities

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

D. Options/Alternatives

1. Do Nothing: The “Do Nothing” option will result in BNA not having the proper support system in place to ensure airlines are able to provide air service and, passengers and workers are able to safely reach the airport and travel out of state.

STAFF ANALYSIS

Operations Committee

Date: November 13, 2024
Facility: Nashville International Airport
Subject: Contract for Ramp Control Services

I. Recommendation

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

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

II. Analysis

A. Background

Ramp control services have been provided since the fall of 2023, under an agreement initiated and managed by Southwest Airlines, directly with Robinson Aviation, Inc., with the intent and understanding that MNAA would enter into a contract for these services by January 1, 2025. MNAA had originally intended to build out a virtual ramp control facility in FY25, however, given the planned location of the virtual ramp control facility occupying space in a building that will need to be removed to enable the development of Terminal II, the decision was made to maintain these services from the existing ramp control tower above Concourse C. Procurement authorized a waiver to procure the services. This ramp control facility dates to the 1980s, as ramp control services were provided from this location during American Airlines hub operations through the early 1990s.

The services provided under this proposal ensure the safe and efficient movement of all commercial aircraft on and off all ramp and gate areas of Nashville International Airport. The Federal Aviation Administration provides for the safe movement of aircraft on/off runways and immediate taxiways but does not manage air traffic within the 'non-movement' area, which is some of the most congested areas of BNA, especially with continuous growth and near continuous construction activity affecting portions of the terminal complex.

Ramp control ensures aircraft are safely directed on/off ramp and gate locations and helps to orchestrate and coordinate aircraft movements for deicing activity. These services ensure a safe and seamless flow of aircraft in and out of the Airport.

The proposal provides a minimum of 18 hours of ramp control services per day seven days a week, with the expectation of increasing these hours from the first departure to the last arrival. As BNA continues to see flight activity growth, this proposal does contemplate 24x7 ramp control services, which are already necessary depending on construction activity. Today, ramp control services are not provided for the North Ramp (Concourse A and some of Concourse B), however,

this proposal includes the technology enabling necessary to control the North Ramp, which will be particularly important during Concourse A reconstruction, which will create some limitations on aircraft movements.

In addition to staffing and management fee costs, this proposal also includes funding for equipment and technology necessary to operate and provide effective ramp control services. This includes but is not limited to acquiring new radios, hardware, software, radio frequency recorders, radio frequency management, Saab’s Aerobahn surface movement and management platform, required IT infrastructure and networking, and a direct phone line to the FAA Tower.



B. Impact / Findings

SMWBE Goal:	Race and Gender Neutral
Anticipated Contract Start Date:	January 1, 2025
Duration of Contract:	2 years (will be competitively solicited during year 2)
Contract Completion Date:	December 31, 2027
Operating Cost Year 1	\$3,151,142 (includes \$650,000 in one-time equipment facility upgrade costs)
Operating Cost Year 2	<u>\$2,568,180</u>
Estimated Contract Cost 2 years	\$5,719,322 NTE
Funding Source:	Operations & Maintenance (O&M) & Capital, allocated to the Airlines through the Rates & Charges Model.

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 maintain efficient flows of aircraft on/off the aprons and gate areas of Nashville International Airport, significantly slowing down the movement of aircraft, driving delays, and reducing safety.

STAFF ANALYSIS

Operations Committee

Date: November 13, 2024
Facility: Nashville International Airport / John C. Tune Airport
Subject: On-Call Contract for Airfield Pavement Repair Services

I. Recommendation

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

- 1) Accept the proposal by Hi-Way Paving Inc. for the On-Call Airfield Pavement Repair Services at Nashville International Airport (BNA) and John C. Tune Airport (JWN); and
- 2) authorize the Chair and President and CEO to execute the proposed contract for the amounts contained herein.

II. Analysis

A. Background

The Engineering Department is responsible for airfield projects beyond the capabilities of the MNAA Maintenance Department. To facilitate this responsibility, the Engineering Department issued a Request for Proposals for qualified contractors to submit to be awarded an On-Call Contract. There are two purposes for this On-Call Contract: to allow the Engineering Department to issue project-based Task Orders to a contractor for major rehabilitation projects and to provide short-notice emergency repairs on damaged airfield pavement.

