

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



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Date/Time: Wednesday, April 8, 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

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I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comment received to date. Deadline is April 6, 2026, at 9:00 a.m.

III. APPROVAL OF MINUTES

March 11, 2026 Minutes of the Joint Meeting of the MNAA and MPC Operations Committee

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. Airport Communications Center Computer Aided Dispatch System Replacement
2. Design Contract for JWN Airport Layout Plan Update Plus Narrative (CIP Update)

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: March 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:

Joycelyn Stevenson, Glenn Farner

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman,  
Marge Basrai, Zach Blair, Adam Bouchard, John Cooper,  
Kristen Deuben, Adam Floyd, Eric Johnson, Chief Krepplein,  
Carrie Logan, Rachel Moore, Ted Morrissey, Stacey Nickens,  
Brandi Porter, Josh Powell, Robert Ramsey, Chris Saunders,  
and Puneet Vedi

## 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](http://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 February 11, 2026 Operations Committee meeting. Vice Chair Joslin made a motion, and Commissioner Sullivan 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.

V. ITEMS FOR APPROVAL

1. Purchase of Rosenbauer Quick Response ARFF Vehicle

President Kreulen introduced Chief Beth Kreppein, Department of Public Safety, to brief the Commissioners on the Purchase of Rosenbauer Quick Response ARFF Vehicle. Chief Kreppein stated a new quick response fire truck is needed at BNA to protect 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 parking areas where the current response vehicle is limited. The proposed contract with North America Fire Equipment Company, Inc. is \$529,237 NTE and takes approximately one year to build.

Chief Kreppein requested the Operations Committee recommend to the Board of Commissioners that it amend the FY26 BNA Capital Improvement Plan (CIP) to include the new Rosenbauer quick response ARFF truck, and authorize the Chair and President and CEO to execute the purchase with North America Fire Equipment Company, Inc. for not to exceed (NTE) \$529,237.

Commissioner Sullivan asked how fast it goes. Chief Kreppein replied it takes a lot of gas and is very loud, so it is best not to travel at a high rate of speed. It can go up to 50-60 mph and if beyond that speed, it would be very loud. Commissioner Stevenson asked how many other firetrucks we have that will not fit in the garage. Chief Kreppein replied we have three ARFF trucks that are very large trucks and sit much higher, typical of ARFF firetrucks. This one will fit in the terminal garages and will sit much lower than the typical ARFF firetruck.

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. Runway 2L/20R LED Lighting System Upgrade

President Kreulen introduced Adam Bouchard, VP, Operations and Facilities, to brief the Commissioners on the Runway 2L/20R LED Lighting System Upgrade. Mr. Bouchard stated this project is to replace incandescent runway lights and associated regulators for Runway 2L/20R to LED runway lights. This is the final primary runway at BNA that has not yet been upgraded to LED. The proposed work involves replacing both pavement and runway edge lights to brighter more efficient LED and the project will also replace regulators to support this transition of lighting. The proposed purchase agreement using a Sourcewell cooperative agreement is with ADB SafeGate whose lights are already deployed elsewhere on our airfield. Our airfield electrical maintenance staff will complete the upgrade and installation of these new lights during a future runway closure, and the total cost of this proposal is just over \$561K.

Mr. Bouchard requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute purchase with ADB SafeGate for \$561,374.41 for the full replacement of R/W 2L/20R incandescent lighting fixtures and related regulators.

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

3. Construction Contract for North Cargo Ramp Slab Replacement

President Kreulen introduced Puneet Vedi, VP, Airport Capital Development, to brief the Commissioners on the Construction Contract for North Cargo Ramp Slab Replacement. Mr. Vedi stated this project is for the full reconstruction of 5,555 square yards of north cargo apron pavement with 16" of FAA specified P-501 concrete. Mr. Vedi presented a diagram and showed the Commissioners the location of the phase and scope of work. The existing pavement was last inspected during the 2024 Airfield PCI Study and rates very poor, showing significant signs of deterioration. An invitation to bid (ITB) was advertised on January 12, 2026, and 3 bids were received on February 12, 2026. The Harper Company submitted the lowest bid of \$2,586,672.89. The contract will start April 2026 and conclude June 2026 and is funded by the 100% Airline Fund.

