

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



Date: April 9, 2025

Location: Metropolitan Nashville Airport Authority
Tennessee Boardroom

Time: 10:04 a.m.

Committee Members Present:

Jimmy Granbery, Committee Chair; Bobby Joslin,
Committee Vice Chair

Committee Members Absent:

Nancy Sullivan

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, Kristy Bork, Daniel B. Brown, John Cooper,
Ben Dearman, Kristen Deuben, Adam Floyd, Traci Holton,
Eric Johnson, Carrie Logan, Rachel Moore, Brandi Porter,
Josh Powell, and Robert Ramsey

I. CALL TO ORDER

Chair Granbery called the Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning (Operations) Committee to order at 10:04 a.m. pursuant to Public Notice dated April 4, 2025.

II. PUBLIC COMMENT

Chair Granbery stated there were no public comment requests received.

III. APPROVAL OF MINUTES

Chair Granbery asked for a motion to approve the minutes from the March 12, 2025, Operations Committee meeting. Vice Chair Joslin made a motion, and Chair Granbery seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

The motion passed with a vote of 2 to 0.

IV. CHAIR'S REPORT

Chair Granbery had no Chair's report and thanked the Finance Committee and President Kreulen for adjusting the Committee meetings to meet the conflict with his schedule.

V. ITEMS FOR APPROVAL

1. Construction Contract for Terminal Access Roadway Improvements (TARI) Ph. 3.1

President Kreulen introduced Traci Holton, VP, New Horizon, to brief the Commissioners on the Construction Contract for TARI Ph 3.1 to demolish existing Donelson Pike between I-40 and Terminal Drive as well as expand Economy Lot B. Ms. Holton presented a diagram showing a map of the location of the TARI, stating the red areas will be building a portion of the TARI, but does not include paving, so MNAA is not able to open any new roads yet. Also, expanding Lot B and shutting down Lot A when we start to build other projects. Ms. Holton showed on the map Ramp B that ties into the outbound disreet that can be paved and opened. It will look a little different, but we will be able to open at the end of this project and include a 7-lane bridge as well.

Ms. Holton stated MNAA advertised an Invitation to Bid ("ITB") on January 27, 2025, and received 3 bids from Civil Constructors, LLC ("Civil"), Jones Bros. Contractors, LLC, and Eutaw. Civil was the low bidder with \$74.3M and the DBE goal was 15.26% DBE and was able to obtain 13.88% and provided acceptable good faith effort for remaining 1.38% utilizing Jerry B. Young, Crown Paving, Braav, WMC Contracting, Plan B Fiber, LA Scapes, Tennessee Texture, Campbell Construction, ProTech Coating and Double M. Their bid is 22% lower than the Engineer of Record's Estimate of \$95M and 13.88% lower than the next responsive bidder which was Jones Bros. Contractors, LLC. The bid has been analyzed and determined to be responsible and responsive, and we recommend award. Civil will begin in May 2025, and completion will be 420 calendar days ending in August 2026.

Ms. Holton requested that the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute Construction Contract to Civil Constructors, LLC in the amount of \$74,303,637.

Commissioner Glover stated she is happy to see that DBE participation and listened to the whims of what's around us and kept our goals intact. President Kreulen stated last month MNAA had Business Taking Off and had a great attendance. Commissioner Farner asked why 20% lower. Ms. Holton replied this is a unit price contract, bids are based on unit prices, there are 4-unit prices that are typically lump sums, so bidders calculate projects in a lot of different ways. They analyze where their risks are, and a lot of times, they put those in their lump sums. Some of the hardest ones to estimate are mobilization, quality control program, and traffic control program. Civil is onsite, they are doing a lot of the work on Concourse D Extension, so their mobilization cost is low, so there are lots of reasons for the bids. Commissioner Farner stated they are coming in at 20% under, is that fixed unless there is a change of scope? Ms. Holton replied yes, that is what the market is telling us the costs are.

