

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



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Date/Time: Wednesday, July 9, 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 July 7, 2025, at 9:00 a.m.

III. APPROVAL OF MINUTES

June 11, 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. CGMP 1 Progressive Design-Build Contract for Parking/CONRAC/TARI
2. CGMP 4 of 4 for Progressive Design-Build Contract for Central Ramp
3. Construction Contract for Dedicated Valet/Hotel Lane
4. Amendment 1 to Concourse A Design Contract – Central Core Design and Construction Services

VI. INFORMATION ITEMS

1. Master Plan Update – Aviation Forecast
2. BNA Development Update
3. JWN Development Update

VII. ADJOURN

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



Date: June 11, 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:

Joycelyn Stevenson, Glenda Glover, Glenn Farner

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman,  
Marge Basrai, Adam Bouchard, John Cooper, Kristen  
Deuben, Aaron Flake, KC Hampton, Traci Holton, Eric  
Johnson, Roman Keselman, Lisa Leyva, Carrie Logan, Rachel  
Moore, Ted Morrissey, Brandi Porter, Robert Ramsey, and  
Steven Woods

## 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 June 6, 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 May 14, 2025 Operations Committee meeting. 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.

IV. CHAIR'S REPORT

Chair Granbery congratulated President Kreulen and the MNAA Staff on the opening of the new interchange. He knows it has been a tremendous amount of work in keeping everyone moving. He realizes that there will always be confusion and complaints. But overall, it is a great accomplishment, all the work, the number of passengers coming into BNA, and the amount of work that is not only day-to-day operations. He also thanked Tennessee Department of Transportation (TDOT) for their work and the Board members for their leadership and approval of the incentive to get it done early. The Diverging Diamond Interchange (DDI) turned out well.

Vice Chair Joslin stated with all due respect it took Ms. Holton 22 years to get it done.

V. ITEMS FOR APPROVAL

1. New Horizon NES Invoices (Concourse A & TARI)

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 the future New Horizon Nashville Electric System (NES) Invoices are for the Concourse A and TARI projects. She stated the existing NES service to airport runs from pole farm, next to old Cell Lot, and needs to be relocated to make way for the new parking Lot B. As well as the existing transformers that feed Concourse A are in the footprint of the future Concourse A so those will have to be relocated. Ms. Holton presented a diagram showing the locations of the transformers and pole farms. MNAA will reroute all the cabling to a new safe location and hope to never have to touch it again, never say never. MNAA has estimates from NES for Concourse A work for \$1.6M NTE. The \$10M for the TARI is an estimate of \$10M NTE by engineering. MNAA must pay NES up front so there will not be a delay. TARI 3.1 is under contract by Civil that the Board approved in April, will start working on it soon. MNAA is being proactive for TARI 3.1 and 3.2.

Vice Chair Joslin asked if NES wants their money up front. Ms. Holton replied they will do a design, and then an estimate and they will invoice us for the estimate. MNAA will pay it and track their actual costs, and normally we get money back, but sometimes they are owed money back.

Chair Granbery asked if it is discounted based on future use. Ms. Holton replied that the work itself is not discounted based on future use. Mr. Robert Ramsey, EVP, Chief Development Officer, stated for customer-based utility work of this size, the customer pays upfront for the initial work, and have a discounted rate or rate structure that is not incorporated into that. It is a discounted rate because we are a large commercial utility customer but we must make improvements. Chair Granbery stated based on the discounts, we can look 20 years out and get money back. Mr. Ramsey replied yes. Vice Chair Joslin stated he thought the Board had recently approved that rate. Mr. Ramsey stated yes, we did, it is on a large customer contract. President Kreulen replied it was 11.6kw, about a 50% discount for being a large user.

Ms. Holton requested that the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to pay multiple NES invoices impacted by the New Horizon I and II programs for \$11,600,000 NTE.

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.

