

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



Date/Time: Wednesday, March 11, 2026, 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 March 9, 2026, at 9:00 a.m.

III. APPROVAL OF MINUTES

February 11, 2026 Minutes of the Joint Meeting of the MNA and MPC Operations Committee

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. Purchase of Rosenbauer Quick Response ARFF Vehicle
2. Runway 2L/20R LED Light Upgrade
3. Construction Contract for North Cargo Ramp Slab Replacement

VI. INFORMATION ITEMS

1. Construction Contract for Taxiway T5/Lima Rehabilitation
2. BNA Development Update
3. JWN Development Update

VII. ADJOURN

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



Date: February 11, 2026

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, Glenn
Farner

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman,
Marge Basrai, Zach Blair, Kristy Bork, John Cooper, Kristen
Deuben, Adam Floyd, Traci Holton, Eric Johnson, Roman
Keselman, Lisa Leyva, Carrie Logan, Rachel Moore, Ted
Morrissey, Stacey Nickens, Brandi Porter, Josh Powell,
Robert Ramsey, Puneet Vedi, and Charlotte Weatherington
Lauren Lowe (PFM)

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.

Vice Chair Joslin stepped out of the meeting.

III. APPROVAL OF MINUTES

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 0.

IV. CHAIR'S REPORT

Chair Granbery stated he understands that The Boring Company License Agreement Terms approval item will be discussed in more detail in the Finance Committee, but he would like to say he is excited from an Operations point of view. Benefits to the Airport Authority include potential revenue for MNAA with zero capital dollars invested by MNAA; all construction, operations and maintenance will be done by The Boring Company with no additional O&M expenses from the Airport Authority; it will reduce roadway congestion, which is one of our biggest issues in all these different phases of construction; and it will give travelers another option to get to BNA. He looks forward to traveling to Las Vegas and seeing it. It secures future growth expansion to Terminal II and hopefully will be an easy connection where we sited it in. The Boring Company will reimburse MNAA \$600K in expenses based on the numbers presented by President Kreulen. And the revenue we will receive, which will be discussed more in the Finance Committee, is an enormous amount over the term of the license. He is excited about it from an Operations point of view, and it is a really nice additional option for our travelers and guests that come to Nashville.

V. ITEMS FOR APPROVAL

1. Contract for Custodial Services for Outlying Buildings

President Kreulen introduced Adam Floyd, EVP, Chief Operating Officer, to brief the Commissioners on the Contract for Custodial Services for Outlying Buildings. Mr. Floyd stated the Contractor will perform custodial services for approximately 163,950 square feet of cleanable square footage and 57,178 square feet of windows and glass surfaces across seven outlying MNAA facilities. MNAA received 8 proposals and 1 was deemed non-responsive. The Selection Committee reviewed and selected K. Payne Contracting, LLC.

Mr. Floyd requested the Operations Committee recommend to the Board of Commissioners that it accept the proposed contract with K. Payne Contracting, LLC for performance of Custodial

Services for Outlying Buildings and authorize the Chair and President and CEO to execute the proposed contract for \$2,042,975.

Chair Granbery asked which buildings are in this contract. Mr. Floyd replied the Administrative Building, Consolidated Services Facility (CSF), Aircraft Rescue and Firefighting (ARFF) Building/Department of Public Safety (DPS), Program Management Office (PMO) Trailers, Mobile Equipment Facility, Water Treatment Facility and the Gassaway Building (first floor). President Kreulen stated K. Payne Contracting, LLC outperformed and was selected by the Selection Committee after looking at all 7 proposals. K. Payne Contracting, LLC is a success story and has been out at BNA for a while and have grown their business to earn this business. Chair Granbery asked if they bid on the big contract that we recently awarded. Mr. Floyd replied, no, they did not.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 0.

Vice Chair Joslin returned to the meeting.

