

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



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

Place: Nashville International Airport – Tennessee Board Room

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

I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comment received to date. Deadline is December 8, 2025, at 9:00 a.m.

III. APPROVAL OF MINUTES

November 12, 2025 Minutes of the Joint Meeting of the MNAA and MPC Operations Committee

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. Construction Contract for Northeast Employee/Valet Storage Parking Lot
2. Design Contract for Deicing Infrastructure Improvements (on-call)
3. CONRAC/Garage/TARI CGMP 2 of 6 – Mass Excavation, NES Relocation
4. Change Order to Construction Contract for TARI Ph 3.1
5. Owner's Controller Insurance Program "OCIP" and Builder's Risk Insurance Coverage
6. Contract for Low Voltage Services (on-call)
7. Contracts for Airfield Markings, Rubber & Marking Removal Services (on-call)
8. Arts at the Airport Foundation Board Member Reappointments

VI. INFORMATION ITEMS

1. BNA Master Plan Update – Facility Requirements
2. BNA Development Update
3. JWN Development Update

VII. ADJOURN

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



Date: November 12, 2025

Location: Metropolitan Nashville Airport Authority
Tennessee Boardroom

Time: 9:00 a.m.

Committee Members Present:

Jimmy Granbery, Committee Chair; Bobby Joslin,
Committee Vice Chair; Nancy Sullivan

Committee Members Absent:

None

Other Board Members Present:

Andrew Byrd, Joycelyn Stevenson, Glenda Glover

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman,
Marge Basrai, Zach Blair, Kristy Bork, Adam Bouchard, John
Cooper, Kristen Deuben, Eric Johnson, Leslie Larson, Lisa
Leyva, Carrie Logan, Tyler Mayo, Rachel Moore, Ted
Morrissey, Stacey Nickens, Brandi Porter, Josh Powell,
Robert Ramsey, Tiffany Underwood, Puneet Vedi, and
Steven Woods
Ali Hijazi and Veronica Tuazon – Plante Moran

I. CALL TO ORDER

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

II. PUBLIC COMMENT

Chair Granbery stated there were no public comment requests received.

III. APPROVAL OF MINUTES

Chair Granbery asked for a motion to approve the minutes from the October 8, 2025 Operations Committee meeting. Commissioner Sullivan made a motion, and Vice Chair Joslin seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

IV. CHAIR'S REPORT

Chair Granbery had no Chair's report. He stated he is glad to get past the government shutdown and get back to more moderation with the Thanksgiving season upon us.

V. ITEMS FOR APPROVAL

1. Purchase of Stream Mitigation Credits for Airport Land Development (Maxey Ridge Mitigation Bank)

President Kreulen introduced Traci Holton, VP, New Horizon, to brief the Commissioners on the Purchase of Stream Mitigation Credits for Airport Land Development (Maxey Ridge Mitigation Bank). Ms. Holton stated this agreement is to purchase mitigation credits for future airport land development projects from Maxey Ridge Mitigation Bank from Headquarters Reserve, LLC. MNAA has 3 upcoming projects, R/W 2L Extension, RAC Service Center and the General Aviation Site South R/W 13/31, that we know there are streams on all 3. In 2024 the Board approved purchase of 2 years of credit from Cedar Forest and we used the first year for Central Ramp and we will use most of the 2nd year for the 2L extension, but we will still need additional credits. Maxey Ridge will release 1,795 credits in the first year and we are getting these at the same price as Cedar Forest that we previously purchased at \$3,500 a credit and we will bank those credits for future projects.

Ms. Holton presented a slide showing the projects and stream credits needed and credits that will be banked. We will have to come back to the Board for approval of credits in the future for the General Aviation site south of R/W 13/31. The reason this is critical is a schedule component; Cedar Forest is not going to release more credits for 2 to 3 more years. To set the airport up for success to make sure we have this plan in place for these projects to move forward we are asking for approval for the Maxey Ridge. Traci reminded the Committee that the last time we did this for Cedar Forest, she told Board we were not 100% positive the Metro variance committee would accept it, because it is not in Davidson County. When we took those for Central Ramp, they did accept that as stream mitigation which is critical, and this one, Maxey Ridge, is the same (in BNA's watershed). Metro Storm Water Variance Committee set the precedent that we will be able to

utilize these credits for projects as well. Strategically this is setting us up for anything in the future, even beyond these 3 projects if we determine the need. And we will come back to the board for approval for acceptance of those credits when they become available.

Ms. Holton requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute the proposed contract with Headwaters Reserve, LLC to purchase the first release at up to \$6,282,500 and accept first right of refusal for all future credit releases.

