

Minutes of the Joint Meeting of the MNAA and MPC Finance, Diversity & Workforce Development Committees



Date: April 9, 2025

Location: Metropolitan Nashville Airport Authority
Tennessee Boardroom

Time: 9:00 a.m.

Committee Members Present:

Andrew Byrd, Committee Chair; Glenda Glover, Committee
Vice Chair; Glenn Farner

Committee Members Absent:

None

Other Board Members Present:

Nancy Sullivan, Jimmy Granbery, Bobby Joslin, and
Joycelyn Stevenson

MNAA Staff & Guests Present:

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

I. CALL TO ORDER

Chair Byrd called the Joint Meeting of the MNAA and MPC Finance, Diversity & Workforce Development ("Finance") Committees to order at 9:00 a.m. pursuant to Public Notice dated April 4, 2025.

II. PUBLIC COMMENT

Chair Byrd stated there were no public comment requests received.

III. APPROVAL OF MINUTES

Chair Byrd asked for a motion to approve the March 12, 2025, Minutes of the Joint Meeting of the MNAA & MPC Finance Committees. Commissioner Farner made a motion, and Vice Chair Glover seconded the motion.

Chair Byrd asked Ms. Saxman for a roll call:

Chair Byrd – Yes

Vice Chair Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 3 to 0.

IV. CHAIR'S REPORT

Chair Byrd thanked all for attending and also thanked the Jackson Municipal Airport Authority ("JMAA") for visiting. Vice Chair Glover also thanked JMAA and introduced the visiting members: Vice Chair Rickey Jones, Samuel Washington, and Jerome Benjamin. She mentioned she once served on the Board at JMAA and expressed that it is a great airport. She stated Jackson is a great city and is amazed at how much the Jackson airport has grown.

V. ITEMS FOR APPROVAL

1. FY25 BNA CIP Budget Amendment, MNAA Resolution No. 2025-02

President Kreulen introduced Marge Basrai, EVP, Chief Financial Officer, to brief the Committee on the FY25 BNA CIP Budget Amendment. Ms. Basrai stated she has 8 budgets for approval and will go through each one. Ms. Basrai started with the amended FY25 BNA CIP Budget. The original budget for FY25 is \$1.27B, and the amended budget is \$1.494B, an overall increase of \$225.9M. The first 3 changes are the Westside Development Study, Snow Equipment Building, & Gassaway Parking Lot Rehab, which were all canceled until Terminal II planning is further along. Terminal Access Roadway Improvements (TARI) Phase II and III added \$133.5M to match what was approved by the Board (\$300M) as part of New Horizon II in January 2025. The next 3 had no change in cost, only funding changes. Deicing Storage Modifications (\$2M) will not be bond funded, it will be charged directly to airlines in 2025. Airport Master Plan & Rehabilitate Taxiway projects now have Federal Grants secured. Central Ramp Expansion added \$88.1M to agree to updated budget of \$242.4M in New Horizon I, which was briefed to the Board in March 2025. Administration Building Reconfiguration added \$1.3M cost, due to added scope that the Board approved in November 2024. Gassaway roof replacement is \$1M, and the project moved from FY27 due to current roof leaks. Taxiway Design Group 6 was added at \$14M as the project was needed to address airfield needs. It will be paid with a combination of Federal grants and PFCs.

Vice Chair Glover asked if the snow equipment building was not needed. Ms. Basrai replied that we had taken it off for now, instead of building it and then having to remove it when we build Terminal II. Wherever we move the Consolidated Services Facility (CSF) building (maintenance building), we will also build the snow equipment building. Chair Byrd asked what TARI stands for. Ms. Basrai replied Terminal Access Roadway Improvements.

Vice Chair Glover asked if some costs were shifted. Ms. Basrai replied that MNAA took \$1M out of FY27 and moved it over to FY25 for the roof replacement. All of this will be updated again, when she presents the FY26 CIP budget. Commissioner Joslin asked if Group 6 will start, and if it is in the design phase now. President Kreulen replied that it is in the design phase now and may be completed by April 1, 2026, to allow British Airways to bring in the 736.

