

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



Date/Time: Wednesday, May 13, 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 May 11, 2026, at 9:00 a.m.

III. APPROVAL OF MINUTES

April 8, 2026 Minutes of the Joint Meeting of the MNAA and MPC Operations Committee

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. Concourse A CGMP 4 of 4 and GMP
2. Change Order 3 to Northeast Employee/Valet Storage Parking Lot
3. TARI Ph 2 – NES – Service True-Up Invoice
4. Construction Contract for AOA Perimeter Fencing Replacement
5. Construction Contract for Concourse B&C Upgrades
6. Construction Contract for JWN Eastside Apron Rehabilitation

VI. INFORMATION ITEMS

1. Operations Contract Update (Improvements)
2. BNA Development Update
3. JWN Development Update

VII. ADJOURN

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



Date: April 8, 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

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Josh Powell, Trish Saxman,
Marge Basrai, Zach Blair, Kristy Bork, Adam Bouchard, John
Cooper, Ben Dearman, Kristen Deuben, Adam Floyd, Ryan
Hall, Samantha Hamilton, Roman Keselman, Lisa Leyva,
Carrie Logan, Syed Mehdi, Rachel Moore, Ted Morrissey,
Stacey Nickens, Brandi Porter, Robert Ramsey, Chris
Saunders, Puneet VEDI; and Adam Wolf

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 March 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 was thankful for the beautiful spring weather that makes it easier on the number of planes coming and going and not having to fight the weather.

V. ITEMS FOR APPROVAL

1. Airport Communications Center (ACC) Computer Aided Dispatch (CAD) System Replacement

President Kreulen introduced Adam Bouchard, VP, Operations and Facilities, to brief the Commissioners on the Airport Communications Center (ACC) Computer Aided Dispatch (CAD) System Replacement. Mr. Bouchard stated this item is for the replacement of the Airport Communications Center CAD serving both the ACC and Department of Public Safety (DPS). The CAD is used to document and dispatch all calls for service with tens of thousands of calls handled and documented in the system. This tool which includes a resource management system component, ensures proper documentation, quality control, aligns with our procedures, and also ensures accountability to our Commission on Accreditation for Law Enforcement Agencies (CALEA) accreditation.

Mr. Bouchard stated the new system which is a significant improvement from the CAD platform we have had for many years brings additional features and interoperability between the ACC and DPS including the ability for officers to effectively access the CAD system from a mobile device, a common attribute of modern CAD systems but a functionality that has been limited with our current Legacy system. A competitive Request for Proposals (RFP) was issued on October 20, 2025 and concluded in February 2026 with CentralSquare Technologies being the top respondent. The proposed contract is a 5-year agreement with no renewal options at a total contract value of \$638,226.55.

Mr. Bouchard requested the Operations Committee recommend to the Board of Commissioners that it approve and accept the proposed Contract with CentralSquare Technologies for the replacement of the CAD and RMS system and authorize the Chair and President to execute the proposed Contract.

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 if the first year is more due to the equipment acquisition. Mr. Bouchard replied yes sir, the first year includes implementation and then there is an annual service subscription support for remaining years. Vice chair Joslin asked if Motorola bid. Mr. Bouchard replied no, they did not. Commissioner Byrd asked if the subsequent years are maintenance agreements or service agreements. Mr. Bouchard replied we are purchasing the system, and the MNAA Staff in the ACC will be the ones answering the phones. The implementation for the first year is the heavier cost and the remaining years is the support for the service and software. Commissioner Byrd stated \$98K is quite a lot of money compared to the total cost of the equipment. Mr. Bouchard replied yes it is, but it is also a pretty complicated system. The current provider we have here now is about 20 years old and we got a lot of life out of it. There are a lot of updates for regulatory compliances with regard to this software which does require regular routine maintenance security patching and that is why the service rate may seem elevated because of the complexity of the system.

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.

