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

| | |
|---|---|
| Date/Time: | Wednesday, July 8, 2026, at 9:40 a.m. |
| Place: | Nashville International Airport – Tennessee Board Room |
| Operations Committee Members**:** | Bobby J. Joslin, Committee Chair<br>John Cheadle, Vice Chair<br>Dennis Cavin, Member<br>Tony Giarratana, Member |

I. CALL TO ORDER

II. PUBLIC COMMENTS

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

III. APPROVAL OF MINUTES

June 10, 2026 Minutes of the Joint Meeting of the MNAA and MPC Operations Committee

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. Arts at the Airport Foundation Board Member Appointment
2. Construction Contract for Terminal Apron Reconstruction – T/W Zulu/Yankee (Gate C4)

VI. INFORMATION ITEMS

1. Construction Task Order for T/W T/3 Initial Demolition
2. Construction Task Order for Concourse C Gate Repairs (C22 to C27)
3. Design Task Order for R/W 2/20C and T/W Sierra Reconstruction
4. BNA Development Update
5. JWN Development Update

VII. ADJOURN

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

| | |
|---|---|
| Date: June 10, 2026 | Location: Metropolitan Nashville Airport Authority Tennessee Boardroom |
| Time: 9:00 a.m. | |
| Committee Members Present: | Joycelyn Stevenson, Committee Chair; Nancy Sullivan, Committee Vice Chair; Steve Swartz |
| Committee Members Absent: | None |
| Other Board Members Present: | Andrew Byrd, Glenda Glover, Glenn Farner, Marcus Shute, Jr. |
| MNAA Staff & Guests Present: | Doug Kreulen, Cindy Barnett, Josh Powell, Trish Saxman, Marge Basrai, Zach Blair, Adam Bouchard, John Cooper, Kristen Deuben, Adam Floyd, Traci Holton, Eric Johnson, Chief Kreppein, Carrie Logan, Rachel Moore, Ted Morrissey, Stacey Nickens, Brandi Porter, Robert Ramsey, Erin Thomas, Puneet Vedi; and Charlotte Weatherington<br>Joe Hall – Hall Strategies, Meagan Frazier - Husch Blackwell Strategies |

I. CALL TO ORDER

Chair Stevenson 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 Stevenson stated there were no public comment requests received.

III. APPROVAL OF MINUTES

Chair Stevenson asked for a motion to approve the minutes from the May 13, 2026 Operations Committee meeting. Vice Chair Sullivan made a motion, and Chair Stevenson seconded the motion.

Chair Stevenson asked Ms. Saxman for a roll call:

Chair Stevenson – Yes

Vice Chair Sullivan – Yes

Commissioner Swartz − Yes

The motion passed with a vote of 3 to 0.

## IV. CHAIR'S REPORT

Chair Stevenson had no Chair's report. She thanked Vice Chair Sullivan for allowing her on the Committee and to Chair the Operations Committee meetings. She thanked President Kreulen and the MNAA Staff for the beautiful gifts for each Commissioner and stated President Kreulen will let all Commissioners know what is in the gift bags.

President Kreulen stated there are several items in the bag. The first is a beautiful plaque from the Finance Team to commemorate the $1.2B recent Bond issue, what we are building with that money, guitar and airplanes, and the quote that was shared with the media. The second item is a headlamp that was given out at the MNAA Safety Day event. Chair Stevenson thanked President Kruelen and added it is also good for hiking.

Commissioner Farner walked in at 9:02 a.m.

## V. ITEMS FOR APPROVAL

1. CONRAC/Garage/TARI Ph. 3.2 CGMP3 of 6 – Enabling/Clearing Footprint

President Kreulen introduced Traci Holton, VP, New Horizon, to brief the Commissioners on the CONRAC/Garage/TARI Ph.3.2 CGMP 3 of 6. Ms. Holton stated the CGMP 3 of 6 for the Messer Sundt JV team for the CONRAC project. This will clear the footprint for the construction of the new CONRAC and Parking Garage D, including grading and paving for temporary detour roads, construction of a new intersection at Terminal Drive/Donelson Pike, and installation of new underground utilities and drainage. The total contract cost is not to exceed $130,000,000.

