

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



Date/Time: Wednesday, June 10, 2026, at 9:00 a.m.
Place: Nashville International Airport – Tennessee Board Room
Operations Committee Members: Joycelyn Stevenson, Committee Chair
Nancy Sullivan, Committee Vice Chair
Steve Swartz

I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comment received to date. Deadline is June 8, 2026, at 9:00 a.m.

III. APPROVAL OF MINUTES

May 13, 2026 Minutes of the Joint Meeting of the MNA and MPC Operations Committee

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. CONRAC/Garage/TARI Ph 3.2 CGMP3 of 6 – Enabling/Clearing Footprint
2. Design Contract Amendment 2 to Professional Services Contract for Concourse A Reconstruction
3. Construction Contract for Airfield Perimeter Road Repairs
4. Contract Limit Increase for Airfield Pavement Repair (On-Call)

VI. INFORMATION ITEMS

1. New Horizon I & II Red Chart Update
2. BNA Development Update
3. JWN Development Update

VII. ADJOURN

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



Date: May 13, 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, Glenda Glover

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Josh Powell, Trish Saxman,
Marge Basrai, Zach Blair, Kristy Bork, John Cooper, Kristen
Deuben, Adam Floyd, Traci Holton, Eric Johnson, Lisa Leyva,
Carrie Logan, Rachel Moore, Ted Morrissey, Stacey Nickens,
Brandi Porter, Robert Ramsey, Chris Saunders, Puneet VEDI;
and Charlotte Weatherington

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 April 8, 2026 Operations Committee meeting. Commissioner Sullivan made a motion, and Vice Chair Joslin seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

IV. CHAIR'S REPORT

Chair Granbery had no Chair's report.

V. ITEMS FOR APPROVAL

1. Concourse A CGMP 4 of 4 and GMP

President Kreulen introduced Traci Holton, VP, New Horizon, to brief the Commissioners on the Concourse A CGMP 4 of 4 and GMP. Ms. Holton stated the CGMP4 scope is for central core expansion including four (4) new escalators from level 3 to 2 just outside the secure exit. The contractor is Hensel Phelps Construction Co. and the total contract cost for CGMP4 is \$30M NTE.

Ms. Holton requests the Operations Committee recommend that the Board of Commissioners authorize the Chair and President to execute Amendment 4 for Component Guaranteed Maximum Price #4 (CGMP4) and Guaranteed Maximum Price for not-to-exceed \$542,880.672.

President Kreulen stated he has received a lot of questions about the central core and he explains the growth of Nashville from 2018 to 2025: the average growth for the top 50 airports in the US was 9.98% and BNA has grown 60%. And because of that growth, we have changed our benchmark from 27 MAP to 35 MAP and now at 40 MAP. Once he explains the growth, the central core has been well received. Chair Granbery stated he points out to people that at the time the we built the escalators and walkway we did not know where CONRAC was going to be built and the Board made the decision to make it all walkable and then the people he talks with agrees that is important. People hate buses. He asked if there will be more parking spaces. President Kreulen replied yes, we started in 2018 and had 3K parking spaces, and now will have 8K more parking spaces available.

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.

2. Change Order 3 to Northeast Employee/Valet Storage Parking Lot

Ms. Holton presented the Change Order 3 to Northeast Employee/Valet Storage Parking Lot with Jones Bros. Contractors, LLC. She stated that this is a challenging site of 40 acres of multiple fill sites over the years. Once we exposed, a lot of the material is soft and needs to be undercut and filled with 3 feet of shot rock.

Ms. Holton requests the Operations Committee recommend that the Board of Commissioners authorize the Chair and President to execute Change Order to the construction contract with Jones Bros. Contractors, LLC in the amount of \$10,036,192.

