

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



Date/Time: Wednesday, November 12, 2025, at 9:00 a.m.

Place: Nashville International Airport – Tennessee Board Room

Operations Committee Members: Jimmy Granbery, Committee Chair
Bobby Joslin, Committee Vice Chair
Nancy Sullivan

I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comment received to date. Deadline is November 10, 2025, at 9:00 a.m.

III. APPROVAL OF MINUTES

October 8, 2025 Minutes of the Joint Meeting of the MNAA and MPC Operations Committee

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. Purchase of Stream Mitigation Credits for Airport Land Development (Maxey Ridge Mitigation Bank)
2. Design Contract for Part 139 RSA/TSA Phase 3 Hotel South

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



Date: October 8, 2025

Location: Metropolitan Nashville Airport Authority
Tennessee Boardroom

Time: 9:00 a.m.

Committee Members Present:

Bobby Joslin, Committee Vice Chair; Nancy Sullivan

Committee Members Absent:

Jimmy Granbery, Committee Chair

Other Board Members Present:

Andrew Byrd, Joycelyn Stevenson, Glenda Glover, Glenn Farner

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman, Marge Basrai, John Cooper, Kristen Deuben, Adam Floyd, Traci Holton, Eric Johnson, Captain Keene, Roman Keselman, Carrie Logan, Rachel Moore, Ted Morrissey, Stacey Nickens, Brandi Porter, Josh Powell, Robert Ramsey, Captain Keene, and Puneet VEDI; Lauren Lowe (PFM); Cory Czyzewski (BoFA Securities)

I. CALL TO ORDER

Vice Chair Joslin called the Joint Meeting of the MNAA and MPC Operations Committee to order at 9:00 a.m. pursuant to Public Notice posted on the BNA website at flynashville.com.

II. PUBLIC COMMENT

Vice Chair Joslin stated there were no public comment requests received.

III. APPROVAL OF MINUTES

Vice Chair Joslin asked for a motion to approve the minutes from the September 10, 2025 Operations Committee meeting. Vice Chair Joslin made a motion, and Commissioner Sullivan seconded the motion.

Vice Chair Joslin asked Ms. Saxman for a roll call:

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 0.

IV. CHAIR'S REPORT

Vice Chair Joslin stated that there was a tragedy at John C. Tune airport involving a couple of skydivers. Cindy Barnett's son was the rescuer who cut the guy down from the tree. He asked for a round of applause for Ms. Barnett's son.

Vice Chair Joslin stated he received a text last night and would like to take a moment to introduce a young man by the name of Blake Montgomery. Mr. Montgomery is 17 years old, already has his pilot's license and is enrolled in Emory University and would like to be in airport management. He welcomed Mr. Montgomery and his family and stated we are happy to have them here today.

Vice Chair Joslin stated it has been a great week for BNA and he has been happy to be on the Airport Authority Board. He stated that due to potential Air Traffic Control issues and the government shutdowns, he and 5 friends cancelled their trip. He said this has been a tough week for the airlines.

Commissioner Byrd stated he would like to recognize Vice Chair Joslin for being with the airport for 16 years and thanked him for his service and stated he appreciates him.

President Kreulen welcomed the Montgomery family.

V. ITEMS FOR APPROVAL

1. CGMP 3 of 4 for Concourse A Reconstruction

President Kreulen introduced Tarci Holton, VP, New Horizon, to brief the Commissioners on the CGMP 3 of 4 for Concourse A Reconstruction. Ms. Holton stated the CGMP 3 scope includes civil, structure, core and shell, furnishings/finishes, MEP, interior buildout, baggage handling, IT and vertical transportation. Ms. Holton stated she will be back in January for the Central Core work and we are still looking at a final GMP of \$600M NTE. The power was shut off on October 6, 2025 in preparation for demolition.

Ms. Holton requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute Component Maximum Price #3 (CGMP3) for not-to-exceed \$385,000,000.

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

Vice Chair Joslin asked Ms. Saxman for a roll call:

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 0.