Ms. Holton requests the Operations Committee recommend that the Board of Commissioners authorize the Chair and President & CEO to execute Amendment for Component Guaranteed Maximum Price #3 (CGMP3) for $130,000,000 NTE.

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

Commissioner Byrd stated it was announced in the paper today they are closing Parking Lot A, is that in connection with the approval of this contract? President Kreulen replied yes, we plan to close Parking Lot A so we can start building the parking and rental car structures, as well as the roadway system. He stated as part of the TARI program we expanded Lot B, and Lot C is still available as well as all three garages and valet parking. We have adequate parking available. President Kreulen stated we are taking 1200 spaces in Parking Lot A and putting 8K spaces in the CONRAC/Garage complex, plus the roads that we need to get in and out.

Commissioner Farner asked what will be disrupted by this particular phase? Ms. Holton replied we will have several micro phases to get to temp phase, we will keep the same number of lanes with a different route, and a portion of the terminal drive will be built as part of the temp condition and then tie back in. It will be about a year to get to that point and it improves overall flow because we are making the 1 mile loop bigger. You are seeing a little bit of both, temporary and permanent. Commissioner Byrd asked how many new parking places will Garage D add and how many are we losing. President Kreulen replied net, we are not losing, we are gaining. Parking Lot A has 1200 spaces, we are gaining 3K spaces in the garage if you do not count all the 4700 spaces for the rental car, almost 8K spaces. We have been building the northern section of the 2 mile loop and we have been expanding Parking Lot B to make up for the loss of Parking Lot A while we are in construction of the new garage. We are not having a reduction of parking capacity and in the end we will have a significant number more spaces than we have today.

Commissioner Farner asked what is the ultimate vision of the current CONRAC. President Kreulen replied we do not know at this point, all old garages had short roofs and the new ones are at 14’6” roofs. We will need more curb space as we continue to grow so may have something related to parking or transportation. It is not programmed to demo yet because we are not sure of the right timing.

Chair Stevenson asked what is the message and cadence about moving forward as things progress with the media. President Kreulen replied we have been “leaving bread crumbs” for the last 90 days as we have gotten to this point and will continue for the next couple of months. It lays out what additional services will be gained in 12 months from now when things start opening up, options for parking and the safety factor of having constrained roped off areas that prevents passengers from weaving their way in and have a possible injury we do not want. Commissioner Swartz asked if we ever run out of parking spaces? President Kreulen replied it is rare that we run out of parking spaces. The Operations team do a great job and model everything. For Fall Break and Spring Break, we have contingency plans for parking and go to extraordinary measures.

Chair Stevenson asked Ms. Saxman for a roll call:

Chair Stevenson – Yes

Vice Chair Sullivan – Yes

Commissioner Swartz − Yes

The motion passed with a vote of 3 to 0.

2. Design Contract Amendment 2 to Professional Services Contract for Concourse A Reconstruction

Ms. Holton presented the Amendment 2 to Professional Services Contract for Concourse A Reconstruction. Ms. Holton stated original Amendment 1 was for Central Core design and when we studied and modeled all the passenger traffic flow, we determined that where you come out of security, the first set of escalators that take you to from ticketing to bag claim, need to be replaced and doubled. This contract is to design the replacement. Right now there is an escalator and set of stairs. The stairs will go away and there will be two sets of escalators on both sides. This will not be started until Central Core is complete and open. The Amendment 2 contract cost is $1.2M.

Ms. Holton requests the Operations Committee recommend that the Board of Commissioners authorize the Chair and President & CEO to execute Amendment 2 to the professional service contract to Fentress Architects in the amount of $1,200,000.

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

Chair Stevenson asked Ms. Saxman for a roll call:

Chair Stevenson – Yes

Vice Chair Sullivan – Yes

Commissioner Swartz − Yes

The motion passed with a vote of 3 to 0.

