

Agenda of the Joint Meeting of the MNAA Board of Commissioners and MPC Board of Directors



Date/Time: Wednesday, September 17, 2025, at 1:00 p.m.
Place: Nashville International Airport – Tennessee Board Room
Board Members: Nancy Sullivan, Chair
Jimmy Granbery, Vice Chair
Andrew Byrd, Secretary
Bobby Joslin
Joycelyn Stevenson
Dr. Glenda Glover
Glenn Farner

I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comments received to date. Deadline is September 15, 2025 at 1:00 p.m.

III. APPROVAL OF MINUTES

August 13, 2025 Minutes of the Joint Meeting of the MNAA Board of Commissioners & MPC Board of Directors

IV. CHAIR'S REPORT

V. PRESIDENT'S REPORT

VI. ITEMS FOR APPROVAL

1. Construction Contract for Taxiway Fillet Widening (ADG5/TDG6) (Operations)
2. Construction Contract for T/W Alpha South Crack Repair/Seal Coat (Operations)
3. Design Contract for AOA Fence Replacement (Operations)
4. Amended FY26 BNA O&M Budget, MNAA Resolution 2025-14 (Finance)
5. CEO Compensation and Contract (Management)

VII. ADJOURN

Minutes of the Meeting of the MNAA Board of Commissioners and MPC Board of Directors



Date: August 13, 2025

Location: Metropolitan Nashville Airport Authority
Tennessee Boardroom

Time: 1:00 p.m.

Board Members Present: Nancy Sullivan, Chair; Jimmy Granbery, Vice Chair; Andrew Byrd, Secretary; Bobby Joslin; and Glenda Glover, and Glenn Farner

Board Members Absent: Joycelyn Stevenson

MNAA Staff & Guests Present: Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman, Marge Basrai, John Cooper, Adam Floyd, Traci Holton, Eric Johnson, Captain Keene, Carrie Logan, Rachel Moore, Ted Morrissey, Stacey Nickens, Brandi Porter, Josh Powell, Robert Ramsey and Puneet Vedi

I. CALL TO ORDER

In accordance with the 3rd Amended and Restated Bylaws of the MNAA Board of Commissioners, Section 2.4, Chair Sullivan called the MNAA Board of Commissioners and MPC Board of Directors Meeting to order at 1:00 p.m., pursuant to Public Notice dated August 8, 2025.

II. PUBLIC COMMENTS

Chair Sullivan stated there were three public comment requests received.

President Kreulen stated the three public comment requests we received are from Adam Nicholson, Shani Glapion, and Levi Schult. The speakers will be allowed 2 minutes. President Kreulen introduced Adam Nicholson, Transit Now Nashville, to speak on the Terminal Access Roadway Improvements (TARI) Ph 3.2, TVA Tower Relocation Agreement. Mr. Nicholson stated he is the Board President of Transit Now Nashville, an all-volunteer grassroots organization that advocates to improve mobility in Nashville through better transit service. He comes regarding the TVA Tower Relocation Agreement as part of the Terminal Access Roadway Improvements. This is

part of the Donelson Pike and I-40 interchange which includes a 7-lane bridge, the relocation of Donelson Pike and about 12 new lane miles of roadway within this new footprint. The scale of this undertaking reflects Nashville's present moment where we drive more miles per day than any other city in the U.S. and we have the most miles of roadway per person. The TVA Tower Relocation Agreement potentially gets us closer to a pivotal phase of BNA Vision. Light rail service is proposed at the existing transit center plaza on the roof of the airport's parking garage. This would connect to the new Donelson Pike element. The TVA Tower Relocation Agreement should be approved so that Donelson Pike can reach its full potential, if not for light rail, which has a capacity for 10K to 18K passengers per hour, per direction. Or there is also bus transit, which can move 10K passengers per hour, per direction. These options are the clear choice over other proposals. Like Tesla tunnels that only move 1,355 passengers per hour. The BNA Vision's long-term goal is to get ahead of the 2.5M people that are moving to this area by 2041. When transportation costs are factored into living expenses, there are no neighborhoods in Nashville left that qualify as affordable. The Nashville International Airport could play an increasingly beneficial role for improving the quality of life. Mr. Nicholson completed his comments and thanked the Board.

