

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



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Date/Time: Wednesday, May 14, 2025, at 9:00 a.m.

Place: Nashville International Airport – Tennessee Board Room

Operations Committee Members: Jimmy Granbery, Committee Chair  
Bobby Joslin, Committee Vice Chair  
Nancy Sullivan

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I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comment received to date. Deadline is May 12, 2025, at 9:00 a.m.

III. APPROVAL OF MINUTES

April 9, 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. CGMP3 for Central Ramp Expansion (Fill Placement & Drainage Infrastructure)
2. CGMP2 for Concourse A Reconstruction (General Requirements)
3. Task Order for Design of Taxiway Fillet Widening (TDG6)
4. Task Order for Rehabilitate T/W T4 @ T/W Lima and South Terminal Apron
5. Construction Contract for Rehabilitate T/W S/S6/S7/T4 Intersection and Wind Cone Relocation (Resolicit)
6. Contract for Custodial Services (Resolicit)
7. Contract for Vehicle and Equipment Fuel Services for BNA & JWN
8. Contract for Oil Water Separator Cleaning
9. Purchase of Aircraft Rescue and Fire Fighting (ARFF) Vehicle
10. Purchase of Multi-Tasking Snow Removal Machine

VI. INFORMATION ITEMS

1. BNA Development Update
2. JWN Development Update

VII. ADJOURN

# 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 MNPDP 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 2<sup>nd</sup> 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 MNPDP 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.

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Andrew W. Byrd, Board Secretary

## STAFF ANALYSIS

### Operations Committee

Date: May 14, 2025

Facility: Nashville International Airport (BNA)

Subject: Progressive Design-Build CGMP 3 of 4 for Central Ramp Expansion (Fill Placement & Drainage Infrastructure)  
Project No. 2501

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#### I. Recommendation

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

- 1) accept the proposed Amendment 2 for Component Guaranteed Maximum Price #3 (CGMP3) for fill placement and drainage infrastructure related to the Progressive Design-Build contract at Nashville International Airport, and
- 2) authorize the Chair and President and CEO to execute the proposed amendment with Kiewit for the not-to-exceed amount of \$135,000,000.

#### II. Analysis

##### A. Background

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

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

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

included design, preconstruction phase services, construction phase services and percent fee for the entire project. CGMP2 included enabling efforts and processing of fill material. CGMP3 includes fill placement and drainage infrastructure. Future CGMP4 will consist of the remaining pavement, lighting, and pavement markings.

## **B. Impact/Findings**

MNAA SMWBE Goal:	7.65% MBE and 5.51% WBE
Kiewit SMWBE Participation:	7.65% MBE and 5.51% WBE
Contract Start Date:	August 2024
Duration of Contract:	1,130 Calendar Days
Contract Completion Date:	September 30, 2027
Component Guaranteed Maximum Price 1	\$ 28,821,386
Component Guaranteed Maximum Price 2	\$ 20,600,000
Component Guaranteed Maximum Price 3	\$135,000,000 NTE
Component Guaranteed Maximum Price 4	<u>\$TBD</u>
Est. Guaranteed Maximum Price:	\$229,000,000 NTE
Funding Source:	100% MNAA

## **C. Strategic Priorities**

- Plan for the future

## **D. Options/Alternatives**

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

## **STAFF ANALYSIS**

### **Operations Committee**

Date: May 14, 2025

Facility: Nashville International Airport (BNA)

Subject: Construction Manager at Risk (CMAR) CGMP 2 of 4 for Concourse A Reconstruction  
(General Requirements)  
Project No. 2406

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#### **Recommendation**

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

- 1) accept the proposed Amendment 1 for Component Guaranteed Maximum Price #2 (CGMP2) for enabling activities related to the Concourse A Reconstruction for the Progressive Design-Build contract at Nashville International Airport, and
- 2) authorize the Chair and President and CEO to execute the proposed amendment with Hensel Phelps for the not-to-exceed amount of \$110,206,783.

#### **Analysis**

##### **Background**

The BNA New Horizon Program provides terminal expansion, landside improvements and systems improvements for Nashville International Airport. The major program elements addressed include terminal gate expansion with an extension of Concourse D and a rebuild and expansion of Concourse A, and a major overhaul to the baggage handling system to increase both performance and capacity.