2. Design Contract Amendment 1 for Runway 2L/20R Extension

President Kreulen introduced Traci Holton, VP, New Horizon, to brief the Commissioners on the Design Contract Amendment 1 for Runway 2L/20R Extension. Ms. Holton stated this contract is for the Extension of Runway 2L to 11,500 ft including taxiways Alpha and Bravo, improvements to Murfreesboro Road, and a tunnel/bridge; Amendment 1 includes update of conceptual design for 11,500 ft, utility and agency coordination, preliminary & final design for roadway & tunnel, and preliminary design for airfield improvements. In March 2020, the Board originally approved their contract, and they are also teamed with Atkins and Gresham Smith for the remaining components of this project. Since then, we have made some movement with the FAA, albeit slow, that now

our runway length is 11,500 feet. Amendment 1 at the amount of \$10.4M, in addition to the \$2M contract we already have in place, includes an updated conceptual design at 11,500 feet and we have a lot of utilities and agencies, primarily TDOT coordination, on what the road will look like going under the runway. That coordination will occur as well under this Amendment as well as preliminary and final design of the roadway and tunnel package. MNAA anticipates this being 3 overall design build packages, with the first one being to divert the road, build the tunnel, put the Murfreesboro Pike under the tunnel, and also provide preliminary design for the airfield. Ms. Holton stated the team will come back in the future for an amendment to finish the rest of the design for construction purposes.

Ms. Holton requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute the proposed amendment with Garver in the amount \$10,406,447.

Chair Granbery asked what the time frame is. Ms. Holton replied their contract will last until the end of construction. Right now, it is estimated for December 2033. President Kreulen stated our initial request made almost 6 years ago to the FAA was 12,000 feet. We have had arguments as to whether it will be approved for that length. Alaska Air came in with calculations that showed it going to 11,500 feet and that is what the FAA agreed to. Obviously it has been the Airport Authority's goal for many years to lengthen one of these runways, and we have just been caught up in the environmental process. It is also a goal of the State of Tennessee and the City of Nashville to be able to connect directly with Asia based on the investments to the State of Tennessee.

President Kreulen stated he was at the Tennessee Chamber annual luncheon and met with Commissioner McWhorter and Bob Jordan, Southwest's CEO, who are interested in talking about whether we add a couple hundred feet to make it to 12,000 feet. MNAA will get support from our airlines and the State and City officials; we just need to push the FAA for permission to get started. This is the first half of the design and next year you will see the staff come back with FY27 dollars, and some of the State funds to pay the rest. Overall, we think it will be a \$25M design project. Chair Granbery asked if Alaska Airlines gave input because they are not an Asia flight. President Kreulen replied they used their 737-10, at 95 degrees, summertime, fully loaded, and determined how much runway they needed to get to Alaska. Chair Granbery stated that it is half

the distance. President Kreulen replied yes, but for a smaller jet like the 737-10 you still need 11,500 feet for that plane with those engines to carry that weight and passenger load. The FAA says we do not have Asia service today, so we do not need to approve you a longer runway. But they will not come until we have a longer runway. Alaska Airlines, British Airways and all other airlines provided input to the FAA. Southwest, being our largest carrier, has helped us with that.

Chair Granbery asked if we could get to Honolulu with that runway. President Kreulen stated that is a good question, he is not sure if it could make it, but presumes they may take on a more global reach by different aircraft. Chair Granbery asked about the drawing Ms. Holton presented, and asked if the area at the end of the runway is the overrun area. Ms. Holton replied yes, that is where the runway ends. President Kreulen stated it is the Runway Safety Area (RSA), approximately 1,000 feet on the end. Chair Granbery asked if MNAA could design to add 500 feet at a later date. Ms. Holton stated we can be strategic about it, but a lot changes when you add 500 feet. From a grading perspective we could plan on it and be prepared but all of that would have to be resolved. President Kreulen stated he hopes it will all be resolved before we get into the construction, because adding 500 feet would require you to raise the ground, and move all the nav aids 500 feet farther away from the touchdown zone of the runway. This is a 99.5% solution at 11,500 feet. Vice Chair Joslin stated it needs to get done, and it should have already been done. President Kreulen stated we have been tied up with FAA's environmental process for the past six years.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Recused

The motion passed with a vote of 2 to 0 with 1 recusal.

3. Contract for Signage Services (on-call)

President Kreulen introduced Puneet Vedi, VP, Airport Capital Development, to brief the Commissioners on the Contract for Signage Services. Mr. Vedi stated this is an on-call contract to provide airport roadway, terminal, and other signage services. The existing contract is set to expire on April 23, 2026. The contract is part of capital improvement projects for BNA, JWN and MPC projects. A Request for Proposal (RFP) was issued on November 11, 2025 and one proposal was received on December 10, 2025. The Evaluation Committee evaluated the Statement of Qualifications based on experience and qualifications, recently completed similar work, response time and price. Jarvis Signs was selected based on their extensive airport experience, recent experience on projects of the same type of work, a strong plan for responding to requests and acceptable unit pricing. This will be a 1-year contract with four 1-year renewal options with a Not to Exceed (NTE) \$400K per year. Execution of this will be through job specific task orders for approved projects per the Capital Improvement Plan.

