

## Agenda of the Joint Meeting of the MNAA and MPC Operations Committee



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Date/Time: Wednesday, September 10, 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 September 8, 2025, at 9:00 a.m.

III. APPROVAL OF MINUTES

August 6, 2025 Minutes of the Joint Meeting of the MNAA and MPC Operations Committee

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. Construction Contract for Taxiway Fillet Widening (TDG6)
2. Construction Task Order for T/W Alpha South Crack Repair/Seal Coat
3. Design Task Order for AOA Fence Replacement

VI. INFORMATION ITEMS

1. BNA Development Update
2. JWN Development Update

VII. ADJOURN

## Minutes of the Joint Meeting of the MNAA and MPC Operations Committee



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Date: August 6, 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, Glenda Glover, Glenn Farner

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman,  
Marge Basrai, Kristy Bork, John Cooper, Adam Floyd, Traci  
Holton, Eric Johnson, Lisa Leyva, Carrie Logan, Rachel  
Moore, Ted Morrissey, Stacey Nickens, Brandi Porter, Josh  
Powell, Robert Ramsey and Puneet Vedi

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### I. CALL TO ORDER

Chair Granbery called the Joint Meeting of the MNAA and MPC Operations Committee to order at 9:00 a.m. pursuant to Public Notice dated August 3, 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 July 9, 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 had no Chair's report.

V. ITEMS FOR APPROVAL

1. TARI Ph. 3.2 Tennessee Valley Authority (TVA) Relocation Agreement

President Kreulen introduced Traci Holton, VP, New Horizon, to brief the Commissioners on the TARI Ph. 3.2 TVA Relocation Agreement. Ms. Holton stated this Agreement is for the design and construction to relocate TVA tower in conflict with the Terminal Access Roadway project scope. MNAA is proposing a new location, and similar to doing business with NES, it requires an agreement to be signed as well as payment up front for their estimate of services. This is for \$750K NTE, and the design work will start immediately and be completed by early Summer 2026.

Ms. Holton requested the Operations Committee recommend to the Board of Commissioners to authorize the Chair and President and CEO to execute the Contract with TVA in the amount of \$750,000 NTE.

Chair Granbery asked if the funds are reimbursable based on usage. Ms. Holton replied yes. Commissioner Sullivan asked if there is a way to convert the tower to a pole. Ms. Holton replied they are going to a 2-pole tower and it will be a smaller footprint in the new location. They have relocated one already as part of the Donelson Pike relocation project and also used that 2-pole tower and it is a smaller footprint. Commissioner Sullivan asked if she feels good about the cost. Ms. Holton replied MNAA should have a cost later today, it may be something around \$500K, and she increased it slightly to be safe. Commissioner Sullivan asked if they found a better option that would be cheaper, if they would adjust the design. Ms. Holton replied yes, the 2-pole will be a cheaper design and smaller footprint.

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. Construction Contract for Part 139 Runway Safety Area (RSA)/Taxiway Safety Area (TSA) Improvements, Phase 2 T/W Alpha North

President Kreulen introduced Puneet Vedi, VP, Airport Capital Development, to brief the Commissioners on the Construction Contract for Part 139 RSA/TSA Improvements. Mr. Vedi stated this includes improvements to taxiway widths, paved shoulders, and taxiway safety areas in locations previously determined to be deficient according to the FAA Part 139 Standards. This project shall consist of bringing T/W Alpha North up to FAA standards for ADG V / TDG 6 aircraft. An Invitation to Bid ("ITB") was advertised on June 9, 2025 and included 4 bid schedules. On July 17, 2025, MNAA received one bid from Hi-Way Paving, Inc. The total contract cost is \$21,230,225. The contract begins in August 2025 and will be completed January 2026. The project is funded by MNAA. MNAA had a slight overage on the overall project, due to increasing scope, and the additional cost is being covered by airlines' rates and charges.

Mr. Vedi recommended the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to increase project by \$1,378,415, thus amending the FY25 CIP by the same amount, and execute the proposed contract with Hi-Way Paving, Inc. in the amount of \$21,230,225 NTE.