The Concourse A Reconstruction project will include the demolition and rebuilding of a new, 16-gate Concourse A and related infrastructure, a landside extension of the North Ticketing and North Baggage Claim; with an airside apron expansion for dual Aircraft Design Group (ADG) III taxilanes, fixed and new passenger boarding bridges. This project will also include selective demolition and upgrades necessary in the existing Concourses C and B to allow for the enabling relocation of the tenants and airlines. The expansion of the North Terminal Wing includes an expansion of baggage claim and ticketing. Furthermore, the project scope includes an extension of the existing utility tunnel, a new CUP and cooling tower facility, landside surface parking and an airside triturator. Interior finishes in the new Concourse A will be built similar to those in the newest BNA Vision Program projects with modifications.

The CMAR contract establishes a Guaranteed Maximum Price (GMP) at a date in the future based on 100% design drawings. For schedule purposes, and to fast-track the project, "component" GMP's, (CGMP's), are utilized to provide for early start of critical path items. It is expected the project will require up to 3 CGMP's prior to reaching the final GMP. These CGMP's are composed as follows:

CGMP1 – Pre-Construction Services and CM Construction Phase Staffing; CGMP2 – general requirements, enabling construction/relocations, building renovations, site utilities, demolition, building foundations, turnkey concrete, jet fueling, structural steel and passenger boarding bridges; CGMP3 – civil, structure, core and shell, furnishings/finishes, MEP, interior buildout, baggage handling, IT and vertical transportation. CGMP4 – central core expansion.

On September 18, 2024, the Board approved the selection of Hensel Phelps Construction Company (Hensel Phelps) as the Construction Manager at Risk and CGMP #1 for Pre-Construction/CM Services for the Concourse A Reconstruction Project. Currently, the airport staff is asking the Board to approve CGMP #2 for enabling and early construction scopes of the work in conjunction with the project schedule; in the amount not-to-exceed \$110,206,783. The Component Guaranteed Maximum Price (“CGMP”) #2 is to authorize funding to begin subcontracting work to support enabling and schedule sensitive construction activities. Work associated with this CGMP includes: enabling construction/relocations, building renovations, site utilities, demolition, building foundations, turnkey concrete, jet fueling, structural steel and passenger boarding bridges. The CGMP #2 scope also includes General Requirements and General Conditions. The Board is requested to authorize Hensel Phelps, via an amendment to their contract, to begin entering into subcontract agreements to deliver the project. In doing so, Hensel Phelps will negotiate final scopes of work and final bid prices for each individual package of work and bring that information to the Metropolitan Nashville Airport Authority (MNA) staff for review and approval. The MNA maintains final approval on all subcontracts for this project.

## B. Impact/Findings

MNA SMWBE Participation Level:	14.36% MBE, 4.33% WBE & 4.00% SBE (Target)
Hensel Phelps SMWBE Participation Level:	14.36% MBE, 4.33% WBE & 4.00% SBE (Target)
Anticipated Contract Start Date:	October 2024
Duration of Contract:	1371 Calendar Days
Contract Completion Date:	July 2028
Component Guaranteed Maximum Price 1	\$ 32,861,879
Component Guaranteed Maximum Price 2	\$110,206,783
Component Guaranteed Maximum Price 3	\$TBD
Component Guaranteed Maximum Price 4	<u>\$TBD</u>
Est. Component Guaranteed Maximum Price	\$657,000,000 NTE
Funding Source:	100% Bonds

## Strategic Priorities

- Plan for the Future

## 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: May 14, 2025

Facility: Nashville International Airport (BNA)

Subject: Task Order for Design of Taxiway Fillet Widening (Taxiway Design Group 6 (TDG6))  
Project No. 2557

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#### **I. Recommendation**

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

- 1) authorize the Chair and President and CEO to amend the Engineering On-Call Contract by increasing the not-to-exceed amount for Year 2 from \$5,000,000 to \$7,500,000, and;
- 2) accept the Task Order proposal by Garver for the design of the TDG6 Improvements at BNA, and;
- 3) authorize execution of the proposed Task Order through the Engineering On-Call Contract with Garver for \$650,820.