Chair Granbery stated that we pulled this out of Vision I and moved it forward and we were worried about the costs several years ago. He asked if the reasoning is that the market has softened a little bit and Civil has all this equipment they need, as that is a pretty short time frame to do this amount of work. Ms. Holton replied that we only have aggressive schedules here, and we think this is a happy medium between aggressive and too much time, and they will be allowed on weather days. Chair Granbery stated to transfer this number to the global budget and add contingency to the overall budget as well. Ms. Holton stated she has those numbers, and as Ms. Basrai presented in the Finance Committee, the TARI project is going to be \$300M as approved as part of New Horizon II, so Phase II, what Jones Bros. is doing now, roughly total cost of that is \$28M, out of that \$300M. The Ph. 3.1 is about \$92M, which leaves about \$180M for the rest of which she will be coming back to the Committee in July for CGMP 1 for progressive design build to finish the roads and build all this. MNAA will work with the contractor or design builder at that point to keep it separate. Chair Granbery asked about her drawing, and if we have any environmental issues or will we have to import any fill. Ms. Holton replied that it is a fairly balanced site, there may be some excess with obstacles remaining on the property, no environmental issues, and we have already gone through that review. There are not any streams.

Commissioner Glover asked if the federal money, the 25%, has already been received. President Kreulen replied that funds from the Federal government are not as fast as we want. Commissioner Glover asked if it would be affected by what is going on now. President Kreulen

answered no, right now budgets have been passed. Commissioner Glover asked if they have not bothered transportation yet. President Kreulen replied no and discussed the recent aircraft accidents.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

The motion passed with a vote of 2 to 0.

2. Contract for Compressed Natural Gas (CNG)

President Kreulen introduced Daniel B. Brown, VP, Facility Management, to brief the Commissioners on the Contract for Compressed Natural Gas. Mr. Brown stated this project is to ensure the 24 employee and passenger shuttles operated by ABM are fueled 365 days a year by providing all fuel, labor, materials, services, and integrity of the equipment necessary to maintain BNA's CNG Facility. The contractor selected was Clean Energy. The contract start date is April 20, 2025, and it is a 3-year with 3 one-year renewal options for a total of \$1.9M. The SWMBE goal is 4.63% and Clean Energy has committed to meet the goal. It will be funded by Operations and Maintenance.

Mr. Brown requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute the contract with Clean Energy for \$1,918,000.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

The motion passed with a vote of 2 to 0.

3. Contract for Nashville Electric Services (NES) Power

Mr. Brown stated the Contract for Nashville Electric Services (NES) Power establishes rates and chargers for power under the class "Large General Power Rate-Schedule" (GSB) and provides Standby Service. This is a 5-year contract to set the rate at \$11.95 per kW, they are race and gender neutral, and the funding source is the Operations and Maintenance budget.

Mr. Brown requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute the 5-year service contract with NES.

Chair Granbery asked if this is a fixed rate, and if there is a big upcharge in their power from TVA, then they cannot pass that on to us. Mr. Brown replied correct. President Kreulen stated MNAA has done this in the past, with 5-year contracts. Chair Granbery asked if we can do it for 10 years. Commissioner Byrd asked, after what happened at Heathrow with their power issues, what our alternative backup is. President Kreulen replied that any time there is an accident at any other airport, we will go and do a lessons learned; we have not reached out to Heathrow to do that, but have gone to Reagan National and San Francisco, and an active shooter at LAX. We want to learn the facts about Heathrow, and it sounds like Heathrow has all of its feeds coming in from one station. BNA has feeds coming in from 2 different directions. If we lose feed from one, we have another available to cover us. President Kreulen stated he will verify that. Mr. Robert Ramsey, EVP, Chief Development Officer, stated that one feed is Donelson, the other comes from Center RW 2R, 20L, and that line is dedicated only to feed the airport. There are some other services fed by the same substation. Donelson is a backup feed. President Kreulen stated in 2011 Huntsville Airport lost power for 6 days and had 2 feeds, but if you have a long tornado, it could take out both feeds. President Kreulen stated he will get more information about the Heathrow power outage.

Chair Granbery asked if the feeds are underground. Mr. Ramsey replied that there is a portion of the feed that is overhead, and as it approaches, it goes underground. Vice Chair Joslin asked if MNAA spent about \$7M a few years ago on this. Ms. Holton replied that it seems a little high, but yes. President Kreulen stated it is our goal to prepare for the unexpected. MNAA now has 2 water

lines coming into BNA and will now have 2 power lines. Chair Granbery stated some companies have self-contained generators and asked if we have looked at those. President Kreulen replied that the biggest challenge is that there are not enough diesel generators for backup for emergency services. MNAA has backup generators to keep emergency services going. We are now trying to put in a generator in the Satellite Concourse.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

The motion passed with a vote of 2 to 0.