CEO Development Update on John C. Tune – TDOT Aeronautics Inspection – Aeroplex Strategic Objectives

President Kreulen stated he will give the development update on John C. Tune (JWN) which will lead into why we want to do the Airport Layout Plan (ALP) update. President Kreulen stated on March 17, 2026 TDOT performed an annual inspection of JWN, inspecting the runway, taxiways, apron, nav aids and infrastructure. JWN passed the annual inspection. No discrepancies noted on the Airfield. On the airspace, there were 2 discrepancies, the trees on both ends of the runway, arrival and departure, continue to grow up into the Part 77 surfaces. This is an ongoing maintenance requirement to trim trees so that it does not obstruct or modify any of the

minimums for the approaches. MNAA Operations staff is working on it. The Tennessee Airport License is valid until December 31, 2027.

President Kreulen stated post tornado, March 3, 2020, Aeroplex was hired to help develop a long range plan for JWN. He presented one of the slides that came out of that presentation. He stated the significant accomplishments include:

#1 - Contour complied with lease and rebuilt Hangars 1, 2 and 3. The Hangars are complete with the exception of Metro water approval for occupancy of Hangar #3.

#2 - All grass fields between the Tower and State Hangar were divided into parcels, 6 parcels were developed with long term leases. Jet Access and MNPD are almost completed and JetRight will start soon. The final parcel completed NLT August 2027.

#3 - 2nd FBO, Atlantic Aviation was awarded that contract and there is a Groundbreaking scheduled on April 29, 2026. The Commissioners will receive an invite from Ms. Saxman.

Chair Granbery asked on the Southend the trees would be across Centennial, do we have permission to cut those. President Kreulen replied no. That is probably the biggest problem, it is the Metro park area and some are on the prison ground. The coordination for us will take some time versus just going out there on our own. Chair Granbery asked if we have some sort of implied right. President Kreulen replied yes, and we have trimmed at both locations before it is just one of those recurring things. And we may have to pay someone to top them if they do not want us to take them out at the roots.

#4 -Midfield Expansion - President Kreulen replied on the Midfield Area, we have done a lot of analysis and realize we do not have enough room to park all the metal that is coming in at JWN. Today there are approximately 2.36 acres with a plan to expand to 6.22 acres. It would be a great revenue generator for the Airport Authority.

#5 - Southside Development - President Kreulen stated in the 2021 Aeroplex documents show the possibility of building 4 hangars and then build the land up for another FBO. The plan shown here is to develop the western portion with the same approach to the North development and create 8, pad ready sites, and ground lease the entire eastern portion to a developer. He presented a diagram showing the TSU land that we may possibly acquire. President Kreulen stated he recently

met with the President of TSU and with the Comptroller of Tennessee. We have a couple of appraisals and the State and TSU will get a couple of appraisals.

#6 - Westside Road – President Kreulen stated if we are able to develop all of the South, then we turn to the Westside. The construction FY2028 CIP is estimated at \$6.7M. The Finance team is working to develop a 10 year plan for JWN and JWN continues to get stronger and stronger and is able to use the money it makes now to reinvest in capital. We are headed in that right direction.

#7 - Westside Hangar Development – President Kreulen stated the Westside Hangar Development needs land prep and is in the FY 2029 CIP estimated for \$20M.

#8 - Taxiway Bravo – President Kreulen stated the Taxiway Bravo phase 2 is not in the 5-year CIP.

President Kreulen stated the Commissioners have asked about problems that the FAA has been having passing data from BNA to JWN and basically it has taken controllers full time to get the strips and clearances. The Airborne Position Reference Tool (APRT) is a FAA approved ADSB reference tool which will increase JWN ATCT situational awareness. It is equivalent of putting a radar in at JWN and be able to pass data back and forth. It is in the FY2027 CIP in the amount of \$130K. President Kreulen stated this will give us a new capability that we are pretty excited about.

Chair Granbery asked about the road coming in on the Westside will take a lot of fill, could we get permission to put a temporary road in to receive fill and stock pile it the same way we stock pile it at BNA so that when we need it we can place it. President Kreulen asked if he is talking about fill for the ramp. Chair Granbery replied yes, some sort of service road. He stated we have stored material here at BNA and asked Mr. Robert Ramsey, EVP, CDO, if we have used it all. Mr. Ramsey replied what we have at BNA is planned for the runway extension. President Kreulen replied back in the day when we were lengthening the runway we stored filled and he does not think there is any additional stock piles. Mr. Ramsey replied the ramp itself may be balanced, where you cut the hill and fill the flatter portion, they can take a look at it.