Ms. Basrai requested the Finance Committee recommend to the Board that it approve the amended FY25-FY29 BNA 5-year Capital Improvement Plan; amended FY25 BNA Capital Improvement Budget; and authorize the Chair and President & CEO to execute MNAA Resolution No. 2025-02.

Chair Byrd asked for a motion to approve as presented. Vice Chair Glover made a motion, and Commissioner Farner seconded the motion.

Chair Byrd asked Ms. Saxman for a roll call:

Chair Byrd – Yes

Vice Chair Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 3 to 0.

2. FY26 BNA Amended O&M Budget, MNAA Resolution No. 2025-03

Ms. Basrai presented a chart of the amended FY26 BNA O&M Budget with financial metrics highlighted. All of the numbers are still very strong. Debt Service Coverage (DSC), Signatory Landing Fees, Cost per Enplanement (CPE) are all lower due to less Airline revenue collected primarily from canceled CIP projects. DSC & Days Cash on Hand metrics exceed Board-approved requirements.

Ms. Basrai reported that total operating revenue decreased by \$17M. There are two main categories of operating revenue: Signatory Airline Revenue and Non-Airline Revenue. Signatory Airline Revenue decreased \$9M. The landing fees decreased \$7.3M; a \$5.1M reduction is due to the cancellation of the Virtual Ramp Control Tower FY24 project (\$5.4M) after the budget was approved, which lowered the rate from \$3.75 to \$3.38. The Airlines were informed of the change in the landing fee and have been paying the \$3.38 rate since the beginning of the year. This is adjusting the budget to what the airlines have actually been paying us this year. An additional decrease of \$2.2M was made due to the changes in funding for 3 projects approved in the FY25 BNA CIP Amendment (Deicing Storage Modifications, Airport Master Plan, and Rehabilitate TW S/S6/S7/T4), offset by a decrease in projected landed weights. Other signatory fees decreased by \$1.7M due to the projected airline year-end true-up where a refund is expected. Terminal rental rates, baggage fees, and terminal ramp fees are projected to decrease related to less operating expenses allocated to the terminal cost center. Non-Airline revenue will decrease by \$8M. Concessions decreased \$7.7M due to the anticipated receipt of federal relief funds (ARPA Concessions Grant) for concessions. This results in a reclassification of revenue, a decrease in concessions revenue, and an increase in other non-operating revenue. Non-signatory landing fees decreased \$300K due to the cancellation of the Virtual Ramp Control Tower project.

Vice Chair Glover asked if there is Non-Operating Revenue on the chart. Ms. Basrai explained that this is an accounting re-class, and that the last grant made a significant impact on concessions revenue. She showed Vice Chair Glover the Non-Operating Revenue on page 2 of the staff analysis.

Ms. Basrai presented a summary of the adjusted budget: Total operating revenue \$324.7M, Total operating expense \$195.7M, and Net Income before depreciation and capital grants \$141.6M.

Ms. Basrai requested the Finance Committee recommend to the Board that it approve the amended FY25 BNA operating budget and authorize the Chair and President & CEO to execute MNAA Resolution No. 2025-03.

Chair Byrd asked for a motion to approve as presented. Commissioner Farner made a motion, and Vice Chair Glover seconded the motion.

Chair Byrd asked Ms. Saxman for a roll call:

Chair Byrd – Yes

Vice Chair Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 3 to 0.

Ms. Basrai stated she will now present the 6 budgets for FY26.

3. FY26 BNA O&M Budget, MNAA Resolution No. 2025-04

Ms. Basrai presented a chart of BNA FY26 Passenger Projections. The FY25 budget was approved on April 17, 2024, at 24.8M passengers. The FY25 projection for year-end is 25-25.1M passengers (1% above the budgeted amount). The FY26 Budget is using the moderate forecast of 25.99M passengers (4% increase over the FY25 year-end projection). Overall passenger projections are estimated at a 5% increase over our FY25 budgeted amount.

