

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



Date/Time: Wednesday, August 12, 2026, at 9:00 a.m.

Place: Nashville International Airport – Tennessee Board Room

Operations Committee Members: Bobby J. Joslin, Committee Chair
John Cheadle, Jr., Vice Chair
Dennis Cavin, Member
Tony Giarratana, Member

I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comment received to date. Deadline is August 10, 2026, at 9:00 a.m.

III. APPROVAL OF MINUTES

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

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. CONRAC CGMP 4 of 6 (Parking Garage/Early CONRAC Procurement)
2. Construction Contract for T4 Reconstruction

VI. INFORMATION ITEMS

1. Master Plan Process, Forecast, Major Development Needs
2. BNA Development Update – Update on R/W 2C
3. JWN Development Update

VII. ADJOURN

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



Date: July 8, 2026

Location: Metropolitan Nashville Airport Authority
Tennessee Boardroom

Time: 9:20 a.m.

Committee Members Present:

Bobby Joslin, Committee Chair; John Cheadle, Jr.,
Committee Vice Chair; Dennis Cavin, Tony Giarratana

Committee Members Absent:

None

Other Board Members Present:

Jimmy Granbery, Stuart McWhorter

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Josh Powell, Trish Saxman,
Marge Basrai, Zach Blair, John Cooper, Kristen Deuben,
Adam Floyd, Eric Johnson, Roman Keselman, Chief
Kreppein, Carrie Logan, Rachel Moore, Ted Morrissey,
Stacey Nickens, Brandi Porter, Robert Ramsey, Chris
Saunders, Erin Thomas, Puneet Vedi; and Charlotte
Weatherington

I. CALL TO ORDER

Chair Joslin called the Joint Meeting of the MNAA and MPC Operations Committee to order at 9:20 a.m. pursuant to Public Notice posted on the BNA website at flynashville.com.

II. PUBLIC COMMENT

Chair Joslin stated there were no public comment requests received.

III. APPROVAL OF MINUTES

Chair Joslin asked for a motion to approve the minutes from the June 10, 2026 Operations Committee meeting. Commissioner Cavin made a motion, and Vice Chair Cheadle seconded the motion.

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin – Yes

Vice Chair Cheadle – Yes

Commissioner Cavin – Yes

Commissioner Giarratana – Yes

The motion passed with a vote of 4 to 0.

IV. CHAIR'S REPORT

Chair Joslin thanked President Kreulen and all MNAA Staff for all the ups and downs they have gone through in the past several months. The jobs the MNAA Staff do are amazing and they do not get enough credit for what they do. BNA is a whole new city and it is amazing what goes on around here 24/7 and the Board has their back. This Board is engaged and plan to do everything they can to help support the team. They are doing a fantastic job. Round of applause.

V. ITEMS FOR APPROVAL

1. Arts at the Airport (AaA) Foundation Board Member Appointment

President Kreulen introduced Stacey Nickens, VP, Corporate Communications & Marketing, to brief the Commissioners on the Arts at the Airport (AaA) Foundation Board Member Appointment. Ms. Nickens stated this item is for the approval of Samantha Saturn to serve on the AaA Foundation as a member of the Board of Directors. The AaA Foundation Board voted unanimously for Ms. Saturn. Upon approval Ms. Saturn would join the 15-member AaA Foundation Board for the remainder of a 3-year term. Ms. Saturn is a Nashville native and the co-found of Artville, Nashville's own public art festival.

Ms. Nickens requests the Operations Committee recommend to the Board of Commissioners to approve the appointment of Samantha Saturn to the Arts at the Airport Foundation Board of Directors, effective August 1, 2026, with a term ending December 31, 2028.

Commissioner Cavin stated Ms. Saturn has a pretty impressive resume.

Chair Joslin asked for a motion to approve as presented. Commissioner Giarratana made a motion and Commissioner Cavin seconded the motion.

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin – Yes

Vice Chair Cheadle – Yes

Commissioner Cavin – Yes

Commissioner Giarratana – Yes

The motion passed with a vote of 4 to 0.