President Kreulen thanked Mr. Nicholson and introduced the next speaker, Shani Glapion with The Equity Alliance, to speak on the Small Business Program, MNAA Resolution 2025-13. Ms. Glapion stated she is the Community Engagement Organizer for The Equity Alliance. She stated she would like to begin by expressing her deep frustration with MNAA's departure from its DEI commitments. The removal of intentional support from minority owned small businesses is not just a policy change, it is a slap in the face to equity. She hopes that the conscience of this body still allows for reflection on how critical these businesses are to Nashville's economic and cultural family. Minority owned businesses face systemic barriers every single day and they need more, not less, support to thrive. When we invest in them, we not just invest in entrepreneurs, we invest in local employees and families in neighborhoods that make our city strong. That same consciousness should also guide MNAA in resisting projects like Elon Musk's tunnel. This project does nothing for our local community. Nashville does not need flashy distractions; we need real traffic solutions like advancing light rail, increasing bus routes, and creating successful transportation so employees of small businesses can get to work safely and affordably. Supporting small businesses means supporting our workforce and our shared future. The tunnel does not do that. In fact, it pulls resources away from the solutions that truly move the city

forward. Also, she would like to say the barriers that you have to speak at meetings need to be removed. Do not be afraid of public opinion, that is what you are in this for, right. It was very difficult to navigate the system in order to speak in here. And once you comment once, you cannot comment for another 90 days. So, for 90 days, my voice does not matter to this audience.

President Kreulen thanked Ms. Glapion and introduced the last speaker, Levi Schult, Vanderbilt, to speak on the Terminal Access Roadway Improvements (TARI) Ph 3.2, TVA Tower Relocation Agreement. Mr. Schult introduced himself and stated good afternoon. He stated he wanted to start his comment today by highlighting, similar to Shani, that the process for giving comments is exclusionary at best. The forms submission process is convoluted and the 90-day waiting period between comments is absurd. It is comment requests too, not even if you get to speak. Parking validation for public comment would also broaden access for giving public comment. He stated the Airport Authority must make these meetings more accessible to the public. On the Terminal Access Roadway Improvements, I appreciate the Airport Authority's commitment to transparency in devising an agreement with TVA in relocating the tower. What he does not appreciate is the absence of an agenda item about agreements made with The Boring Company regarding the tunnel from BNA to downtown. This private transportation option is not what Nashvillians want as evidenced by the overwhelming support for Choose How You Move last year. When will we see transparency around plans with The Boring Company, like we have seen with these roadway improvements? These roadway improvements are to meet passenger demand as it states on the agenda. The tunnel will do no such thing. The passenger throughput is extremely limited and cannot respond to the growth of Nashville's population. What we want to see is serious bus routes as transit along this corridor as evidenced in the Choose How You Move campaign. Further many airports around the world already know that the car tunnels do not transit people efficiently. There is a reason monorails and trains exist at O'Hare and other airports, they move people efficiently. Additionally, he stated he knows the Authority agreed with this at some point previously as the BNA Vision timeline which contains these roadway improvements includes the transit station that has already been built on top of the parking garage. These roadway improvements have been made to reduce traffic but the Authority's action with The Boring Company seems in conflict with this goal. To reduce traffic, the Authority must focus on real transit solutions, not fantasy ones.

President Kreulen thanked the speakers.

III. APPROVAL OF MINUTES

Chair Sullivan called for a motion to approve the Minutes of the July 16, 2025 Joint Meeting of the MNAA Board of Commissioners and MPC Board of Directors. A motion to approve was made by Vice Chair Granbery and seconded by Commissioner Farner.