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

Commissioner Byrd asked if the ground was too soft. Ms. Holton replied yes, this is something you cannot catch with Geotech, you have to expose it, put heavy equipment on it and its too soft. Commissioner Byrd asked where it is located. Ms. Holton replied, it is right at Elm Hill Pike and the Interstate, far east corner of our property. Commissioner Sullivan asked what do they plan to do with the material they are removing. Ms. Holton replied it will stay on site, it can be used for nonstructural places, and we usually do not let any material leave. Chair Granbery asked if this is rock we have in inventory. Ms. Holton replied no, all the rock we had in inventory was going to central ramp. Commissioner Byrd asked if Jones Bros. Contractors, LLC owns the rock. Ms. Holton replied yes, they have a quarry and an asphalt plant which is one of the reasons their proposal was accepted.

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. TARI Ph 2 – NES – Service True-Up Invoice

Ms. Holton stated this project is for a True-up Invoice for the TARI Ph 2. The Tari Ph 2 project brought down the southern portion of the old Donelson Pike and relocated our utilities. There were tons of utilities in that area. Ms. Holton presented a diagram of the existing lines and new lines. She stated once we started figuring out what we had to shut down and what these lines impacted, like the satellite, the fuel farm, the multipurpose building and the ARFF station. A lot of this work had to be done at night and required a lot of overtime. The True-Up Invoice is for \$165K for overtime to make this happen and to minimize operations.

Ms. Holton requests the Operations Committee recommend that the Board of Commissioners authorize the Chair and President & CEO to pay the NES invoice in an amount of \$165,570.77.

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

Commissioner Byrd asked if NES is the contractor. Ms. Holton replied yes, NES, Nashville Electric Service. They pull their own lines, anything underground NES performs those services. If we put in a duct bank, NES will pull the cable and do the connect. President Kreulen replied NES has been very good to work with. NES CEO and MNAA Staff meet all the time. We have laid out to NES the New Horizon I and II programs and what pressure for dates and they have been on board to make sure they have the resources and not delay our programs.

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.

4. Construction Contract for AOA Perimeter Fencing Replacement

President Kreulen introduced Puneet Vedi, VP, Airport Capital Development, to brief the Commissioners on the Construction Contract for AOA Perimeter Fencing Replacement. Mr. Vedi stated this project is to remove and replace approximately eleven miles of AOA perimeter fence and gates with new fencing 10 feet high with concertina wire along the top and meeting the previously approved MNAA fencing standard details. On February 9, 2026, a Request for Proposal (“RFP”) was issued and we received 3 bids on March 12, 2026. The Selection Committee met and reviewed the proposal based on key personnel experience and addressing special challenge and prices, and unanimously selected Delta Specialty, based on their experience staff, successful completion of fencing projects of similar scope and length and recognition of potential challenges and solutions and lower cost. The project contract will begin June 2026 and complete by April 2028 with contract cost of \$8,451,865 and funded with 100% bonds and credit facility.

Mr. Vedi requests the Operations Committee recommend that the Board of Commissioners authorize the Chair and President & CEO to execute the proposed construction contract with Delta Specialty Contractors, LLC in the amount of \$8,451,865.

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

Chair Granbery stated in the Committee packet Delta was 50% of the next bidder and some bidders were 3 times more than the other bidders, is that some concern? Mr. Vedi replied that the team checked with them and confirmed the price and they have done other projects at other airports and have an understanding on what the project is. They are and based out of Louisiana and are looking to do more work in Tennessee. President Kreulen replied this came up during our review and it came under budget which is good and allows us to do 11 miles of fencing. Chair Granbery asked if the quantity is a concern. Mr. Vedi replied yes, we did look into that to make sure they do have an understanding of all the requirements. Commissioner Sullivan asked if any of the fence is in rock. Mr. Vedi replied there are some areas that have rock. President Kreulen replied it is replacing the existing fence that now has cement foundations. MNAA for a long time now invests, plans and prepares for the unexpected. We analyze what goes on at other airports around the US. We have done samples of this fence, the standard is 8 feet high and we plan to

have 10 feet high. We try to avoid situations like what happened in Denver where a guy jumped the fence and made it onto the runway. And for the wildlife there is shielding that goes under where the chain-link fence meets the ground, and it is for coyotes that tend to dig under the fence. This is all preventive measures. Commissioner Byrd what issues we have had on Murfreesboro Road. President Kreulen replied it could be any reason someone chooses to clear the fence, maybe a short cut to Donelson. Commissioner Byrd asked if it is easier to get over there than other areas of the fence. President Kreulen replied if someone wants to get over, they can get over and that is why we changed it years ago and plan to change it again.

