

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



Date/Time: Wednesday, June 11, 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

I. CALL TO ORDER

II. PUBLIC COMMENTS

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

III. APPROVAL OF MINUTES

May 14, 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. New Horizon NES Invoices (Concourse A & TARI)
2. Concourse A Builder's Risk Insurance

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: May 14, 2025

Location: Metropolitan Nashville Airport Authority
Tennessee Boardroom

Time: 9:00 a.m.

Committee Members Present:

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

Committee Members Absent:

None

Other Board Members Present:

Andrew Byrd

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman,
Marge Basrai, Kristy Bork, Daniel B. Brown, John Cooper,
Kristen Deuben, Randy Dorsten, Adam Floyd, Traci Holton,
Eric Johnson, Lisa Leyva, Carrie Logan, Rachel Moore,
Stacey Nickens, Brandi Porter, Josh Powell, Robert Ramsey,
and Puneet Vedi

I. CALL TO ORDER

Chair Granbery called the Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning (Operations) Committee to order at 9:00 a.m. pursuant to Public Notice dated May 9, 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 April 19, 2025 Operations Committee meeting. Vice Chair Joslin made a motion, and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

Commissioner Byrd stated he would like to add that he is very impressed by the Operations Committee's attendance.

IV. CHAIR'S REPORT

Chair Granbery had no Chair's report.

V. ITEMS FOR APPROVAL

1. CGMP3 of 4 for Central Ramp Expansion (Fill Placement & Drainage Infrastructure)

President Kreulen introduced Traci Holton, VP, New Horizon, to brief the Commissioners on the Component Guaranteed Maximum Price 3 (CGMP3) for Central Ramp Expansion. Ms. Holton stated CGMP3 consists of installation of drainage infrastructure and the placement of fill material. This Amendment is for \$135M NTE and there is no change to SMWBE participation or the schedule.

Commissioner Byrd asked if it is within budget. Ms. Holton replied yes, it is within budget, and she anticipates the full budget will be used with CGMP4 in July, which she will come back to the Operations Committee then. President Kreulen added that this \$135M for CGMP3 will fill the hole with rock and put in the drainage, and the last CGMP4 will put the concrete top on it. Chair Granbery asked what the stream mitigation number is in the revised budget. Ms. Holton replied that MNAA spent \$1.7M on the mitigation permitting. Chair Granbery asked if it was bought from Stones River. Ms. Holton replied Cedar Forest. MNAA committed to Year 1, which was over \$3M and banked some credits there. MNAA committed to Year 2, which is about the same amount that will come due soon. MNAA has the first right of refusal for Years 3 and 4, which we anticipate is about the same \$780K credit a year max.

Chair Granbery asked if Tennessee Department of Environmental Compliance (TDEC) or Metro were required to be in the Stones River watershed. Ms. Holton replied TDEC prefers it to be in the same watershed, which BNA splits into two watersheds. Metro's Variance Committee was satisfied with that because this all drains to the Cumberland River and will benefit 60 miles

through Davidson County. President Kreulen stated MNAA reached out to the Mayor's staff, Scott Potter and Metro Water to get it through the Variance Committee, and it was approved there. Ms. Holton added MNAA set it up for future ones to go through the same course.

Ms. Holton requested that the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute Amendment 2 for Component Guaranteed Maximum Price #3 (CGMP3) for \$135,000,000 NTE.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

2. CGMP2 of 4 for Concourse A Reconstruction (Enabling, Demo, Foundations, etc.)

Ms. Holton stated the CGMP2 of 4 for Concourse A Reconstruction scope includes enabling construction/relocations, building renovations, site utilities, demolition, building foundations, turnkey concrete, jet fueling, structure steel and passenger boarding bridges. Hensel Phelps Construction Co. is the contractor. The amount is \$110,206,783. MNAA added that CGMP4 may be needed for the Central Core, which will be included in the original construction budget of \$657M. There is no change to schedule and no change to SMWBE participation.

Ms. Holton requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute Amendment 1 for Component Guaranteed Maximum Price #2 (CGMP2) to Hensel Phelps for \$110,206,783.