Vice Chair Joslin asked if there was an issue with only 1 bidder. Mr. Vedi replied MNAA did reach out prior to the advertisement to various other bidders that have previously done work out at BNA. We did do some outreach ahead of the solicitation and additionally looked through the list of plan holders. We did have about 9 prime contractors that had some experience with this type of work. One of them ended up being a subconsultant to a sub-contractor to the prime, and another felt the total scope was more than they are capable of. We did some outreach and did our due diligence. President Kreulen stated we did a good job of outreach and because we need to get to that taxiway TDG 6 for the larger aircraft to come into BNA and get it all completed by the April 1, 2026 deadline;; we needed to move forward with this bid. The airlines are reimbursing us for this as part of their rates and charges. The project was approved by the airlines, and the airline agreement does not require us to take it back to the airlines for approval as long as we do not go greater than 10% of the initial approved amount.

Commissioner Farner joined the meeting at 9:06 a.m.

Commissioner Joslin asked if an ADG 6 could land here. President Kreulen replied they could land here now, but the problem is they do not want to have to guess the turn radius;; they want to be able to follow the yellow runway lines. Commissioner Glover stated \$21M is a pretty large amount, and asked what the small business portion is. President Kreulen replied when we get to the Management Committee,, we will approve the Resolution creating our Small Business Program and we do not set a goal, nor do we track a goal. Commissioner Glover asked if we have any small business participation in it. Mr. Vedi stated he would have to follow up with our procurement team. Commissioner Glover asked if it is ok for the Commissioners to know this. President Kreulen replied yes, we can discuss, but there is not a goal for small business participation. Commissioner Glover stated yes, and asked if she could just have the information. President Kreulen stated yes, for example, last month we had a contract and the contractor had identified 6 small businesses. We can go back and get this information. Commissioner Glover stated she knows that MNAA is going to stay within the rules, she was just asking for this one. President Kreulen stated he would imagine there are some small businesses that are working with Hi-Way Paving, Inc., and we will provide at the Board meeting.

Commissioner Byrd asked how much business Hi-Way Paving, Inc. has done with MNAA previously. Ms. Holton replied a lot. They have repaved R/W 2R and reconstructed it, most of the guitar pick under Superior, all of the Apron paving for all Vision projects, the Terminal lobby, IAF, Concourse D and Concourse D extension to name a few, and Kiewit will likely use them to repave Central Ramp as well. Commissioner Byrd asked if they are a pretty consistent supplier to us. President Kreulen stated that when Ms. Holton mentioned the Central Ramp, where we had 1,500 concrete panels, and we had to replace 122. . Hi-Way Paving, Inc. came in and bailed out Superior. We have had very good performance from Hi-Way Paving, Inc. Commissioner Byrd stated he agrees with Vice Chair Joslin that 1 bidder is not a good reflection on our process. There are Jones Bros. and Civil, that he is not familiar with, but maybe it is the time of year, but driving over here he passed a lot of construction projects,, and a lot of people are busy right now and he is just trying to understand it.

Commissioner Sullivan stated yes, and that is part of the problem, they are so busy they cannot take on more jobs. Commissioner Glover stated yes, they only have a couple more months. President Kreulen stated when we were building Concourse D Extension, the company putting in the pilings wanted to finish early so they could go to the Titans stadium. We try to encourage multiple bids;; we want more than 1 bidder. The best thing is when you are doing a good outreach and they are putting in their bids, they do not know that no one else is bidding, so they are giving you the best price because they want to win.

Mr. Vedi stated one thing he would also like to note, that both contractors that were mentioned, were looking at the project and for some reasons decided not to bid. He stated that at his last position, there was a similar event, when they were building the Viking stadium at that time you could not get concrete. Commissioner Byrd stated he would like to continue to be active and evaluate this because this 1 bidder result is not necessarily a healthy reflection of this bidding process. President Kreulen stated we will continue to reach out. Chair Granbery stated we reach out every day. Commissioner Byrd asked what is his experience. Chair Granbery replied, the same thing, you want 3 bids, but only get 1 bid. If you get 1 bid, you have no idea, it is just an estimate of what you projected so you want 3 bids. Commissioner Byrd stated we need to get this job done, so we do not have a big choice here. Chair Granbery stated the important thing is whoever you asked to bid, even if they are the low bidder, and even if they are the only bidder, you asked them to bid so you knew they were capable for the work. And Hi-Way Paving, Inc. has done a lot of work around here so we know they are capable.

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.