The existing on-call airfield pavement repair contract expired on November 8, 2024. A new airfield pavement repair on-call contract is critical with the regularly planned Capital Improvement projects for both the asphalt and concrete airfield pavement. Furthermore, based on the estimates for the terminal apron reconstruction project (\$7,000,000 for all tasks) and the continued Annual Pavement rehabilitation and Marking projects (\$1,500,000 per year), an annual Not to Exceed limit of \$10,000,000 is appropriate. Any task order that is \$500,000 or more will be brought to the Board for approval.

A Request for Proposals was advertised on September 16, 2024.

On October 17, 2024, one (1) proposal was received from Hi-Way Paving Inc.

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

1. Mandatory Requirements
2. Experience & Qualifications

- 3. SMWBE
- 4. Price

The selection committee determined Hi-Way Paving Inc. to be a qualified firm to provide on-call airfield pavement repair and reconstruction services. The full results of the technical evaluation are presented in the table below.

Contractor	Evaluation Score
Hi-Way Paving	298

The SMWBE participation level established for each contract year is 11.36% MBE and/or WBE. Hi-Way Paving is committed to meeting or exceeding the goal. The SMWBE subcontractors are identified below:

Archangel Protective Services, Inc., OnTrac Security LLC, E3 Construction Company, Inc., Gibco Construction, LLC, SB Johnson Construction, LLC, Kimberly, Inc, and Pozzolan Contracting & Supply Co.

The Metropolitan Nashville Airport Authority (MNA) has evaluated the proposal and determined Hi-Way Paving, Inc. to be responsive and responsible and recommend award to Hi-Way Paving, Inc. for On-Call Airfield Pavement Repair Services at BNA and JWN.

B. Impact/Findings

MNA SMWBE Participation Level:	11.36% MBE and/or WBE
Hi-Way Paving Inc. SMWBE Participation Level:	11.36% MBE and/or WBE
Anticipated Contract Start Date:	November 2024
Duration of Contract:	1 year (plus 4 one-year options)
Contract Completion Date:	November 2025
Contract Amount:	\$10,000,000 NTE per year
Funding Source:	CIP and/or O&M

C. Strategic Priorities

- Invest in BNA and JWN
- Prepare for the Unexpected

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in the inability to use Airfield Pavement Repair On-call, requiring MNA to procure these services for individual projects, adding months to each project delivery schedule, reducing staff’s ability to respond to needs efficiently, and eliminating the ability to execute project work cost-effectively.

STAFF ANALYSIS

Operations Committee

Date: November 13, 2024

Facility: Nashville International Airport (BNA)

Subject: Amendment to On-Call Low Voltage, Communication, and Power – Equipment, Cabling, and Conduit Services Contract Years 4 and 5 Not to Exceed Limit Increase

I. Recommendation

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

- 1) authorize the Chair and President and CEO to amend the On-Call Low Voltage, Communication and Power – Equipment, Cabling, and Conduit Services Contract with Simino Electric Year 4 and 5 limit from \$750,000 to \$2,000,000 NTE, for a total 5-year amount of \$5,361,000 NTE.

II. Analysis

A. Background

On February 17, 2021, the Board approved the award of the On-Call Low Voltage, Communication, and Power – Equipment, Cabling, and Conduit Services Contract to Simino Electric for on-call construction services for maintenance, repair, alterations, renovations, remediations, or construction of facilities for the Metropolitan Nashville Airport Authority. This On-Call Contract was executed for one (1) year with four one-year renewal options. The On-Call Contract also included a Not to Exceed commitment limit of \$750,000 per year for each of the years the contract was renewed. The current On-Call Contract included a Year 4 start date of February 26, 2024, and end date of February 26, 2025, and a Year 5 start date of February 26, 2025, and end date of February 26, 2026.