Mr. Vedi requested the Operations Committee recommend to the Board of Commissioners that it authorize the President & CEO to execute the On-Call Contract for Signage Services with Jarvis in the annual NTE limit of \$400,000 .

Vice Chair Joslin stated here we are again doing a one bid deal, and asked if there was only one proposal received. Mr. Vedi replied yes, that is correct, we received 1 proposal; 4 firms downloaded the solicitation, but only one submitted. Vice Chair Joslin stated since he is in that world he would think there would be ample potential bidders. Commissioner Sullivan asked if he sent a bid. Vice Chair Joslin replied no, he cannot bid anything out here. President Kreulen stated this contract is under the CEO limit of \$500K but since it is constructed with the multiple 1-year options, he thought it best to disclose before the Board, but it could have been approved without the Board. He agreed with Vice Chair Joslin that we are always pushing for multiple bids, and downloading is good to see if there is going to be a trend for that, but several of the companies gave feedback stating they did not want to do roads and inside the terminal. Jarvis Signs is a good firm that has grown from a small business through the airports process.

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 – No

Commissioner Sullivan – Yes

The motion passed with a vote of 2 to 1.

4. Construction Contract for Taxiway Yankee Repair

Mr. Vedi stated the Construction Contract for Taxiway Yankee Repair is for the full reconstruction of 431 square yards (SY) of Terminal Apron pavement with 17” of FAA-specified P-501 concrete. An Airfield Pavement Repair On-Call Contract with Hi-Way Paving was approved by the Board on November 20, 2024, and this is for year 2 of this on-call contract. On January 23, 2026, Hi-Way Paving, Inc. submitted a proposal using the on-call for \$514,260.23. The work will start in March 2026 and be completed in April 2026.

Mr. Vedi requested the Operations Committee recommend to the Board of Commissioners that it authorize the proposed Task Order through the Airfield Pavement Repair On-Call Contract for a Not-to-Exceed amount of \$514,260.23.

Commissioner Farner asked if this is again one with a single bidder. Mr. Vedi replied this is an on-call contract that was previously approved and this is a task order utilizing that on-call contract that was approved in 2024. Commissioner Farner asked if there were other bids. Mr. Vedi replied correct. President Kreulen stated this presented for transparency because the Board already approved a contract in 2024 for \$10M NTE, but because it was slightly over \$500K, we are showing that we are spending \$500K of that \$10M NTE. Commissioner Sullivan asked if this is the first task order. President Kreulen replied yes, this is the first \$500K for year 2 of the contract and you will see another one for the next approval item.

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.

5. Construction Contract for Terminal Apron Reconstruction at Taxiway Zulu

Mr. Vedi stated the Construction Contract is for the full reconstruction of 10,400 SY of Terminal Apron pavement with 17" of FAA-specified P-501 concrete. He stated Hi-Way Paving, Inc. submitted a proposal using the on-call schedule value for \$4,909,538.38. The work will start after we complete the work on the previous approval item.

Mr. Vedi requested the Operations Committee recommend to the Board of Commissioners that it authorize the proposed Task Order through the Airfield Pavement Repair On-Call Contract for a Not-to-Exceed amount of \$4,909,538.38.

Chair Granbery asked how the area was picked, and if it was a third-party inspection or the FAA. Mr. Vedi replied MNAA does a Pavement Condition Index (PCI) study every three years and collaborate with our operations and maintenance teams to provide feedback on pavement conditions and determine what needs to be done and how it is prioritized. We also work with airlines to phase the work based on operations. Chair Granbery asked how long something like this will take. Mr. Vedi replied we will do it in two phases for a total of 60 days. President Kreulen replied the PCI is once every 3 years so that is just a ballpark. The Operations team is out there doing the daily inspections and that is when they see if it is failing more than normal. It is not like the concrete there is bad but since we have been growing we are forcing all the airplanes on that taxiway, it tends to make the concrete fail sooner than we think. For both of these cases, there are extenuating circumstances as to why it failed; other projects we were doing were forcing everyone to go on that space.

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 concluded the presentation of the approval items.