3. Construction Contract for Rehabilitation of T/W S/S6/S7/T4 Intersection and R/W 2C/20C Blast Pad Reconstruction

Mr. Vedi stated this Construction Contract for Rehabilitation of T/W S/S6/S7/T4 Intersection and R/W 2C/20C Blast Pad Reconstruction is for the pavement rehabilitation consisting primarily of concrete spall repairs, concrete joint repairs, and asphalt improvements at Taxiways S, S6, S7, and T4. The project also includes reconstructing the blast pads on RWY 2C-20C, as they were a Part 139 deficiency during the 2025 inspection. An ITB was advertised on June 9, 2025, and consists of 1 bid schedule and 1 additive alternate, and 1 bid was received on July 17, 2025 received 1 bid. Hi-Way Paving, Inc. submitted a low bid of \$7,525,655. The contract start date is August 2025 and will be complete in April 2026. The project is funded with a mix of MNAA and entitlement funds.

Mr. Vedi requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute the proposed contract with Hi-Way Paving, Inc. in the amount of \$7,525,655.

Chair Granbery stated he has never seen 66% federal funding being called an entitlement, and asked if it is a Federal grant.. President Kreulen replied that each year, part of the Airport Improvement Program ("AIP"), MNAA receives dollars from the Federal government based on our passenger numbers and that is called entitlement.

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.

President Kreulen stated he wanted to follow up on the previous item that was presented and approved, that although it had 1 bid, the bid was 12.3% lower than the estimate of the Engineer of Record, Atkins-Reallis. And the one that was just approved, the Engineer of Record, Garver,

the bids came in at 16.39% lower. Yes, these may be 1 bidder, but it is less than we thought it was going to be and that should give the Commissioners some comfort. Chair Granbery asked if the \$1.3 overage is scope. Mr. Robert Ramsey, EVP, Chief Development Officer, stated that as we initially set the scope for that project, we did not have the TDG6 work, and with the addition of adding the scope it increased.

VI. INFORMATION ITEMS

1. BNA Development Update

President Kreulen stated MNAA is getting ready to move everyone out of Concourse A and on October 6, 2025, we will cut the power and start the demo work in November. The Central Ramp has moved along, and we still have a couple of years to get to the fill point. They have dammed up Sims Branch and diverted water, and are putting in foundations to put the box culvert to run the streams through. There are 2 large hangars that are under construction, HCA and SFA. The Baggage Handling System is scheduled for completion on October 7, 2028. The CONRAC TARI and Garage projects are all busy with design.

President Kreulen presented renderings showing what the new Concourse A will look like. He stated at the top of Concourse A, where American Airlines may be interested in renting all 30K square feet for their future lounge. President Kreulen presented a slide showing the walking journey for passengers, including art displays, the BNA live stage, and moving sidewalks. Another slide showed new concessions, a lounge area and another 16 gates. Commissioner Byrd stated spectacular. President Kreulen stated with renderings based on who we know will be operating out of Concourse A, you can see predominantly American Airlines and some Delta.

Chair Granbery asked if the existing CONRAC is on top. President Kreulen pointed on the slide the existing CONRAC and also pointed to where the new CONRAC would be. Commissioner Byrd stated Concourse D has the Martini Bar, and the food court will be the central focus point of Concourse A. President Kreulen replied yes, it is sort of similar to the marketplace we have today. Commissioner Farner asked if he said United or American Airlines. President Kreulen clarified American Airlines. United is being moved off Concourse A and will be on Concourse B for several years while Concourse A is constructed. Commissioner Farner asked if they would come back to Concourse A. President Kreulen replied, no they will be on Concourse B with Delta. Commissioner



Byrd asked President Kreulen what he thinks of American Airlines as a customer since they disappointed us once. President Kreulen replied as long as all 21 airlines are paying us, we are fine. Commissioner Farner asked if they have leases. President Kreulen replied that they are a signatory with us, they have a signatory agreement for 10 years, based on the opening of this it will be 2033. After Southwest, it goes American Airlines, Delta, then United as far as market share. All airlines are continuing to upgrade the size of their airplanes and bring more seats to BNA. Delta had a small lounge on Concourse D, and they expanded it from 3K square feet to 15K square feet. American has a 7K square feet lounge on Concourse C, and they intend to take over all 30K square feet, which to us is a good signal that they plan to have long-term success here at BNA. Commissioner Farner asked if the space on T gates will be a non-affiliated airline. President Kreulen replied the T gates will be international gates, we can move any airline in and out of those gates. Commissioner Farner asked if there is a lounge there. President Kreulen stated the south mezzanine looks like one of our carriers will take it over and the north mezzanine the real estate team will put out a Request for Proposal ("RFP") and test the market to see if one of the credit card lounges wants to come in here.