Chair Sullivan asked Ms. Saxman for a roll call:

Chair Sullivan – Yes

Vice Chair Granbery – Yes

Secretary Byrd – Yes

Commissioner Joslin – Yes

Commissioner Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 6 to 0.

IV. CHAIR'S REPORT

Chair Sullivan had no Chair's report.

V. PRESIDENT'S REPORT

President Kreulen stated he is very happy that Allegiant Air announced new air service on July 28, 2025 with nonstop service to Gulf Shores, Alabama, two times weekly and will begin on November 21, 2025. They are a good customer of the Satellite Concourse.

President Kreulen stated On July 30, 2025, MNAA hosted the Nashville Area Hispanic Chamber. We gave them a tour of the airport and a presentation on the growth and New Horizon Construction and Concourse D Extension. He stated there are lots of development opportunities out there and this was very beneficial, especially as we continue to focus internationally on flights to Mexico, Central and South America.

President Kreulen stated the Communications team presented the 2024 Aviation Golf Classic Check to the Alzheimer's Association with \$15K, the Martha O'Bryan Center with \$15K and Nashville Therapy Pets with \$10K. President Kreulen stated MNAA used to make the presentations at the individual community organizations, but found it to be more beneficial to come to MNAA

and have the Staff attend. Many of the Staff have a personal connection to organizations like Alzheimer's Association and/or the Marth O'Bryan Center. The Nashville Therapy Pets have been servicing BNA for years and have never asked us for anything, so we are proud to make a charitable donation to them. They are a real crowd pleaser with the passengers who are traveling. Earlier in the year, on April 12, 2025, a check was presented to Cherry Blossom Festival for \$25K. Some day we hope to have nonstop flights to Asia. Commissioner Glover asked who won the Golf Tournament. President Kreulen replied he is not sure, but he has never won it.

President Kreulen stated MNAA celebrated the Summer of 100 on August 5, 2025. There are over 100 nonstop flights. When we reflect back where we were two years ago to now, there are 40 – 50 new nonstop flights. Louisville, KY is our 114th nonstop flight.

President Kreulen presented the FY26 BNA Passenger performance. He stated we have over 4% annual growth for FY25. This year we are hovering right at 2%. We have seen a decrease in the rate of growth in travel since February. We had a really strong June and Finance is still calculating the impact of that strong June. A heat map that he would be glad to share with the Commissioners on the airports in the United States really show that Nashville is in rare territory as 70% – 80% of airports are having a down year where BNA has 5 of 6 months with a slower growth rate. It goes to show tourism and business coming to Nashville is still strong.

President Kreulen presented the Committee 30-day Outlook for September and stated there are 4 items for approval planned in the Operations Committee; 4 items for approval in the Finance Committee; and the Management Committee has 2 items for approval and the FY25 CEO Compensation Benchmarking. President Kreulen stated on September 27, 2025 the Tennessee Aviation Hall of Fame will be honoring Former Chair Bill Freeman and his accomplishments for contributing to Tennessee Aviation. The Committee 60-Day Outlook for October plans for 5 items for approval in the Operations Committee; the Finance Committee will have 3 items for approval; and the none for the Management Committee. In October, the Board meeting and Retreat will be held at Geodis Park, beginning at 9:00 am.

Commissioner Glover asked about the approval item on the 60-Day Outlook regarding body worn cameras, and what it means. President Kreulen replied MNAA has body worn cameras that our officers wear for protection and we are replacing the existing body worn cameras with a newer

version. Commissioner Glover asked if we buying used body cameras. President Kreulen stated they are worn on body, these will be new cameras.

President Kreulen presented the 2026 Committee & Board Schedule and noted that the January Committee and Board Meetings will be combined and held on January 21, 2026 due to a policy conference that needs to be attended. Everything else throughout the year is standard with our Bylaws.

President Kreulen concluded the President's update.