Ms. Basrai reported the financial metrics with the proposed BNA budget are: DSC 3.11x Senior; DSC 2.03x Senior/Subordinate combined; Landing Fee \$3.50; CPE \$10.76; Days cash as of 3/31 is 939 days; DSC and Days Cash exceed Board Approved Requirements.

Ms. Basrai stated that the Operating Revenue increased \$34.0M, and the two main categories of Operating Revenue are the Non-Airline Revenue and Signatory Airline Revenue. The Non-Airline Revenue is Concessions \$11.3M increase with food & retail \$8.0M and \$7.7M related to reversal of one-time reclass of Federal Relief Grant (made FY25 Amended Budget). The remaining \$300K related to increased passengers. Rental Car Concessions increased \$2.1M and TNCs/Ground Transportation increased \$700K due to higher expected passengers. Advertising increased \$500K due to the updated advertising contract. Space Rent & Other Operating Revenues increased \$3.8M. Higher non-signatory airline per use fees. Increased rental rates and Increased Reimbursable Services (Utilities passthrough are expected to be higher). Take out \$7.7M reclass, non-airline revenue is only increasing 3.7% over prior year with the largest non-airline revenue Parking (\$113.7M) staying relatively flat and anticipating it to be below budget in FY25.

Vice Chair Glover asked if this is not parking, are passengers just getting dropped off. Ms. Basrai replied it is a combination of all those things. May be having family drop off, using the TNC or

using some other mode, other airports were seeing this a year or two ago. Vice Chair Glover asked how we compare with Memphis. President Kreulen replied Memphis is about 1/5th our size, Memphis has about 5M passengers, BNA has 25M. Memphis built more garage spaces years ago and because of that, they under-charge for the value of parking and they do not have any operable competition. BNA has under 20K spaces today and has approximately 10K spaces off airport. Ms. Basrai reported that she attended the Airport CFO Summit, and all the CFOs were discussing that their non-airline revenue was decreasing and they were looking for other ways to generate non-airline revenue.

Ms. Basrai stated the Signatory Airline Revenue (second Operating Revenue category) increased \$18.8M. She reminded the Commissioners that our Airline Agreement with our Signatory Airlines dictates how we set the rates each year. There are contractual calculations within each one of these cost centers, which are based on operating expenses, debt service, and capital projects that are actually charged to each one of those cost centers. The main terminal rent increased \$8.8M. Rental rate increased by ~ \$27 per sq ft due to an increase in debt service with the completion of Concourse D Extension opening in July 2025. The first principal payment of 2022 bonds is also due in FY26. Baggage fees increased \$3M due to the increase in terminal rental rates allocated to the baggage area. Landing fees increased \$4.5M due to a slight increase in debt service and capital projects charged to airlines. Also, there was a small increase in landed weights. Terminal Ramp Fees, Signatory Per Use Fees, and Passenger Boarding Bridges increased by \$1.4M, due to increases in O&M expenses and debt service. The Airline Revenue Sharing Credit (revenue we share with the airlines) decreased \$900k due to a decrease in the Airline Use and Lease Agreement (AULA) contractual calculation. Each year, we contractually share less and less revenue with the airlines, so it is going down.

Ms. Basrai reported that the Operating Expenses increased \$3.1M, which is 1.6% over the prior year, and we are trying to keep that below the non-airline revenue increase. MNAA was able to put in all of our contractual increases from our agreements. MNAA opened a Satellite Concourse, International Arrivals Facility, and the Terminal Grand Hall. The prior 2 years had estimates for the new facilities and we were able to adjust these to the actual in FY26. Salaries & benefits increased \$616K, with 10-15 potential new positions, upgrades, contract staff conversions, and COLA coupled with results of the compensation study. This is offset by a decrease in salaries due

to the creation of a vacancy allowance of approximately 6% (28 positions). MNAA never had a vacancy analysis, it was never a lot because we had a lot fewer employees, and now we have 530 positions. When you look at this vacancy analysis, we are running millions of dollars under budget in salaries. We created a 6% vacancy allowance, which is a couple of million dollars, and we will keep track of what our actual vacancy rate is and see how that compares against what we budgeted. With the number of people we have, putting that in there helps keep the cost contained. Contractual services decreased \$860K, including shuttle bus services decreased \$1.7M due to revised assumptions of TARI construction impact. Less usage for Satellite Concourse. Elevator and Escalator Maintenance increased \$400K. New contract that provides more coverage (24/7). Landscaping increased \$300K due to a new contract.