President Kreulen stated the Enhanced Passenger Processing (EPP) iPad has been activated. This is a better way to track process passengers arriving at the International Arrivals Facility ("IAF"), and how much time it takes for bags to get off planes and how long to clear customs. This will cut down processing time. The Customs and Border Protection ("CBP") has increased staffing from 5 to 18 officers with increased on-duty officers from 2 to 5. And the Global Entry Enrollment Program has been reinstated. BNA is hosting a Global Entry Enrollment Event from August 4th through August 29<sup>th</sup>.

Chair Granbery stated he did it yesterday, 3 minutes in line, 10 seconds to scan his photograph and he was done. Commissioner Byrd asked if he was global entry. Chair Granbery replied yes. Commissioner Byrd asked if you are a US citizen, do they key off your passport. President Kreulen replied yes. Mr. Adam Floyd, EVP, Chief Operating Officer, replied that passengers who are US citizens walk up to the iPad, it scans your face and has the CBP software and it has a green light or red light. Green light you are good to go and walk off. Commissioner Byrd asked if they have a photograph of you in the database. Mr. Floyd replied yes, their software is connected to that iPad and they have your information from the beginning of trip. Chair Granbery stated it is very efficient. President Kreulen stated this is a huge improvement and very fast and efficient. Mr.

Floyd replied it cost the airport \$120K and he benchmarked with other airports like Charlotte, Dallas and Houston.

2. JWN Development Update

President Kreulen stated at JWN, Parcel 1, DN LLC has framing and exterior walls complete and interior work ongoing. Jet Access had a groundbreaking on August 5, 2025 and we have received construction schedule. JetRight received approval of the 7460. MNPDP has the office area slab poured and hangar slab on grade. Chair Granbery asked if there is an estimate on when the Metro hangar will open. Mr. Vedi replied end of this year. President Kreulen presented renderings of the Jet Access and MNPDP hangars.

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 9:36 a.m.

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Andrew W. Byrd, Board Secretary

## **STAFF ANALYSIS**

### **Operations Committee – Approval**

Date: September 10, 2025

Facility: Nashville International Airport (BNA)

Subject: Construction Contract for Taxiway Fillet Widening (TDG 6)  
Project No. 2557

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#### **I. Recommendation**

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

- 1) Accept the bid by Hi-Way paving, Inc. (Hi-Way) for TDG 6 Improvements at BNA and;
- 2) increase project budget by \$3,081,682, thus amending the FY25 CIP by the same amount and;
- 3) authorize the Chair and President and CEO to execute the proposed contract for the amount contained herein.

#### **II. Analysis**

##### **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 (TDG 6), based on the dimensions of the aircraft's wheelbase and distance from nose to gear. The geometry of the current taxiway system at BNA does not account for aircraft in this taxiway design group. In order to allow TDG 6 aircraft to taxi from R/W 2L/20R to the terminal apron in a safe manner, a TDG 6 route must be constructed.

This project shall consist of widening taxiway pavement, shoulders, and safety areas at five (5) taxiway fillets throughout the airfield. All pavement widening must be constructed using full-depth, full-strength concrete pavement, designed for Airplane Design Group V (ADG V) aircraft loads. All airfield lighting, signage, and electrical infrastructure will be relocated as required by the new taxiway geometry.

An Invitation to Bid for the project was advertised on July 14, 2025 and included two (2) Bid Schedules and an Additive Alternate. Both Bid Schedule 1 and Bid Schedule 2 would allow for the construction of the TDG 6 compliant pavement, shoulders, and safety areas. Minor modifications to the design plans involving asphalt as an alternative to concrete was the only significant difference between these two Bid Schedules. Additive Alternate 1 include two (2) additional feet of unsuitable material excavation and backfill, to account for unforeseen subsurface issues.