Chair Granbery stated that we are under budget, and there was a problem at John C. Tune several years ago where several individuals put plywood over the fence and jumped the fence and got into a bunch of hangars, would it be possible to give some of that money to John C. Tune. President Kreulen replied we will have to check with the Finance Team. President Kreulen stated there were some federal charges for messing with the airplanes.

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 Concourse B&C Upgrades

Mr. Vedi stated the Construction Contract for Concourse B&C Upgrades are upgrades to holdrooms. Phase 1 of the project was completed to bring upgrades to Concourses B and C, in order to bring a level of consistency to the overall terminal aesthetic (hallway finishes, hallway ceilings, and gate signage). Phase 2 of the project continues with this initiative by focusing on walls, ceilings, jet bridge portals, lighting, millwork, and seating within the holdrooms of these concourses. A RFP was advertised on March 9, 2026 and received 1 bid on April 8, 2026. Fourteen companies downloaded plans, and four attended the pre-bid meeting and two contractors provided comments one 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.

Commissioner Glover asked if there was only 1 bid. Mr. Vedi replied yes, and we received another one late, so we were not allowed to look at it. Mr. Vedi stated the Evaluation Committee met and reviewed the proposal based on key personnel experience, project approach, work around, operator engagement and approach to follow safety schedule. The Selection Committee selected Carroll Daniel Construction Co. for the amount of \$14,028,975 based on their experience and approach to the schedule. The work will start in June 2026 and end April 2028.

Mr. Vedi requests the Operations Committee recommend that the Board of Commissioners authorize the Chair and President & CEO to execute the proposed construction contract with Carroll Daniel Construction Co. in the amount of \$14,028,975.

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

Vice Chair Joslin asked where Carroll Daniel Construction Co. is located. Mr. Vedi replied Carroll Daniel Construction Co. is based in Georgia and they do have offices in Franklin. They have done similar projects at Atlanta Hartsfield and they have done other transportation projects. Chair Granbery asked if Utopia bid. Mr. Vedi replied Utopia is a subcontractor on this bid. Commissioner Byrd asked if this is a definitive need to upgrade Concourse B and Concourse C. President Kreulen replied yes, BNA Vision when we were building new Concourse D, the airlines on B & C want to make sure that we are giving them that same level of quality. This has been a challenge for engineering and team because you have to work around the passengers and you can never close, and it is a small project and everyone wants the bigger projects. By the end of April 2028, there will be a fresh look throughout all four concourses.

Chair Granbery stated Southwest will be Concourse C and D, American Airlines will be in Concourse A, United in Concourse B, will Southwest take Satellite gates? President Kreulen replied they may take part of Satellite since Spirit is no longer with us. Commissioner Byrd asked if Spirit cleared out. President Kreulen replied yes, Spirit had two gates, and the one Spirit plane left yesterday for Arizona.

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.

6. Construction Contract for JWN Eastside Apron Rehabilitation

Mr. Vedi stated the Construction Contract for JWN Eastside Apron Rehabilitation project is for Mill/overlay approximately 4,200 SY of asphalt apron pavement at the John C. Tune Airport using full depth reclamation (FDR) during construction. On March 9, 2026, an Invitation to Bid (“ITB”) was advertised and on April 9, 2026, we received two bids. Grade A Construction, LLC submitted the lowest bid of \$597,821. The contract will start in June 2026 and be completed in September 2026 with mixed funding sources.

Mr. Vedi requests the Operations Committee recommend that the Board of Commissioners authorize the Chair and President & CEO to execute the proposed construction contract with Grade A Construction, LLC in the amount of \$597,821.

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 there is a plan for aircraft coming and going from the hangars in the diagram that are near the yellow and blue work areas. Mr. Vedi replied yes, we do. We will maintain access to the taxilanes and it is phased so that it will not impact access to those hangars.