VI. INFORMATION ITEMS

1. January 2026 Snow Response

President Kreulen stated the MNAA Staff did an outstanding job on the January 2026 snowstorm. We prepared on January 11 through January 22, 2026, and went on 24-hour operations on January 23, 2026, but we really prepare year round for this. In October we review our Snow And Ice Control Plan (SICP) and meet with the airlines, so we are ready to go before winter weather gets here. The Operations team broke the snow response down by minutes, 4,020 minutes, and spent over \$4.1M, which is \$1,019.90 per minute, \$3,396.85 per flight and ~\$22.65 per passenger. We have a professional responsibility to make sure that everything that goes in and out of BNA is safe and timely and we go to these lengths to be able to pull that off. He appreciates the strategic look that the Operations team has and the funding that the Finance team provides.

Chair Granbery stated no one can argue President Kreulen and the MNAA Staff response. Commissioner Glover agreed stating they really appreciate how he kept the Board involved and the MNAA Staff did an outstanding job and she appreciated how things were handled.

President Kreulen stated BNA has four runways and we try to keep 2 runways open at all times, so we basically dedicate all our resources to those 2 runways. For 3,695 minutes of those 4000 minutes, 91.9% of the time, we had one or more of those runways up. The 8.08% that the runway was closed was due to ice and was the time when no one was coming and going. There were 5 arrivals that had to divert and get gas and then came back. Seven departures were delayed and during that same time period only 12 of 1,207 flights were impacted because we were not able to keep the runways in the condition that was needed. The airlines cancelled 928 flights of the 2,135 flights that were scheduled, with a completion factor of 56.75%. Commissioner Glover stated we

had pretty good news coverage. President Kreulen stated we do invite the media to come out, and they are welcome to ride along on the snow clearing operations.

Commissioner Farner asked if the new equipment that was approved by the Board and purchased has been delivered and in operation, and if there is anything outstanding. President Kreulen presented a picture with two machines that were part of the \$1M and there is one more coming. The first machine is plowing in the front and brooming in the back and then blowing it off and one pass is giving you a cleared runway.

Chair Granbery asked if there are only two manufacturers with FAA approved equipment in the world. President Kreulen stated yes it is very specialized, he worries about saying in the world, but yes in the United States. In Europe they may have other machines. Chair Granbery stated it is about a 3-year delivery too. Commissioner Farner stated we spend a lot of time talking about redundancy in times of critical need, electricity and all the things we have done and let's continue to do that. And if there is anything you need, please come back to the Board. President Kreulen replied yes, one of our strategic goals is prepare for the unexpected. We have worked to get 2 different feeds for electric coming from different directions and that has been accomplished. When we saw Memphis shut down for a water line, we planned for 2 water lines coming from different directions, so we are going for redundancy. He said a squirrel chewed power lines in Atlanta and shut them down. We are using every example at other airports to see if it happened at BNA we will be redundant enough to stay open.

President Kreulen presented a list of supplies and equipment used for the snow event with 74,921 gallons of deicer and 679 tons of salt. MNAA staffing for event were 150 plus employees.

2. New Horizon I & II Program Budget

President Kreulen stated MNAA did a great job with Vision I and Vision II. and New Horizon is continuing to grow so he is coming back to update the Board on the program budget (red chart). There is no change to New Horizon I; the budget is still at \$1,620,000,000. There is no change to New Horizon II budget of \$1,337,500,000, however the Terminal Access Roadway Improvements (TARI) Phases have been broken out. President Kreulen presented the red charts for the New Horizon I program budget and stated we finished Concourse D Extension \$28.5M under budget. We have ample project and program contingencies and are in the process of building Concourse

A now. Trends look like Concourse A will come in under budget, and trends show that Central Ramp is pretty close to that \$244M. Overall, we are in really good shape looking at the budget.

President Kreulen stated regarding the New Horizon II Program Budget, it was so much money, he did not want to lose the ability to see project by project how we are doing. There are 3 TARI projects, Phase 2, Phase 3.1 and Phase 3.2 and those have been split out with the same dollar amounts in the totals. The Parking Garage D and Consolidated Rental Car Facility (CONRAC) are split out and can view project by project and see if we are having any challenges. If we have any changes on the bottom line we will come back to the Board and secure it.

3. BNA Development Update

President Kreulen stated Concourse A has 3,200 tons of steel going up. He presented a photograph of the Central Ramp and stated he and the Southwest CEO discussed turning it over to them on September 30, 2027, and they also want the Concourse A gates open because they need gates on Concourse C. The Northeast Employee/Valet Storage Lot has grading and utility preparation underway. The Central Ramp has 562,230 cubic yards of fill placed.