Chair Granbery asked with all the property we own, is there any supply on airport property where we can develop our own credit bank. Ms. Holton replied she does not think we would want to do that because it would be in perpetuity and we would forever have to maintain. She believes it would be a large undertaking that we are probably not equipped to do from a staffing perspective. There are third parties we can hire to do it, if we do not have banks we can buy into, they are rare and this a gem for us to able to do this. We would have to purchase somewhere in the state and hire someone to do it for us, and still get through Metro. Chair Granbery stated we do not want to move too far from this area because we want to be in watershed. Ms. Holton replied yes that is the other challenge. President Kreulen stated we have some streams on BNA that we have mitigation and then we were written up a couple years later because it was not maintained and with this purchase they are now responsible for maintaining and handling all the environmental challenges.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

2. Design Contract for T/W Hotel South TSA Improvements (ADGV / TDG6)

President Kreulen introduced Puneet Vedi, VP, Airport Capital Development, to brief the Commissioners on the Design Contract for T/W Hotel South TSA Improvements (ADGV / TDG6). Mr. Vedi stated this project includes the design for the T/W Hotel South Taxiway Safety Area (TSA) Improvements, including design of a retaining wall necessary for the TSA widening. The project also includes preliminary design for TDG 6 improvements and T/W H1 and T/W H6. President Kreulen stated there are one of these on the South end and one on the North end that will be built. On July 14, 2025 MNAA published a Request for Qualifications "RFQ" and received 2 Statement of Qualifications "SOQ". The Selection Committee evaluated the SOQs based on capability to perform project and recent comparable airport experience, key personnel's professional qualifications and experience, qualification and experience of subconsultants and understanding of project's potential challenges. On August 28, 2025, the Selection Committee determined Michael Baker International to be the most qualified and best understanding and needs of the project. Michael Baker International submitted a scope of work proposal of \$1,472,063 NTE. The contract start date is November 2025 and will conclude October 2026. The funding sources are MNAA Bonds and Federal funds.

Mr. Vedi recommended the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to approve the proposed Design Contract with Michael Baker International in the amount NTE \$1,472,063.

Vice Chair Joslin asked who Michael Baker International is and if they are local. Mr. Vedi replied they have a local presence and office here in Nashville and are headquartered in Atlanta. Vice Chair Joslin asked how many other bidders? Mr. Vedi replied two bidders, Michael Baker International and Atkins-Realis. President Kreulen noted that Michael Baker International have done work here before and are a well-respected firm and this is their first win in a couple of years.

Commissioner Glover asked will we be able to start on time with the strain of what is going on in Washington now, will there be any delays. Mr. Vedi replied we will start with the design services and Michael Baker International is eager to get going. Chair Granbery said the question may be more related to funding. Mr. Robert Ramsey, CRO, stated since it is a design project, we are able

to work with finance and be reimbursed after the fact. We can go ahead and move forward and be reimbursed once funds become available.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

President Kreulen stated this is getting ready for Group 6 on 2L, and once this finishes we will do the construction contract improvements. We do not have an answer yet on the bridge. We are starting to lay out our 2027 CIP and proposals and trying to fill that in so we have both sides of the equation covered. Commissioner Byrd asked if we are still on track to receive larger airplanes. President Kreulen replied yes, assuming all our construction finishes up on 2L, April 1, 2026 is our deadline to receive larger aircraft. Commissioner Byrd asked if British Airways will have larger jets. President Kreulen replied yes, British Airways and Aer Lingus have mentioned it too.

President Kreulen concluded the presentation of the approval items.

VI. INFORMATION ITEMS

1. BNA Development Update

President Kreulen stated Concourse A demo is underway and is ahead of schedule. Terminal Access Roadway Improvements (“TARI”) is in Phase 3.1 construction which will end on August 3, 2026. The Operations and Engineering teams have had discussions with TDOT on modeling of intersections and exits. Lot B Expansion will open November 6, 2025. The Central Ramp has 257,021 cubic yards placed and 300 of 389 box culverts installed. The Northeast Employee/Valet Storage Lot will go for approval in December 2025.

2. JWN Development Update

President Kreulen stated Jet Access is completing framing and installing exterior walls with Substantial Completion on June 9, 2026. Jet Right received 7460 approval for 96' hangar and are awaiting 7460 determination for 98' hangar. MNPD has roof & brick installation complete and ramp & vehicle parking lot mid-November Substantial Completion on December 31, 2025. Met last Monday with Mayor O'Connell and mentioned the hangar is close to substantial completion and he will coordinate with his staff as to whether they want to do a ribbon cutting. Atlantic Aviation has MNAA approved 90% construction documents and is groundbreaking the week of April 20, 2026.