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 Concourse A drilled foundations are completed. Central Ramp has 904,249 cu yds placed. The Central Core removed baggage claims 6 and 7 and the team are ready to start putting up construction walls. Chair Granbery asked who the contractors are for the CONRAC. Ms. Holton replied Messer/ Sundt joint venture. President Kreulen stated on the CONRAC there will be blasting twice a day. Safety is priority and we will make sure everyone knows when we will be blasting. The Northeast Employee and Valet Storage Lot is moving along fast and we are hoping to open early.

2. JWN Development Update

President Kreulen stated on April 26, 2026 we had a ribbon cutting for MNPD with Mayor O'Connell and Chief Drake both attending. Jet Access anticipates substantial completion June 17, 2026. Jet Right signed the Amendment 2 the Board approved last month and they are at 90% AIR approved. Contour is awaiting Metro Water and Hangar 3 is ready to operate and asked Mr. Matt Ostermann to confirm. Mr. Ostermann stated not ready to operate yet we do not have U&O yet, but should have something next week. President Kreulen replied this has been a long term goal since the March 3, 2020 tornadoes. Atlantic Aviation is starting their FBO.

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 9:29 a.m.

Andrew W. Byrd, Board Secretary

STAFF ANALYSIS

Operations

Date: June 10, 2026

Facility: Nashville International Airport (BNA)

Subject: **Terminal Access Roadway Improvements (TARI) Phase 3.2 (1801D)/Parking Garage D (2552)/CONRAC (2554) (CONRAC) Progressive Design-Build Component Guaranteed Maximum Price (CGMP) #3 of 6 (2554)**

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 proposed Amendment 2 for Component Guaranteed Maximum Price #3 (CGMP3) for enabling and footprint clearing activities related to the CONRAC Project for the Progressive Design-Build contract at Nashville International Airport (BNA).

II. Analysis

A. Background

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

As a major part of the New Horizon II Program, the CONRAC project consists of the following components: design and construction of the roadways, bridges and relocated utilities that will complete the Terminal Access Roadway Improvements (TARI) project, and the construction of a six (6) floor, concrete structure that will contain a new CONRAC facility and the new Parking Garage D.

The roadways scope consists of approximately four (4) miles of new roadways, five (5) bridges needed to complete the terminal loop road and clear the site for the construction of the new CONRAC and parking garage structure. The CONRAC scope consists of an approximate 4,700 vehicle capacity consolidated car rental facility that will include all customer service and vehicle storage areas for the rental car companies serving BNA. The parking garage scope will create approximately 3,000 new parking spaces, and new entry and exit plazas for all terminal-area parking garages. The project also includes the scope necessary to create a pedestrian pathway from the new CONRAC and parking garage to the existing Terminal.

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

On July 16, 2025, the Board approved the selection of Messer Sundt JV (MSJV) and CGMP1 for the design & general conditions. On December 17, 2025, the Board approved CGMP2 for mass grading for an amount not to exceed \$100,000,000. Currently, airport staff is asking the Board to approve CGMP3 for enabling work to clear the footprint for the structure in the amount not-to-exceed \$130,000,000. This CGMP3 is to authorize funding to begin subcontracting work to support enabling activities. Work associated with this CGMP includes: grading and paving for temporary detour roads, construction of a new, permanent intersection at Terminal Drive and Donelson Pike, construction of relocated entry and exit plazas for the Terminal Garages, installation of new underground utilities and drainage, and all other associated phasing work needed to clear the footprint for the construction of the new CONRAC and Parking Garage D. This scope also includes General Requirements and General Conditions. The Board is requested to authorize MSJV, via an amendment to their contract, to begin entering into subcontract agreements to deliver the project. In doing so, MSJV will negotiate final scopes of work and final bid prices for each individual package of work and bring that information to Metropolitan Nashville Airport Authority (MNA) staff for review and approval. The MNA maintains final approval on all subcontracts for this project.