2. Professional Services Contract for JWN ALP Update Plus Narrative (CIP Update)

President Kreulen introduced Syed Mehdi, VP, Airport Planning, to brief the Commissioners on the Professional Services Contract for JWN ALP Update Plus Narrative (CIP Update). Mr. Mehdi stated this project will provide planning professional services for updating Airport Layout Plan (ALP) and Narrative for JWN. 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.

Mr. Mehdi stated on December 9, 2025, eight responsive Statements of Qualifications (SOQ) were received and the Selection Committee shortlisted three, AtkinsRealis USA Inc, Crawford Murphy & Tilly Inc. and McFarland-Johnson, Inc. for interviews. McFarland-Johnson, Inc. was selected based on the SOQs and interview. During the interview process McFarland-Johnson, Inc. provided 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. Based upon that we anticipate the contract to start in May 2026 with a completion date of April 2027 with a contract cost of \$555,987 NTE.

Mr. Mehdi requests the Operations Committee recommend to the Board of Commissioners that it authorizes the Chair and President & CEO to execute the proposed professional services contract with McFarland & Johnson in the amount of \$555,987 NTE.

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

Chair Granbery stated he has never seen where TDOT is a funding source. President Kreulen replied we can apply for TDOT Aeronautics to receive some funding.

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. BNA Development Update

President Kreulen stated there has been really good progress on Concourse A. Over 3,200 tons of steel will be delivered to frame it out. In researching what questions might be asked, like where it is coming from, we were informed it is from Shelbyville, TN. All the drilled foundations will be complete by April 10, 2026. Central Core art removal and storage began on April 6, 2026. President Kreulen stated the CONRAC/Garage/TARI has ongoing meetings with TDOT and Rental Car companies. The Central Ramp has 765,028 cubic yards placed and we are getting close to 70% with 60,097 dump trucks on property to date. The Northeast Employee/Valet Storage Lot has grading and storm drain placement. We may come back in a month with a change order due to the dirt not being as good as we anticipated. It will still be below budget. Two parcels are available on the Westside of the Airport, 45 Airways Blvd capable of holding a hangar with two 737s, and 109 Air Freight Blvd parcel capable of holding a hangar that holds one 737. We will release a Notice of Availability to see if anyone is interested. We continue to grow.

2. JWN Development Update

President Kreulen stated that the Jet Access Apron pour is completed and interior is underway and substantial completion expected June 17, 2026. Jet Right has 90% design drawings completion on March 31, 2026 and an Amendment will be in the Finance Committee for approval. MNPD formal punch walk is March 17, 2026 with a rather large punch list we have to walk through. The move in dates are April 10, 2026 and April 14, 2026. Vice Chair Joslin asked what kind of large items on the punch list. President Kreulen replied about 150 items, i.e., paint, chip, etc. Mr. Ramsey stated a lot of small issues like painting, door trims and an issue with the generator. President Kreulen stated we just finished a punch list on Concourse D with about 1K and now are down to less than 5 or 10. Chair Granbery asked Mr. Ramsey if he was able to resolve

the fill issue that was delayed in the beginning. Mr. Ramsey replied we were able to get that satisfactorily corrected without any additional cost to MNAA. There were some areas on parking that were unforeseen type that were additional costs.

Chair Granbery stated great tour for the Central Core, saw a lot of the social media posts, and asked if there was any significant pushback or issues. President Kreulen stated no, the MNAA Communications and Marketing Team has done a great job and has several positive news reports. We continue to report on removing the artwork via social media.

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 9:30 a.m.

Andrew W. Byrd, Board Secretary

STAFF ANALYSIS

Operations Committee

Date: May 13, 2026

Facility: Nashville International Airport (BNA)

Subject: Construction Manager at Risk (CMAR) CGMP 4 of 4 for Concourse A Reconstruction Project No. 2406

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 the Component Guaranteed Maximum Price #4 (CGMP4) for central core expansion and the Guaranteed Maximum Price (GMP) related to the Progressive Design-Build contract at Nashville International Airport.