2. Design Contract for T/W T4 Reconstruction, T/W T5 Rehabilitation and T/W T5 Lima Reconstruction

President Kreulen introduced Puneet VEDI, VP, Airport Capital Development, to brief the Commissioners on the Design Contract for T/W T4 Reconstruction, T/W T5 Rehabilitation and T/W T5 Lima Reconstruction. Mr. VEDI stated this project includes the design for T/W T4 concrete pavement reconstruction and T/W T5 asphalt and concrete rehabilitation and repairs and T/W T5 and T/W Lima concrete pavement reconstruction. MNAA published a Request for Qualifications (“RFQ”) on June 23, 2025 and 6 qualifications were received on July 24, 2025. The Selection Committee shortlisted and interviewed three firms and determined Kimley-Horn to be the most qualified firm based on details on phasing strategies during taxiway closures, key personnel, and current experience with Modification of Standards. The design cost for T/W T4 reconstruction and T/W T5 rehabilitation is \$1,694,228; the design cost for T/W T5/Lima reconstruction is \$1,203,147. The total of the two contracts is \$2,897,375. The contract start date is October 2025, with contract end date for T/W T4 Reconstruction/T4 Rehabilitation scheduled for October 2026 and the T/W T5/Lima Reconstruction scheduled for August 2027. Funding for the project for the T/W T4 Reconstruction/T5 Rehabilitation is 63% MNAA (Bonds/Airlines) with 37% Federal; and, T/W T5/Lima Reconstruction is 100% MNAA (Airline Facility Fund).

Vice Chair Joslin asked if this contract has anything to do with Group VI. Mr. VEDI replied that TDG 6 will be evaluated with the project to look at those intersections and every project looks at Taxiway Design Group VI.

Commissioner Sullivan asked what other projects Kimley-Horn has done at BNA. Mr. Vedi replied they are part of projects with Garver, have done pavement assessments, have worked on the Terminal Apron Reconstruction and several other projects at BNA.

Mr. Vedi recommended the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute the proposed Design Contracts with Kimley-Horn in the amount of \$1,694,228 and \$1,203,147, for a total of \$2,897,375.

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

Vice Chair Joslin asked Ms. Saxman for a roll call:

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 0.

3. Design Contract for Murfreesboro Road/TW Romeo/Juliet Tunnel Repairs

Mr. Vedi stated the Construction Contract for R/W 2C/20C Tunnel and T/W Romeo/Juliet Bridge Repairs consists of non-structural maintenance and repairs on the R/W 2C/20C Tunnel and the T/W Romeo/Juliet Bridge between R/W 2R/20L and R/W 13/31. The project includes expansion joint repairs, concrete spall repairs, and miscellaneous crack repairs. An Invitation to Bid (“ITB”) was advertised on August 11, 2025 and Blakely Construction Services, LLC was the lowest bidder with \$904,248. The contract start date is November 2025 with a completion date of March 2026. The funding source is 100% MNAA Airline Facility Fund.

Vice Chair Joslin asked if there are any other bidders. Mr. Vedi replied we did not have any other bidders on this project. MNAA put out this project two years ago where we did not receive qualified bidders, so we looked at additional scope and did our due diligence with getting the word out. President Kreulen stated when MNAA put out this bid several years ago for the Murfreesboro Tunnel, the project was too small and no one would take it, so it was delayed. The Murfreesboro Tunnel repairs and the bridges over Donelson went out as robust as possible and

had 6 invitations downloaded but they chose not to bid. He realizes the Board does not like single bidders, but Blakely Construction Services, LLC is a very strong firm and will do a great job.

The Federal Highway Administration evaluates the tunnel and bridges and gives a report to TDOT. TDOT then comes to us and asks for the improvements, so we will have to execute this even if we only have 1 bidder. Commissioner Byrd asked if this is the bridge over Donelson Pike. President Kreulen pointed to the bridges on the diagram and stated both of those bridges will bring us up to standard.

Vice Chair Joslin asked if this would take care of Group 6. President Kreulen stated no. We are upgrading R/W 2L and you can get on/off runway, and we are in the process of studying what we need to do to R/W 2R, but how do you upgrade the bridge to get to Group 6 without closing bridges. We need a recommendation and plan. There is a lot of engineering work that is being done on the westside. Step 1 – Get Group 6 up by April; Step 2 – figure out how to build a bridge without bothering anyone; and Step 3 – extend the runway. We will see two things come out within a month, make a determination that we do not have to do an EIS two-year study or that we only have to do a 1-year EA study; and we want the FAA to give us a stamp of approval that the future runway length is 11,500. Those two outcomes start the 5-year process of environmental assessment, design and construction. Again, we do not have the money for that, but it will start the process so we can advocate for Federal and State funding.

Commissioner Glover asked what the small business aspect is for the project. President Kreulen stated our Small Business team is building a Small Business Program that we hope to unveil in March at Business Taking Off, and implement in July 2026.