Mr. Vedi requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute the proposed construction contract with The Harper Company in the amount \$2,586,672.89.

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. Construction Task Order for Taxiway T5/Lima Rehabilitation

President Kreulen stated the task order for Taxiway T5/Lima rehabilitation. On November 20, 2024, the Board approved an On-Call Contract to Hi-Way Paving, Inc. not to exceed \$10M annually. This is our 3<sup>rd</sup> task order and once we execute this \$1.2M program we will be up to \$6.2M of the \$10M of annual NTE committed. Commissioner Joslin asked if Tango 6 was done

last year. Mr. Robert Ramsey, EVP, CDO, replied it was done in 2020. Commissioner Joslin asked what is next after this one. Mr. Ramsey replied there is additional work on Lima. President Kreulen stated we recently did some work on T4 and they will be connecting to Lima as part of that Central Ramp project in the very near future.

2. BNA Development Update

President Kreulen stated Concourse A has 3,200 tons of steel has been delivered and part of the building is going up. He presented a photograph of Concourse A where the ticketing expansion and baggage claim will be located. Concourse A foundations are 82% complete. A Request for Proposal was issued on March 2, 2026 for Concourse A concessions, plus a few other concessions that are expiring in Concourses B, C, and D. President Kreulen stated on the CONRAC/Garage/TARI project that staff are meeting weekly with TDOT and monthly with Rental Car companies. Everyone is reviewing the designs, and we are still allocating the final cost between roads and the CONRAC/Garages to make sure we budget correctly.

Chair Granbery asked if there is an opportunity for the Commissioners to have a field trip for the new central core since it will be a confusing and disruptive process and he believes they all will get a lot of calls. President Kreulen said yes, he will arrange it for after the Board meeting next week. For the inaugural Southwest Knoxville flight, Governor Lee, Speaker of House Cameron Sexton and Commissioner Ezell came in for that flight, and we had an opportunity to walk them through the checkpoint area and to the gate. When they were in the central core we discussed what will be happening on the central ramp as well as the closing of the Central Core for expansion. He stated the Commissioners will need to understand the project. For example, the pedestrian bridge will be closed because there are two doors today, and there will be four doors in the future. The two escalators will be shut down to install four escalators. The journey for the passengers will change and the Communications and Engineering teams are working on the dust walls and signs for the June 1, 2026 closure. We will all receive calls. The reason we want it to open by Christmas of 2027 is because there will be 9,000 new spaces when the CONRAC/Garage opens, and when those people start coming in and out every day we will need larger escalators to move them through there.

Chair Granbery stated we modeled a certain number of the Boring Company (“TBC”) cars and they said it was going to be a much higher number, and asked how that plays into our modeling, if

there will be a dramatic increase or decrease in rental cars and the need for parking spaces, and if we have we factored that into the modeling. It could be a good problem to have less cars on the roadway, but less cars in the garage is not a good thing. President Kreulen replied for the foreseeable future, people will still be driving vehicles. You can choose to drive, how you want to get downtown, and whether rent a car, Uber, Lyft, taxi, shuttle bus or theoretically if we sign an agreement with TBC you can choose them. He stated we see some transactions decreasing in the rental cars and this is a nationwide trend. In 2014 we had 60K Ubers and Lyfts, and today we have 4.1M. Some of those people chose not to rent a car. BNA still has more cars rented than any other rental car facility in Nashville.