VI. ITEMS FOR APPROVAL

1. TARI Ph. 3.2 TVA Tower Relocation Agreement (Operations)

President Kreulen introduced Traci Holton, VP, New Horizon, to brief the Commissioners on the on the TARI Ph. 3.2 TVA Relocation Agreement. Ms. Holton stated this Agreement is for the design and construction to relocate a Tennessee Valley Authority (TVA) tower in conflict with the Terminal Access Roadway project scope. MNAA is proposing a new location, and similar to doing business with Nashville Electric System (NES), it requires an agreement to be signed as well as payment up front for their estimate of services. This is for \$500K NTE, which was reduced from \$750K NTE that was presented last week to the Operations Committee.

This was presented to the Operations Committee on August 6, 2025, which recommended approval by the Board. Ms. Holton requested the Board of Commissioners to authorize the Chair and President and CEO to execute the Contract with TVA in the amount of \$500,000 NTE.

Vice Chair Granbery stated he is happy to see there is a reduction in the cost and thanked Ms. Holton for her work.

Vice Chair Granbery stated the Operations Committee met on August 6, 2025 and voted 3 to 0 to recommend approval by the Board and made a motion for approval. Commissioner Joslin seconded the motion.

Chair Sullivan asked Ms. Saxman for a roll call:

Chair Sullivan – Yes

Vice Chair Granbery – Yes

Secretary Byrd – Yes

Commissioner Joslin – Yes

Commissioner Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 6 to 0.

2. Construction Contract for Part 139 RSA/TSA Improvements, Phase 2 TW Alpha North (Operations)

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 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 in 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.

This was presented to the Operations Committee to recommend to the Board of Commissioners to 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 Granbery stated for the record, you had a \$2M contingency so this is within our contingency. President Kreulen stated this is not a \$2M contingency, it is basically part of our airline agreement with the 21 airlines. When they approve a project for us as long as we do not exceed the budget by 10%, we do not have to go back and get them to verify that they

are still in support of that. This delta that we are trying to make up is less than 10%, and they will be notified.

Vice Chair Granbery stated the Operations Committee met on July 9, 2025 and voted 3 to 0 to recommend approval by the Board and made a motion for approval. Secretary Byrd seconded the motion.

Chair Sullivan asked Ms. Saxman for a roll call:

Chair Sullivan – Yes

Vice Chair Granbery – Yes

Secretary Byrd – Yes

Commissioner Joslin – Yes

Commissioner Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 6 to 0.

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

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 Hi-Way Paving, Inc. submitted a low bid of \$7,525,655. The contract start date is August 2025 and will be completed in April 2026. The project is funded with a mix of MNAA and entitlement funds.

Vice Chair Granbery asked President Kreulen to explain the Federal part of this. President Kreulen stated where you see on the pie chart, the funding source has 66% Federal AIP Entitlement. AIP stands for Airport Improvement Program and entitlements are each airport in the United States receives so many dollars based on the passengers that come through. Each year MNAA receives dollars that are considered entitlement dollars and then anything

above that will be discretionary. We have to show the FAA where we are going to use entitlement dollars.

This was presented to the Operations Committee to recommend to the Board of Commissioners authorize the Chair and President and CEO to execute the proposed contract with Hi-Way Paving, Inc. in the amount of \$7,525,655.

Vice Chair Granbery stated the Operations Committee met on July 9, 2025 and voted 3 to 0 to recommend approval by the Board and made a motion for approval. Commissioner Joslin seconded the motion.

Chair Sullivan asked Ms. Saxman for a roll call:

Chair Sullivan – Yes

Vice Chair Granbery – Yes

Secretary Byrd – Yes

Commissioner Joslin – Yes

Commissioner Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 6 to 0.

4. Small Business Program, MNAA Resolution 2025-13 (Management)

President Kreulen stated the Small Business Program, MNAA Resolution 2025-13, was presented to the Management Committee. He stated as the Board is aware of the recent changes in the Administration and Executive Orders, as well as guidance from the U.S. Department of Transportation and Grant Assurances from the FAA, required us to go back in and take a look at our business programs to make sure there are no presumptions related to race and gender. To do that we developed a Resolution that the Board approved in May and this is a follow up to that. We believe we will be very successful with this. We have a strong program today, and no one will be removed from the program. This program will allow us to still have an emphasis on developing small businesses in the State of Tennessee.