Commissioner Byrd asked if this comes out of bond funding. Ms. Holton replied yes. President Kreulen stated regarding CGMP2, as soon as Concourse D opens, they will demo and purchase the steel and add the foundation. At the end of this, we will run out of cash funding, but have the

framed steel building, and then CGMP3 will add the shell to the building, on budget and on schedule. Ms. Holton stated MNAA will return to the Operations Committee in October with CGMP3. Commissioner Byrd asked when this demolition would commence. Ms. Holton replied in October, we are currently working on enabling work, then cutting off the utilities, and then relocating tenants.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

3. Task Order for Design of Taxiway Fillet Widening (TDG6)

President Kreulen introduced Puneet Vedi, VP, Airport Capital Planning, to brief the Commissioners on the Task Order for Design of Taxiway Fillet Widening (TDG6). Mr. Vedi stated this Task Order is for design, bidding, and construction administration services for Taxiway Fillet Widening – Taxiway Design Group 6 (TDG6), which was approved in the amended FY25 CIP. This requires an increase to the Not-to-Exceed (NTE) Limit of the On-Call Engineering Services Contract from \$5,000,000 to \$7,500,000 for Year 2. On August 16, 2023, the Board approved an Engineering On-Call contract to Garver for 3 years (one-year term with two one-year renewals) and an NTE limit of \$5M/year. As of April 28, 2025, MNAA is reaching 4 months remaining on that contract. Mr. Vedi stated based on the expected projects engineering has, MNAA is recommending the Board to amend and increase the On Call Engineering Services Year 2 contract in the amount of \$7.5M. Additionally, on March 13, 2025, Garver submitted a Scope of Work and Fee Proposal in the amount of \$650,820 for design, bidding, and construction administrative services for the Taxiway Fillet Widening project. The current SMWBE participation is 10% MBE and/or WBE on the On-Call Engineering Services Contract. This project is 100% funded by MNAA.

Commissioner Byrd asked what the rationale is for the increase of \$2.5M. Mr. Vedi replied that we have existing projects that were not identified in the initial request, and we have other projects that are coming forward, including the next task order request for some repair work that was not included in the original request. Commissioner Byrd asked if this is additional engineering services. Mr. Vedi replied, yes. Chair Granbery asked if this is mandated. President Kreulen replied yes, when MNAA came to the Board and laid out all the things that needed to be done, we requested \$5M of engineering services per year to get all the projects done. The next project coming up has some pavement failure, and that is causing an increase in the budget. On all of these fillets we have to widen all of those corners so larger airplanes can land and taxi in to park. That is the one we are trying to get done by April of next year, because British Airways wants to go from a 787 to 777 with 300 seats daily to London.

Commissioner Joslin asked if it is Category 6. President Kreulen replied it is a Taxiway Design Group 6, which is still a Category 5 airplane. Commissioner Byrd asked if this contract includes part of the construction. Mr. Vedi replied that this includes construction administration, having engineer oversee construction. The actual construction will be a project that will be bid out in the future. President Kreulen stated they will design this and be out here to make sure that whoever wins the bid builds it like we want it; they are our inspectors at that point. Commissioner Byrd asked if we have a contractor picked. Mr. Vedi replied not yet. This is only for the design for bidding to retain a contractor. President Kreulen stated that Garver had been picked to do the design previously.

Commissioner Sullivan asked if the additional repairs are required because the infrastructure is not meeting the anticipated life. Mr. Robert Ramsey, EVP, CDO, answered that will be the next item presented, T4 and Apron. There is a combination of factors, the Apron is original to the terminal construction in 1987, so the pavement is reaching its service life; we have had increased traffic, especially the last 10 years; and larger group aircraft. As a result, we are seeing more pavement failures. Commissioner Sullivan asked if this would be used for maintenance. Mr. Ramsey replied that it could be used from the design perspective on designing repairs because it is an On-Call contract for design services. Commissioner Sullivan stated that the additional work that will be done beyond the \$650K against the \$2.5M will have some projects out there that may be happening. Mr. Ramsey replied there are two factors, some planned work where we know of

some pavement areas with the terminal apron projects that we are going to have to make some repairs and the other is a little margin of safety if we have other issues that pop up like pavement failures that need to be addressed. Being able to issue a task order to quickly address it gives us some flexibility. Commissioner Sullivan asked if the repairs are necessary due to the pavement design not meeting the intended life. Mr. Ramsey replied that the pavement designs did reach their life, and we are seeing a little higher failure rate than the study from 3 years ago indicated due to increased volume and aircraft size.