On August 19, 2025, one (1) bid was received. Below is a tabulation of that bid:

<b>Contractor</b>	<b>Bid Schedule</b>	<b>Bid Amount</b>
<b>Hi-Way</b>	<b>1</b>	\$16,109,799.00
	<b>2</b>	\$15,115,907.00
	<b>Add. Alt.</b>	
	<b>1</b>	\$1,102,100.00

No DBE goal was established for this project.

Hi-Way Paving, Inc.'s Schedule 1 Bid is 20.2% higher than the Engineer of Record's (Garver) opinion of probable construction cost of \$13,403,807.55 for Bid Schedule 1. Hi-Way Paving, Inc.'s Schedule 2 Bid is 13.3% higher than the Engineer of Record's (Garver) opinion of probable construction cost of \$13,340,297.66 for Bid Schedule 2. Hi-Way Paving, Inc.'s Additive Alternate 1 Bid is 30.0% lower than the Engineer of Record's (Garver) opinion of probable construction cost of \$1,575,000 for Additive Alternate 1. The primary variances between the bid and estimate were the following items:

- Minimal concrete quantities at each fillet location require hand pouring and hand finishing be used instead of machined concrete placement, such as a slip form concrete paver. The additional labor and costs for hand work are significant.
- Expedited construction schedule (5 days per week, 12 hours per day = 60-hour work weeks) with additional crews necessary to complete on time.
- Electrical bid items were 2.5-times the estimated cost by Garver and Hi-Way Paving. Hi-Way Paving solicited multiple electrical subcontractors but only received a single bid.

Based on the limited project budget available, it is recommended that Bid Schedule 2 be awarded.

A total of seven (7) prime contractors with experience working and bidding at the Nashville International Airport downloaded plans, including BC Mason Group, Cleary Construction, Harper Company, Jones Brothers Contractors, Hi-Way Paving, Four Star Paving, and Vulcan Materials Company.

The Metropolitan Nashville Airport Authority (MNA) and Engineer of Record, Garver, have evaluated the bids and determined the bid from Hi-Way Paving, Inc., to be responsive and responsible and recommend award to Hi-Way Paving, Inc.

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

MNAA DBE Goal:	No goal
Anticipated Contract Start Date:	September 2025
Duration of Contract:	334 Calendar Days
Contract Completion Date:	August 2026
Contract Cost:	\$15,115,907.00 NTE
Funding Source:	75% Federal 25% MNAA

#### **B. Strategic Priorities**

- Invest in BNA
- Plan for the future

#### **C. Options/Alternatives**

**Do Nothing:** The “Do Nothing” option will result in the inability for ADG V / TDG 6 aircraft to safely utilize our airfield, limiting Nashville International Airport’s ability to serve airlines with these aircraft in their fleet.

## **STAFF ANALYSIS**

### **Operations Committee – Approval**

Date: September 10, 2025

Facility: Nashville International Airport (BNA)

Subject: Construction Task Order for T/W Alpha South Crack Repair/Seal Coat  
Project No. 2608A

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#### **I. Recommendation**

Staff requests that 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 T/W Alpha South Rehabilitation at BNA and;
- 2) authorize the proposed Task Order through the Airside Pavement Repairs On-Call Contract for \$1,100,000 NTE.

#### **II. Analysis**

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

As the use of our airfield pavement continues to increase, regular maintenance is required to prolong it's life and prevent the need for more expensive reconstruction projects. In 2023, an Airfield Pavement Condition Index Study was completed for the airfield pavements, including T/W Alpha South (south of T/W Kilo). Taxiway Alpha South is an asphalt taxiway used primarily by private hangar tenants at the south cargo apron and cargo aircraft at the north cargo apron. The results of this study categorized the majority of this pavement with a PCI value in the low 70s, with a projected 2029 PCI in the 50s. Pavement with PCI values of less than 60 typically requires full reconstruction versus maintenance. For that reason, it is recommended that a maintenance project be completed on this asphalt surface.

On November 20, 2024, the Airport Board approved the Airfield Pavement Repair On-Call Contract to Hi-Way Paving, Inc. for five (5) years (one-year term with four one-year renewals) with a Not to Exceed limit of \$10,000,000 per year. Specific construction tasks were to be issued against this On-Call Contract via Task Orders. The current Year 1 dates run between December 10, 2024, and December 9, 2025.