Both BNA and JWN are keeping the staff busy, and he is proud of the staff and keeping it on time and on budget.

President Kreulen concluded the presentation of the informational items.

VII. ADJOURN

There being no further business brought before the Operations Committee, Chair Granbery adjourned the meeting at 9:16 a.m.

Andrew W. Byrd, Board Secretary

STAFF ANALYSIS

Operations Committee

Date: December 10, 2025

Facility: Nashville International Airport (BNA)

Subject: Construction Contract for Northeast Employee/Valet Storage Parking Lot
Project No. 2553

I. Recommendation

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

- 1) Accept the proposal by Jones Bros. Contractors, LLC (Jones Bros.) for the construction of the Northeast Employee/Valet Parking Lot, and;
- 2) Authorize the Chair and President and CEO to execute the construction contract with Jones Bros. for the amount of \$40,935,500.

II. Analysis

A. Background

This project consists of the design of a 5,000-space parking lot for employees and valet services located in the northeast corner of Nashville International Airport property. The new lot will have direct access to the terminal via an extension of Fly Nashville Way and include infrastructure for bus access, security fencing, lighting, security cameras, and a valet support services building with restrooms. The new access road will consist of 2 lanes with shoulders and include roadway lighting, and grading to tie into existing Fly Nashville Way.

On October 1, 2025, a Request for Proposals for the above referenced project was advertised.

On November 5, 2025, three (3) responsive Proposals were received from Clark Construction Group (Clark), Cleary Construction, LLC (Cleary) and Jones Bros. Proposal amounts are provided in the table below:

Contractor	Proposal Amount
Clark	\$40,654,200
Cleary	\$38,995,840
Jones Bros.	\$40,935,500

On November 12, 2025, the evaluation committee reviewed the proposals based on key personnel and experience, technical approach, schedule and price and shortlisted Cleary and Jones Bros for

interviews.

On November 19, 2025 virtual interviews were held and firms responded to questions related to quality, risk and cost and/or schedule improvements. Below is a summary of the scores:

	Cleary	Jones Bros
Proposal	261	262
Interview	116	149
Total Score	377	411

The selection committee unanimously selected Jones Bros based on their approach to quality, potential cost and schedule savings and identification of risks with proposed options for remediation. Jones Bros. committed to a 20-day improvement to the opening of the employee parking stalls and a 38-day improvement to the substantial completion of the project.

B. Impact/Findings

Contract Start Date:	December 18, 2025
Duration of Contract:	342 Calendar Days
Contract Completion Date:	November 24, 2026
Total Contract Value	\$40,935,500
Funding Source:	100% MNAA

C. Strategic Priorities

- Plan for the future

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in BNA’s inability to provide customer parking in the existing employee lot at Murfreesboro Road as well as limit valet services ability to expand capacity for stored vehicles.

STAFF ANALYSIS

Operations Committee

Date: December 10, 2025

Facility: Nashville International Airport (BNA)

Subject: Design Contract for Deicing Infrastructure Improvements (on-call)
Project No. 2516

I. Recommendation

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

- 1) Accept the proposal by Garver for the design of the Deicing Infrastructure Improvements, and;
- 2) Authorize the Chair and President and CEO to execute the proposed professional services contract with Garver, pursuant to their On Call Engineering Services contract approved by the Board on August 16, 2023, for the amount of \$558,089.00.

II. Analysis

A. Background

Aircraft deicing fluid contains glycol, which is toxic to wildlife if present in groundwater or streams, and can be life threatening if consumed. Since 1993, BNA has collected and tested all stormwater runoff from the terminal ramps for the presence of aircraft deicing fluid. All stormwater runoff containing aircraft deicing fluid has been held and treated onsite. BNA maintains the north pond and south pond for holding contaminated stormwater runoff, and operates the treatment lagoon to fully clean stormwater runoff before release. These facilities are expensive and risky to operate and maintain. The ponds and lagoon rely on liners and ballasts to protect from leaks and spills, and the lagoon utilizes aerators, activated sludge, and aerobic bacteria that can take several weeks to fully remove glycol from runoff. BNA terminal apron expansion projects in the last several years will contribute additional flows to the system. The system always required that some effluent be discharged to Nashville Metro Water Services (MWS) when the volume of runoff exceeded its storage or treatment capacity.