3. Construction Contract for Airfield Perimeter Road Repairs

President Kreulen introduced Puneet Vedi, VP, Airport Capital Development, to brief the Commissioners on the construction contract for airfield perimeter road repairs . Mr. Vedi stated this project is to repair the perimeter road system. This phase focuses on asphalt repair and reconstruction of the segment between the north and south cargo aprons. An Invitation to Bid was advertised on March 16, 2026 and MNAA received one bid on April 21, 2026 from Jones Bros. Contractors LLC for a bid of $776,699.35. The contract start date is August 2026 and will complete in September 2026.

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 Jones Bros. Contractors, LLC in the amount $776,699.35.

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

Chair Stevenson asked Ms. Saxman for a roll call:

Chair Stevenson – Yes

Vice Chair Sullivan – Yes

Commissioner Swartz − Yes

The motion passed with a vote of 3 to 0.

4. Contract Limit Increase for Airfield Pavement Repair (On-Call)

Mr. Vedi stated that the Airfield Pavement Repair On-Call Contract Change Order is to increase the contract's annual not-to-exceed limit from $10,000,000 to $15,000,000 to accommodate schedule-critical projects. On November 20, 2024, the Airport Board approved the Airfield Pavement Repairs On-Call Contract with Hi-Way Paving, Inc. for three (3) years (1-year term with two (2) 1-year renewals). The current Year 2 dates run between December 10, 2025 and

December 9, 2026. As of May 26, 2026, MNAA has issued Task Orders to Hi-Way Paving, Inc. through this On-Call Contract totaling $8,715,949, leaving a remaining balance of $1,284,051. MNAA Engineering has identified three (3) projects that require the use of the Airfield Pavement Repair On-Call Contract, Terminal Apron Reconstruction – Concourse C Gate Repairs, T/W Juliet Alkali Silica Reaction (ASR) Repairs, T/W T3 Initial Demolition. The sum of these three requests is $4,700,000. We are requesting an increase to be able to utilize the On Call Contract.

Mr. Vedi requests the Operations Committee recommend that the Board of Commissioners authorize the Chair and President & CEO to execute the proposed increase in the construction contract limit from $10M to $15M for Year 2 of the contract with Hi-Way Paving, Inc.

Chair Stevenson made a motion to approve as presented and Vice Chair Sullivan seconded the motion.

Vice Chair Sullivan asked are the changes in the pavement design to reinforce it and make the pavement stronger? Mr. Vedi replied yes, we are doing a full depth reconstruction to overcome repairs. President Kreulen stated the pavement that we have identified have been discovered by the Operations team when they are doing their daily and evening inspections. Our airline partners have jets parked there and we do not want any issues with any of the gravel that may come up with concrete that is less than healthy at that age. That is 30 year old pavement and this is about the time concrete starts to fail. Different gates are used at different intervals and if all airlines are going out on a certain taxiway that taxiway is going to fail before taxiways not used as often. And C and D have a lot of aircraft coming in and out so that is the reason for the repairs.

Vice Chair Sullivan asked if the FAA inspects taxiways. President Kreulen replied they inspect everything that we do, runways, taxiways and ramps. He stated we just successfully completed our annual FAA inspection from June 1st through June 5th where they go inspect all the pavement and gives us a report. If they found something we did not discover, they would give us a letter with a deadline to repair. Commissioner Farner stated this On-Call contract amount is large and what makes this On-Call? It seems to be a bigger problem, this is year 2. And is Hi-Way Paving, Inc. the only bidder? Mr. Vedi replied we have been doing more outreach and have been seeing more bidders on other projects. This type of work is exactly the work and quantities that is efficient for Hi-Way to handle. We are getting a good value for that contract and that helps expedite the work as well.