A. Impact/Findings

Anticipated Contract Start Date:	July 2025
Duration of Contract:	1,506 Calendar Days
Contract Completion Date:	September 2029
Component Guaranteed Maximum Price 1	\$ 78,643,118
Component Guaranteed Maximum Price 2	\$ 81,029,148
Component Guaranteed Maximum Price 3	\$130,000,000 NTE
Component Guaranteed Maximum Price 4	TBD
Component Guaranteed Maximum Price 5	TBD
<u>Component Guaranteed Maximum Price 6</u>	<u>TBD</u>
Total Guaranteed Maximum Price	TBD
Funding Source:	MNA, CFC

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 II program or meet passenger growth projections.

STAFF ANALYSIS

Operations Committee

Date: June 10, 2026
Facility: Nashville International Airport (BNA)
Subject: Professional Services Contract Amendment 2
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 proposed Amendment 2 to the professional services contract with Fentress in the amount of \$1,200,000.

II. Analysis

A. Background

On October 18, 2023, The Board of Commissioners approved the Fentress professional services contract for design and construction administration services for the Concourse A Reconstruction project. On July 16, 2025, the Board of Commissioners approved Amendment 1 to the contract for design of the central core. As part of the central core design and modeling efforts, it has been determined to support the passenger flows associated with 40 million annual passengers, an additional escalator is needed on the north and south side of the checkpoint, just outside the secure exit, from level 3 to level 2. This amendment will allow Fentress to design these additional escalators and replacement of the two existing escalators.

B. Impact/Findings

Anticipated Contract Start Date:	October 2023
Duration of Contract:	5 years
Contract Completion Date:	October 2028
Contract Amount:	\$47,126,684.00
Amendment 1:	\$ 2,764,071.00
Amendment 2:	\$ <u>1,200,000.00</u>
Total Contract Amount:	\$51,090,755.00
Funding Source:	100% MNAA

C. Strategic Priorities

- Invest in BNA and JWN
- Plan for the Future

D. Options/Alternatives

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

STAFF ANALYSIS

Operations Committee

Date: June 10, 2026
Facility: Nashville International Airport (BNA)
Subject: Construction Contract for Airfield Perimeter Road Repairs
Project No. 2610

I. Recommendation

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

- 1.) Accept the Base Bid and Additive Alternate 1 bid by Jones Bros. Contractors, LLC for the construction of the Airfield Perimeter Road Repairs project, and;
- 2.) Authorize the Chair and President and CEO to execute the construction contract with Jones Bros. Contractors, LLC for the amount of \$776,699.35.

II. Analysis

A. Background

Within the Airport Operations Area (AOA) of the Nashville International Airport, a system of perimeter roads exists to allow vehicular traffic to move around the airfield in the non-movement area, which does not require the need to contact/coordinate with the Air Traffic Control Tower. These airfield perimeter roads are used extensively by MNA Operations, Maintenance, Engineering, contractors, fuel trucks, and others needing access to various areas of the airfield. Over the years, heavy use and traffic have deteriorated the perimeter roads to the point that they need rehabilitation/resurfacing if they are to continue to be functional. This Airfield Perimeter Road Repair project is the first of multiple phases to repair these roads for continued use.

On March 16, 2026, an Invitation for Bids for the above referenced project was advertised.

On April 21, 2026, one (1) responsive Bid was received from Jones Bros. Contractors, LLC. Bid amounts are provided in the table below:

Contractor	Base Bid	Add. Alt. 1	TOTAL
Jones Bros. Contractors, LLC	\$622,498.15	\$154,201.20	\$776,699.35
Engineer's Estimate	\$812,000.00	\$119,000.00	\$931,000.00

Based on the availability of funding and the needs of the airport, the Base Bid AND Additive Alternate #1 are the preferred construction.

Jones Bros. Contractors, LLC's Base Bid was approximately 23.3% lower than the Engineer's Estimate, while Add Alternate #1 was approximately 29.6% higher than the estimate. However, the combined total bid remains below the overall Engineer's Estimate and within the available project budget.

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, Garver, have evaluated and determined the bid from Jones Bros. Contractors, LLC to be responsive and responsible and recommend award of the Base Bid and Additive Alternate #1 to Jones Bros. Contractors, LLC.