As of November 9, 2024, the Not to Exceed limit of \$750,000 has been reached for Year 4 and there are approximately 3 ½ months remaining until Year 5 begins. We are expecting additional projects to require Low Voltage On-Call Contract services in the amount of \$1,100,000. Based on the known project needs for low voltage construction and additional unplanned project needs, it is requested that the Board modify the On-Call Contract's Not to Exceed limit for Year 4 to \$2,000,000. Additionally based on Year 3 commitments, we can reasonably expect Year 5 commitments of a Not to Exceed limit of \$2,000,000. Known project needs include TARI and PARCS support, camera and CCTV replacement, and parking lot reconfiguration.

The SMWBE participation level established for the On-Call Contract was 4.3% MBE. This commitment will not change based on the requested increase in the annual Not to Exceed value of the On-Call Contract.

B. Impact/Findings

MNAA SMWBE Participation Level (On-Call Contract): 4.3% MBE
Simino SMWBE Participation Level: 4.3% MBE
Initial On-Call Contract Value: \$750,000 NTE (per year);
One year + four 1-year renewal options
Amended On-Call Contract Year 4 and 5 Value: \$2,000,000 NTE (per year);
Years 4 and 5

Amended Contract Value:	Year 1 – 2/26/2021 – 2/25/2022:	\$ 385,000 Actual
	Year 2 – 2/26/2022 – 2/25/2023:	\$ 342,000 Actual
	Year 3 – 2/26/2023 – 2/25/2024:	\$ 634,000 Actual
	Year 4 – 2/26/2024 – 2/25/2025:	\$2,000,000 NTE
	Year 5 – 2/26/2025 – 2/25/2026:	\$2,000,000 NTE
	Total (5 years)	\$5,361,000 NTE

Duration of Contract (@ amended value): Two Years (Years 4 and 5)

Funding Source: 100% MNAA

C. Strategic Priorities

- Invest in BNA
- Plan for the Future

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in the inability to issue additional Task Orders on the On-Call Low Voltage, Communication and Power – Equipment, Cabling, and Conduit Services Contract for Year 4 and 5, requiring MNAA to procure these services for individual projects, adding months to each project delivery schedule, reducing staff’s ability to respond to needs efficiently, and eliminating the ability to execute project work cost-effectively.

STAFF ANALYSIS

Operations Committee – Approval

Date: November 13, 2024
Facility: Nashville International Airport (BNA)
Subject: Amendment to On-Call General Construction Services (Job Order Contract) Year 2 Limit Increase

I. Recommendation

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

- 1) authorize the Chair and President and CEO to modify the On Call General Construction Services Contract (Job Order Contract) limits for Year 2 from \$3,000,000 to \$5,000,000, for a total 5-year contract amount of \$14,777,000 NTE.

II. Analysis

A. Background

On February 15, 2023, the Board approved the Job Order Contract (JOC) for on-call general construction services for maintenance, repair, alterations, renovations, remediations, or construction of facilities for the Metropolitan Nashville Airport Authority. This Job Order Contract was executed for one (1) year with four one-year renewal options. The Job Order Contract also included a Not to Exceed commitment limit of \$3,000,000 per year for each of the years the contract was renewed. The current Job Order Contract included a Year 2 start date of March 20, 2024, and end date of March 19, 2025.

As of November 9, 2024, \$2,077,374 has been committed to Utopia Building Group in Year 2 of the Job Order Contract. We are expecting additional projects in the amount of \$2,200,000, including Administration Building Reconfiguration, Ticket Counter Weather Protection, and miscellaneous building demolition. Based on these figures, the planned use of the Job Order Contract in Year 2 will be over \$4,000,000. It is also recommended that enough additional Not to Exceed value be added to Year 2 for unplanned projects or maintenance needs. Therefore, it is requested that the Board modify the Job Order Contract's Not to Exceed limit for Year 2 to \$5,000,000.

The SMWBE participation level established for the Job Order Contract was 24% MBE and/or WBE. This commitment will not change based on the requested increase in the annual Not to Exceed value of the Job Order Contract.