In 2023, MNAA contracted with Garver to assess the feasibility of discharging all contaminated stormwater runoff to MWS. The study determined that the benefits of removing the onsite treatment facilities at BNA outweighed the costs of discharge fees MWS. MNAA and MWS coordinated acceptable discharge rates and parameters that would not overwhelm MWS infrastructure. MNAA paid the required fees to secure the required capacity in perpetuity and support MWS required infrastructure upgrades. To eliminate on-site treatment, BNA needs additional runoff storage as well as larger pumps to more quickly drain the ponds.

This project consists of conversion of the treatment lagoon to a storage pond, rehabilitation of the existing north and south storage ponds, and replacement of pumps and force mains to maximize discharge capacity to the existing MWS sewer.

Garver will be providing design, bidding and construction administration services for the project as a supplemental, project-specific contract pursuant to their On Call Engineering services contract approved by the Board of Commissioners on August 16, 2023.

B. Impact/Findings

Contract Start Date:	January 2026
Duration of Contract:	500 Calendar Days
Contract Completion Date:	March 2027
Total Contract Value	\$558,089.00
Funding Source:	100% MNAA (Airline Facility Fund)

C. Strategic Priorities

- Invest in BNA
- Plan for the future
- Prepare for the Unexpected

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will force MNAA to continue to maintain the onsite stormwater runoff treatment storage and treatment system. As the north terminal apron and central ramp expansion open for use, the existing storage and treatment system will be strained for capacity, and the risk of release will increase. Without increasing the pump size, MNAA will not be able to use the full capacity allotted by MWS for the purpose of discharging contaminated stormwater runoff.

STAFF ANALYSIS

Operations Committee

Date: November 24, 2025

Facility: Nashville International Airport

Subject: **CONRAC Program Progressive Design-Build CGMP 2 of 6 (2554)**
(Terminal Access Roadway Improvements (TARI) Phase 3.2 (1801D)/Parking Garage D
(2552)/CONRAC (2554))

1) Recommendation

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

- 1) authorize the Chair and President and CEO to execute the proposed Amendment 1 for Component Guaranteed Maximum Price #2 (CGMP2) for initial mass grading and utility installation activities related to the CONRAC for the Progressive Design-Build contract at Nashville International Airport (BNA).

2) Analysis

A. Background

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

As a major part of the New Horizon II Program, the CONRAC Program consists of the following components: design and construction of the roadways, bridges and relocated utilities that will complete the Terminal Access Roadway Improvements (TARI) project, and the construction of a six (6) floor, concrete structure that will contain a new CONRAC facility and the new Parking Garage D. Combining TARI, Parking Garage D and the CONRAC gives flexibility for contractors to establish an aggressive schedule for a complex project, including bidding out all components and coordinating the roadway and vertical structure components.

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

A Progressive Design-Build contract establishes a Guaranteed Maximum Price (GMP) at a date in the future based on the 100% design drawings. For scheduling purposes, and to fast-track the project, “component” GMPs, (CGMP’s) are utilized to provide for early start of critical path items. It is expected this project will require up to 6 CGMP’s prior to reaching the final GMP. These CGMP’s will evolve and will be composed as follows: CGMP1 - design & preconstruction services; CGMP2 – initial mass grading, site electrical infrastructure and long lead electrical items; CGMP3 – enabling work to clear footprint of the structure; CGMP4 – early parking/path to the terminal; CGMP5 – final bridges and roadways; CGMP6 – CONRAC structure and building completion.

On July 16, 2025, the Board approved the selection of Messer Sundt JV (MSJV) and CGMP1 for the design & general conditions. Currently, airport staff is asking the Board to approve CGMP2 for initial mass grading, installation of site electrical infrastructure and procurement of long lead electrical items in the amount not-to-exceed \$100,000,000. This CGMP2 is to authorize funding to begin subcontracting work to support mass grading and electrical utility installation. Work associated with this CGMP includes: mass grading in the footprint of the new parking garage and CONRAC, installation of electrical duct banks and manholes to facilitate relocation of the existing NES electrical services and procurement of long lead electrical manholes and switchgear. This scope also includes General Requirements and General Conditions. The Board is requested to authorize MSJV, via an amendment to their contract, to begin entering into subcontract agreements to deliver the project. In doing so, MSJV will negotiate final scopes of work and final bid prices for each individual package of work and bring that information to Metropolitan Nashville Airport Authority (MNA) staff for review and approval. The MNA maintains final approval on all subcontracts for this project.