#### **II. Analysis**

##### **A. Background**

In the past ten years, the Nashville International Airport has continued to grow in both number of operations and larger size aircraft utilizing the airport. The largest aircraft in use today is classified in the Taxiway Design Group 6 (TDG6), based on the dimensions of the aircraft's wheelbase and distance from nose to gear. As presented to the Board in March 2025, the geometry of the current taxiway system at BNA does not account for aircraft in this taxiway design group. In order to allow TDG6 aircraft to operate on the airfield in a safe manner, a TDG6 route must be developed by widening taxiway pavement, shoulders, and safety area at five (5) taxiway fillets throughout the airfield. For this work to be constructed, design plans and specifications are needed to prepare an Issued for Bid (IFB) package, to be advertised and opened at a future date.

On August 16, 2023, the Airport Board approved the Engineering On-Call Contract to Garver for three (3) years (one-year term with two one-year renewals) with a Not to Exceed limit of \$5,000,000 per year. Specific design tasks were to be issued against this On-Call Contract via Task Orders. The current Year 2 dates run between August 17, 2024 and August 17, 2025.

As of April 28, 2025, the encumbered costs against Year 2 of the Garver On-Call Contract are \$4,841,662. Staff are expecting additional projects in the amount of \$2,500,000, including TDG6, Taxiway T4 Reconstruction, Taxiway T5/Lima Reconstruction, Airside Roadway Repairs, and additional miscellaneous airfield projects. Based on these figures, the planned use of the Engineering On-Call

Contract in Year 2 will be over \$5,000,000. It is recommended that enough additional not-to-exceed (NTE) value be added to Year 2 for unplanned projects or maintenance needs. Therefore, it is requested that the Board increase the Engineering On-Call NTE limit for Year 2 from \$5,000,000 to \$7,500,000.

On March 13, 2025, Garver submitted a Scope of Work and Fee Proposal in the amount of \$650,820. Services included in this Scope of Work were design, bidding services, and construction support services for the project. This fee proposal has been reviewed by Engineering staff and Project Controls staff and it has been agreed that it is fair compensation for the Scope of Work proposed. Once approved, a Task Order will be issued to Garver so that design work may be completed. This project is included in the amended FY25 Capital Improvements Budget, approved by the Board on April 16, 2025.

The SMWBE participation level established for the Engineering On-Call Contract was 10% MBE and/or WBE. Garver remains committed to reaching or exceeding the SMWBE participation goal each year for the duration of the Engineering On-Call.

## **B. Impact/Findings**

MNAA SMWBE Goal (On-Call Contract):	10% MBE and/or WBE
Anticipated Task Order Start Date:	May 2025
Duration of Task Order:	300 Calendar Days (includes Construction Administration Services)
Contract Completion Date:	April 2026
Overall On-Call Contract Cost (amended):	NTE \$7,500,000 per year
Task Order Cost:	\$650,820
Funding Source:	100% MNAA (PFC's)

## **C. Strategic Priorities**

- Invest in BNA
- Plan for the Future

## **D. Options/Alternatives**

**Do Nothing:** The “Do Nothing” option will result in inability for ADG5/TDG6 aircraft to safely utilize our airfield. Additionally, failing to increase the Not to Exceed limit of the On-Call Contract will significantly delay the beginning of design, forcing the completion of the TDG6 Improvements project to be completed past the required deadline of April 1, 2026.

## **STAFF ANALYSIS**

### **Operations Committee**

Date: May 14, 2025

Facility: Nashville International Airport (BNA)

Subject: Task Order for Rehabilitate T/W T4 @ T/W Lima AND T/W T4 @ South Terminal Apron – Airside Pavement Repair On-Call Contract

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#### **I. Recommendation**

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

- 1) Accept the Task Order proposal by Hi-Way Paving, Inc. for the construction of the emergency repairs of T/W T4 between T/W Lima and R/W 13/31 AND T/W T4 at the entrance of the Southern Terminal Apron at BNA, and;
- 2) authorize execution of the proposed Task Order through the Airside Pavement Repairs On-Call Contract with Hi-Way Paving for an amount not to exceed \$2,500,000.