President Kreulen replied we have multiple On-Call contractors and when we do not have the luxury of time for solicitations, we can do critical repairs. We always show the contract balance and the On-Call that lets us expedite the repairs. Commissioner Farner stated if next year we see more little red squares, then we did not do a good job inspecting. President Kreulen replied as a hypothetical to that, when you look at this, it looks small, it is only 100, 25 X 25 foot squares. When we filled in the center for the International Arrivals guitar pick, it was 2K, 25 X 25 foot squares. When we finish Central Ramp, it will be 4 or 5K squares. The ramp is acres and acres of concrete, it will need repairs, and it will happen and you may see some more red dots. The concrete is approaching 30 years in age, but we have grown 10 – 11 years in a row, at triple digits of what other airports are doing. And we are still trying to catch up to that growth. President Kreulen stated he will get an estimate of the squares and give an update at the Board meeting.

Chair Stevenson asked Ms. Saxman for a roll call:

Chair Stevenson – Yes

Vice Chair Sullivan – Yes

Commissioner Swartz − Yes

The motion passed with a vote of 3 to 0.

President Kreulen concluded the presentation of the approval items.

VI. <u>INFORMATION ITEMS</u>

1. <u>New Horizon I & II Red Chart Update</u>

President Kreulen stated he will give the update on the New Horizon I & II Red Chart. These are the budgets for our billion dollar programs. New Horizon I – Airside – Cost summary Reducing Program Budget from $1.62B to $1.52B. Program Savings = $100M. Baggage Handling is on track. Concourse D is completed. Concourse A is ongoing. Central Ramp Expansion is almost to top level of rock and then need to pave. Concourse D Extension came in $20M under budget. Concourse A is $50M under budget. The program contingency was $21M and we recommend taking $100M off of the $1.62B program and rest the budget for $1.52B. President Kreulen presented a slide showing the estimate of completion for each of those projects with the remaining contingencies. As we continue over the next couple of years, we have adequate reserves.

Commissioner Glover asked for the original contingency amount. President Kreulen asked Ms. Holton to explain. Ms. Holton stated the project contingencies within the current budget of the project and those have not changed. We always have those about 10% and we did not use any of those, except for Central Ramp. Commissioner Glover asked if we always had a project contingency. Ms. Holton replied yes, all have project contingencies for each project. Commissioner Glover stated we had \$28M and \$50M prior to contingency. Ms. Holton replied correct. President Kreulen stated we use contingency as part of the normal budget. There is a project contingency at ~10% and a program contingency at ~5%, overall we have been hanging about 15% contingency total all in, and we spend as needed and have not busted a budget yet.

New Horizon II – Landside – Cost summary no change to Program budget. Commissioner Byrd asked if the \$100M was funded in the most recent bond issuance, or part of the BNA money that we would be using, or something that we will never issue bonds for. President Kreulen replied no, no, yes. He stated we did not bond it, it is not funded with BNA and our intent with the next bond issuance is to get \$100M less.

President Kreulen stated he will give the update on the New Horizon II, landside of BNA. There will be no change to Program budget. It will remain at \$1.337B. We have a problem where the first part of the road is under budget by \$2M, second part is good, Tari Ph 3.2 is \$132M over and he will explain in a minute. Parking Garage, 3K spaces, is a little under budget. CONRAC is at \$500M and we are still working with the rental car companies. Northeast Employee/Valet Parking Lot, the Board approved \$10M extra for lot, and overall we will still be \$30M under that \$95M initial budget. He is proposing to take the savings of \$67M and use the Program Contingency of \$65M to make up for the \$132.6M delta for the road. When we started this development, we have always had transparency with the Board. This is living within the budget, taking some savings and contingencies to cover this overage of \$132M.

President Kreulen stated he will provide more information on the \$132M. The Board approved in 2024, \$180,402,500 and now the budget is \$313M. There is a bigger Long Term Parking A Lot, in

2024 we thought we had enough parking, but Nashville continued to grow and we will now add a CONRAC and new parking garage in the center. The loop road has gotten slightly bigger and the modeling we have done with TDOT to get 40M passengers out of the terminal we need to have a bigger intersection. We have significantly increased the scope of this project and will cost an extra $132M.