B. Impact/Findings

Anticipated Contract Start Date:	July 2025
Duration of Contract:	1,506 Calendar Days
Contract Completion Date:	September 2029
Component Guaranteed Maximum Price 1	\$ 78,643,118
Component Guaranteed Maximum Price 2	\$100,000,000 NTE
Component Guaranteed Maximum Price 3	TBD
Component Guaranteed Maximum Price 4	TBD
Component Guaranteed Maximum Price 5	TBD
<u>Component Guaranteed Maximum Price 6</u>	<u>TBD</u>
Total Guaranteed Maximum Price	TBD
Funding Source:	MNA, CFC

C. Strategic Priorities

- Plan for the Future

D. Options/Alternatives

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

STAFF ANALYSIS

Operations Committee

Date: December 10, 2025

Facility: Nashville International Airport

Subject: **Change Order #1 for Terminal Access Roadway Improvements (TARI) Phase 3.1
Project No. 1801C**

I. Recommendation

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

- 1) Authorize the Chair and President and CEO to execute a change order to the TARI Phase 3.1 contract with Civil Constructors, LLC in the amount not-to-exceed \$5,000,000.

II. Analysis

A. Background

The Terminal Access Roadway Improvement (TARI) project encompasses the realignment of existing roadways and the construction of new roadways to provide permanent access to Interstate 40 and Donelson Pike as part of the proposed Donelson Pike Relocation to be completed by the Tennessee Department of Transportation. Included in this three-phase project is the design of approximately 12 lane-miles of new construction roadway, a seven-lane bridge, retaining walls, expansion and modifications to existing parking facilities, and all associated drainage and utility work.

The limits of the TARI Phase 3.1 project overlap with the limits of the TARI Phase 3.2/CONRAC project. To expedite the construction of the NES duct bank, needed to relocate power from the CONRAC footprint, and construct the Terminal Drive bypass needed to clear traffic from the construction area, it is proposed the TARI Phase 3.1 project include these items within its footprint. This will allow these items to be completed within the TARI Phase 3.1-timeframe rather than waiting for Phase 3.1 to be completed before these items can begin.

B. Impacts/Findings

Anticipated Contract Start Date:	May 2025
Duration of Contract:	440 Calendar Days
Contract Completion Date:	October 2025
Contract Cost:	\$74,303,636.65
Change Order #1:	\$ 5,000,000 NTE
Total Contract Cost:	\$79,303,636.65 NTE
Funding Source:	25% Federal and 75% MNAA
Strategic Priorities	
<ul style="list-style-type: none">• Invest in BNA• Plan for the Future	

C. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in the delay of the start of construction of the CONRAC / Garage / TARI Phase 3.2 Project.

STAFF ANALYSIS

Operations Committee

Date: December 10, 2025

Facility: Metropolitan Nashville Airport Authority

Subject: Owner's Controlled Insurance Program (OCIP) and Builder's Risk Insurance Coverage

I. Recommendation

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

- 1) approve a new six-year OCIP program and Builder's Risk policy for the CONRAC Program at a Not-To-Exceed ("NTE") amount of \$21,429,157; and
- 2) authorize the President and CEO to execute the OCIP and Builder's risk policies.

II. Analysis

A. Background

- I. On March 15, 2023, MNAA staff requested and received approval from the Board of Commissioners to authorize the President and CEO to execute a 5-year rolling OCIP program with coverage of \$100 million per occurrence and in annual aggregate.

The OCIP program includes 3rd party liability insurance and contains coverage against contractual liability, personal injury liability and property damage. Controlled insurance programs, including an OCIP, are considered a "best practice" for the provision of insurance coverage for major capital projects by insurance brokers and other risk management professionals. Notable advantages include:

- Certainty of coverage and greater assurance of liability limit adequacy among contractors/subcontractors.
- Premium discounts from large economies of scales.
- Enhanced participation on the project among smaller contractors, who would otherwise be unable to obtain or could not afford sufficient coverage.
- Reduced cost of claim settlements, due to singular defense and diminished cross suits and litigation.
- Protection against completed operations claims post-completion through statute of repose.
- Better coordination of safety efforts by a single insurer's safety engineers.

Due to several projects anticipated completion dates being after the current 5-year OCIP expiration, MNAA is requesting approval to establish a concurrent six-year rolling OCIP program. The coverage would be \$150 million per occurrence and in annual aggregate, which Marsh indicates is the updated benchmarking point for construction programs greater than \$500 million. All non-airfield construction projects will be included in the OCIP as it is believed that we will get economies of scale and better small business participation. The cost for the rolling OCIP program is estimated at 1% of the contract value.