## 2. Concourse A Builder's Risk Insurance

President Kreulen introduced Kristen Deuben, VP, Finance, to brief the Commissioners on the Concourse A Builder's Risk Insurance. Ms. Deuben stated on March 15, 2023 the Board approved the CEO to execute Builder's risk policies for Concourse D Extension & BHS projects. At that time, President Kreulen stated we would come back for approval as other projects were closer to starting. As a reminder, Builder's risk insurance protects owners and contractors in the event of a direct physical loss or damage to a project. Builder's risk policies are purchased on a project-specific basis. The estimated cost of the reconstruction of the Builder's risk policy for the

reconstruction of Concourse A is 0.48% of the contract value (\$855M) estimated about \$4.1M. The proposed premiums will be paid by the individual projects.

Vice Chair Joslin asked if the contractors are putting up their own bonds, and if so, why are we doing a builder's risk. Ms. Deuben replied in case anything comes through that damages the actual project. It is not a performance bond that the contractor has, this would be in case the roof leaks, or something is damaged after the fact. MNAA keeps a policy, and because it is our policy, we can issue it. If we had the contractor do the policy, then we would have to work through the contractor to work with their insurance policy. Vice Chair Joslin stated they must guarantee their work, if the roof leaks, they are responsible. Ms. Deuben stated there is a performance bond which is separate from the actual physical damage to the property. President Kreulen stated when we had the risk analysis done from our insurance program, it is cheaper for the airport to buy the builder's risk, because the contractors tend to make money off the airport if we let them buy it.

Chair Granbery stated this is 100% a building industry standard. He asked if MNAA is still using Mr. Davidson. President Kreulen replied yes, he works with Ms. Valerie Hamilton, our Risk Manager.

Ms. Deuben recommended the Operations Committee recommend to the Board of Commissioners that it: 1) approve the Builder's Risk policy for the Reconstruction of Concourse A at \$4,100,000 NTE, and 2) authorize the President & CEO to execute Builder's Risk policy through Marsh.

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 20 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. All gates and concessions will be operational July 8, 2025.

President Kreulen stated Concourse A Ramp Paving has 1,307 out of 1,565 panels placed with substantial completion on July 21, 2025. It should be completed July 21, 2025. He stated TDOT has opened Donelson. The incentive MNAA provided was productive and the terms included damages if they are not as fast as they should be. There is a lot of stuff they still need to do so we will be getting money back. The TNC drop-offs/rematch began on June 2, 2025 and has been successful. We received several comments but with 5K vehicles a day, we have reduced circling the airport. We are happy about that.

Chair Granbery asked if all the concessions on Concourse D Extension will be operational on July 8, 2026. President Kreulen replied yes, and all concessions plan to be open for visitors on the July 1 event; they may not be selling anything that evening, but guests can visit.

President Kreulen stated on Concourse D we have been using Gates 6 and 7 because we closed some Concourse C gates due to the Baggage Handling System. He presented several photographs of the connector moving walkway, the record node, and the outdoor terrace. He stated Gate 9 is being relocated. Our first outdoor lounge is looking great, and we are excited about that.

Commissioner Glover stated she was traveling on Memorial Day weekend and arrived back at D7. President Kreulen replied yes, D6 and 7 are open now due to C gates closed to build out the new Baggage Handling System, so BNA traded some gates with Southwest.

Commissioner Farner asked if we are communicating about why we moved to the new drop-off area for Uber/Lyft. President Kreulen replied yes, we put out some communications early and plan to put out more information. Right now, we communicated that we are saving miles, saving gas, reducing emissions, and we are doing twice as many vehicles as we have been doing because

it is so fast. He stated he has been walking and timing it. Commissioner Farner asked about taxis, and if they are in the same place. President Kreulen replied no. If passengers do not like Uber/Lyft which are approximately 540 feet from the front door, which is 2 minutes, 30 seconds to walk, they can take a taxi, limo or black car. It is less than 50 feet from the front door. President Kreulen explained that Uber/Lyft are now making only one trip, there were 3.5M trips at BNA last year, and now we reduced that to 1.75M with rematch. President Kreulen stated we will continue to reemphasize this to the community.