Ms. Basrai stated the Material and Supplies increased \$370K, with Snow and Ice Removal supplies increased \$250K to adjust to the cost of recent snow events. Passenger Boarding Bridges and Baggage Handling Systems increased \$100K (maintaining aging infrastructure). Utilities increased \$1.9M (finance performed additional usage analysis) due to an estimated increase in usage and rates. Electricity increased \$800K due to a 6.5% increase in usage and a 3.3% increase in rates primarily in the terminal. Natural Gas increased \$250K due a 7% rate increase. Water and Sewer increased \$750K due to an increase in usage and a 2.6% rate increase. Other Operating Expenses increased \$1M. Airport Promotions and Memberships increased \$700K mainly due to approved airline incentives (Icelandair and Aer Lingus). Insurance increased \$300K due to expected increases in rates.

Ms. Basrai reported that the Net Non-Operating Revenue decreased \$39.7M and is now a net non-operating expense. Non-Operating Revenue increased \$12.9M. Customer Facility Charges increased \$21.9M due to a rate increase from \$4.50 to \$10.00 on Feb 1, 2025. Passenger Facility Charges increased \$4.6M due to expected passenger increases. Interest Income increased \$800K due to higher expected rates than our FY25 estimates. Other Non-Operating Revenue decreased \$14.2M due to exhaustion of all federal relief funds by June 30, 2025. Non-Operating Expense increased \$52.6M. Interest Expense increased \$50.0M due to expected bond issuance in December 2025. Bond Issuance Costs increased \$3.0M for anticipated bond issuance of \$1.3B in December 2025.

Ms. Basrai presented the summary on FY26 BNA O&M Budget, stating the Total Operating Revenue is \$358.6M, Total Operating Expense \$198.8M, and Net Income before depreciation and capital grants \$132.7M.

Ms. Basrai requested the Finance Committee recommend to the Board that it approve the FY26 BNA operating budget and authorize the Chair and President & CEO to execute MNAA Resolution No. 2025-04.

Vice Chair Glover inquired about the Operating Revenue year to year. Ms. Basrai replied that Operating Revenue is going up by \$34M. Commissioner Stevenson asked if the 30-minute free parking had an impact on the budget. President Kreulen replied yes, there are a lot of people using the 30 minutes free and also reduced rate on the increments up to 1 hour. MNAA has a CARES program that must be assessed to the grant assurances, and we may wind that program down; it has been a couple of million dollars per year. The Finance team has been working hard reviewing budgets and looking at parking. It is nice giving people 30 minutes free and getting cars off the curb, but now we must adjust our practices. Vice Chair Glover stated that 30 minutes free is a lot, and she remembers debating around the Board table.

President Kreulen stated there are more people taking advantage of the BNA CARES program than was intended, so we are taking a look at that. The other side is on enplanements, this is MNAA being good fiduciaries, and we were at 23.9M passengers last year, and we are on the same track and about 2M bigger this year. Chair Byrd agreed with President Kreulen, stating BNA parking revenue is a very important feature in our ability to service our debt and is a lynch pin to our success. President Kreulen stated that we may adjust some of our ground transportation fees and adjust our parking fee by \$1, and that will make a big difference. Vice Chair Glover asked if we adjust the ground transportation fees if there will be blowback from the drivers and if they will be back. President Kreulen replied that we may hear some of it, but for instance, we had our rental cars come in when we went up to \$10.00 for CFCs, and there have been no complaints. We have good benchmarks and have talked with our business partners and have not heard anything back.