President Kreulen gave a little background history stating MNAA dedicates approximately 1% of MNAA funds, we are not allowed to use Federal or State funds, when we have projects to beautify the inside of the airport. As an example of \$800M worth of work being done on Concourse A, there are about 3-4 different art areas. As you walk the 2K foot stretch of Concourse A, you will be able to see some different artwork. The MNAA staff will put out a request for artist calls around the U.S. and artists will make proposals to us on how to decorate that concourse. The MNAA Staff oversees the solicitation, the evaluation of the proposal and the recommendation and then come to the Board for approval.

2. Construction Contract for Terminal Apron Reconstruction of Taxiway Zulu/Yankee (near Gate C4)

President Kreulen introduced Puneet Vedi, VP, Airport Capital Development, to brief the Commissioners on the Construction Contract for Terminal Apron Reconstruction of Taxiway Zulu/Yankee (near Gate C4). Mr. Vedi stated this item is for the full reconstruction of 9K SY of Terminal Apron pavement, in 4-phases, with 17" of FAA-specified P-501 concrete. On May 18, 2026, an Invitation to Bid was advertised and on June 18, 2026 MNAA received 2 bids. Hi-Way Paving, Inc. submitted the lowest bid of \$3,733,407.50. The contract will start in July 2026 and end January 2027. The project is funded with 100% Bonds/Credit Facility.

Mr. Vedi requests the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute the proposed contract with Hi-Way Paving, Inc. in the amount of \$3,733,407.50.

Chair Joslin asked if the concrete repair job on the South side of the satellite has been completed? Mr. Vedi replied yes, the Lima, Central Ramp project is still in progress. It is part of the New Horizon team's projects. Chair Joslin asked if that will mess up getting in and out of the Satellite.

Mr. Vedi stated no, the team coordinates with the Central Ramp team and their closures, as well as coordinate with the airlines and the Operations team to make sure work is done without impacting operations. President Kreulen stated as part of the Horizon project, the Central Ramp and T/W Lima and the end of Concourse C, some parking spaces, we are zigzagging airlines to replace concrete. We do not have the opportunity to go back and repair all of the concrete at once. Mr. Josh Powell, Chief Strategy Officer, oversees the Air Service team and for the longest time we have seen 800 aircraft a day in and out of BNA and now that number is going towards 850 with 750 coming out of this area. A little over 20 hours a day. This is where the coordination with the operations, engineering and airlines makes a difference and why we can only do 4 areas and in phases.

Chair Joslin asked how many bids were received. Mr. Vedi replied we received 2 bids, Hi-Way Paving, Inc. and The Harper Company. President Kreulen replied Hi-Way Paving, Inc. is already here at BNA working on other projects so has a little bit of an advantage.

Chair Joslin asked for a motion to approve as presented. Commissioner Giarratana made a motion and Commissioner Cavin seconded the motion.

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin – Yes

Vice Chair Cheadle – Yes

Commissioner Cavin – Yes

Commissioner Giarratana – Yes

The motion passed with a vote of 4 to 0.

President Kreulen concluded the presentation of the approval items.

3. INFORMATION ITEMS

1. Construction Task Order – Taxiway T3 Initial Demolition

President Kreulen stated Task Orders are a mechanism for when something happens, we can use a Task Order for repairs and Mr. Vedi will update the Commissioners on this one where we are about to spend \$1M of this project. Commissioner Granbery asked what is the end date of that

Task Order. President Kreulen replied they just raised that from \$10M to \$15M and on each one the Staff will show you exactly what is being obligated so that Commissioners understand where the money is moving to. Mr. Vedi stated we are currently in Year 2 of this On Call Contract and the end date is December 9, 2026. President Kreulen stated he might have misspoken, the \$15M is a yearly budget. It is a 5-year program.

Mr. Vedi stated this Construction Task Order is for the partial demolition of Taxiway T3 initial demolition between R/W 13/31 runway safety area and Taxiway Lima. This ties into the work on the apron. On November 20, 2024 the Board approved the Airfield Pavement Repairs On-Call Contract with Hi-Way Paving, Inc. for an amount of \$10M per year. Hi-Way Paving, Inc. submitted a proposal using the On-Call Task Order in the amount of \$1M and will begin work in June 2026 and end July 2026. The project is funded through our bonds and credit facility. President Kreulen stated he will come back at the Board meeting and give an overview of the ramp and the ongoing projects. Commissioner Granbery stated also multiple ramp expansions are because of the turning radius of the bigger aircraft. President Kreulen agreed.