Commissioner Byrd asked if Garver is an engineering firm. President Kreulen replied yes. Commissioner Byrd asked if Garver is local. President Kreulen replied yes. Chair Granbery stated that the On Call Contract gives you the ability to move fast. President Kreulen replied the concrete is all meeting its design life, and as one area fails and we close it for safety to prevent rocks from getting sucked up in engines, then all the airplanes go to the next taxiway, and the extra burden on that taxiway is now causing that one to fail. Commissioner Sullivan asked if there is a schedule for replacing all the runways and if it is staggered. President Kreulen replied that runways could last 20 – 30 years. During Covid, MNAA replaced everything on Runway 2R, dug it down 6 feet, and brought it back up. Now, every 5 years there is a Pavement Condition Index (PCI) in the maintenance program, and we have a long-range plan. BNA is 80% green.

Mr. Vedi recommended the Operations Committee recommend to the Board of Commissioners that it: 1) authorize the increase the On-Call Engineering Services Year 2 NTE limit to \$7,500,000, and 2) authorize the Chair and President & CEO to execute the proposed Task Order through the Engineering On-Call Contract with Garver for \$650,820.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

4. Task Order for Rehabilitate T/W T4 @ T/W Lima and South Terminal Apron

Mr. Vedi stated this Task Order is for Rehabilitation of Taxiway Tango 4 at T/W Lima & South Terminal Apron Intersection and presented a diagram showing Tango 4 (yellow box) at Lima and South Terminal Apron (blue Box). This Task Order is for the full reconstruction of 2,000 SY of failing concrete with 17" of FAA-specified P-501 concrete. On November 20, 2024, the Board approved the On-Call contract for Airfield Pavement Repairs with Hi-Way Paving, Inc. for 5 years. Hi-Way submitted a proposal utilizing the On-Call for \$2.5M NTE, and the contract start date is May 2025 and ends June 2025. The SMWBE commitment is 11.36% MBE and/or WBE.

Mr. Vedi recommended the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute the proposed Task Order with Hi-Way Paving, Inc. in an amount Not-to-Exceed \$2,500,000.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

5. Construction Contract for Rehabilitate T/W S/S6/S7/T4 Intersection and Wind Cone Relocation (Resolicit)

President Kreulen stated this approval item has "Resolicit" and the reason we are resoliciting is because all the previous contracts you have seen were bid before the Secretary of the Department of Transportation issued guidance on compliance with federal law. MNAA has had some legal analysis of federal law and new Executive Orders and how we comply. He had a call with the large hub airport CEOs yesterday, and one of our attorneys, Ted Morrissey, also discussed this issue at the ACI Legal Conference. Some of the bidders did not meet the goal and may have been

disqualified, which could cause a lawsuit. MNAA wants a 30-day pause and will discuss this at the Management Committee meeting so that we do not expose MNAA to possible lawsuits by those who did not win this bid. We will move forward once we have had time to discuss. Commissioner Byrd asked if this is a matter of complying with the FAA. President Kreulen replied yes. MNAA is getting guidance from the Administration, and the FAA is saying that we may be at risk of losing grants if we do not comply with federal law and the Executive Order.

6. Contract for Custodial Services (Resolicit)

President Kreulen stated this is another item we will put on hold, exercise a renewal option, and resolicit in the future.

7. Contract for Vehicle and Equipment Fuel Services for BNA & JWN

President Kreulen introduced Daniel B. Brown, VP, Facility Management, to brief the Commissioners on the Contract for Vehicle and Equipment Fuel Services for BNA and JWN. Mr. Brown stated this contract is to provide an unlimited/uninterrupted supply of non-ethanol and diesel fuel on hand twenty-four (24) hours a day, 365 days a year for MNAA vehicles and equipment at BNA and JWN. On January 31, 2025, a Request for Proposal (RFP) was issued, and MNAA received 1 bid from Kimbro Oil Company, the incumbent. The contract will start on June 1, 2025, for a five-year term with an estimated contract value of \$1.75M. The solicitation was race and gender neutral, and the funding source is the O&M budget. Commissioner Byrd asked if the contract includes fuel. President Kreulen replied yes, this is for purchasing the fuel. Kimbro Oil Company will provide BNA with gas and diesel. The normal budget is around \$330K per year and this contract is for \$350K. This contract will make sure that Kimbro Oil Company is available 24 hours a day to provide gas and or diesel for BNA and JWN.