Commissioner Granbery stated we announced the TDOT incentive and asked how quickly we could get back to a normal operation, no 30 minutes free, no 60 minutes for \$10. If we could get

an announcement of when we think that number will get back to normal, then we may make the call. Commissioner Joslin stated we do not want to get out of it and have it backfire and still have all the traffic issues. Commissioner Granbery stated that we would hope that by then we would have the lanes widened. President Kreulen stated the Board has been very supportive of the MNAA staff and we widened the exit 2 lanes and we are going to get TDOT to widen the actual interstate. Next will be a new garage and new rental car facility, and a parking rate increase may be necessary to pay for another 3K parking spaces coming in the next year. Chair Byrd stated that the budget is in line and the Finance team has done an excellent job. Ms. Basrai replied that is why we are looking at the expenses, and what the airlines are doing, and the impact of the economy softening for this coming fiscal year, and all are reasons we want to keep costs down this year.

Chair Byrd asked for a motion to approve as presented. Commissioner Farner made a motion, and Vice Chair Glover seconded the motion.

Chair Byrd asked Ms. Saxman for a roll call:

Chair Byrd – Yes

Vice Chair Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 3 to 0.

4. FY26 BNA Capital Improvements Budget & FY26-30 Capital Improvements Plan, MNAA Resolution No. 2025-05

Ms. Basrai presented a summary of the 5-year CIP and stated that the details were included in the staff analysis. The total FY26 CIP is \$1.1B and the total 5-year CIP \$2.3B. Major projects for FY26 (~94%) include: CONRAC/Public Parking Garage for \$877.5M will be Bond/CFC funded; Surface Parking Lot for employees will be \$95M and will be Bond funded; Taxiway T4/T5 Reconstruction/Repairs will be \$30M (\$11M Fed Grants, \$19M Bonds). FY26 funding of the \$1.1B includes: \$835M bonds; \$26M Federal; \$25M Authority Fund; \$17M Airline Funds; \$171M CFC's; and \$665K other sources. Projects for FY27-FY30 are just a planning tool and only show estimates. These will be updated and brought back to the Board next year. The approval of the CIP does not

mean you are approving these projects. Individual projects/contracts will be brought back to the Board for approval.

Ms. Basrai requested the Finance Committee recommend to the Board that it approve BNAs FY26-FY30 5-year Capital Improvement Plan; FY26 BNA Capital Improvement Budget; authorize MNAA to accept any grants and designate the President & CEO (or designee) as the authorized representative of the Authority; and authorize the Chair and President & CEO to execute MNAA Resolution No. 2025-05.

Vice Chair Glover asked what the expectations are for the Federal cuts. President Kreulen replied the good news is that all of the money from the previous Administration, government, the CARES, CARISA, ARFA, all of it we had the ability to execute through 2025. There are no extra covid funds, it has all been spent.

Chair Byrd asked for a motion to approve as presented. Commissioner Farner made a motion, and Vice Chair Glover seconded the motion.

Chair Byrd asked Ms. Saxman for a roll call:

Chair Byrd – Yes

Vice Chair Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 3 to 0.

Commissioner Sullivan left the meeting at 9:44 AM.

5. FY26 JWN O&M Budget, MNAA Resolution No. 2025-06

Ms. Basrai reported that the FY26 JWN O&M Budget Operating Revenue increased \$918K. Land and hangar rent increased \$902K; the MNPD lease added \$801K, and hangar rent increase was effective July 1, 2025 (4%). Space rental increased \$6K due to contractual increases for the Fixed Base Operator (FBO). Flowage fees increased \$10K due to an increase in aviation fuel sales. Operating Expenses increased \$219K. Salaries and benefits increased \$106K as a result of the

Cost-of-Living Adjustment (COLA) and Compensation Study. Contractual services decreased \$3K due to a reduction in landscaping services (\$29K), offset by increases in various repairs/maintenance (\$18K) and janitorial services (\$8K). Materials & supplies increased \$35K due to increases in various supplies: Electrical, Machinery & Equipment, Mobile Equipment Supplies, and Janitorial. Other Operating Expense increased \$80K, primarily due to increases in JWN's allocation of BNA administrative expenses (\$70K) and insurance expense (\$15K). Non-Operating Revenue increased \$156K. Interest Income increased \$169K due to increases in cash balances, which is offset by Grant Revenue decrease of \$13K (received FY24 & FY25 equipment grants in FY25; will receive FY26 grant in FY26).