- II. On June 18, 2025, MNAA staff requested and received approval from the Board of Commissioners to authorize the President and CEO to execute a Builder's risk policy for Concourse A Construction. At the time of approval, MNAA staff stated they would come back to the Board of Commissioners to seek approval for other projects when the projects were closer to starting. As a reminder, Builder's Risk insurance protects owners and contractors in the event of direct physical loss or damage to a project; and typically includes building materials while in transit, awaiting installation, or being installed. Builder's risk insurance is most often purchased by a project owner for major capital projects and includes owner's interest of the general contractor or project manager and all subcontractors. The advantages of the owner-controlled builders risk policies include:

- Owner controls its reputational risk associated with each project as MNAA would be getting the attention even if the loss is caused by a contractor.
- Owner is the principle insured and controls all aspects of coverage terms and conditions.
- Owner has ability to tailor policy to specific project requirements.
- Limits liability dedicated to specific project.
- Ensures insurer financial ratings and claims paying experience to the satisfaction of the owner.
- Duration of coverage – policy will be in effect for entire project period and can ensure any repairs meet MNAA expectations.

The Builder's Risk policies are purchased on a project specific basis. The threshold for builder's risk projects will be non-airfield projects over \$10 million. MNAA does not cover the risk of airfield projects or the related assets as the airfield is considered residual, meaning the airlines carry the risk of damage to any runway or taxiway. Any project under \$10 million is covered by our property coverage for owner losses. Currently, the estimated cost for builder's risk policies is 0.48% of the contract value.

Since Builder's Risk policies are project specific and with an uncertain property market, MNAA seeks approval for the CONRAC Program (Parking Garage, CONRAC, and TARI Phase 3.2) builder's risk policy as the construction phase is set to begin in the next couple of months. When other projects that are subject to the above criteria are approved and close to starting, MNAA will then bring these policies for approval.

- III. Other services Marsh will provide to MNAA include a project and safety manager who will be on premise at least monthly to monitor the projects and risks. Marsh will also provide us with

their system, “MWrap” which will assist MNAA in tracking the contractors and subcontractors on a particular project to ensure that they are enrolled in our policies.

Impact/Findings

The overall estimated cost of the program is as follows:

OCIP*	
CONRAC Program	\$ 1,054,402,500
Other CIP Projects (see Exhibit A)	\$ 582,400,000
Proposed Projects Under OCIP	\$ 1,636,802,500
Estimated Rate of OCIP	1%
Proposed OCIP Program	\$ 16,368,025 ①

**Based on projects in the 2026 Report of the Airport Consultant (ROAC) and New Horizon II Program Cost Summary*

Estimated Premiums	
CONRAC Program	\$ 1,054,402,500
Estimated Rate for Builder’s Risk	0.48%
Proposed Builder’s Risk Policy	\$ 5,061,132 ①

Total Proposed Not to Exceed Rates	Σ ①	\$ 21,429,157
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The proposed program premiums are included as part of the individual project budgets. Marsh will market the policies individually to ensure that the deductible and premiums are appropriate based on market conditions.

B. Strategic Priorities

- Invest in BNA
- Prepare for the Unexpected

C. Options/Alternatives

Not approve the OCIP and builder’s risk insurance policies and require each contractor to supply their own coverage. For a program of this scale, size and exposure it is not recommended as there are too many uncertainties regarding the quality, limits, and availability of contractor provided coverage to give MNAA adequate protection.

Other CIP Projects (Exhibit A)

Description	Estimated Cost
Airport Facility Relocations	\$277,300,000
Miscellaneous CIP Projects	\$305,100,000
TOTALS:	\$582,400,000

STAFF ANALYSIS

Operations Committee

Date: December 10, 2025

Facility: Nashville International Airport / John C. Tune Airport

Subject: Contract for Low Voltage Services (On-call)

I. Recommendation

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

- 1) Accept the proposal by Simino Electric, LLC for the On-Call Low Voltage Services at Nashville International Airport (BNA), John C. Tune Airport (JWN), and properties managed by MNAA Properties Corporation (MPC); and
- 2) Authorize the Chair and President and CEO to execute the proposed contract for \$2,000,000 NTE per year.

II. Analysis

A. Background

On February 17, 2021, the MNAA Airport Board approved an on-call contract for low voltage services in order to maintain the various low voltage power, lighting, communications, and access control systems throughout the Nashville International Airport (BNA), John C. Tune Airport (JWN) and MNAA Properties Corporation (MPC). This contract expires on February 26, 2026. In order to ensure there are no disruption in requested services, a new Low Voltage On-Call Contract needs to be executed prior to this date.

A Request for Proposals for Low Voltage Services was advertised on September 8, 2025.

On October 8, 2025, one (1) proposal was received. The proposal from Simino Electric, LLC was determined to be responsive and responsible.