#### **II. Analysis**

##### **A. Background**

On April 22, 2025, MNAA Operations closed the section of Taxiway Tango 4 between Taxiway Lima and Runway 13/31 due to the unsafe condition of the distressed concrete. These conditions included failed/cracked concrete slabs and elevation differences greater than an inch between some panels. This section of taxiway is one of the most used on the airfield and serves as part of the primary path between the terminal apron and R/W 2C/20C.

On April 29, 2025, MNAA Operations brought to the attention of Engineering that a multi-panel section of concrete pavement on the south terminal apron along T/W Tango 4 was also severely distressed and in need of immediate repair. As one of the busiest spots on the terminal apron, it can be expected that these distresses will continue to worsen unless immediate action is taken to repair/replace the damaged concrete.

On November 20, 2024, the Airport Board approved the Airfield Pavement Repairs On-Call Contract with Hi-Way Paving, Inc. Using this On-Call Contract, Hi-Way Paving, Inc. will replace approximately 2,000 SY of concrete taxiway/apron pavement with FAA specified P-501 concrete. All removed pavement sections will be replaced with concrete of appropriate FAA design for the aircraft utilizing the airfield, including a cement-treated subgrade, and will include adding the appropriate markings to comply with FAA and BNA standards. All costs associated with this Task Order will be determined per the Schedule of Values submitted by Hi-Way Paving in their successful proposal.



The SMWBE participation level established on the Airfield Pavement Repairs On-Call Contract for each contract year is 11.36% MBE and/or WBE. Hi-Way Paving is committed to meeting or exceeding the goal utilizing the following companies, as per their On-Call Contract proposal:

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 specific SMWBE subcontractors will be identified via a submitted SMWBE Participation Form at the conclusion of the project.

## **B. Impact/Findings**

MNAA SMWBE Goal (On-Call Contract):	11.36% MBE and/or WBE
Anticipated Task Order Start Date:	May 2025
Duration of Task Order:	21 Calendar Days
Contract Completion Date:	June 2025
Overall On-Call Contract Cost:	NTE \$10,00,000 per year (current commitments for Year 1 = \$6,550,269)
Task Order Cost:	NTE \$2,500,000
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 continued closure of T/W T4 between T/W Lima and R/W 13/31. The closure of this taxiway will continue to disrupt airfield operations, especially aircraft moving between the terminal apron and R/W 2C/20C and R/W 13/31. The “Do Nothing” option will also allow the damaged concrete pavement on the south terminal apron to continue to deteriorate, to the point where this section will have to be closed until repairs are completed.

## **STAFF ANALYSIS**

### **Operations Committee**

Date: May 14, 2025

Facility: Nashville International Airport (BNA) and John C. Tune Airport (JWN)

Subject: Contract for Vehicle & Equipment Fuel Services for BNA and JWN

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#### **I. Recommendation**

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

- 1) Accept the proposal submitted by Kimbro Oil Company, for the Vehicle and Equipment Fuel Services Contract for BNA and JWN; and
- 2) Authorize the Chair and President and CEO to execute the Contract for Vehicle and Fuel Services with Kimbro Oil Company for \$1,750,000.

#### **II. Analysis**

##### **A. Background**

The Maintenance Department Vehicle & Equipment Fuel Services Contract for BNA and JWN is needed to ensure that all the current and future fleet vehicles and various types of fuel powered equipment have an unlimited / uninterrupted supply of Non-Ethanol and Diesel Fuel on hand twenty-four (24) hours a day, 365 days a year. The selected Vendor shall furnish all supervision, labor, tools, materials, machinery, equipment, permits, and incidentals necessary for the satisfactory execution and completion of the work to be performed at both the Nashville International and John C. Tune airports.

The former Maintenance Department Contract for Vehicle & Equipment Fuel Services expires on May 31, 2025, with the final year of the Contract totaling approximately \$330,000.00.

On January 31, 2025, a Request for Proposals (RFP) for the Vehicle and Equipment Fuel Services Contract was published.