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 Construction Contract with Blakely Construction Services, LLC in an amount of \$904,248.

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

Vice Chair Joslin asked Ms. Saxman for a roll call:

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 0.

VI. INFORMATION ITEMS

1. None.

President Kreulen concluded the presentation of the informational items.

VII. ADJOURN

There being no further business brought before the Operations Committee, Vice Chair Joslin adjourned the meeting at 9:17 a.m.

Andrew W. Byrd, Board Secretary

STAFF ANALYSIS

Operations Committee

Date: November 12, 2025

Facility: Nashville International Airport (BNA)

Subject: Stream Mitigation Credit Purchase for airport land development projects

I. Recommendation

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

- 1) Approve the purchase of stream mitigation credits from the Maxey Ridge Mitigation Bank;
- 2) authorize the Chair and President and CEO to execute the proposed contract to purchase the first release for up to \$6,282,500 and accept First Right of Refusal for all credits as they are released.

II. Analysis

Background

MNAA has three (3) near future land development projects at BNA that require stream encapsulation. These projects are the future FBO site south of Runway 13, rental car service center lots near Runway 2C, and an extension of Runway 2L. These projects will need permits from The Tennessee Department of Environment and Conservation (TDEC), the United States Army Corps of Engineers (USACE) and Nashville Metro Water Services' Stormwater Variance Committee (MWS), all of which include requirements for mitigation of the loss of stream length.

Mitigation requirements are quantified by comparing the health of the existing stream and the proposed impact. MNAA contracted with Garver USA, LLC to complete the Hydrological Determination and Stream Quantification Tool in June 2024. The report determined that these projects will require a maximum of 3,090 stream credits.

In 2024, MNAA coordination with available banks, fee programs, and the permitting agencies revealed the purchase of credits from Cedar Forest Mitigation Bank, owned by Headwaters Reserve, LLC (Headwaters Reserve), would provide the most timely and cost-efficient solution to comply with USACE and TDEC's requirements for the Central Ramp Expansion project. Since execution of the agreement, MNAA has purchased two (2) credit releases from Cedar Forest Mitigation Bank and used all the credits to comply with USACE and TDEC's mitigation requirements. The next release from Cedar Forest Mitigation Bank is scheduled for the fourth quarter of 2027. MNAA has First Right of Refusal to these credits under the existing agreement, however, these projects will need mitigation plans no later than 2026.

At the time of approval by the Board of Commissioners, MNAA was uncertain of Metro Nashville

Water Services' (MWS) position on the use of mitigation credits from banks that are not located within Davidson County; however, MNAA earned approval from the Stormwater Variance Committee to apply mitigation credits from Cedar Forest toward a MWS grading permit variance because of the bank's location within one of the airport's watersheds (Stones River). Headwaters Reserve built another mitigation bank near Cedar Forest in 2025, named Maxey Ridge Mitigation Bank, separated from Cedar Forest by the Cedars of Lebanon State Park. Maxey Ridge Mitigation Bank is also located in the Stones River watershed in Lebanon, Wilson County, Tennessee. BNA is in its service area. Based on this recent experience, MNAA is confident that Maxey Ridge will also suffice the mitigation requirements of an MWS grading permit.

Maxey Ridge will release up to 16,030 linear feet of stream credits in groups of 1,320 to 5,795 credits per year between 2026 and 2034. The first release, scheduled for January 2026, will include up to 1,795 credits, followed by a second release of 1,795 credits in Fall of 2027. The total number of credits in each release is based on performance criteria of the mitigated site, such as stream stability, water quality, and presence of plant and animal life. Therefore, the actual number of credits in each release may vary and the maximum potential of 16,030 credits will not be guaranteed. The agreement will contract MNAA to purchase the total actual number of credits that are released within 60 days of being notified of the first credit release.

Credits are in high demand in Middle Tennessee and are usually reserved by contract. To best prepare for a successful completion of these airport projects on schedule, MNAA recommends committing to purchase the first credit release from Maxey Ridge Mitigation Bank, for a total of up to 1,795 credits, to cover these projects' needs, for \$3,500 per credit. All regulatory agencies do allow MNAA to pre-purchase credits, therefore, if there are any credits over the amount required, they can be saved and applied to future permits requiring mitigation, such as future MNAA facility relocation or Terminal II enabling. Maxey Ridge Mitigation Bank also agrees to give First Right of Refusal to MNAA for all future releases, which may be helpful as BNA continues to grow.