Ms. Basrai presented a summary of the FY26 JWN O&M Budget. Total Operating Revenue is \$3.9M and total Operating Expense \$2.5M. Net Income before depreciation, capital grants, and Transfers to/from MNAA is \$1.7M. The \$1.7M net income will pay JWN's funding portion of the FY26 CIP projects.

Ms. Basrai requested the Finance Committee recommend to the Board that it approve the FY26 JWN operating budget and authorize the Chair and President & CEO to execute MNAA Resolution No. 2025-06.

Chair Byrd asked for a motion to approve as presented. Commissioner Farner made a motion, and Vice Chair Glover seconded the motion.

Chair Byrd asked Ms. Saxman for a roll call:

Chair Byrd – Yes

Vice Chair Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 3 to 0.

6. FY26 JWN Capital Improvements Budget & FY26-30 Capital Improvements Plan, MNAA Resolution No. 2025-07

Ms. Basrai presented a summary of the 5-year CIP (details included with staff analysis). Total FY26 CIP is \$3.3M and total 5-year CIP is \$19M. Major projects for FY26 (82%) include: Apron Rehab South Area for \$2.1M (Phase 1 of 2) funded with all Federal Grants; Engineered Materials Arresting System (“EMAS”) Rehab for \$300K will be JWN Funded; and Precision Approach Path Indicator (“PAPI”) Replacement for \$500k will be funded by all Federal Grants. FY26 Funding of the \$3.3M includes: \$1.7M JWN funding and \$1.6M in federal grants.

Ms. Basrai stated that the projects for FY27-FY30 are just a planning tool and only show estimates. These will be updated and brought back to the Board next year. The approval of the CIP does not mean you are approving these projects. Individual projects/contracts will be brought back to the Board for approval.

Ms. Basrai requested the Finance Committee recommend to the Board that it approve JWN's FY26-FY30 5-year Capital Improvement Plan; FY26 JWN Capital Improvement Budget; authorize MNAA to accept any grants and designate the President & CEO (or designee) as the authorized representative of the Authority; and authorize the Chair and President & CEO to execute MNAA Resolution No. 2025-07.

Commissioner Joslin asked for more information about the EMAS rehab. Ms. Basrai stated it was installed in 2015, and the FAA recommends it be rehabbed every 10-12 years. Vice Chair Glover asked how many MNAA employees there are at JWN now. President Kreulen replied 6.

Chair Byrd asked for a motion to approve as presented. Vice Chair Glover made a motion, and Commissioner Farner seconded the motion.

Chair Byrd asked Ms. Saxman for a roll call:

Chair Byrd – Yes

Vice Chair Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 3 to 0.

7. FY26 MPC O&M Budget, MPC Resolution No. 2025-01

Operating Revenue decreased \$382K to account for revisions to prior-year revenue assumptions. Operating expenses decreased \$9K: Utilities decreased \$15K – electricity and water are expected to rise \$85K but be offset by a reduction in Natural Gas and Trash Removal of \$100K. Contractual services increased in elevator and escalator maintenance services by \$6K. Non-Operating Revenue. Interest Income increased \$5K due to projected interest income increases. Non-Operating Expenses. Inter-Company Expenses decreased \$206K due to revisions in prior-year estimates.

Ms. Basrai presented the summary of the FY26 MPC O&M Budget. Total Operating Revenue \$4.96M. Total Operating Expense \$1.84M. Net Income before depreciation \$3.27M.