On February 7, 2025, a pre-proposal meeting was held and no potential bidders attended. The timeline for awarding the Contract was as follows:

- February 26, 2025, the final addendum was issued
- March 17, 2025, final bids received in B2G (one proposal received)
- March 27, 2025, Selection committee evaluated the sole proposal received on the following criteria:

- Experience and qualifications of the Proposer = 30 points
- Customer Services = 30 Points
- Cost of proposed services = 20 Points
- Familiarity with the Aviation Industry = 10 Points
- SMWBE Participation = 10 points

- June 1, 2025, Contract commencement

Based on the proposal received, Kimbro Oil Company, the incumbent, was selected and recommended to provide Fuel services to MNAA and JWN.

## B. Impact/Findings

MNAA SMWBE Goal: Race & Gender Neutral (Small Business)

Duration of Contract: Five (5) years

Contract Completion Date: May 31, 2030

Annual Cost Estimate: \$350,000.00

Contract Cost:

	Total
Year 1	\$350,000
Year 2	\$350,000
Year 3	\$350,000
Year 4	\$350,000
Year 5	\$350,000
Total	\$1,750,000

Funding Source: Operations and Maintenance (O&M)

## C. Strategic Priorities

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

## D. Options/Alternatives

1. Do Nothing: The “Do Nothing” option will result in BNA and JWN not having on-demand fuel supply and facility maintenance will impact the Authority’s, day to day and irregular airport operations for provided company vehicles and equipment.

## STAFF ANALYSIS

### Operations Committee

Date: May 14, 2025

Facility: Nashville International Airport (BNA)

Subject: Contract for Oil Water Separator Cleaning

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#### I. Recommendation

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

- 1) Accept the proposal submitted by Hull's Environmental, Inc., for the Oil Water Separator Cleaning Contract; and
- 2) Authorize the Chair and President and CEO to execute the Contract for Oil Water Separator Cleaning with Hull's Environmental, Inc. up to \$1,045,200.

#### II. Analysis

##### A. Background

The Environmental Department's Oil Water Separator Cleaning Contract is needed to ensure BNA complies with the National Pollution Discharge Elimination System Permit. Proper cleaning and maintenance of the Oil Water Separators (OWS) ensures oils and greases are removed from stormwater before entering waterways on property. Oil and grease must be hauled and disposed of by a properly licensed company.

The Oil Water Separators to be cleaned under the Contract are as follows:

Location	Volume Capacity (Gallons)
Ramp T4	15,000
Ramp – T2	15,000
Ramp – A concourse	15,000
Ramp – D concourse	15,000
ARFF Building	2,000
Main Terminal	2,000
ABM	2,000
Mobile Equipment	2,000
CSF	2,000
Westside Maintenance	500

The previous Contract for Oil Water Separator Cleaning expired on October 18, 2024. Since the previous contract was executed, costs to haul and dispose of hazardous and non-hazardous materials have significantly increased. The prior contractor did not submit a proposal.

On January 13, 2025, a Request for Proposal (RFP) for the BNA Oil Water Separator Cleaning Contract was published.

On January 24, 2025, a pre-proposal meeting was held. The timeline for awarding the Contract was:

- February 2, 2025 the final addendum issued to vendors
- February 12, 2025 final proposals received in B2G
- February 26, 2025 selection committee reviewed proposals and scored packages
- February 26, 2025, Intent to Award to Procurement Administrator after evaluation criteria was scored based on the following scoring criteria:
  - o Qualifications/Experience = 45%
  - o Cost of proposed services = 15%
  - o Management and Operations Plan = 30%
  - o SMWBE Participation = 10%
- June 1, 2025, Contract commencement

Based on the three (3) proposals received, Hull's Environmental Inc. was selected and recommended to provide Oil Water Separator Cleaning for BNA.

Hull's Environmental	236.00
Clean Harbors	163.78
TPM	140.34

## B. Impact/Findings

MNAA SMWBE Goal:	Race and gender neutral - 0%
Duration of Contract:	One year, plus 3 one-year options
Contract Completion Date:	May 31, 2029 (with options)
Annual Cost Estimate:	\$261,300
Contract Cost:	
Year 1	\$261,300
Year 2 (Optional)	\$261,300
Year 3 (Optional)	\$261,300
Year 4 (Optional)	\$261,300
Total (w/options)	\$1,045,200
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 put BNA at risk of violating the National Pollutant Discharge Elimination System (NPDES) permit. The permit requires BNA to implement tools and practices, such as oil water separators, to minimize impacts to the streams.