Vice Chair Joslin stated Kimbro Oil Company has had this contract for a while. President Kreulen replied correct, 12 different companies downloaded the bid, but only Kimbro Oil Company submitted a bid. It is a big ask for a company to be able to come out here 24 hours a day.

Chair Granbery stated JWN has 100K gallons of fuel at \$3.50 a gallon, and there are a lot of vehicles out there. Mr. Brown stated as of now we spend \$2.44 per gallon of non-ethanol regular and

\$2.80 a gallon for diesel. Commissioner Byrd stated the price will vary over the next 5 years and asked if they are doing a fixed price. President Kreulen replied no, if the price goes up for us, we are trying to live within that budget of \$350K per year.

Mr. Brown requested the Operations Committee recommend to the Board of Commissioners that it accept the proposal submitted by Kimbro Oil Company, for the Vehicle and Equipment Fuel Services Contract for BNA and JWN; and authorize the Chair and President and CEO to execute the contract for vehicle and fuel services with Kimbro Oil Company for \$1,750,000.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

8. Contract for Oil Water Separator Cleaning

Mr. Brown stated that the Contract for Oil Water Separator Cleaning is to clean 10 oil water separators twice per year to ensure BNA complies with the National Pollution Discharge Elimination System Permit. It is recommended to be awarded to Hull's Environmental, Inc. to start on June 1, 2025, with a one-year contract with 3 one-year options. The contract cost per year is \$261,300. This system takes out all of the petroleum products from the rainwater, and then the rainwater goes into our treatment system or creek, wherever it is designed to go. Then the petroleum products have to be cleaned out. This will be financed out of the O&M budget. Commissioner Byrd asked if it was bid out. President Kreulen replied yes, it was competitively solicited.

Mr. Brown requested the Operations Committee recommend to the Board of Commissioners that it accept the proposal submitted by Hull's Environmental, Inc., for the Oil Water Separator

Cleaning Contract; and authorize the Chair and President and CEO to execute the contract of Oil Water Separator Cleaning with Hull's Environmental, Inc. for \$1,045,200.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

9. Purchase of Aircraft Rescue and Fire Fighting (ARFF) Vehicle

Mr. Brown stated the purchase of the Aircraft Rescue and Fire Fighting (ARFF) Vehicle will replace the 2001 Osh Kosh firetruck. The cost is \$1.3M with an anticipated purchase date of July 1, 2025 and anticipated receipt on March 1, 2027. It is funded through the Airline Investment Fund. Chair Granbery asked if this vehicle has the capacity to penetrate the fuselage. Mr. Brown replied yes, it does have that option.

Mr. Brown requested the Operations Committee recommend to the Board of Commissioners that it accept the proposal by Rosenbauer for the purchase of 1 new Airport Rescue and Fire Fighting (ARFF) vehicle; and authorize the Chair and President & CEO to execute the purchase of the ARFF vehicle with Rosenbauer for \$1,266,348.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

10. Purchase of Aircraft Multi-Tasking Snow Removal Machine

Mr. Brown presented the Purchase of Aircraft Multi-Tasking Snow Removal Machine. It will be purchased from MB Companies, Inc. on July 1, 2025 with an anticipated receipt date of November 1, 2026. The purchase price is \$1.1M funded by the Airline Investment Fund and is under a Sourcewell contract.