B. Impact/Findings

Contract Start Date:	August 5, 2026
Duration of Contract:	25 Calendar Days
Contract Completion Date:	August 30, 2026
Total Contract Value	\$776,699.35
Funding Source:	100% Airline Fund

C. Strategic Priorities

- Plan for the future

D. Options/Alternatives

Do Nothing: The "Do Nothing" option will result in the continued deterioration of the airfield perimeter road, to the point where it's use could become dangerous for vehicular traffic. The "Do Nothing" option would ultimately lead to the closure of the perimeter roads, requiring vehicles to maneuver within the Movement Area to transverse the airfield, creating significant additional coordination/communication with the Air Traffic Control Tower and increased risks of movement area violations/incursions.

STAFF ANALYSIS

Operations Committee – Approval

Date: June 10, 2026
Facility: Nashville International Airport (BNA)
Subject: Contract Limit Increase for Airfield Pavement Repair Services (On-Call) Not-to-Exceed Limit Increase - \$10,000,000 to \$15,000,000

I. Recommendation

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

- 1) Authorize the Chair and President and CEO to modify the Airfield Pavement Repair On-Call Contract limit for Year 2 from \$10,000,000 to \$15,000,000.

II. Analysis

Background

On November 20, 2024, the Airport Board approved the Airfield Pavement Repairs On-Call Contract with HiWay Paving, Inc. for three (3) years (one-year term with two one-year renewals) with a Not to Exceed limit of \$10,000,000 per year. The current Year 2 dates run between December 10, 2025 and December 9, 2026. As of May 26, 2026, MNA has issued Task Orders to HiWay Paving, Inc. through this On-Call Contract totaling **\$8,715,949**, leaving a remaining \$1,284,051 to be encumbered in Year 2 without exceeding the Not-to-Exceed annual limit.

MNA Engineering has identified three (3) projects that require the use of the Airfield Pavement Repair On-Call Contract to execute instead of a typical Issued to Bid procurement:

- Terminal Apron Reconstruction – Concourse C Gate Repairs (C22, C23, C24, C26, C27)
 - o Estimated Construction Cost = \$600,000
 - o Operational urgency – MNA Operations and the airlines have identified the concrete pavement around these gates to be in unacceptable condition. Foreign object debris (FOD) and cracking make aircraft movement in this area potentially dangerous. Recommendation has been made to complete these repairs as soon as possible.
- T/W Juliet Alkali Silica Reaction (ASR) Repairs
 - o Estimated Construction Cost = \$3,100,000
 - o Operational urgency – MNA Operations, Engineering, and Kimley-Horn (Engineer of Record) have all concurred that the concrete pavement along the mainline of T/W Juliet

is in a dangerous state of deterioration and is continuing to deteriorate at an alarming rate. A delay in repairs will require the closure of T/W Juliet, leaving only a single taxiway to access R/W 2R/20L until the T/W Juliet repairs are complete.

- T/W T3 Initial Demolition
 - o Estimated Construction Cost = \$1,000,000
 - o The scope of the T/W T4 Reconstruction project includes demolition of T/W T3 between R/W 13/31 and T/W Lima. Part of this demolition will occur within the taxiway safety area of the newly reconstructed T/W Lima. This portion of the demolition must be completed before the reconstructed T/W Lima reopens in August 2026.

The sum of these three requests is **\$4,700,000**. Approval of this contract change order to increase the not-to-exceed limit will allow us to complete these projects in a timely manner and reserve construction funding for unanticipated damaged pavement.

A. Impact/Findings

Contract Start Date (Year 2):	December 10, 2025
Contract Completion Date (Year 2):	December 9, 2026
Overall On-Call Contract Cost (Year 2):	NTE \$10,00,000 per year (current commitments for Year 2 = \$8,715,949)
Proposed On-Call Contract Cost (Year 2):	NTE \$15,000,000
Funding Source:	CIP and/or O&M (Determined on task-by-task basis)

B. Strategic Priorities

- Invest in BNA
- Plan for the future

C. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in the delayed completion of the above referenced projects and inability of Engineering to react quickly to repair unexpectedly damaged airfield pavement. This option will most likely result in the closure of five (5) gates at Concourse C, the closure of T/W Juliet, and the closure of T/W Lima during T/W T3 demolition.