4. JWN Development Update

President Kreulen stated that Jet Access has Mechanical, Electrical and Plumbing (MEP) ongoing in the office area, and are preparing for entrance canopy install with substantial completion June 17, 2026. He presented a photograph of the Metro hangar and stated it will be substantially completed at the end of this month. He will have an update with Mayor O'Connell, and he plans to discuss the outstanding change order. Jet Right received a default notice because they have taken too much time to start building their hangar. If they do not start they have to give us the \$5M deposit. The Board has approved Amendment 1 which has not been signed, and we are working on a 2nd Amendment, if necessary. Commissioner Byrd asked who Jet Right is. President Kreulen replied they are a corporate jet provider. Vice Chair Joslin stated they are a big operator. Contour hangar 3 is awaiting another foam test. Atlantic Aviation will have their groundbreaking the week of May 3, 2026.

President Kreulen stated The JWN Hangar Agreement Terms Update have 10 items that are Administrative and Procedural Updates. The Operational updates include two items, with the

first to require the use of a liquid capture/absorption device. He presented several photographs of mechanical fluid stains and damaged concrete and stated some operators do their own mechanical work and will need to use pans, carpets, etc. President Kreulen stated following the 2020 tornado operators whose hangars were destroyed asked to use other operators' hangars and the Authority created temporary use agreements. The second operational update is to remove temporary use agreements, and the Authority will give operators 4 months to phase out all temporary use agreements with the cut off date being June 30, 2026.

Chair Granbery asked if the lease was silent. President Kreulen stated we came up with a policy that allowed it. People on the wait list are getting hangars by subleasing and are manipulating the system, and we are trying to put an end to that. He stated the next steps will be to send out the notice of the upcoming changes to all operators following the February Committee Meeting, send new Operating Agreement to operators by April 1, 2025, and ensure new Operating Agreements are executed and collected by June 30, 2026.

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 9:42 a.m.

Andrew W. Byrd, Board Secretary

STAFF ANALYSIS

Operations Committee

Date: March 11, 2026

Facility: Nashville International Airport (BNA)

Subject: Purchase of Rosenbauer Department of Public Safety (DPS) Quick Response Aircraft Rescue and Firefighting (ARFF) Truck

I. Recommendation

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

- 1) Accept the proposal to purchase a new Rosenbauer quick response Aircraft Rescue Firefighting (ARFF) truck, and
- 2) Amend FY26 BNA Capital Improvement Plan (CIP) to include the Rosenbauer quick response ARFF truck, and
- 3) Authorize the Chair and President & CEO to execute the purchase with North America Fire Equipment Company for \$529,237.

II. Analysis

A. Background

A new quick response fire truck is needed at BNA to protect the terminal garages from potential vehicle fires, while also being able to respond to medicals, traffic crashes, and aircraft emergencies. The new truck will be on an F-550 chassis and will be built with a low profile to fit into all MNAA terminal garages where the current response vehicle is limited. This new response vehicle will replace the current ARFF (Fox 4) vehicle, which has increasing maintenance issues and has been out-of-service for 25 days over the past 12 months. The engine was a first-generation with known reliability issues, and has 3,000 hours on it. In light of recent fires costing airports tens of millions of dollars, having the ability to apply water and foam to a fire quickly is mission-critical to preserve MNAA infrastructure.

Airport lessons learned and research revealed that BNA needs a fire support vehicle to mitigate fire concerns inside parking structures on property. This truck sits on an F-550 chassis and built lower than regular ARFF trucks to fit in garages. MNAA will utilize the Rosenbauer Sourcewell contract (113021-RSD / expiration December 8, 2029) that is in place for obtaining this vehicle. The FY26 CIP will be amended to include this truck, and funds from an existing FY26 CIP project will be repurposed to fully fund this request.

The new truck will be built by North America Fire Equipment Company, Inc. (NAFECO)/ Rosenbauer, which has built quick response trucks for multiple agencies including Nashville Fire.

Quick Response Truck Proposal as Follows:

ARFF Truck Build Total Costs	\$512,477.00
Loose Equipment Total Costs	<u>\$ 16,760.00</u>
Total Costs (Not to Exceed)	\$529,237.00

B. Impact/Findings

Anticipated Purchase Date	With Board Approval (March 18, 2026)
Anticipated Receipt Date:	Estimated one year from purchase date (March, 2027)
Upfront Cost:	\$529,237.00
Total Contract Cost:	Project Costs (not to exceed): \$529,237.00
Funding Source:	CIP - Re-purposed dollars from existing FY26 CIP

C. Strategic Priorities

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

D. Options/Alternatives

Do Nothing: The “Do Nothing” option requires MNAA to continue to operate status quo utilizing current ARFF truck we have in place that cannot respond/access all areas in parking structures at BNA. The current ARFF truck is aging and in need of replacement.