President Kreulen stated when we started TARI modeling with TDOT, it is a vehicle equivalent for 40MAP on this new roadway. Now if some of these cars are subterranean, we now do not have to account for them on the road which will theoretically relieve some pressure and also allow more time. TBC states the tunnels will have capacity for 28M vehicles. We budgeted 10% of that but if they are taking 1M vehicles off the road, that is better for us. If they continue to build, the question will be what is happening dynamically. We are not losing money, we are still collecting the same dollar trip rate, just vehicles are underground and not on our roads or I-40. When we first started in 2018, many said we were also going to have flying cars by now. President Kreulen stated at some point, they will figure out a way to have electric flying vehicles that will land at the airport. Secretary Duffy posted on Facebook showing the Jetsons saying it is coming because they just approved 8 different firms to develop vertical takeoff and landing vehicles. It is not determined how we are going to manage autonomous vehicles. The Revenue team is testing Waymo next Sunday and we want to test them on the highest day of Spring Break to see if they can get in and out of the Ground Transportation Center. There is a lot of technology that is changing and we have to be adaptable. We will fill up the 3K space garage with no problem. The 4,700 rental space car garage will be filled with rental cars and if those things went away we have what if scenarios. If the business model changes we can repurpose the surface lots.

Vice Chair Joslin asked why we missed the design by putting the two escalators coming down, and if that big chandelier is coming down too. President Kreulen replied regarding the art piece, the artist will come back in and remove it and modify it so that when it goes back in it will be as pretty as it looks today.

President Kreulen stated when we started BNA Vision we were designing to 30MAP, then increased it to 35MAP and we are now at 40MAP. For 10 years we have been averaging 1.2M new people per year and everyone believed it would level off, it has not. We are now growing greater than 7% this year and are doing well with spring break seeing that same trend right now. This means FY26 will not add 1.2M like the last 10 year average, but will finish with 1.8M added. When you look at that instead of 3,200 new people a day per year, it is almost 5,000. He does not think that we missed it. The staff is being proactive enough to look into the future and recognize that if the single down and single up escalator breaks, after we open with 7,000 or 8,000 additional spaces, and after those 16 gates open on Concourse A with all those people coming into BNA, we will never have time for maintenance. It is strategically a shift on our part because we are really good at watching growth and we need to do this now. None of us have been able to predict that Nashville and Tennessee are growing at this rate. No one else has been able to do what we are doing right now.

Commissioner Farner asked if the substantial growth has impacted our prediction. President Kreulen replied we are concerned but we continue to grow and will need rental cars. In 2014 when we did the agreement with Uber and Lyft, it was mentioned that we are killing cabs. Cabs have leveled for 10 – 12 years now because that is how people choose to move. People will continue to rent cars. Shifts go on, we are watching and other airports see a slight dip. Through Tennessee tourism, along with our low-cost airline Cost per Enplanement (CPE) and given we now have a hub for Southwest airlines, we now have twice a day service to Knoxville and Memphis. Commissioner Ezell's tourism goal was to come to Nashville and visit Tennessee, and rent a car and you can go to Dollywood or Mud Island or Memphis. Now you do not have to rent a car, you can go from one gate to another gate. Now people have an option to take less than an hour flight to both cities. Commissioner Farner stated our projections were pretty conservative for rental car revenue generated for the new CONRAC. President Kreulen replied he does not know if it is conservative, it is in line with what we have been doing. The Finance team does a good job of being conservative, hoping that we exceed our goals and we have not busted a budget in many years. Commissioner Farner asked if we are building the CONRAC to the specs of a parking garage. President Kreulen replied yes, we plan to share it or not depending on the growth. Commissioner Farner stated we need more parking spaces and if the rental cars are not rented, we can use those spaces for parking. President Kreulen stated the Commissioners have asked what the off-ramp is and when we can get out of this. The off ramp is the existing CONRAC and after the new one is

up and running, we can build another garage there if we see a deficit on rental car capacity, or if you still have an over capacity you do not have to build immediately.

Vice Chair Joslin stated lots of airports have shuttles that will take you to the rental lots, have we thought about building it on top of the hill. President Kreulen replied when we gave the Board multiple options for where the CONRAC will be located, the Board decided for just that reason, not to put them up there because you would have to shuttle them. The Board required that the location selected for the CONRAC be walkable. President Kreulen stated a passenger walked up to him last week and stated, "This is the worst airport in the world." He asked her why. She stated the walk distance; she did not want to walk 750 feet from the Uber and Lyft. The CONRAC today is 750 feet, and the walk to the new CONRAC will be 900 feet, however there will be three moving sidewalks. People do not like riding shuttle buses. Our distances are very short, even our concourses are 2,000 feet, that is less than ½ mile. There are longer ones like New York and Miami. This passenger also said BNA does not have moving sidewalks. We will have two moving sidewalks in Concourse A and as we are building newer, we are building wider, so we can have moving sidewalks in both directions.