The evaluation committee evaluated the Statements of Qualifications based on the criteria below:

- 1) Experience and Qualifications
- 2) Team Member Qualifications
- 3) Price

A summary of the scores is provided below:

Proposer	Score
Simino Electric, LLC	379

The Selection committee determined Simino Electric to be qualified for the On-Call Contract, based on their extensive airport experience, recent experience on projects of the same type of work, a qualified project manager and installation team, and acceptable unit prices.

MNAA has evaluated the proposal from Simino Electric, LLC and determined it to be responsive and responsible and recommend award of an on-call contract to Simino Electric, LLC.

B. Impact/Findings

Anticipated Contract Start Date:	February 2026
Duration of Contract:	1 year, with 4 one-year renewal options
Contract Completion Date:	February 2030
Contract Cost:	\$2,000,000 NTE per year
Funding Source:	CIP and/or O&M (% Varies by project)

C. Strategic Priorities

- Invest in BNA and JWN

D. Options/Alternatives

Do Nothing: The “Do Nothing” option requires MNAA to continue to have all low voltage work completed on an individual project basis which would result in increased costs and operational delays for installation/repair of low voltage systems.

STAFF ANALYSIS

Operations Committee

Date: December 10, 2025

Facility: Nashville International Airport / John C. Tune Airport

Subject: Contract for Airfield Marking, Rubber and Marking Removal Services (On-call)

I. Recommendation

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

- 1) Accept the proposal by Pope Striping Corporation for the On-Call Airfield Pavement Repair Services at Nashville International Airport (BNA) and John C. Tune Airport (JWN); and
- 2) Accept the proposal by Hi-Lite Airfield Services, LLC for the On-Call Airfield Pavement Repair Services at Nashville International Airport (BNA) and John C. Tune Airport (JWN); and
- 3) Authorize the Chair and President and CEO to execute the proposed contracts each for \$2,000,000 NTE per year.

II. Analysis

A. Background

On February 17, 2021, the MNA Airport Board approved an on-call contract for airfield striping and rubber removal in order to ensure airfield markings were maintained for air traffic safety. This contract expires on February 26, 2026. In order to ensure there are no disruption in requested services, a new On-Call Marking, Rubber and Marking Removal Contract needs to be executed prior to this date.

A Request for Proposals for On-Call Airfield Marking, Rubber and Marking Removal Services was advertised on September 8, 2025.

On October 8, 2025, two (2) proposals were received. Proposals determined to be responsive and responsible were received from Pope Striping Corporation and Hi-Lite Airfield Services, LLC.

The evaluation committee evaluated the Statements of Qualifications based on the criteria below:

- 1) Experience and Qualifications
- 2) Team Member Qualifications
- 3) Price

A summary of the scores is provided below:

Proposer	Score
Pope Marking Corporation	262
Hi-Lite Airfield Services, LLC	259

The selection committee determined both Pope Marking Corporation and Hi-Lite Airfield Services, LLC to be a good value for the scope of services.

MNAA has evaluated the proposals and determined the proposals from Pope Marking Corporation and Hi-Lite Airfield Services, LLC to be responsive and responsible and recommend award of an on-call contract to both companies.

B. Impact/Findings

Anticipated Contract Start Date:	February 2026
Duration of Contract:	1 year, with 4 one-year renewal options
Contract Completion Date:	February 2030
Contract Cost:	\$2,000,000 NTE per year
Funding Source:	CIP and/or O&M (% Varies by project)

C. Strategic Priorities

- Invest in BNA and JWN

D. Options/Alternatives

Do Nothing: The “Do Nothing” option prevents MNAA from ensuring FAA compliant airfield marking standards, creating a considerable risk of FAA Part 139 Inspection deficiencies.

STAFF ANALYSIS

Operations Committee

Date: December 10, 2025

Facility: Nashville International Airport

Subject: Arts at the Airport (AaA) Foundation Board Member Reappointments

I. Recommendation

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

- 1) Approve the reappointment of Jorge Arrieta, Sara Lee Burd, Dr. Paulette Coleman, Michael McBride, and Shayna Snider to the Arts at the Airport Foundation Board of Directors, effective January 1, 2026, with terms ending December 31, 2028.

II. Analysis

A. Background

Pursuant to Tenn. Code Ann. § 42-4-101, *et seq.*, the Metropolitan Nashville Airport Authority (MNAA) has the power to do all things necessary to operate a public airport, including strengthening the positive reputation of the Nashville International Airport (BNA) in the community, enhancing the airport environment and the experience of travelers and visitors to BNA through, without limitation, visual and performance art. To accomplish this mission, The Arts at the Airport (AaA) Foundation (Foundation), a general welfare corporation, was created on February 10, 1993, for the purpose of facilitating the visual and performance arts in the airport for the benefit of travelers and visitors to BNA.