MNAA's SMWBE Program must avoid the presumption of race-and-gender preferences. Resolution 2025-13, presented for approval, 1) affirms the Board's commitment of encouraging the use of small businesses & creating opportunities for small businesses to successfully participate in MNAA contracts; 2) discontinues MNAA's SMWBE Program including ceasing enforcement of prior race-and-gender commitments; and 3) authorizes creation of MNAA's Small Business Program (SBP). The Staff will develop the SBP with full deployment by the end of Fiscal Year 2026 and will continue to monitor and respond as further Federal guidance is received. President Kreulen stated one of the big events for MNAA is Business Taking Off which will be held in March and we will continue to unveil that with our business partners.

Commissioner Glover stated she would like the record to reflect that the Airport Authority supports small businesses. She believes what is being communicated is that we are not. She would like to make sure that it is clear that we do support small businesses and they are the back bone of our economy and we are not passing a Resolution that will say anything different than that. Earlier this year in Washington, there were some things came down to us for compliance and we need to show that we support small business, support women, and support minorities. She would like the record to be clear on that so that if we are challenged on that, we have not gotten rid of anything, we are expanded on what we have.

President Kreulen stated this was presented to the Management Committee to authorize the President and CEO to discontinue MNAA's SMWBE Program including ceasing enforcement of prior race-and-gender commitments, and create MNAA's Small Business Program (SBP), in accordance with Resolution 2025-13; and authorize the Chair and President and CEO to execute MNAA Resolution No. 2025-13.

Chair Sullivan stated the Management Committee met on August 6, 2025 and voted 2 to 0 to recommend approval by the Board and made a motion for approval. Vice Chair seconded the motion.

Chair Sullivan asked Ms. Saxman for a roll call:

Chair Sullivan – Yes

Vice Chair Granbery – Yes

Secretary Byrd – Yes

Commissioner Joslin – Yes

Commissioner Glover – Yes

Commissioner Farner – Yes

The motion passed with a vote of 6 to 0.

President Kreulen concluded the presentation.

VII. ADJOURN

There being no further business brought before the Board, Chair Sullivan made the motion to adjourn, and Vice Chair Granbery seconded the motion, which carried by a vote of 6 to 0. Chair Sullivan adjourned the meeting at 1:24 p.m.

Andrew Byrd, Board Secretary

STAFF ANALYSIS

Board of Commissioners

Date: September 17, 2025

Facility: Nashville International Airport (BNA)

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

I. Recommendation

Staff requests the Board of Commissioners:

- 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:

Contractor	Bid Schedule	Bid Amount
Hi-Way	1	\$16,109,799.00
	2	\$15,115,907.00
	Add. Alt.	
	1	\$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% PFCs

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.

III. Committee Review

This item was presented to the Operations Committee on September 10, 2025. The Operations Committee voted 3 to 0 to recommend approval to the Board of Commissioners.

STAFF ANALYSIS

Board of Commissioners

Date: September 17, 2025

Facility: Nashville International Airport (BNA)

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

I. Recommendation

Staff requests the Board of Commissioners:

- 1) accept the contract proposed by Hi-Way Paving, Inc. for the construction of the T/W Alpha South Rehabilitation at BNA and;
- 2) authorize the proposed contract 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 (Airline Facility Fund)

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.

III. Committee Review

This item was presented to the Operations Committee on September 10, 2025. The Operations Committee voted 3 to 0 to recommend approval to the Board of Commissioners.

STAFF ANALYSIS

Board of Commissioners

Date: September 17, 2025

Facility: Nashville International Airport (BNA)

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

I. Recommendation

Staff requests the Board of Commissioners:

- 1) accept the contract proposed by Garver for the final design of the Airport Operations Area (AOA) fence replacement, and;
- 2) authorize the proposed contract through the Engineering On-Call Contract for \$417,740, for a cumulative project task order cost of \$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 (Bonds, Airlines)

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.