Mr. Brown requested the Operations Committee recommend to the Board of Commissioners that it accept the proposal by MB Companies, Inc. for the purchase of 1 new M-B Company MB5C Multi-Tasking Snow Removal Machine; and 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. Chair Granbery stated the video he saw of this machine in operation was amazing. Mr. Brown stated MNAA has 2 machines now and with this new purchase MNAA should be able to clear a runway in 17 – 19 minutes.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

VI. INFORMATION ITEMS

1. BNA Development Update

President Kreulen stated the Concourse D Extension completion is 49 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 MNAA has coordinated with Southwest Airlines to begin flying on July 8, 2025. He presented several photographs of the connector moving walkway, the record node, and the outdoor terrace. President Kreulen stated Concourse A Ramp Paving has 1,195 out

of 1,565 panels placed with substantial completion on July 21, 2025. He stated the Transportation Network Company (TNC) Holding Lot opened May 13, 2025, increasing from 115 to 320 stalls and from 5 to 10 restrooms. There are 24-hour guards, cameras, fencing, shade trees and it seems to be working well. Rematch will begin in June, where a person gets dropped off in a Ride-Share, and another person gets matched to that Ride-Share, and there will not be two cars coming in and out, which will save on traffic.

Chair Granbery asked regarding Concourse D when the Concessions open and who those concessions are. President Kreulen replied they will be there on July 8, 2025. Every Thursday the team receives an update on the status of the Concessions and they are all on schedule. The concessionaires are 3rd & Broadway, Sandella's Flat Bread Café, The Castle, New Heights Cantina & Taqueria, Flytes Virtual Dining Hall, Nashville Tracks and Martini.

Commissioner Byrd inquired if what happened in Newark happened at BNA and what the impact would be. President Kreulen replied that Newark closed the runway for maintenance and then had power outages related to radios or radar. Between Philadelphia and Newark, they lost communication which caused havoc in the aviation system. United Airlines may have cut 40 – 50 flights a day, and the revenue to airlines and the airport may be huge. The Transportation Secretary plans to invest money over the years ahead, but that will take a while. Mr. Adam Floyd, COO, has had several great discussions with the FAA in DC, and they have been to BNA. It is good to meet with the FAA and build relationships, and they made the statement recently that Nashville is the new Atlanta or Charlotte. Also, there have been discussions regarding the new tower site. There may be plans to have more Air Traffic Control Tower operators here at BNA. MNAA signed a lease for the FAA to build a simulator in our Gold Building, where they can train and then move to the real Air Traffic Control Tower. Commissioner Byrd asked if that is a local issue or systemic. President Kreulen replied that the FAA has an aging infrastructure and may have been waiting too long to update systems. Commissioner Byrd asked if this is all FAA money. President Kreulen replied yes, this is all FAA money. Commissioner Byrd asked how we reassure ourselves that they are doing a good job. President Kreulen replied we are in a good position because we are working with them on the next tower, and once we site it and we know they have funding, we have given them a free location where they will not bother BNA at all. They will need to secure their funding.

2. JWN Development Update

President Kreulen stated that JWN is still really busy. Parcel 1, DN LLC, sitework is almost complete, and they are waiting on the plumbing company to run pipes and then pour concrete. Parcel 6/7, Jet Access, is still moving through permitting and finalizing grading permits with Metro. Parcel 8/9, Jet Right, submitted a 7460 for approval. Parcel 10, MNPD, completed subgrade work, and the next step is installing under-slab utilities and pouring the pad.

President Kreulen stated the 2nd FBO Atlantic Aviation Development is expecting a 30% design review by mid/late May. The developing construction timeline will be more detailed soon.

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 9:41 a.m.

Andrew W. Byrd, Board Secretary

STAFF ANALYSIS

Operations Committee

Date: June 11, 2025

Facility: Nashville International Airport

Subject: New Horizon - Nashville Electric Service Invoices (Concourse A & TARI)

I. Recommendation

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

- 1) Authorize the Chair and the President and CEO to pay multiple Nashville Electric Service (NES) invoices to relocate transmission lines and transformers impacted by the New Horizon program I & II Programs at a Not-to-Exceed amount of \$11,600,000.

II. Analysis

A. Background

The existing NES service to the airport runs from the pole farm, next to the old Cell Lot, underground through Lot A and behind the garages to the CUP. This infrastructure conflicts with the expansion of Lot B and the new CONRAC (Projects TARI Phases 3.1 and 3.2, and new CONRAC). To eliminate conflicts with the existing NES infrastructure, the pole farm will be relocated to the north boundary of the airport and a new multi-conduit underground pathway will be constructed. The pathway will run from the new pole farm, located on the west side of Old Donelson at I-40 through Lot B to the new revenue plaza, then east along Fly Nashville Way and south in the area between New Donelson and Terminal Drive to near the CUP. In addition to the main pathway, branches will be constructed to connect to provide service to Concourse A, existing and new CONRAC, the garage, Admin Building, Hotel, and CUP/Terminal. Redundant circuits from the Donelson substation and Airport substation will be included for all these facilities. The pathway will be constructed by MNAA then the new cables and associated equipment will be installed by NES.