President Kreulen presented a slide showing the TARI Ph 3.2 Scope increase with detailed breakdown. He stated the T-Intersection "Triple Left" will cost $6.5M with TDOT coordination; Design Changes/Traffic Modeling is $5M, Roadway Changes is $14.8M, LiDAR/Variable Message Signs is $8M, NES Ductbank and TVA Tower Relocation is $15.4M, Lot B Expansion is $14M, Phasing/Temp Detours is $54.5M, Incident Response Management is $6M, Escalation is $9.3M. He feels comfortable with this budget and we are still living within the budget.

President Kreulen stated in review as of June 10, 2026, the New Horizon I, airside, revised red chart, we have $1.52B, not $1.6B, and the New Horizon II, landside, budget remains the same at $1.3B.

2. <u>BNA Development Update</u>

   President Kreulen stated Concourse A is well under construction. We are about halfway done with the steel going up. Central Ramp has 955,833 cu yds placed, using 75K dump trucks. The Central Core closed down June 1, 2026 and the Communications Team did a great job getting the message to the public. He stated noise will become an issue eventually and we plan to do most noisy construction at 8:00 p.m. to 4:00 a.m. Hard to take down a 5 story elevator and an escalator, quietly. President Kreulen stated the blastings continue on the CONRAC twice a day. The Northeast Employee and Valet Storage Lot has mass grading 99% complete.

3. <u>JWN Development Update</u>

   President Kreulen stated that Contour Hangar #3 received Final use and Occupancy on May 26, 2026. Jet Access has substantial completion in July. Jet Right has 90% AIR approved. Atlantic Aviation is anticipating permit approval mid-June. Equally busy at both airports.

President Kreulen concluded the presentation of the informational items.

VII. <u>ADJOURN</u>

There being no further business brought before the Operations Committee, Chair Stevenson adjourned the meeting at 9:44 a.m.

_____________________________________________
Bobby Joslin, Board Secretary

**STAFF ANALYSIS**
**Operations Committee**

Date: June 8, 2026

Facility: Nashville International Airport (BNA)

Subject: Arts at the Airport Foundation Board of Directors Appointment

---

## I. Recommendation

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

1) Approve the appointment of Samantha Saturn to the Arts at the Airport Foundation Board of Directors (Foundation Board), this appointment will be filling a vacancy and would be effective August 1, 2026 with term ending December 31, 2028.

## II. Analysis

### A. Background

Pursuant to Tenn. Code Ann. § 42-4-101, *et seq*., the Metropolitan Nashville Airport Authority (MNAA) has the power to do all things necessary to operate a public airport, including strengthening the positive reputation of Nashville International Airport (BNA) in the community, enhancing the airport environment and the experience of travelers and visitors to BNA through, without limitation, visual and performance art. To accomplish this mission, The Arts at the Airport Foundation (Foundation), a general welfare corporation, was created in 1988, for the purpose of facilitating the visual and performance arts in the airport for the benefit of travelers and visitors to BNA.

The MNAA Board has the authority to confirm directors to the Foundation Board. The Foundation Board is composed of 15 members, appointed to serve a three-year term.

### B. Impact/Findings

There are currently two vacancies on the Foundation Board. The Foundation Board voted on June 3, 2026 to nominate one person to fill one of the vacancies. The nominee for this vacancy is being submitted by the Foundation Board to the MNAA Board for approval. Staff support this recommendation. This individual has a strong interest in the visual and performing arts in the Nashville region. The nominee is a recognized civic/business leader in the community with a field of interest and expertise that will strengthen and add diversity to the Foundation Board. If approved, this nominee will be appointed to the Foundation Board.

The Foundation Board continues its efforts to identify and evaluate additional qualified candidates to fill the remaining vacancy. The Foundation Board will submit a nominee to the MNAA Board for consideration and approval at a future date.

Recommended nominee:

**Samantha Saturn** is a Nashville native and the co-founder of Artville, Nashville's own public art festival. She has a long history of board and advisory service spanning Watkins School of Art and Design, Gilda's Club of Middle Tennessee, and most recently as a consultant to the Tennessee Titans on their stadium art initiatives. Rooted in her passion for visual arts, Samantha has spent her career working to make visual art more accessible and woven more intentionally into the fabric of community life in Nashville. Under her leadership, Artville has delivered more than $450,000 in direct artist grants to artists and arts groups over the past three years, and in 2025 activated Downtown's Walk of Fame Park with large-scale installations for over 15,000 attendees.