II. Analysis

A. Background

The BNA New Horizon Program provides terminal expansion, landside improvements and systems improvements for Nashville International Airport. The major program elements addressed include terminal gate expansion with an extension of Concourse D and a rebuild and expansion of Concourse A, and a major overhaul to the baggage handling system to increase both performance and capacity.

The Concourse A Reconstruction project will include the demolition and rebuilding of a new, 16-gate Concourse A and related infrastructure, a landside extension of the North Ticketing and North Baggage Claim; with an airside apron expansion for dual Aircraft Design Group (ADG) III taxilanes, fixed and new passenger boarding bridges. This project will also include selective demolition and upgrades necessary in the existing Concourses C and B to allow for the enabling relocation of the tenants and airlines. The expansion of the North Terminal Wing includes an expansion of baggage claim and ticketing. Furthermore, the project scope includes an extension of the existing utility tunnel, a new CUP and cooling tower facility, landside surface parking and an airside triturator. Interior finishes in the new Concourse A will be built similar to those in the newest BNA Vision Program projects with modifications.

The CMAR contract establishes a Guaranteed Maximum Price (GMP) at a date in the future based on 100% design drawings. For schedule purposes, and to fast-track the project, "component" GMP's, (CGMP's), are utilized to provide for early start of critical path items. It is expected the project will require up to 3 CGMP's prior to reaching the final GMP. These CGMP's are composed as follows: CGMP1 – Pre-Construction Services and CM Construction Phase Staffing; CGMP2 – general requirements, enabling construction/relocations, building renovations, site utilities, demolition, building foundations, turnkey concrete, jet fueling, structural steel and passenger boarding bridges; CGMP3 – civil, structure, core and

shell, furnishings/finishes, MEP, interior buildout, baggage handling, IT and vertical transportation; CGMP4 – central core expansion.

On September 18, 2024, the Board approved the selection of Hensel Phelps Construction Company (Hensel Phelps) as the Construction Manager at Risk and CGMP #1 for Pre-Construction/CM Services for the Concourse A Reconstruction Project. On May 21,, 2025 the Board approved CGMP 2 for enabling construction/relocations, building renovations, site utilities, demolition, building foundations, turnkey concrete, jet fueling, structural steel and passenger boarding bridges. On October 15, 2025, the Board approved CGMP 3 for the fit and finish, low voltage, electrical, site civil, apron paving, baggage handling and furnishings. Currently, the airport staff is asking the Board to approve CGMP #4 for the reconstruction of the central core. Scope includes demolition, foundation improvements, structural steel / concrete, a new three (3) bank elevator tower, sixteen (16) new escalators and related finishes as well as four (4) new escalators from level 3 to 2 just outside the secure exits on the north and south side of the checkpoint. This action completes all anticipated CGMPs.

B. Impact/Findings

Anticipated Contract Start Date:	October 2024
Duration of Contract:	1,371 Calendar Days
Contract Completion Date:	July 11, 2028
Component Guaranteed Maximum Price 1	\$ 32,861,879
Component Guaranteed Maximum Price 2	\$109,886,525
Component Guaranteed Maximum Price 3	\$370,132,268
Component Guaranteed Maximum Price 4	<u>\$ 30,000,000</u> NTE
Guaranteed Maximum Price	\$542,880,672 NTE
Funding Source:	100% Bonds

B. Strategic Priorities

- Plan for the Future

C. Options/Alternatives

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

STAFF ANALYSIS

Operations Committee

Date: May 13, 2026
Facility: Nashville International Airport (BNA)
Subject: Changer Order #3 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:

authorize the Chair and President and CEO to execute the Change Order #3 to the construction contract with Jones Bros. for the amount of \$10,036,192.

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 December 18, 2025 the Board of Commissioners approved selection of Jones Bros and the execution of the construction contract in the amount of \$40,935,500 which included an owner's contingency of \$4,000,000.

Change Order #1 was executed on April 6, 2026, and included two (2) credits for material substitutions to Owner Contingency in the amount of \$376,000 and updated contract language for compliance with current Federal regulations.