## STAFF ANALYSIS

### Operations Committee

Date: May 14, 2025

Facility: Nashville International Airport (BNA)

Subject: Purchase of Aircraft Rescue and Fire Fighting (ARFF) Vehicle

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#### I. Recommendation

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

- 1) Accept the proposal by Rosenbauer for the purchase of a new Airport Rescue and Fire Fighting (ARFF) vehicle; and
- 2) Authorize the Chair and President & CEO to execute the purchase of the ARFF vehicle with Rosenbauer for \$1,266,348.

#### II. Analysis

##### A. Background

The Department of Public Safety (DPS) ARFF is designated as a Safety Index D under CFR Title 14, Chapter I, Subchapter G, Part 139, Subpart D, Section 139.315, and currently operates five (5) vehicles for aircraft rescue and firefighting.

Foxtrot 1: 2024 Rosenbauer (3,500 gallon) 1,975 miles / 324 hours  
Foxtrot 2: 2020 Rosenbauer extendable turret (3,000 gallon) 5,149 miles / 1,127 hours  
Foxtrot 3: 2021 Rosenbauer (3,000 gallon) 4,487 miles / 966 hours  
Foxtrot 4: 2013 Rosenbauer Airwolf Rapid Response (300 gallon) 13,288 miles / 2,711 hours  
Foxtrot 7: 2001 Oshkosh (3,000 gallon) 19,754 miles / 3,159 hours

This purchase will be a Rosenbauer Panther ARFF vehicle, and will carry 3,170 gallons of water, 420 gallons of foam and 500 pounds of dry chemical. The truck will be equipped with hands-free radio operations, a tablet loaded with aircraft information and charts, ladders, medical supplies and all the equipment necessary to fight exterior and interior aircraft fires. This truck will also be equipped with heavy rescue equipment, wreckage stabilization equipment, and non-sparking tools for use in fuel related incidents. It is a current industry leading vehicle and will improve all aspects of responding to aircraft emergencies.

This truck will replace the 2001 Oshkosh, 3,000-gallon truck, Foxtrot 7, which is currently still in use at DPS. Foxtrot 7 has high maintenance costs and is slower to the scene of an emergency and harder to operate than the Rosenbauer trucks. Disposition will be evaluated, and it may either be held as an additional future resource or sold.

MNAA is utilizing a national purchasing agreement to ensure a mechanism is in place for procurement.

MNAA's Purchasing Department approved the use of Sourcewell contract 113021-RSD which was awarded under a cooperative purchasing agreement utilizing a nationally competitive public solicitation process. A quote was requested from Rosenbauer to supply a new and unused, well-designed, self-contained and properly engineered diesel-powered ARFF vehicle.

Specifications include:

- The ARFF vehicle shall consist of a crew cab on a 6x6, custom chassis with single tires. It is to be all-wheel drive, single engine diesel powered, with an automatic transmission.
- The fire-fighting package shall include a water tank with a minimum capacity of 3,170 gallons (12,000 liters) and a liquid foam agent concentrate tank with a working capacity sufficient for two tank loads of water at the maximum tolerance specified in NFPA 412.
- The unit shall contain all component parts necessary for a water/foam proportioning system capable of expelling agent through a cab-controlled roof turret, a bumper turret or handlines(s).
- The system shall be operable from the cab and exterior of the vehicle.
- The ARFF vehicle shall be designed and constructed to facilitate operation by a single fire fighter if needed, when steering, operating the turret and pumping in the water/foam and dry chemical mode.
- The vehicle shall have all-wheel drive to permit the vehicle to perform both on and off road in all weather conditions.
- The unit shall comply with all requirements of FAA Advisory Circular #15-5220-10E and NFPA 414 standards in effect at the time of quote.

Rosenbauer Minnesota, LLC submitted a proposal in November 2024 as follows:

One (1) Rosenbauer Panther 6x6                      \$1,266,348.00

This project is in the FY26 Capital Improvement Plan (CIP), which was approved by the Board on April 16, 2025.