STAFF ANALYSIS

Operations Committee

Date: March 11, 2026
Facility: Nashville International Airport (BNA)
Subject: Runway 2L-20R LED Lighting Upgrade

I. Recommendation

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

1. Authorize the Chair and the President & CEO to execute a purchase with ADB SafeGate for \$561,374.41 for the full replacement of Runway 2L-20R incandescent lighting fixtures and related regulators.

II. Analysis

A. Background

Runways are required to have several types of lights to ensure safe aircraft operations, in accordance with Federal Aviation Administration (FAA) 40 CFR Part 139 Regulations.

The lights on Runway 2L-20R, the Airport's west parallel runway, presently has incandescent light fixtures for centerline lights, touchdown zone lights, runway edge lights, threshold lights, and elevated runway guard lights. These incandescent fixtures are no longer being manufactured and require now to be updated to LED lighting. All other runways at BNA have been upgraded to LED, with the exception of Runway 2L-20R.

This purchase includes the full replacement of Runway 2L-20R incandescent lighting with ADB SafeGate LED fixtures, along with the replacement of three regulators in the west vault to support the transition to LED.

LED offers several benefits, including greater light intensity, increased reliability, and reduced energy costs over the life of the light.

B. Impact/Findings

- Cost Estimate: \$561,374.41
- Funding Source: Operations and Maintenance (O&M)

C. Strategic Priorities

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

D. Options/Alternatives

2. Do Nothing: The “Do Nothing” option will result in MNAA continuing to operate with incandescent lights on Runway 2L-20R that are no longer being made or are in the process of being phased out by the end of 2026, making replacement increasingly difficult and ultimately impossible, leading to operational impacts and FAA Part 139 regulatory non-compliance.

STAFF ANALYSIS

Operations Committee

Date: March 11, 2026

Facility: Nashville International Airport (BNA)

Subject: Construction Contract for North Cargo Apron Slab Replacement, FY26
Project No. 2517/2609

I. Recommendation

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

- 1) Accept the bid by The Harper Company for the North Cargo Apron Slab Replacement and;
- 2) authorize the Chair and President and CEO to execute the proposed contract for \$2,586,672.89.

II. Analysis

A. Background

The Cargo Apron Slab Replacement consists of full depth reconstruction of approximately 5,555 SY of concrete on the north cargo apron, formerly the main airport terminal apron, near the FedEx parking positions and Taxiway Charlie 4. The existing pavement was last inspected during the 2024 Airfield Pavement Condition Index (PCI) Study and found to have a PCI of 37 (Very Poor) and is showing significant signs of deterioration. This project scope includes 16" of FAA-specified P-501 concrete and pavement drainage structure repairs.

An Invitation to Bid (ITB) was advertised on January 12, 2026, and consisted of two (2) bid schedules. The bid schedules were based on area with the goal being to maximize the area of work that could be completed within the project budget.

On February 12, 2026, three (3) bids were received. Below is a tabulation of those bids:

Contractor	Schedule 1	Schedule 2
The Harper Company	\$2,216,694.41	\$2,586,672.89
Hi-Way Paving, Inc.	\$2,412,952.20	\$2,800,742.75
Civil Constructors, Inc.	\$2,781,776.61	\$3,291,520.03

Based on the bids received, Schedule 2 provides the highest value and most efficient project within the program budget.

The Harper Company's bid for Schedule 2 is 5.8% lower than the Engineer of Record's (Garver) opinion of probable construction cost of \$2,745,000.00 and 7.6% lower than the next low bidder (Hi-Way Paving, Inc.).

The Metropolitan Nashville Airport Authority (MNA) and Garver have evaluated the bids and determined the Bid Schedule 2 bid from the Harper Company to be responsive and responsible and recommend award of Bid Schedule 2 to the Harper Company.

B. Impact/Findings

Anticipated Contract Start Date:	April 2026
Duration of Contract:	75 Calendar Days
Contract Completion Date:	June 2026
Contract Cost:	\$2,586,672.89
Funding Source:	100% MNA

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 the current concrete pavement on the north cargo apron, leading to expensive emergency repairs in the future and the creation potential Foreign Object Debris (FOD) issues. Eventually, the concrete pavement will deteriorate to the point that the north cargo apron would need to be closed.