Additionally, to reconstruct Concourse A, NES will first provide one new 5,000 kVA 4160V transformer adjacent to the CUP and remove the two transformers located adjacent to Concourse A. This scope will be completed in the summer of 2025. Second, NES will add two new 5000 kVA transformers, one on the Donelson side next to CCA and the other one on the Airport side next to the CUP. This work will occur sometime after Summer 2026.

Pre-payment to NES is required before starting work. MNAA is responsible only for the actual costs expended by NES.

Costs are within the Concourse A Reconstruction \$855,000,000 New Horizon I Budget and Terminal Access Roadway Improvements (TARI) \$300,000,000 New Horizon II budget.

B. Impact/Findings

Invoice Costs:

- Concourse A Reconstruction:	\$ 1,600,000 NTE
- TARI Ph 3.1 and 3.2:	<u>\$10,000,000 NTE</u>
Total	\$11,600,000 NTE

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 complete TARI Phase 2 or construct the TARI roadway as currently proposed.

STAFF ANALYSIS

Operations Committee

Date: June 11, 2025

Facility: Nashville International Airport

Subject: Concourse A Builder's Risk Insurance

I. Recommendation

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

- 1) accept the Builders Risk policy for the Reconstruction of Concourse A at a Not-To-Exceed ("NTE") amount of \$4,100,000; and
- 2) authorize the President and CEO to execute the Builder's risk policy with Marsh.

II. Analysis

A. Background

- I. On March 15, 2023, MNAA staff requested and received approval from the Board of Commissioners to authorize the President and CEO to execute Builder's risk policies for the Concourse D Extension and Baggage Handling System projects. At the time of approval, MNAA staff stated they would come back to the Board of Commissioners to seek approval for other projects when the projects were closer to starting. As a reminder, Builder's Risk insurance protects owners and contractors in the event of direct physical loss of or damage to a project; and typically includes building materials while in transit, awaiting installation, or being installed. Builder's risk insurance is most often purchased by a project owner for major capital projects and includes owner's interest of the general contractor or project manager and all subcontractors. The advantages of the owner-controlled builders risk policies include:

- Owner controls its reputational risk associated with each project as MNAA would be getting the attention even if the loss is caused by a contractor.

III. Owner is the principal insured and controls all aspects of coverage terms and conditions.

- Owner has the ability to tailor policy to specific project requirements.
- Limits liability dedicated to specific project.
- Ensures insurer financial ratings and claims paying experience to the satisfaction of the owner.
- Duration of coverage – policy will be in effect for entire project period and can ensure any repairs meet MNAA expectations.

The Builder's Risk policies are purchased on a project specific basis. The threshold for a builder's risk project is any building or structure project over \$10 million. Any project under \$10 million is covered by our property coverage for owner losses. Currently, the estimated cost for builder's risk policies is 0.48% of the contract value.

Since Builder's Risk policies are project specific and with an uncertain property market, MNAA seeks approval for a Reconstruction of Concourse A builder's risk policy as the construction phase is set to begin in the next couple of months. When other projects that are subject to the above criteria are approved and close to starting, MNAA will then bring these policies to the Board of Commissioners for approval.

Impact/Findings

The overall estimated cost of the policy is as follows:

Estimated Premiums		
Concourse A Construction	\$	855,000,000
Estimated rate of Builder's Risk		0.48%
Proposed Not to Exceed (rounded)	\$	4,100,000

The proposed program premiums are included as part of the individual project budgets. Marsh will market the policy individually to ensure that the deductible and premium are appropriate based on market conditions.

A. Strategic Priorities

- Invest in BNA
- Prepare for the Unexpected

Options/Alternatives

Not approve builder's risk insurance policy and require each contractor to supply their own coverage. For a Project of this scale, size and exposure it is not recommended as there are too many uncertainties regarding the quality, limits, and availability of general contractor provided coverage to give MNAA adequate protection.