Using our On-Call Airfield Pavement Repairs Contract with Hi-Way Paving, Inc., the contractor will complete crack repair as needed throughout the taxiway and apply an asphalt slurry seal coat to the entire taxiway surface. Additionally, T/W A2, which is in the worst condition (PCI = 54), will be milled and overlaid with new asphalt pavement. The materials and application of this work will all conform to the latest FAA standards. This project will also include adding the appropriate markings to comply with FAA and BNA standards. All costs associated with this Task Order have been determined in accordance with the Schedule of Values submitted by Hi-Way Paving in their successful proposal.

There is no SMWBE goal on the On-Call Contract or subsequent Task Orders.

## **B. Impact/Findings**

MNAA SMWBE Goal (On-Call Contract):	No goal
Anticipated Task Order Start Date:	October 2025
Duration of Task Order:	30 Calendar Days
Contract Completion Date:	November 2025
Overall On-Call Contract Cost:	NTE \$10,00,000 per year
Task Order Cost:	NTE \$1,100,000
Funding Source:	100% MNAA

## **C. Strategic Priorities**

- Invest in BNA
- Plan for the future

## **D. Options/Alternatives**

**Do Nothing:** The “Do Nothing” option will result in the continued deterioration of T/W Alpha South, increasing the risk of structural failure and continued production of debris material likely to cause aircraft damage. The “Do Nothing” option will also lead to a much more expensive reconstruction project being required in the near future.

## **STAFF ANALYSIS**

### **Operations Committee – Approval**

Date: September 10, 2025

Facility: Nashville International Airport (BNA)

Subject: Design Task Order for Airfield Operations Area (AOA) Fence Replacement  
Project No. 2512

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#### **I. Recommendation**

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

- 1) accept the Task Order proposal by Garver for the final design of the Airport Operations Area (AOA) fence replacement, and;
- 2) authorize the proposed Task Order through the Engineering On-Call Contract for \$530,750.

#### **II. Analysis**

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

As reported by Operations, wildlife strikes at the Nashville International Airport continue to grow. Although most of these strikes are by birds, other wildlife can enter the Airport Operations Area (AOA) through weak spots in the fence. Other AOA incursions have created a security threat to the airport. It has become apparent that improvements to the entire perimeter fencing system must be evaluated and these improvements implemented to increase safety for the flying public. For these improvements to be constructed, design plans and specifications must be developed to prepare an Issue to Bid (ITB) 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 3 dates run between August 17, 2025 and August 17, 2026.

On August 20, 2025, Garver submitted a Scope of Work and Fee Proposal in the amount of \$419,740. Services included in this Scope of Work were final design and bidding services. This fee proposal has been reviewed by Engineering staff and will also be reviewed by MNAA Project Controls. Once approved, a Task Order will be issued to Garver, allowing design work to be completed, plans and specifications to be submitted, and construction procurement to proceed.

It should also be noted that on July 28, 2025, Garver was issued a Task Order for this project in the amount of \$111,010. The scope of work for this Task Order included a visual survey of the entire fence line included in the project and the development of MNAA Standard Fence Drawings, to be used



for this project and all future fencing projects at BNA and JWN. The visual survey and development of these Standard Drawings were the first step in executing the Airfield Wildlife Fencing project. The combined value of these two (2) Task Orders is **\$530,750**. A future Task Order for construction administration services will also be issued when the design plans are finalized and a better understanding of the fence construction scope is completed.

There is no SMWBE goal on the On-Call Contract or subsequent Task Orders.

## **B. Impact/Findings**

MNAA SMWBE Goal (On-Call Contract):	No goal
Anticipated Task Order Start Date:	September 2025
Duration of Task Order:	30 Calendar Days
Contract Completion Date:	January 2026
Overall On-Call Contract Cost:	NTE \$10,00,000 per year
Task Order 1 Cost:	\$111,010
Task Order 2 Cost:	\$419,740
Total BNA 2512 Task Orders to date:	\$530,750
Funding Source:	100% MNAA

## **C. Strategic Priorities**

- Invest in BNA
- Plan for the future

## **D. Options/Alternatives**

**Do Nothing:** The “Do Nothing” option will result in continued “weak spots” in the airfield perimeter fence. These areas can be used by wildlife to enter the airfield, leading to increased wildlife strikes. These areas can also be used by people to enter the airfield, creating a serious safety and security risk to the airport.