2. Construction Task Order – Concourse C Gate Repairs, 6 Gates

Mr. Vedi stated this project is for the concrete apron reconstruction/repairs at Concourse C Gates. On November 20, 2024, the Airport Board approved the Airfield Pavement Repairs On-Call Contract with Hi-Way Paving, Inc. and Hi-Way Paving, Inc. submitted a proposal through the On-Call in the amount of \$571,962.64. The task order will start June 2026 and end August 2026 and based on coordination it may extend a little further. It will be coordinated with Operations Team and airlines. President Kreulen stated the reason there is 6 boxes, is because it happens to be the heart of the Southwest operations and they can only take one gate down at a time for however many days it takes to pop the old concrete out, put new concrete in and get it to harden and open back up. Southwest is using each of those gates at least 8 times a day, and those jets will have to be moved to other gates, so this is a good challenge for the team.

3. Design Task Order – Runway 2C/20C & Taxiway Sierra (Survey/Geotech & Concept Verification)

Mr. Vedi stated the Design Task Order for Runway 2C/20C scope covers survey, geotechnical, and concept verification engineering services for the Runway 2C/20C and Taxiway Sierra

reconstruction. On January 21, 2026, the Board approved On-Call Contract with Kimley-Horn and Associates and AtkinsRealis USA for \$5M per year and we are currently in year one and will start July 2026 and complete the initial phase in September 2026 in the amount of \$1,265,949. Chair Joslin asked where is the Category VI, 2L/20R widening concerns? President Kreulen replied Group V, TDG6 that we did off 2L to get into the ramp. Mr. Vedi stated the first phase of four fillets has been completed and we are finishing the final phase of gravel fillet now. President Kreulen replied British Airways came in on April 1, 2026 with a A350-1000, with approximately 333 seats a day and it is a Group V/TDG6 design so we had to upgrade so that aircraft can get in and out and we have met that deadline. The ones on 2R we are still working through. The Center runway that is 31 years old has to be done now, so when this design finishes we are going to go right into awarding a construction contract to take all concrete out and put back in within a 12-18 month period. While they are doing that, the runway that will take Tennessee and Nashville to Asia, will eventually go across Murfreesboro Road to be 11,500 feet long. Those are our two biggest challenges right now as well as pavement.

Commissioner Giarratana asked about the significance of the \$2M of the \$5M NTE that has been committed. Mr. Vedi replied the \$1.2M is included in the \$2M and represents the amount encumbered to date. President Kreulen added that we track the remaining balance of the On-Call Contract and if we approach the \$5M limit, we would be over budget and at that time we would request an increase to the Task Order.

Commissioner Granbery asked if the team could present the fund used for recruiting additional international flights, including the amount contributed each month. He stated it is his understanding that the balance is now over \$10M. President Kreulen confirmed and stated he would obtain the current balance. He explained that we save \$2M per year, \$166K per month, which is deposited into a designated savings account. This allows us, in accordance with FAA guidelines, we are reimbursing ourselves so that we do not experience a financial loss.

4. BNA Development Update

President Kreulen reported that construction on Concourse A is progressing well, with approximately 60% of the steel structure now in place. The Central Ramp has reached 1,000,895 cu yds of fill, using 78K dump trucks. He noted that the team is nearing completion of this phase

and will soon begin placing concrete over it and open late next year. The Central Core has been closed while crews install four new escalators and an additional elevator. Some noise disruptions are anticipated as the existing escalator and elevator are removed. We are in a race for time because the goal is to open the Central Core by December 2027, ahead of Concourse A opening July 11, 2028. The Northeast Employee/Valet Storage Lot will have more spaces for employees to park and will also be more convenient in proximity to the terminal. Commissioner Granbery commented that the temporary rerouting around the Central Core has not posed an issue during his recent visit and asked whether there been any complaints. President Kreulen replied that there has been very little pushback, and most of the noisier work will be from 8:00 p.m. to 4:00 a.m. to minimize the inconvenience to the passengers. Overall, he noted that the passenger journey has remained smooth through the construction.