The MNAA Board has the authority to appoint members to the Foundation Board. The Foundation Board is composed of 15 members, appointed to serve a three-year term. There are no restrictions on the number of three-year terms that a member can serve as long as the MNAA Board approves the reappointment.

B. Impact/Findings

On December 31, 2025, five positions will be available on the Foundation Board. Nominations for membership are being submitted by the Foundation Board to the MNAA Board for approval for the five positions. Staff supports this recommendation. Each of the nominated individuals has a strong interest in the visual and/or performance arts in the Nashville region. They all are recognized civic/business leaders in the community with a field of interest or expertise that will have the ability to strengthen and add diversity to the Foundation Board membership. If approved, all nominees would be reappointed to the Foundation Board.

Recommended nominees include:

1. **Jorge Arrieta** has always been immersed in the world of art, shaping a lifelong passion for creativity. After earning a Bachelor of Fine Arts from Belmont University, he pursued opportunities in design, filmmaking, and business management, building a dynamic foundation for his career. As the Owner and Director of Chauvet Arts, Jorge is committed to supporting distinguished artists by helping them create purposeful work and achieve sustainable success. He currently resides in the Tennessee countryside, where he continues to draw inspiration from the natural beauty around him. Jorge was 1st appointed to the AaA Foundation Board on January 1, 2020.
2. **Sara Lee Burd's** mission has been to bridge audiences with the visual arts and culture. She has done so by writing, representing artists, educating, art consulting, and curating. Previously the Executive Editor of Nashville Arts Magazine, a publication focused on the visual and performing arts in Nashville, TN, she is driven to encourage participation and interest in culture. Working as a project archivist at Vanderbilt University Special Collections Department focusing on Senatorial papers, she completed the archive of a prominent Afro-Colombian performing arts figure. Sara moved to Nashville for an MA in Art History and has built a life here over the past 19 years. When not at her desk, she enjoys long walks in the woods with her husband and dog, exploring Nashville's dining with friends, and traveling as much as possible. Sara was 1st appointed to the AaA Foundation Board on January 1, 2020.
3. **Dr. Paulette Coleman, PhD**, brings expertise to the board in both museum and art education. Dr. Coleman received the certification for Museum Studies from Harvard University. She has a PhD in Urban Planning from MIT. In 1971, Dr. Coleman completed a Fellowship in International Studies for the University of Denver focused on International Race Relations. Dr. Coleman is very active in her local community and has been appointed by two governors and five mayors to leadership positions on boards and commission addressing the issues of women, girls, families, arts as a means of building communities and transforming lives, and affordable housing. Mayor John Cooper appointed Dr. Coleman as Commissioner to the Metropolitan Development and Housing Agency. Dr. Coleman was 1st appointed to the AaA Foundation Board on November 1, 2008.
4. **Michael McBride** earned his B.F.A. from Tennessee State University and his M.F.A. in painting from Illinois State University. He taught at Watkins College of Art and Design and Film and served as curator of the Hiram V. Gordon Gallery at Tennessee State University. He has been the lead artist on projects including Sister Cities Mural Projects and the Nashville International Airport's Arts in the Airport program. McBride was featured in Visions of My People: Sixty Years of African American Art in Tennessee, an exhibit organized by the Tennessee State Museum. McBride is currently an instructor of art at Tennessee State University. Michael was 1st appointed to the AaA Foundation Board on January 1, 2010.
5. **Shayna Snider** is an artist, public school teacher, and mother of two. Living on a farm in rural Tennessee, Snider creates artwork inspired by the geography and weather systems of the region, as well as her daily life on the farm and in the landscape. She shares her belief in the power of creativity. With a previous Bachelor's degree in Art History, she began her art education career in 2006 after receiving a Master's Degree in Teaching from New York's School of Visual Art. Prior to that Snider was an elite athlete, winning consecutive national championships, a silver medal in Sydney Australia at the World Age Group Games for power tumbling, and she was Team Captain for University of Illinois Cheerleading. Her achievements include 2017 Tennessee Governor's School Teacher of the Year, 2022 MNPS Blue Ribbon Teacher distinction, and being listed as an educator with student artwork in the 2022

Scholastic Art and Writing Awards' Best of High School Art publication. Shayna was 1st appointed to the AaA Foundation Board on January 1, 2023.

C. Strategic Priorities

- Invest in BNA

D. Options/Alternatives

The MNAA Board can elect not to approve the submitted recommendations for reappointment to the Foundation Board and request that the Foundation Board present a new slate of nominees for approval.