## 2. JWN Development Update

President Kreulen stated he has very good news to share for JWN. Parcel 1, DN LLC, has utilities installed and foundation and footings complete and are halfway complete with framing. Parcel 6/7, Jet Access, is heading to permitting. Parcel 8/9, Jet Right, submitted a 7460 for approval. Parcel 10, MNPD, completed site work, and we should see steel erected in the very near future.

President Kreulen stated Contour is working on the Temporary Use and Occupancy permit and still waiting on sprinkler system parts on Hangar 3. The 2<sup>nd</sup> FBO Atlantic Aviation Development is expecting a 30% design review by end of June, and they are excited and moving forward to becoming a future tenant.

Vice Chair Joslin asked where the fuel farm would be relocated. President Kreulen replied they are still trying to analyze the best location to place it. Vice Chair Joslin stated it was one time on the South end where those open-air hangars are and he felt that was not the best place for it. President Kreulen stated he was in Atlanta and ran into Aeroplex and they asked how it is going and let them know that we have executed everything we had going. He agreed that at one time Aeroplex had recommended moving down on the South end. He does not think that is where Atlantic is looking but we will come back in the near future.

Vice Chair Joslin reminded everyone that Taxiway Bravo is needed.

Commissioner Farner asked about the status of the project that had the compaction issue. President Kreulen replied that is Metro and they went back to using good rock or some mix of the two and now pouring foundation. Chair Granbery asked how many hangars have their own fuel

farm. President Kreulen replied that the majority of them will have their own tanks. Chair Granbery asked if Metro would. President Kreulen replied no, not Metro.

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 9:23 a.m.

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Andrew W. Byrd, Board Secretary

## **STAFF ANALYSIS**

### **Operations Committee**

Date: July 9, 2025

Facility: Nashville International Airport (BNA)

Subject: Terminal Access Roadway Improvements (TARI) Phase 3.2 (1801D)/ Parking Garage D (2552)/CONRAC (2554) (ie CONRAC) Progressive Design-Build CGMP 1 of 6 (2554)

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#### **I. Recommendation**

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

- 1) Accept the proposal by Messer Sundt JV for the Progressive Design-Build Contract for the Parking / CONRAC / TARI project at the Nashville International Airport (BNA) and,
- 2) Authorize the Chair and President and CEO to execute the Component Guaranteed Maximum Price #1, (CGMP1).

#### **II. Analysis**

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

On January 15, 2025, the Board of Commissioners approved the New Horizon II Program scope and budget. The New Horizon II Program consists of projects that will provide the necessary landside improvements for BNA to handle continued growth up to 40 million annual passengers. The major elements of the program include reconfiguration and expansion of the terminal access roadways and surface parking lots, the relocation of employee parking, and the construction of additional garage parking and a Consolidated Rental Car Facility (CONRAC).

As a major part of the New Horizon II Program, the CONRAC project consists of the following components: design and construction of the roadways, bridges and relocated utilities that will complete the Terminal Access Roadway Improvements (TARI) project, and the construction of a six (6) floor, concrete structure that will contain a new CONRAC facility and the new Parking Garage D.

The roadways scope consists of approximately four (4) miles of new roadways, five (5) bridges needed to complete the terminal loop road and clear the site for the construction of the new CONRAC and parking garage structure. The CONRAC scope consists of an approximate 4,800 vehicle capacity consolidated car rental facility that will include all customer service and vehicle storage areas for the rental car companies serving BNA. The parking garage scope will create approximately 3,000 new parking spaces, and new entry and exit plazas for all terminal-area parking garages. The project also includes the scope necessary to create a pedestrian pathway from the new CONRAC and parking garage to the existing Terminal.

A Progressive Design-Build contract establishes a Guaranteed Maximum Price (GMP) at a date in the future based on the 100% design drawings. For scheduling purposes, and to fast-track the project, “component” GMPs, (CGMP’s) are utilized to provide for early start of critical path items.

A Request for Proposals was advertised on April 21, 2025.

On June 5, 2025, four (4) proposals were received from the following firms: Hensel Phelps, Holder Construction, Messer Sundt JV, Turner Flatiron JV.