President Kreulen presented a slide showing the Terminal Area Roadway Improvements (TARI) Overview. He stated the State of Tennessee helped and moved Donelson which allowed us to take our 1 mile oval that is 2 lanes wide and build our own 6 lanes wide, 2 mile oval. He pointed to the ramp that is being filled in and showed the pavement repairs. He showed the area that will be Southwest's new home for air freight facility and also showed the space where if The Boring Company signs the contract, it will be located. He stated the reason Donelson was moved was to build bigger roads and which also allows us to repurpose space to put another 3K space garage, CONRAC and showed Garage B and C lots. President Kreulen presented another slide showing the Northeast Employee & Valet Storage Lot and showed the 3,500 employee stalls, 1,500 valet stalls, valet office and valet car wash. It is 40 acres of parking, and only 6/10th of a mile to the terminal. The employee lot now is 1.6 miles away, but the busses had to get on Donelson and if there was an accident on Donelson then they would arrive late, this new location will be all on BNA internal roads and not have to worry about traffic. Some of this opens in August or September 2026. Chair Joslin asked what is the plan for the old employee lot. President Kreulen replied when we lengthen the runway for Asia, that will go right through where the Uber/Lyfts and Cell Phone Lot is located and will have to be moved closer to our old employee lot. When one improvement is made, we have move others to make way for the next improvement. Good use of the money.

5. JWN Development Update

President Kreulen stated that JWN is continuing to develop and is extremely busy. He presented a photograph showing the jets here the previous weekend for Alan Jackson and other events in Nashville. Atlantic Aviation is building the next FBO. Jet Access is the 5th of 6th big hangars that are built. Jet Right is the 6th.

President Kreulen concluded the presentation of the informational items.

President Kreulen stated he has a couple of action items – he will get a map for the Gassaway and Gold Buildings. He will get more information on John C. Tune, and on the 20th JWN turns 40 years old and there will be a celebration. He will provide a map of the ramp with all the different ongoing construction projects.

Chair Joslin stated he is concerned about Commissioner Cheadle's departure out of the general aviation area, hope it is not too confusing for him. Commissioner Cheadle stated he is also a little worried and hopes not. He asked if 2C is going to be closed for a year? President Kreulen stated it may be a little over a year, we have to figure out how to sequence everyone to get in and out of the Sierra area. The pressure we are under is that it is an older runway that needs to be replaced and we have to do that before we close 2L/20R for that extension. All those tenants have to keep moving.

Commissioner Cavin asked if there is a Committee working on the Superbowl 2030. President Kreulen replied he is serving on NCVC Board and they are getting organized for the Superbowl Committees and he is so thankful that MNAA started in 2018 to be where we are at today, and in 2028 we open Concourse A and will be at 70 gates and will be able to handle the commercial traffic in and out of here without a problem for the 2030 Superbowl. When Deana Ivey and the team under Governor Haslam put in that application for the Superbowl we worked with Atlantic Aviation and Signature Aviation and the surrounding airports to confirm that we know the jets are coming from the different football teams and the celebrities. It is already in the initial stages of how this is going to happen.

Chair Joslin stated it is the perfect time to take JWN to the next level with Taxiway Bravo and Westside Development. President Kreulen stated he is focused on the Westside of JWN to get it opened up and what do we need to do to get another taxiway. Commissioner Granbery stated he thinks it would also

be beneficial to show where we have been and where we are now with JWN, post tornado and the budget and show we are in the black for the first time. President Kreulen stated of the 72 general aviation airports JWN has to be the most financially sufficient and we finally got ourselves in the black 5 years in a row.

4. ADJOURN

There being no further business brought before the Operations Committee, Chair Joslin adjourned the meeting at 9:52 a.m.

Robert J. Joslin, Board Secretary

STAFF ANALYSIS

Operations Committee

Date: August 12, 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) #4 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 3 for Component Guaranteed Maximum Price #4 (CGMP4) for the Parking Garage and CONRAC structure of 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 – CONRAC finish out; CGMP6 – final roadways and bridges.

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. On June 17, 2026, the Board approved CGMP3 for enabling and footprint clearing activities for an amount not to exceed \$130,000,000. Currently, airport staff is asking the Board to approve CGMP4 for the early parking and CONRAC structure scope in the amount not-to-exceed \$375,000,000.