## **B. Impact/Findings**

MNAA SMWBE Goal:	Race and gender neutral
Anticipated Purchase Date:	July 01, 2025
Lead Time:	600 Days
Anticipated Receipt Date:	March 2027
Contract Cost:	\$1,266,348
Funding Source:	100% MNAA Airline Investment Fund

## **C. Strategic Priorities**

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



**D. Options/Alternatives**

1. Do Nothing: Requires MNAA to continue to operate the aging 2001 Rosenbauer vehicle as a prime ARFF vehicle.

## STAFF ANALYSIS

### Operations Committee

Date: May 14, 2025

Facility: Nashville International Airport (BNA)

Subject: Purchase of MB5C Multi-Tasking Snow Removal Machine

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#### I. Recommendation

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

- 1) Accept the proposal by MB Companies, Inc. for the purchase of one (1) new MB Company MB5C Multi-Tasking Snow Removal Machine; and
- 2) Authorize the Chair and President & CEO to execute the purchase of the MB5C Multi-Tasking Snow Removal Machine with MB Companies, Inc. for \$1,117,675.12.

#### II. Analysis

##### A. Background

The Maintenance Department is responsible for and facilitates the snow removal of all runways and taxiways at BNA. This MB5C will replace an aging 1998 Oshkosh H-2718 with Sweepster broom head (MEQ6363) that has exceeded its useful life expectancy. During FY 2022, we had seven (7) winter weather events, FY 2023 we had two (2) winter weather events, FY 2024 we had one (1) weather event that lasted seven (7) days, and FY 2025 we had two (2) winter weather events. During these events, we did not have the use of (MEQ6363) 1998 Oshkosh H-2718 with Sweepster broom due to parts availability and repair times. These downtimes made it extremely difficult to keep two (2) of the four (4) runways open at all times.

The airlines have recommended and approved using the MNAA Airline Investment Fund to cover 100% of the cost of one (1) Multi-Tasking Snow Removal Machine.

This purchase is for one (1) M-B Company MB5C Multi-Tasking Snow Removal Machine with Cradling Broom Cab Forward Heavy Duty 4X4 Chassis with front mount plow, 20-foot snow broom and rear-engine powered ultra-high-capacity blower with dual chutes. The equipment will be outfitted with radios and lights to be operated on the airfield. This unit is a current industry leading machine and will improve all aspects of responding to snow events to include Driver Assist System that allows oversight of our SRE equipment and aids each operator during snow operations.

Disposition of MEQ6363 will be sold upon delivery of this MB5C.

MNAA is utilizing a national purchasing agreement to ensure a mechanism is in place for procurement. MNAA's Purchasing Department approved the use of Sourcwell contract 111522 which was awarded under a cooperative purchasing agreement utilizing a nationally competitive public solicitation

process. A quote was requested from MB Companies, Inc. to supply a new and unused, well-designed, self-contained and properly engineered diesel-powered Multi-Tasking Snow Removal machine.

Specifications include:

- Cab Forward Heavy Duty 4X4 Chassis with Four-wheel steering with 27,000-pound rear drive/steer axle
- 496 HP, electronic turbocharged diesel engine
- 500 RPM 20-foot broom head
- 400 mph blower

MB Companies, Inc. submitted proposals in April 2025 as follows:

One (1) MB5C Multi-Tasking Snow Removal Machine	\$1,117,675.12
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This project is in the FY26 Capital Improvement Plan (CIP), which was approved by the Board on April 16, 2025.

#### **B. Impact/Findings**

MNAA SMWBE Goal:	Race and gender neutral
Anticipated Purchase Date:	July 01, 2025
Lead Time:	500 Days
Anticipated Receipt Date:	November 2026
Contract Cost:	\$1,117,675.12
Funding Source:	100% MNAA Airline Investment Fund

#### **C. Strategic Priorities**

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

#### **D. Options/Alternatives**

1. Do Nothing: Requires MNAA to continue to operate the aging 1998 Oshkosh Snow Sweepster as a prime Snow Removal Equipment machine.