The proposals were evaluated on the following criteria:

- Mandatory Requirements
- Team/Individual Qualifications and Experience
- Technical Approach
- Price

A summary of the proposal scores and pricing for CGMP 1 is as follows:

<b>Proposer</b>	<b>Proposal Score</b>	<b>CGMP1</b>
Hensel Phelps	620	\$95,010,879
Holder Construction	698	\$95,427,166
Messer Sundt JV	854	\$78,643,118
Turner Flatiron JV	376	\$116,163,601

Since Messer-Sundt’s scores exceeded the next highest rated firm by 18.3% the Selection Committee elected not to do interviews and proceed with Messer-Sundt. The selection committee determined that the Messer Sundt JV team to be the most qualified for the project based on the following:

1. Relevant experience of the firms and individuals proposed for the project.
2. Detailed project approach that showed creativity with numerous options, understanding of the project scope critical, attention to operational impacts, and a clear understanding of the schedule, including a significant betterment of all milestones and the overall timeline.
3. Price

CGMP 1 includes design, preconstruction phase services, construction phase services and a percent fee for the entire project of 2.95% percent.

The Metropolitan Nashville Airport Authority (MNA) has reviewed the proposals received regarding the referenced MNA project for BNA, and the Authority intends to award a Contract for the CONRAC project to the Messer Sundt JV in the amount of \$78,643,118.00 for CGMP 1.

The breakdown of Messer Sundt JV subcontracting team as presented for CGMP1 is as follows:

<b>Subcontractor</b>	<b>Discipline/Responsibility</b>	<b>Local Firm</b>	<b>BNA Experience</b>
DWA	Architect	No	Yes
AtkinsRéalis	Civil Design	Yes	Yes
Kimley Horn	Civil Design	Yes	Yes
Logan Patri Engineers	Structural Design	Yes	Yes
EMC Structural Engineers	Structural Design	Yes	No
DF&H	Structural Design	No	Yes
I.C. Thomasson Associates	Utilities/Electrical	Yes	Yes
Bjorn Enstrom Fueling	Fueling Systems	Yes	Yes
Burns Engineering	Technology	Yes	Yes
TMP	Architect	Yes	No
Feltus Hawkins Design	Architect	Yes	Yes
Jensen Hughes	Code Consultant	No	Yes
Don Hardin Group	Project Management	Yes	Yes

#### **A. Impact/Findings**

Anticipated Contract Start Date:	July 2025
Duration of Contract:	1,506 Calendar Days
Contract Completion Date:	September 2029
Component Guaranteed Maximum Price 1	\$78,643,118
Component Guaranteed Maximum Price 2	TBD
Component Guaranteed Maximum Price 3	TBD
Component Guaranteed Maximum Price 4	TBD
<u>Component Guaranteed Maximum Price 5</u>	<u>TBD</u>
Total Guaranteed Maximum Price	TBD
Funding Source:	MNAA, CFC

## **B. Strategic Priorities**

- Plan for the Future

## **C. Options/Alternatives**

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

## STAFF ANALYSIS

### Operations Committee

Date: July 9, 2025

Facility: Nashville International Airport (BNA)

Subject: Progressive Design-Build CGMP 4 of 4 for Central Ramp Expansion  
Project No. 2501

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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 accept the proposed Amendment 3 for Component Guaranteed Maximum Price #4 (CGMP4) for paving, lighting, and marking and the Guaranteed Maximum Price (GMP) related to the Progressive Design-Build contract at Nashville International Airport.

#### 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).

The 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 included fill placement and drainage infrastructure. CGMP4 consists of the remaining pavement, lighting, and

pavement markings. This action completes all anticipated CGMPs.

## **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	\$124,790,284.22
Component Guaranteed Maximum Price 4	<u>\$ 54,453,665.78 NTE</u>
Guaranteed Maximum Price:	\$228,665,336.00 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 complete the project, and an failure 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: July 9, 2025

Facility: Nashville International Airport (BNA)

Subject: Construction Contract for Dedicated Valet/Hotel Lane,  
Project No. 2401

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#### I. Recommendation

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

- 1) Accept the bid by Civil Constructors, LLC (Civil) for Dedicated Valet/Hotel Lane at BNA and;
- 2) Authorize the Chair and President and CEO to execute the construction contract for the amount contained herein.