III. Committee Review

This item was presented to the Operations Committee on September 10, 2025. The Operations Committee voted 3 to 0 to recommend approval to the Board of Commissioners.

STAFF ANALYSIS

Board of Commissioners

Date: September 17, 2025

Facility: Nashville International Airport (BNA)

Subject: MNAA Resolution 2025-14
Amended FY26 BNA Operating Budget

I. Recommendation

Staff requests the Board of Commissioners:

- 1) approve the proposed amended operating budget for Nashville International Airport (BNA) for fiscal year 2026 (FY26); and
- 2) authorize the Chair and President & CEO to execute MNAA Resolution No. 2025-14.

II. Analysis

A. Background

Pursuant to the 3rd and Amended & Restated Bylaws of the Board of Commissioners of MNAA (Bylaws), Section 4.3.2, the President & CEO must submit the operating budget to the Board for approval at least 60 days prior to the beginning of the fiscal year. Requests for additional appropriations shall be submitted to the Board for approval.

MNAA uses three passenger forecasts to monitor growth at BNA: “Moderate Forecast”, “Strategic Forecast”, and an “Aggressive Forecast”. On April 16, 2025, the Board approved the FY26 BNA Operating Budget with a passenger forecast of 25,990,000, which was the “Moderate Forecast” at that time (4% above the FY25 year-end projection). At the beginning of July 2025, the forecasted passengers for FY26 was reduced to growth of 2%/4%/6% over the FY25 year-end projection (Moderate forecast of 2% – 25,246,000). In August 2025, the forecasted passengers for FY26 were reduced again to growth of only 1%/3%/5% (Moderate forecast of 1% - 25,026,700).

The approved budgeted passenger forecasts for FY26 and the new amended forecasts are shown in the table below:

	Approved Budget 2026	Amended Budget 2026
Moderate Forecast	25,990,000	25,026,700
Strategic Forecast	26,480,000	25,522,400
Aggressive Forecast	27,230,000	26,018,000

Revenue and expenses adjustments are proposed due to the new lower passenger forecast; therefore, the new financial rate model projections (original versus amended) are shown below:

**Nashville International Airport
Revenue and Expenses (Rate Model Based)
For the Year ending June 30, 2026**

	FY26 - Original	FY26 - Amended
Operating Revenues:		
Signatory Airlines	\$ 134,298,546	\$ 133,298,546
Parking	113,742,813	110,442,813
Concessions	79,375,714	80,175,714
Space Rental	18,766,307	18,766,307
Other	12,436,835	12,436,835
Total Operating Revenues	358,620,215	355,120,215
Operating Expenses:		
Salaries and Benefits	73,570,572	71,570,572
Contractual Services	93,398,049	92,041,049
Materials and Supplies	9,794,544	9,614,544
Utilities	10,450,182	10,450,182
Other	11,553,060	11,553,060
Total Operating Expenses	198,766,407	195,229,407
Other Rate Model Exp/Rev:		
Total Debt Service - Bonds	208,490,743	208,500,743
Less: Debt paid by Cap Int	(86,790,098)	(86,790,098)
Less: Debt paid by PFCs	(34,689,479)	(34,689,479)
Short Term Credit Facility Interest Expense	8,567,062	8,567,062
Operations & Maintenance Fund	4,696,594	4,696,594
Renewal & Replacement Fund	1,250,000	1,250,000
Airline Facility Fund	15,612,325	15,612,325
Authority/Amortization Facility Fund	24,583,125	24,583,125
NAE (Airline Incentive) Fund	2,000,000	2,000,000
Additional Pension/OPEB Contribution	-	-
Interest Income Transferred to Revenue Fund	(19,000,000)	(19,000,000)
Less: Budgeted Exp Excluded from Rate Model	(2,682,591)	(2,644,500)
Other Non Budgeted Rev Included in Rate Model	(4,243,297)	(4,274,255)
Total Net Other Expenses	117,794,384	117,811,517
Net Income (Deposit to NAE)	\$ 42,059,424	\$ 42,079,291