Alongside her festival and civic work, Samantha brings over 25 years of executive marketing leadership in arts and music. She was founding CMO at Artspace.com, a leading marketplace for contemporary art acquired by Phaidon Books, and most recently spent eight years as Chief Marketing Officer at SESAC, one of the world's leading performing rights organizations. Her career spans arts administration, brand building, and the music industry, giving her a broad perspective on how Nashville artists can best represent our city, and inspire visitors from around the world at the BNA Airport. She lives in Nashville with her husband Steve Kravitz, her teenage children Zander and Natalie, and her dog Pepper.

**C. Strategic Priorities**

- Invest in BNA and/or JWN

**D. Options/Alternatives**

The MNAA Board can elect not to approve the submitted recommendation for appointment to the Foundation Board and request that the Foundation Board present a new nominee.

# STAFF ANALYSIS

## Operations Committee

Date: July 8, 2026

Facility: Nashville International Airport (BNA)

Subject: Construction Contract for Terminal Apron Reconstruction – T/W Yankee/Zulu (Gate C4)
Project No. 2505M

---

## I. Recommendation

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

1) Accept the Schedule 1 bid by Hi-Way Paving, Inc. for the construction of the Terminal Apron Reconstruction – T/W Yankee/Zulu (Gate C4) project, and;

2) Authorize the Chair and President and CEO to execute the construction contract with Hi-Way Paving, Inc. for the amount of $3,733,407.50.

## II. Analysis

### A. Background

As the Nashville International Airport has continued to grow, both in aircraft size and frequency of operations, the terminal apron has continued to deteriorate. A 2024 pavement analysis confirmed that much of the apron has reached the end of its structural life and requires full reconstruction. Concurrently, the Central Ramp Expansion (CRE) project will close part of T/W T4 at T/W Zulu and Yankee for new ramp work and the addition of T/W G4. This area is already slated for full-depth reconstruction, and the project has been designed and bid to capitalize on the CRE closure to complete needed apron improvements.

On May 18, 2026, an Invitation for Bids for the above referenced project was advertised.

On June 18, 2026, two (2) responsive bids were received from Hi-Way Paving, Inc. and from The Harper Company. Bid amounts are provided in the table below:

| Contractor | Schedule 1 |
|---|---|
| Hi-Way Paving, Inc. | $3,733,407.50 |
| The Harper Company | $4,192,844.40 |
| Engineer’s Estimate | $4,336,778.75 |

Hi-Way Paving, Inc.'s Schedule 1 bid was approximately 13.9% lower than the Engineer's Estimate and 11.0% lower than the next responsive bidder, The Harper Company.

The Engineer of Record has reviewed the qualifications and work experience of Hi-Way Paving, Inc. and considers them capable of performing the work.

The Metropolitan Nashville Airport Authority (MNAA) and Engineer of Record, Kimley-Horn, have evaluated the bids and determined the bid from Hi-Way Paving, Inc. to be responsive and responsible and recommend award of Schedule 1 to Hi-Way Paving, Inc.

**Impact/Findings**

| | |
|---|---|
| Contract Start Date: | July 2026 |
| Duration of Contract: | 134 Calendar Days |
| Contract Completion Date: | January 2027 |
| Total Contract Value | $3,733,407.50 |
| Funding Source: | 100% Bonds/Credit Facility |

**B. Strategic Priorities**

- Invest in BNA
- Plan for the future

**C. Options/Alternatives**

**Do Nothing:** The "Do Nothing" option will result in the continued deterioration of the terminal apron at the intersection of T/W T4 and T/W Yankee/Zulu. Without some form of rehabilitation, the concrete apron will deteriorate to the point that the apron around T/W T4 will be unusable, forcing the gate itself to close. Also, failing to complete this work during the CRE construction that closes this area already will result in additional closings of the terminal apron at T/W T4.