This CGMP4 will authorize funding to begin subcontracting and performance of the work associated with this CGMP, which includes: all foundations and the complete cast-in-place structure that will contain Parking Garage D and the CONRAC, finish-out of 1,500 early parking spaces and all associated systems, the entire building façade consisting of pre-cast, metal-mesh, and metal panels, two (2) elevated pedestrian bridges, and an enclosed pedestrian walkway through Terminal Garage 1. 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:	1,789 Calendar Days
Contract Completion Date:	June 2030
Component Guaranteed Maximum Price 1	\$ 78,643,118
Component Guaranteed Maximum Price 2	\$ 81,029,148
Component Guaranteed Maximum Price 3	\$129,033,283
Component Guaranteed Maximum Price 4	\$375,000,000 NTE
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: August 12, 2026

Facility: Nashville International Airport (BNA)

Subject: Construction Contract for T/W T4 Reconstruction
Project No. 2601

I. Recommendation

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

- 1) Accept the bid by The Harper Company for the construction of the T/W T4 Reconstruction project, and;
- 2) Authorize the Chair and President and CEO to execute the construction contract with The Harper Company for the amount of \$16,354,156.49.

II. Analysis

A. Background

In the past fifteen years, the Nashville International Airport has continued to grow in both number of operations and larger size aircraft utilizing the airport. The increased frequency of heavier aircraft using the airfield taxiway system has resulted in significant pavement damage and accelerated deterioration, including in concrete sections. The updated airfield pavement design modeling now indicates a need for greater pavement thickness, further compounding the degradation we are experiencing.

This is especially evident on T/W T4, whose Pavement Condition Index (PCI) values have fallen as low as the 50's in some locations. For reference, full reconstruction is typically recommended when pavement falls below a PCI value of 70.

This project shall consist of T/W T4 being reconstructed with full-depth, full-strength concrete pavement, designed for Airplane Design Group V (ADG V) aircraft loads and Taxiway Design Group (TDG) 6 geometry. This T/W T4 reconstruction will be completed between T/W S7 (north end of R/W 2C/20C) to the southern edge of T/W Lima. The project also includes completing the demolition of T/W T3 between R/W 13/31 and the taxiway safety area of T/W Lima. All lighting and signage infrastructure will be replaced with LEDs as needed.

On June 15, 2026, an Invitation for Bids for the above referenced project was advertised.

On July 23, 2026, six (6) responsive bids were received from The Harper Company, Hi-Way Paving, Inc., Cleary Construction, Inc., C.W. Matthews Contracting Co., Inc., Jones Bros. Contractors, LLC, and R.C. Construction Co., Inc. Bid amounts are provided in the table below:

Contractor	Base Bid
The Harper Company	\$16,354,156.49
Hi-Way Paving, Inc.	\$17,484,093.00
Cleary Construction, Inc.	\$18,602,555.00
C.W. Matthews Contracting Co., Inc.	\$20,812,720.00
Jones Bros. Contractors, LLC	\$21,972,381.00
R.C. Construction Co., Inc.	\$22,000,000.00
Engineer's Estimate	\$21,371,398.75

The Harper Company's base bid was approximately 23.5% lower than the Engineer's Estimate and 6.5% lower than the next responsive bidder, Hi-Way Paving, Inc.

The Engineer of Record has reviewed the qualifications and work experience of The Harper Company and considers them capable of performing the work.

The Metropolitan Nashville Airport Authority (MNA) and Engineer of Record, Kimley-Horn, have evaluated the bids and determined the bid from The Harper Company to be responsive and responsible and recommend award of this project to The Harper Company.

Impact/Findings

Contract Start Date:	October 2026
Duration of Contract:	164 Calendar Days
Contract Completion Date:	March 2027
Total Contract Value	\$16,354,156.49
Funding Source:	40% MNA (Bonds/Credit Facility) & 60% Federal

B. Strategic Priorities

- Invest in BNA
- Plan for the future

C. Options/Alternatives

Do Nothing: The "Do Nothing" option will result in continued deterioration of the T/W T4 pavement, leading to the eventual need to close parts or all of this taxiway. This closure would create a major disruption in airfield operations, specifically movement between the south terminal apron and R/W 2C/20C.