Change Order #2 was executed on April 20, 2026, in the amount of \$3,806,031 from owner's contingency, for a portion of the undercut excavation and additional shot rock for unforeseen subgrade stabilization to maintain schedule. This change order reduced the owner contingency to \$569,969.50.

Change Order #3 is for the total of the unforeseen excavation and additional shot rock import in the amount of \$10,036,192. The change order will fund the remaining unforeseen excavation and additional shot rock and replenish the Owner's contingency to original value of \$4,000,000.

B. Impact/Findings

Contract Start Date:	December 18, 2025
Duration of Contract:	342 Calendar Days
Contract Completion Date:	November 24, 2026
Original Contract Amount	\$40,935,500
Change Order #1	\$0.00
Change Order #2	\$0.00
Change Order #3	<u>\$10,036,192</u>
Total Contract Amount	\$50,971,692
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: May 13, 2026
Facility: Nashville International Airport (BNA)
Subject: 1801B Terminal Access Roadway Improvements (TARI) Phase 2
Nashville Electric Service – True-up Service Invoice

I. Recommendation

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

- 1) Authorize the Chair and the President and CEO to pay the Nashville Electric Service (NES) true-up invoice to relocate transmission lines and transformers impacted by the TARI Phase 2 project.

II. Analysis

A. Background

The existing NES service for the Multi-Purpose Building, Fuel Farm, Department of Public Safety Building and the Satellite Concourse was provided by aerial conductors on poles that conflicted with the removal of the old Donelson Pike embankment adjacent to the D Concourse Extension. MNAA requested the service be relocated into a new underground duct bank along the relocated Airport Service Road.

On April 17, 2025, MNAA Engineering received notification that the estimated costs for the permanent Nashville Electric Service (NES) Transmission Line Relocation for Terminal Access Roadway Improvements (TARI) Phase 2 were \$702,856.65. On April 21, 2025, in accordance with Section 4.4.1.8 of the bylaws, the President and CEO consulted with the Board Chair, who concurred with proceeding with execution of the relocation agreement and payment of subsequent invoice in order to maintain the project schedule. MNAA executed the relocation agreement with NES for this work on April 29, 2025 in the amount of \$702,856.65. The Board was updated on May 21, 2025.

The agreement states that the cost will be updated after the work is complete to cover the total actual costs. To accommodate the airport tenants and airport operations, numerous detailed coordination meetings were held and the cutover to the new service was performed in phases over several nights resulting in unanticipated overtime for the NES crews. Additional underground cable was also required beyond the original estimate due to real-sizing limitations and the need for additional length to allow for proper pulling and termination into the equipment. The “true-up” balance due is \$165,570.77.

B. Impact/Findings

Invoice Cost	\$702,856.65
True-Up invoice Cost	<u>\$165,570.77</u>
Total NES Cost	\$868,427.42

C. Strategic Priorities

- Invest in BNA
- Plan for the future

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in NES not proceeding with any future work related to TARI or other New Horizon projects.

STAFF ANALYSIS

Operations Committee

Date: May 13, 2026
Facility: Nashville International Airport (BNA)
Subject: Construction Contract for Perimeter Fencing Replacement
Project No. 2512

I. Recommendation

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

- 1) Accept the proposal by Delta Specialty Contractors, LLC for the construction of the Perimeter Fencing Replacement project, and;
- 2) Authorize the Chair and President and CEO to execute the construction contract with Delta Specialty Contractors, LLC for the amount of \$8,451,865.

II. Analysis

A. Background

This project consists of the construction of approximately eleven (11) miles of AOA fence around the perimeter of the Nashville International Airport. The proposed fence will replace the existing AOA fence at all locations. The proposed fence will adhere to the recently approved BNA fencing details and specifications. These details include a ten-foot high chain link fence with concertina wire along the top and a buried wildlife deterrent “skirt” along the bottom, where possible. The project also includes replacement of electronic and manual gates throughout the airfield perimeter. All relevant and required TSA security measures will also be observed during construction.

On February 9, 2026, a Request for Proposals for the above referenced project was advertised.