Based on the new rate model projections, the amended budget for FY26 was prepared. The summary is shown below:

BNA Summary (\$000)	APPROVED BUDGET	AMENDED BUDGET	
	2026	2026	
Non-Airline Revenue	224,322	221,822	②
Signatory Airline Revenue	134,298	133,298	①
Total Operating Revenue	358,620	355,120	
Operating Expense	(198,766)	(195,229)	③
Net Non-Operating Expense	(27,126)	(30,826)	④
Income before Depreciation & Grants	132,728	129,065	

① Signatory Airline Revenue decreased by \$1M:

- As noted in ③ below, operating expense was reduced by \$3.5M. The reduction in expense was run through the airline rates and charges model, which results in less revenue due to MNAA from the Signatory Airlines.

② Non-Airline Revenue decreased by \$2.5M:

- Parking and Concessions revenue decreased \$2.5M overall due to the reduction in forecasted passengers and as a result of the revenue generated per passenger decreasing in FY25. Due to the loss of revenue in FY25, MNAA proactively increased rates slightly in Parking and Ground Transportation in early FY26 to try to compensate for the loss of revenue. Without this increase, the decrease in non-airline revenue for FY26 would have been \$6M-\$7M more.

③ Operating Expense decreased by \$3.5M:

- Salaries and Benefits decreased by \$2M due to a reduction in anticipated salary and benefits (greater vacancy than budgeted) and the removal of MNAA's annual required contribution to the Pension/OPEB plans (no contribution required for FY26 due to both plans being overfunded).
- Contract services decreased by \$1.4M and Materials & Supplies decreased \$180K due to the cancellation/reduction in cost of several FY26 department initiatives as well as other identified areas of savings.

④ Net Non-Operating Expense increased \$3.7M:

- Due to the decrease in forecasted passengers, Passenger Facility Charges and Customer Facility Charges decreased \$1.7M and \$2M, respectively. This decrease in Non-Operating Revenue increases overall Net Non-Operating Expense.

Strategic Priorities

- Invest in MNAA

- Plan for the Future
- Prepare for the Unexpected

B. Options/Alternatives

Revise the FY26 Operating Budget by adding or reducing revenue and expense items.

III. Committee Review

This item was presented to the Finance Committee on September 10, 2025. The Operations Committee voted 3 to 0 to recommend approval to the Board of Commissioners.

MNAA RESOLUTION NO. 2025-14

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE METROPOLITAN NASHVILLE AIRPORT AUTHORITY AMENDING MNAA RESOLUTION 2025-04 AND APPROVING THE AMENDED OPERATING BUDGET FOR NASHVILLE INTERNATIONAL AIRPORT COVERING THE FISCAL YEAR BEGINNING JULY 1, 2025 AND ENDING JUNE 30, 2026.

WHEREAS, the President has submitted, for Board approval, an Amended Operating Budget for Nashville International Airport, covering fiscal year beginning July 1, 2025, and ending June 30, 2026, pursuant to Article IV, Section 4.3.2 of the Third Amended and Restated Bylaws of the Board of Commissioners.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE METROPOLITAN NASHVILLE AIRPORT AUTHORITY AS FOLLOWS:

Section 1. That the Board of Commissioners hereby amends MNAA Resolution No. 2025-04 by approving the Amended Operating Budget as presented, which has been made a part hereof as if copied verbatim herein as the Operating Budget for the Nashville International Airport for fiscal year 2026.

Section 2. This Resolution shall take effect from and after its adoption and be made a part of the Board of Commissioners official Minutes of Record.

RECOMMENDED:

ADOPTED:

Douglas E. Kreulen, President & CEO

Nancy B. Sullivan, Board Chair

APPROVED AS TO FORM AND LEGALITY:

ATTEST:

MNAA Legal Counsel

Andrew W. Byrd, Board Secretary

This 17th day of September 2025.