Commissioner Farnier asked how Uber and Lyft pick up and drop off will be impacted when all of this opens. President Kreulen replied we will have multiple ground transportation centers and when you cross the crosswalk, all of the shuttles will move out of the existing garage and there will be all 7 lanes for Ubers and Lyfts.

Chair Granbery stated good conversation and he agrees there are a lot of moving parts. He asked, if you bring everyone in from the satellite lots, what would you repurpose the lots to be. President Kreulen replied many things are possible. We have had proposals for gas stations, like other airports have. The best example of how flexible we are is the pandemic. We saved millions of dollars from our O&M budget during the pandemic because we closed all the economy lots and only had the garages open, eliminating the shuttle buses. We saved money by maximizing our resources.

President Kreulen stated the Central Ramp has almost 661,607 cubic yards placed and over halfway done. The Northeast Employee/Valet Storage Lot has grading and storm drain placement underway.

President Kreulen stated he will schedule a Central Core tour for the Commissioners to take place before the Board meeting next week. The Staff has before and after renderings of the Central Core Expansion. Construction begins June 2026 and goes through December 2027. We will have passenger journey maps that show all journeys. Chair Granbery said he appreciates it.

3. JWN Development Update

President Kreulen stated that Jet Access has the hangar floor slab pour completed and substantial completion expected June 17, 2026. Jet Right has signed Amendment 1, and the Board will receive Amendment 2 next month. MNPD will have a formal punch walk on March 17, 2026. Contour hangar 3 finally passed the foam test and currently is not occupied. Atlantic Aviation's groundbreaking is confirmed for April 29, 2026, 1:00 – 3:00 pm, and if Commissioners wish to attend, please let Ms. Saxman know.

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 9:39 a.m.

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Andrew W. Byrd, Board Secretary

## **STAFF ANALYSIS**

### **Operations Committee**

Date: April 8, 2026

Facility: Nashville International Airport (BNA)

Subject: Airport Communications Center (ACC) Computer Aided Dispatch (CAD) System Replacement

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#### **I. Recommendation**

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

- A. accept the proposal from CentralSquare Technologies for the full replacement of the Computer Aided Dispatch (CAD) System and associated Records Management System (RMS) in the Airport Communications Center, and
  - a. authorize the Chair and President & CEO to execute the contract with CentralSquare Technologies for \$638,226.55.

#### **II. Analysis**

##### **A. Background**

CAD is used by the ACC to document and dispatch all calls for service, including emergency and non-emergency calls. With tens of thousands of calls handled and documented in the system, CAD is mission-critical to ensure compliance with the Commission on Accreditation for Law Enforcement Agencies (CALEA) and Association of Public-Safety Communications Officials (APCO) standards.

The current CAD platform is at the end of its useful life and no longer meets the Authority's operational needs and evolving compliance requirements. Due to the current system's age, it cannot integrate with essential technologies, such as Criminal Justice Information System (CJIS) compliant systems and dispatcher alerting capabilities.

A Request for Proposals (RFP) was issued on October 20, 2025. Nine proposals were received November 20, 2025, of which five were deemed non-responsive. On December 10, 2025, the selection committee shortlisted two firms for interviews, based on qualifications and experience, aviation and public safety development experience, project approach, migration strategy, cost, and references. Both firms subsequently provided demonstrations to the committee and key stakeholders, and committee members conducted site visits where each system is currently deployed. The competitive solicitation process was completed on February 23, 2026, with CentralSquare Technologies selected as the top respondent.

Modern CAD solutions such as the one recommended with Central Square, Inc, offer superior usability, interoperability, streamlined workflows, enhanced integration capabilities, security, and adaptability for the Authority into the future. This project was approved in the FY26 Capital Improvement Plan.