On March 12, 2026, three (3) responsive Proposals were received from U.S. Fence & Gates, Inc., Fence Builders, Inc., and Delta Specialty Contractors, LLC. Proposal amounts are provided in the table below:

Contractor	Base Bid	Add. Alt. 1	Add. Alt. 2	Add. Alt. 3	TOTAL
U.S. Fence & Gates, Inc.	\$16,940,160.00	\$4,596,300.00	\$1,145,500.00	\$361,890.00	\$23,043,850.00
Fence Builders, Inc.	\$13,274,397.00	\$3,130,350.00	\$871,950.00	\$342,530.00	\$17,619,227.00
Delta Specialty Contractors, LLC	\$5,786,580.00	\$1,923,795.00	\$473,370.00	\$286,120.00	\$8,451,865.00
Engineer's Estimate	\$11,707,137.20	\$2,996,686.00	\$1,070,196.00	\$613,833.00	\$16,387,852.20

On March 25, 2026, the evaluation committee reviewed the proposals based on key personnel, experience, addressing special challenges, schedule and price.

Below is a summary of the scores:

	U.S. Fence & Gates, Inc.	Fence Builders, Inc.	Delta Specialty Contractors, LLC
Score	102	210	392

The selection committee unanimously selected Delta Specialty based on their experienced staff, successful completion of fencing projects of similar scope/length, recognition of potential challenges and solutions, and lowest cost. Follow-up calls to other airports who had contracted with Delta Specialty Contractors, LLC for fencing replacement of similar length confirmed that they were qualified and capable to complete this project. Based on the evaluation committee scoring and Procurement rules for selection, it was determined that no interview would be necessary.

Based on the availability of funding and the needs of the airport, the Base Bid and all three (3) Additive Alternates are the preferred construction and should be included in the Construction Contract.

B. Impact/Findings

Contract Start Date:	June 1, 2026
Duration of Contract:	670 Calendar Days
Contract Completion Date:	April 1, 2028
Total Contract Value	\$8,451,865.00
Funding Source:	100% Bonds/Credit Facility

C. Strategic Priorities

- Plan for the future

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in the continued use of the existing AOA perimeter fence. The existing fence is less secure than the proposed fence and continues to allow incursions to the airfield by people and wildlife. The “Do Nothing” option will result in continued wildlife incursions and increase the potential for person incursions as well.

STAFF ANALYSIS

Operations Committee

Date: May 13, 2026
Facility: Nashville International Airport (BNA)
Subject: Construction Contract for Concourse B&C Upgrades, Phase 2
Project No. 2509

I. Recommendation

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

- 1) Accept the proposal by Carroll Daniel Construction for the construction of the Concourse B&C Upgrades, Phase 2 project, and;
- 2) Authorize the Chair and President and CEO to execute the construction contract with Carroll Daniel Construction for the amount of \$14,028,975.

II. Analysis

A. Background

In 2020, Concourse D opened as part of the BNA Vision with modern interior finishes that introduced a new style to the terminal building. In 2024, a construction project was completed to bring upgrades to Concourses B and C, in order to bring a level of consistency to the overall terminal aesthetic. That project focused on hallway finishes, hallway ceilings, and gate signage. The Concourse B&C Upgrades, Phase 2 project continues this initiative by focusing on walls, ceilings, jet bridge portals, lighting, millwork, and seating within the holdrooms of these concourses. The proposed finishes are consistent with the materials and appearance of Concourse D and the Concourse D Extension.

On March 9, 2026, a Request for Proposals for the above referenced project was advertised. The project included a Base Bid for the holdroom walls and ceilings, as well as new seating procurement, installation, and electrical hookup. The Request for Proposals also included Additive Alternate #1 for stairwell and boarding door replacements and Additive Alternate #2 to replace the variable air volume (VAV) system within both concourses.

On April 8, 2026, one (1) responsive Proposal was received from Carroll Daniel Construction. Fourteen (14) companies downloaded plans, and (4) attended the pre-bid meeting. Two (2) contractors provided comments on why they did not submit a bid – the first noted internal time-management for not submitting a bid on time, and the second noted that they are focusing their efforts on another MNAA project.