#### II. Analysis

##### A. Background

This project includes roadway improvements at several locations around the terminal complex. These include adding an additional lane to the Valet/Hotel approach, extending the right turn on the Airport Connector, modifying the CONRAC/Garage 2 exit intersection and adding a lane to the GTC entrance and exit. The project also includes rough grading and erosion control north of Parking Lot C.

Work items include pavement demolition, new asphalt pavement, concrete curb and gutter, a drainage system, adjustment of public utilities, grading/earthwork. Utilities will include adjusting fire hydrants and drainage system elements.

An Invitation to Bid for the project was advertised on April 28, 2025.

On June 18, 2025, four (4) bids were received as follows:

Contractor	Bid Amount
Civil Constructors, LLC	\$1,723,976.00
BC Mason	\$1,936,314.02
Cleary	\$2,149,936.00
Jones Bros. Contractors, LLC	\$2,499,917.00
Engineer's Estimate	\$1,437,225.00

Civil's Bid is 20.0% higher than the Engineer of Record's (Atkins North America) opinion of probable construction cost of \$1,437,225.00. Civil's Bid is 11.0% lower than the next responsive bidder. A few differences in unit prices as compared to the Engineer's Estimate were noted in the analysis such as higher costs for miscellaneous demolition, asphalt surface course, traffic control, sign modifications, and thermoplastic markings which together make up a large share of the noted bottom-line difference. Upon this review, it appears the smaller scale project, the relatively constrained site conditions, current work commitments, and market volatility likely contributed to the higher than anticipated unit prices.

The Metropolitan Nashville Airport Authority (MNA) and Engineer of Record, Atkins North America, Inc., have evaluated the bids and determined the bid from Civil, to be responsive and responsible and recommend award to Civil.

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

Anticipated Contract Start Date:	July 2025
Duration of Contract:	108 Calendar Days
Contract Completion Date:	November 2025
Contract Cost:	\$1,723,976.00
Funding Source:	100% MNA

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

- Invest in BNA
- Plan for the Future

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

**Do Nothing:** The "Do Nothing" option will result in continued congestion of airport roadways until the completion of the TARI project.

## STAFF ANALYSIS

### Operations Committee

Date: July 9, 2025

Facility: Nashville International Airport (BNA)

Subject: Professional Services Contract Amendment 1  
Concourse A Reconstruction (Project No. 2406)

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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 execute the proposed Amendment 1 to the professional services contract with Fentress in the amount not-to-exceed \$3,000,000.

#### II. Analysis

##### A. Background

On October 18, 2023, The Board of Commissioners approved the Fentress professional services contract for design and construction administration services for the Concourse A Reconstruction project. Since then, it has been determined to support the passenger flows associated with the additional 10 gates being added as part of the Concourse A Reconstruction project and the siting for the consolidated rental car complex behind the existing parking garages, an expansion to the central core in the Terminal Lobby is needed.

This amendment will allow Fentress to design the expansion of the Terminal vertical circulation core. The expansion will provide additional capacity and redundancy by providing dual up and down escalators from level 1 to level 2, level 2 to 3 and level 3 to 5. Also included is an additional elevator and enhanced door system at the pedestrian bridge entrance into the Terminal Building. Modifications of the hanging art will also be required.

##### B. Impact/Findings

MNAA SMWBE Participation Level:	9.62% MBE and/or WBE
Fentress's SMWBE Participation Level:	14.75% MBE and/or WBE
Anticipated Contract Start Date:	October 2023
Duration of Contract:	5 years
Contract Completion Date:	October 2028
Contract Amount:	\$47,126,684.00
Amendment 1:	<u>\$ 3,000,000.00 NTE</u>
Total Contract Amount:	\$50,126,684.00 NTE

Funding Source:

100% MNAA

**C. Strategic Priorities**

- Invest in BNA and JWN
- Plan for the Future

**D. Options/Alternatives**

**Do Nothing:** The “Do Nothing” option will result in the inability to meet passenger growth projections.