B. Impact/Findings

MNAA SMWBE Participation Level: 10.98% MBE and 3.47% WBE

Utopia SMWBE Participation (JOC): 24% MBE and/or WBE

Initial JOC Value: \$3,000,000 (per year); 1 year + four 1-year renewals

Amended JOC Year 2 Value: \$5,000,000 NTE

Amended Contract Value:	Year 1 – 3/20/23 – 3/30/24:	\$ 777,000 Actual
	Year 2 – 3/20/24 – 3/30/25:	\$ 5,000,000 NTE
	Year 3 – 3/20/25 – 3/30/26:	\$ 3,000,000 NTE (optional)
	Year 4 – 3/20/26 – 3/30/27:	\$ 3,000,000 NTE (optional)
	Year 5 – 3/20/27 – 3/30/28:	\$ 3,000,000 NTE (optional)
	Total (5 years with options)	\$14,777,000 NTE

Duration of Contract: 2 years + 3 remaining renewal options

Funding Source: 100% MNAA

C. Strategic Priorities

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

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in the inability to issue additional Task Orders on the Job Order Contract for Year 2, requiring MNAA to procure these services for individual projects, adding months to each project delivery schedule, reducing staff’s ability to respond to needs efficiently, and eliminating the ability to execute project work cost-effectively.

STAFF ANALYSIS

Operations Committee

Date: November 13, 2024

Facility: Nashville International Airport (BNA)

Subject: Task Order for Administration Building Reconfiguration
Project No. 2506

I. Recommendation

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

- 1) Accept the proposal by Utopia Building Group (Utopia) for the Administration Building Reconfiguration, and;
- 2) authorize the proposed task order through the Job Order Contract for the amount of \$1,000,000 NTE.

II. Analysis

A. Background

The MNAA Administration Building was completed in 2021 and designed to accommodate approximately 162 employees. In the past three years, MNAA has experienced unprecedented growth in our number of employees, adding over 120 employees from October 2021 to October 2024. With this rapid growth in both staff and leadership roles, it has become necessary to reconfigure the Administration Building to better and more efficiently provide workspaces to existing employees and future employees.

The Administration Building Reconfiguration project consists of the build-out of thirty-five (35) additional cubicle workstations, three (3) conference rooms convertible to C-level offices, two (2) VP level offices, and conference room reconfiguration to allow for the upgrades. Phase I includes procurement of twenty-three (23) of the cubicles. Phases II & III include breakroom, conference rooms, new offices & cubicles modifications.

On February 15, 2023, the Board approved a Job Order Contract (JOC) for on-call general construction services for maintenance, repair, alterations, renovations, remediations, or construction of facilities for the Metropolitan Nashville Airport Authority. Construction projects utilize this Job Order Contract via Task Orders, which are issued upon receipt, review, and approval of scope and fee proposed by the Job Order Contractor (Utopia). MNAA Staff has received and reviewed the overall Utopia proposal, in an amount Not to Exceed \$1,000,000. Once approved, a JOC Task Order will be issued to Utopia Construction.

The FY25 Capital Improvements Plan (CIP) included a project for this Administration Building

Reconfiguration, with an estimated project budget of \$600,000. At the time the project was being developed for inclusion on the FY25 CIP, it was believed that \$600,000 would be sufficient for the scope of work planned at that time. Since the original estimate, additional scope of work was added including breakroom and conference room reconfiguration, additional workspaces and more detailed plans have been developed. Phase 1 of the project can be completed within the initial project budget, while Phases II and III will require an estimated additional \$1,000,000 to complete. The required project budget for this project must be revised to \$1,900,000, which includes this job order contract as well as cubicles, furniture, low voltage services and design fees. While this individual project budget is increased to \$1.9M, it is within the FY25 CIP budget amount of \$1,267,984,000 approved on April 17, 2024.

The SMWBE participation level established for the Job Order Contract is 24% MBE and/or WBE. Utopia remains committed to reaching or exceeding the SMWBE participation goal each year for the duration of the Job Order Contract.

B. Impact/Findings

MNAA SMWBE Participation Level:	10.98% MBE and 3.47% WBE
Utopia SMWBE Participation (JOC Contract):	24% MBE and/or WBE
Anticipated Task Order Start Date:	November 2024
Duration of Task Order:	120 Calendar Days
Task Order Completion Date:	May 2025
Contract Cost (JOC Task Order):	\$1,000,000 NTE
Funding Source:	100% MNAA

C. Strategic Priorities

- Invest in BNA
- Plan for the future

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in the inability to house new MNAA staff at the Admin building.