The proposal amounts are provided in the table below along with a comparison to the original construction estimate:

	Construction Estimate	Carroll Daniel Construction
Base Scope	\$12,862,970	\$12,615,717
Alternate 1	\$825,000	\$758,204
Alternate 2	\$925,242	\$655,054
Total	\$14,613,212	\$14,028,975

On April 15, 2026, the evaluation committee reviewed the proposal based on personnel, experience with similar projects, project approach including coordinating work around gate operations, approach to quality control, safety, schedule and price.

Below is a summary of the scores:

	Carroll Daniel Construction
Score	289

The selection committee recommended award to Carroll Daniel Construction, based on their experience, project approach, schedule, and pricing. Based on the availability of funding and the needs of the airport, the Base Bid and the two (2) Additive Alternates are the preferred construction and should be included in the Construction Contract.

B. Impact/Findings

Contract Start Date:	June 8, 2026
Duration of Contract:	645 Calendar Days
Contract Completion Date:	March 14, 2028
Total Contract Value	\$14,028,975
Funding Source:	100% Bonds/Credit Facility

C. Strategic Priorities

- Plan for the future

D. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in the condition and aesthetic of Concourses B & C to continue.

STAFF ANALYSIS

Operations Committee

Date: May 13, 2026
Facility: John C. Tune Airport (JWN)
Subject: Construction Contract for Eastside Apron Rehabilitation
Project No. 2592

I. Recommendation

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

- 1) Accept the Schedule 2B bid by Grade A Construction, LLC for the construction of the Eastside Apron Rehabilitation project and;
- 2) authorize the Chair and President and CEO to execute the proposed contract for the amount contained herein.

II. Analysis

A. Background

This project consists of the asphalt pavement rehabilitation of a portion of the eastside aircraft apron, south of the John C. Tune Airport terminal building, along the taxilane between Corporate Hangar 1 and the t-hangars. The asphalt rehabilitation consists of milling of the existing asphalt and placing new base stone and asphalt pavement. An alternate construction methodology using full-depth reclamation (FDR) was also included in the bid documents. All project schedules also included apron and taxilane markings, as appropriate.

An Invitation to Bid for the project was advertised on March 9, 2026, and consisted of four (4) bid schedules. The first bid schedule requires a standard mill/overlay construction method was for an area of approximately 3,000 SY. The second bid schedule is also a standard mill/overlay of a larger area of approximately 4,200 SY. The third and fourth bid schedule were for the same smaller and larger areas but required the use of full depth reclamation (FDR) for the placement of the asphalt.

On April 9, 2026, two (2) bids were received. Below is a tabulation of those bids:

Contractor	Schedule 1A	Schedule 1B	Schedule 2A	Schedule 2B
Grade A Construction, LLC	\$677,088.00	\$528,610.00	\$771,574.50	\$597,821.00
Jones Brothers Contractors, LLC	\$557,694.00	\$677,988.25	\$619,068.25	\$742,462.25
Engineer's Estimate	\$507,000.00	\$684,000.00	\$496,000.00	\$664,000.00

Based on the availability of funding and the needs of the airport, Schedule 2B (mill/overlay using full depth reclamation (FDR) over the larger construction area) is the preferred construction.

Grade A Construction's Schedule 2B bid is 9.9% below the Engineer's Opinion of Probable Construction Cost and 19.5% below the bid from Jones Brothers. The Engineer of Record has also reviewed the firm's qualifications and considers them capable of performing the work.

The Metropolitan Nashville Airport Authority (MNA) and Engineer of Record, AtkinsRealis, have evaluated the bids and determined the bid from Grade A Construction, LLC to be responsive and responsible and recommend award of Schedule 2B to Grade A Construction, LLC.

B. Impact/Findings

Anticipated Contract Start Date: June 2026
 Duration of Contract: 90 Calendar Days
 Contract Completion Date: September 2026
 Contract Cost: \$597,821.00
 Funding Source: 95% FAA, 2.5% State, 2.5% MNA

C. Strategic Priorities

- Invest in JWN
- Plan for the future

D. Options/Alternatives

Do Nothing: The "Do Nothing" option will result in the continued deterioration of the asphalt apron/taxilane at the John C. Tune Airport. This continued deterioration will continue to increase greater amounts of foreign object debris, posing a damage risk to taxiing aircraft. Eventually, without rehabilitation, the pavement will fail and be unusable.