**B. Impact/Findings**

- Contract Start Date: May 1, 2026
- Cost Estimate: \$638,226.55
- Funding Source: MNAA Authority Funds

**C. Strategic Priorities**

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

**D. Options/Alternatives**

Do Nothing: The “Do Nothing” option would leave MNAA dependent on an aging CAD platform, exposing the department to growing operational risk as airport volume and calls for service continue to increase.

## STAFF ANALYSIS

### Operations Committee

Date: April 8, 2026

Facility: John Tune Airport (JWN)

Subject: Professional Services Contract for Airport Layout Plan Update and Narrative Consulting Services

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#### **Recommendation**

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

- 1) Accept the Professional Services Contract with McFarland-Johnson Inc. for the JWN Airport Layout Plan Update and Narrative
- 2) Authorize the Chair and President and CEO to execute the proposed contract for the amount contained herein.

#### **Analysis**

##### **A. Background**

The last Airport Layout Plan (ALP) update was done in 2021. However, JWN has outpaced the forecast operations and fleet mix, resulting in demand for more facilities. The development of the ALP Update Plus Narrative is sponsored by the TDOT Aeronautics and hence a Request for Qualifications (RFQ) is solicited under the Brooks Act (1972) which requires qualifications-based selection for obtaining professional services.

The scope of the project will consist of reviewing the current JWN assets, developing an aviation demand forecast, facility requirements for the airfield and support facilities recommendations, an environmental overview, an airport development implementation plan, and update the Airport Layout Plan. The Airport will be surveyed and mapped to meet FAA19B, ADIP guidelines.

On November 10, 2025, Statements of Qualifications (“SOQs”) were solicited through a Request for Qualifications (“RFQ”).

On December 9, 2025, eight (8) responsive SOQs were received from the following firms (listed below in alphabetical order):

1. AtkinsRealis USA Inc.
2. Burns & McDonnell
3. Crawford Murphy and Tilly, Inc.
4. Culture Architecture and Design, PLLC

5. Goodwyn, Mills and Cawood, Inc.
6. Kimley-Horn and Associates, Inc.
7. McFarland-Johnson, Inc.
8. Ricondo Associates, Inc.

On December 12, 2025, the Selection Committee met and scored the firms based on the following criteria:

- Capability to perform all or most aspects of the project and recent experience in airport projects comparable to the proposed task
- Key personnel’s professional qualifications and experience and availability for the proposed project
- Quality of projects previously undertaken and capability to complete projects with having major cost escalations or overruns
- Understanding of the project’s potential challenges and the sponsor’s special concerns.

The Selection Committee shortlisted Atkins-Realis USA Inc., Crawford Murphy & Tilly, Inc. and McFarland-Johnson Inc. for interviews. Interviews were conducted on January 6, 2026. Teams were asked to present their responses to the following criteria – Experience, project approach, QA/QC approach, forecast methodology.

The selection committee evaluated the proposal and their scores are below:

<b>Firm</b>	<b>Score</b>
AtkinsRealis USA Inc.	481
Crawford Murphy and Tilly, Inc.	500
McFarland-Johnson, Inc.	501

McFarland-Johnson, Inc. was selected based on the SOQs and Interview. During the interview, McFarland-Johnson, Inc. provided high level of specificity to the selection Committee.

- Their proposed Team’s holistic knowledge, experience, approach, and established third party/stakeholder relationships utilized in the development and delivery of airport layout plans;
- Their commitment in project transparency through collaboration, implementations, and monitoring methods to achieve and provide Owner deliverable acceptances.

**B. Impact/Findings**

Anticipated Contract Start Date: May, 2026  
Duration of Contract: 12 months  
Contract Completion Date: April, 2027  
Contract Cost: \$560,000 NTE  
Funding Source: FAA; TDOT; MNAA  
FAA & TDOT - \$539,325 (97%); MNAA - \$16,662 (3%)

**C. Strategic Priorities**

- Plan for the Future

**D. Options/Alternatives**

Do nothing: The “Do-Nothing” option will result the Authority’s inability to plan for the future of John Tune Airport.