A. Impact/Findings

Number of credits needed for airport development projects:	1,254 stream credits
Cost of Maxey Ridge Mitigation Bank Credits (FY26):	up to \$6,282,500 (1,795 credits)
Funding Source:	100% MNAA

B. Strategic Priorities

- Invest in BNA
- Plan for the future

C. Options/Alternatives

Do Nothing: If BNA does not purchase the credits from Maxey Ridge Mitigation Bank, other credits may not be available in 2026. Other acceptable options for mitigation, such as permittee-responsible mitigation, will be more expensive, time-consuming, and carry more risk of failure. If BNA does not contract with Maxey Ridge Mitigation Bank, the contract will be offered to the developer community and the opportunity to access these credits will be lost. Other mitigation banks in BNA's service area are not available at this time.

STAFF ANALYSIS

Operations Committee

Date: November 12, 2025

Facility: Nashville International Airport (BNA)

Subject: Design Contract for Part 139 RSA/TSA Improvements, Phase 3 – T/W Hotel South TSA Improvements
Project No. 2602

I. Recommendation

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

- 1) accept the statement of qualification by Michael Baker International to provide engineering consulting services for the design of the T/W Hotel South Taxiway Safety Area (TSA) Improvements project at Nashville International Airport (BNA); and
- 2) authorize the Chair and President and CEO to execute the professional services contract for \$1,472,063 NTE .

II. Analysis

Background

It is the intent of MNAA to meet or exceed all FAA Part 139 geometric design criteria for the appropriate Airplane Design Group (ADG) and Taxiway Design Group (TDG) for each runway/taxiway system. Airfield geometric analysis has identified portions of the western side of T/W Hotel South (south of the T/W Romeo/Juliet bridges) do not meet the TSA width requirements for ADG IV or ADG V. In order to widen the TSA in this area, a retaining wall must be constructed between T/W Hotel South and Donelson Pike. Additionally, the taxiway geometry of T/W H1 (south end of runway) and T/W H6 (north end of runway) do not meet current TDG 6 standards for pavement width, shoulder width, or fillet geometry. The construction of these geometric improvements is necessary for the ultimate goal of an ADG V/TDG 6 route from R/W 2R/20L to the terminal apron.

This project shall consist of the design of the retaining wall and earthwork grading necessary to bring the TSA to full ADG V geometric compliance using the BNA Design Standard. The project also includes the preliminary design for the TDG 6 improvements to T/W H1 and T/W H6. The selected consultant will provide topographical survey, geotechnical investigation, preliminary and final design, bid phase services, and construction administrative services necessary for this project.

On July 14, 2025, the MNAA published a Request for Qualifications (RFQ).

On August 14, 2025, two (2) Statements of Qualifications were received: Atkins-Realis and Michael Baker International.

The selection committee evaluated the SOQs based on the criteria below:

- 1) Capability to perform all or most aspects of the project and recent experience in airport projects comparable to the proposed task.
- 2) Key personnel's professional qualifications and experience and availability for the proposed project; their reputation and professional integrity and competence; and their knowledge of FAA regulations, policies, and procedures.
- 3) Qualifications and experience of subconsultants regularly engaged by the consultant under consideration.
- 4) Understanding of the project's potential challenges and the sponsor's special concerns.

On August 28, 2025, the selection committee met and discussed the SOQs submitted by these firms. Their scores are listed below:

Firm	Score
Atkins-Realis	322
Michael Baker International	375

Based on these scores, the selection committee has determined Michael Baker International to be the most qualified firm for the T/W Hotel South TSA Improvements project.

Both firms were well qualified, but the team from Michael Baker International demonstrated the best understanding of the needs of this project as well as experience with projects of similar scope.

A. Impact/Findings

Anticipated Contract Start Date:	November 2025
Duration of Contract:	270 Calendar Days
Contract Completion Date:	August 2026
Contract Cost:	\$1,472,063 NTE
Funding Source:	75% Federal, 25% Bonds/Credit Facility

B. Strategic Priorities

- Invest in BNA
- Plan for the future

C. Options/Alternatives

Do Nothing: The "Do Nothing" option will result in no improvements to the Taxiway Safety Areas and result in the Nashville International Airport being flagged by the FAA in the 2026 inspection for noncompliance with safety standards. Also, by not improving the T/W H1 and H6 geometry to TDG 6 standards, R/W 2R/20L will continue to be unable to be used for larger ADG V/TDG 6 aircraft, limiting the expansion of services to larger aircraft.