VI. INFORMATION ITEMS

1. BNA Development Update

President Kreulen stated the Concourse D Extension is 84 days from today and will be completed on July 2, 2025. The MNAA Staff is planning a celebration event on the evening of July 1, 2025. President Kreulen stated that the new Concourse A Paving has 1465 panels, we have poured 963 panels and have had no quality issues, and no panels have had to be replaced. He pointed out that approximately 14 acres of 17 – 18-inch-thick concrete to hold the weight of the aircraft and our future Concourse. The TATE project has been completed, all 121 panels out of 1500 panels. No discrepancies out there and none here. The moving sidewalk that connects the old Concourse D with the new part of Concourse D is up and running.

2. JWN Development Update

President Kreulen stated that JWN has a lot of progress being made. Parcel 1, DN LLC, finishing up sitework and starting foundation. Parcel 6/7, Jet Access is still moving through permitting. Parcel 8/9, Jet Right submitted 2 designs for MNAA to submit to the FAA for 7460 approval. MNAA is coordinating with the FAA control tower to assist in the 7460 approval. Parcel 10, MNPD is still working through site work. The compaction issues are still unresolved, but the retaining wall is

progressing. MNAA is very concerned with the MNPD hangar and as of July 15, 2025 completion date and there is no way it will make that date.

President Kreulen gave an update on the 3 FBO hangars: Hangar 1 – Two AIR requests for signage approved; New AIR request submitted for a lockbox; AOA fence work is complete. Hangar 2 – Two prior AIR requests approved, including telecommunications installation; AOA fence work is complete. Hangar 3 - Substantially complete. Metro Water Meter is waiting for the sprinkler system to be installed for final approval. Shop drawings approved by Risk Management. MNAA now has an executed lease for the 2nd FBO, and Atlantic is scheduling to start survey and Geotech work as soon as possible.

Chair Granbery asked if we could get more granular on the MNPD hangar; we are trying to perform for our partners and should have seen this coming. Mr. Ramsey stated that the quality of the subgrade material was not handled properly on site, did not meet compaction levels, and was not processed correctly to get down to the smaller size. Their grading contractor really struggled with the predominant issues we have seen to date. Mr. Puneet VEDI, VP, Airport Capital Development, is on site with Baron and the subcontractor, and subsequently going through that and then following up with some of the owners with documentation and then having separate and intense conversations trying to resolve the issues. MNAA hopes to have a recovery plan this week. Chair Granbery asked if the amount of rain we have had has made matters worse. Mr. Ramsey replied that it has exacerbated it some, but there are other factors. Chair Granbery asked at what point do we get it completed, and if we can demand they take it out and bring in shot rock. Mr. Ramsey stated that we had those conversations, and they presented us with a \$2M bill to do so. Chair Granbery stated that it is not our problem. Mr. Ramsey agreed. Commissioner Byrd asked who the contractor is. President Kreulen replied it is Baron and stated there is no good solution at this point. Based on their performance, if we terminate the contract and move on with someone else, we could be in court for a while. Chair Granbery replied it looks like we may be in court for a while anyway. Commissioner Byrd stated Baron is the contractor and asked if grading has a contractor. President Kreulen stated that Baron is the contractor that the project was awarded to, and we are holding them responsible. Chair Granbery stated that it should be duly noted that this is unacceptable. We had this problem with the State hangar, which is our partner, and now we are having this problem with Metro.

Commissioner Glover left 10:28 AM

Commissioner Farner stated that we made commitments based on the commitments they made to us. Commissioner Byrd asked if they insured their performance and if it was bonded. President Kreulen replied we can hold them accountable, and we will do what is right for MNAA, and we are at that stage now. Commissioner Farner asked in your analysis if you can go ahead and figure out what that would look like, so we can start anticipating that now. He also asked for confirmation that we will own this hangar. Chair Granbery answered yes, a 30-year contract. President Kreulen agreed, stating it is our hangar, and we are leasing it to the city of Nashville for their aviation department and whatever other materials they need in there. Commissioner Farner asked if the issue is regarding grading. Mr. Ramsey replied yes, it is the prep work as they bring the fill material in; the site work is the issue. President Kreulen stated they brought in substandard material. Vice Chair Joslin stated this has been going on for 4-5 months already.

President Kreulen concluded the presentation of the informational items.

VII. ADJOURN

There being no further business brought before the Operations Committee, Chair Granbery adjourned the meeting at 10:31 a.m.



Andrew W. Byrd, Board Secretary