Ms. Basrai requested the MPC Finance Committee recommend to the MPC Board of Directors that it approve the FY26 MPC operating budget and authorize the Chair and President & CEO to execute MPC Resolution No. 2025-01.

Commissioner Joslin asked if there is a decrease in the Gold building. President Kreulen replied that we budgeted last year for 100% occupancy, and we are now at 95%. Commissioner Granbery asked where we see this in the next 5 years. President Kreulen replied that we have done analysis and the Gold building will likely go away around 2030 because the expenses of it will be so monumental for a 30-year-old building. It will need a new HVAC system, new roof, new windows, and other things and the money that needs to be put in would force us to keep it for another 20 years or so. Commissioner Granbery stated it is a situation that is happening all through industry and that the land and building area is in long-range plan and the land is worth more.

Chair Byrd asked for a motion to approve as presented. Commissioner Farner made a motion, and Vice Chair Glover seconded the motion.

Chair Byrd asked Ms. Saxman for a roll call:

Chair Byrd – Yes

Vice Chair Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 3 to 0.

8. FY26 MPC Special Projects Budget & FY26-30 Special Projects Plan, MPC Resolution No. 2025-02

Ms. Basrai presented a summary of the MPC 5-year CIP and stated that the details were included in the staff analysis. FY26 CIP is \$800K. The total 5-year CIP is \$4.1M. Only one project for FY26 for International Plaza Building ("IPB"). There are \$800K of tenant improvements for VA and FAA, and they will pay us back. Will be funded by their cash balance, which is \$13M.

Ms. Basrai stated that the projects for FY27-FY30 are just a planning tool and only show estimates. These will be updated and brought back to the Board next year. The approval of the CIP does not mean you are approving these projects. Individual projects/contracts will be brought back to the Board for approval.

Ms. Basrai requested the Finance Committee recommend to the MPC Board of Directors that it approve MPC's FY26-FY30 5-year Special Projects Plan; FY26 MPC Special Projects Budget; authorize MPC to accept any grants and designate the President & CEO (or designee) as the authorized representative of the Authority; and authorize the Chair and President & CEO to execute MPC Resolution No. 2025-02.

Commissioner Granbery asked regarding the analysis on the revenue side, what the longest lease terms are, and if there are any options in our favor. President Kreulen replied that all leases in the Gold building are aligned to end in the 2030 time period, and we are trying not to go beyond that date.

Chair Byrd asked for a motion to approve as presented. Vice Chair Glover made a motion, and Commissioner Farner seconded the motion.

Chair Byrd asked Ms. Saxman for a roll call:

Chair Byrd – Yes

Vice Chair Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 3 to 0.

I. INFORMATION ITEMS

None.

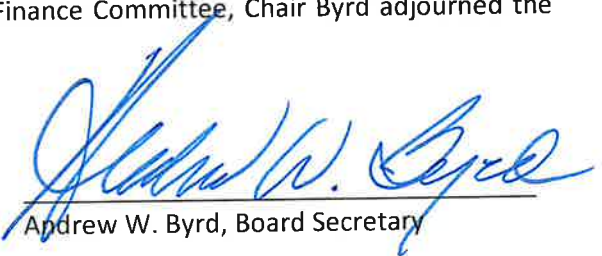
President Kreulen concluded the presentation.

Commissioner Farner thanked Ms. Basrai and the Finance team for all their hard work and the many hours that went into these budgets. Ms. Basrai said thank you and introduced several members of the Finance team that spent multiple hours putting all this information together: Ms. Kristen Deuben, VP, Finance Deputy; Ms. Kristy Bork, AVP, Finance; and Mr. Ben Dearman, Director, Budget & Treasury. The Commissioners thanked all of the Finance team. Round of applause.

Vice Chair Glover asked if we could add percentages to the slides and staff summaries for year-to-year for the Board meeting.

1) ADJOURN

There being no further business brought before the Finance Committee, Chair Byrd adjourned the meeting at 9:58 a.m.



Andrew W. Byrd, Board Secretary