Agenda of the Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning Committees

Date/Time:	Wednesday, April 9, 2025, at 9:45 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 April 7, 2025, at 9:00 a.m.

III. APPROVAL OF MINUTES

March 12, 2024 Minutes of the Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning Committees

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. Construction Contract for TARI Ph 3.1
2. Contract for Clean Energy/Compressed Natural Gas
3. Contract for Nashville Electric Service (NES) Power

VI. INFORMATION ITEMS

1. BNA Development Update
2. JWN Development Update

VII. ADJOURN

Minutes of the Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning Committees

BNA Nashville International Airport

Date: March 12, 2025	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, and Glenda Glover
MNAA Staff & Guests Present:	Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman, Marge Basrai, John Cooper, Kristen Deuben, Chief Findlen, Adam Floyd, Eric Johnson, Carrie Logan, Rachel Moore, Ted Morrissey, Greg Patterson, Stacey Nickens, Brandi Porter, Josh Powell, and Robert Ramsey Lauren Lowe, PFM; Cory Czyzewski, Bank of America

I. CALL TO ORDER

Chair Granbery called the Joint Meeting of the MNAA and MPC Operations, Engineering & Strategic Planning (Operations) Committee to order at 9:00 a.m. pursuant to Public Notice dated March 7, 2025.

II. PUBLIC COMMENT

Chair Granbery stated there were no public comment requests received.

III. APPROVAL OF MINUTES

Chair Granbery asked for a motion to approve the minutes from the February 12, 2025 Operations Committee meeting. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan − Yes

The motion passed with a vote of 3 to 0.

IV. CHAIR'S REPORT

Chair Granbery had no Chair's report. Chair Granbery thanked all the MNAA Staff and stated to keep up the good work.

V. ITEMS FOR APPROVAL

1. CGMP3 for Baggage Handling System (BHS Construction)

President Kreulen introduced Robert Ramsey, EVP, Chief Development Officer, to brief the Commissioners on the CGMP3 for the Baggage Handling System ("BHS"). Mr. Ramsey stated that CGMP3 will expand the outbound baggage handling system to increase capacity and meet future enplanement projections; CGMP3 consists primarily of the construction of the baggage handling system. Mr. Ramsey stated this is the final bid package for this project in the amount of $130M NTE, which will be used to determine the GMP price for the project of $227,882,475.

Mr. Ramsey requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute CGMP3 for baggage handling system related to BHS Expansion contract with Messer Construction for $130,005,000 NTE and a GMP of $227,882,475.

Commissioner Byrd inquired as to this CGMP3 compared to budget. Mr. Ramsey replied this is in line with the budget that has been set for this project. It has been adjusted once with the complexity as we moved through the design for $244M as the project budget. Commissioner Byrd asked for the original budget. Mr. Ramsey answered it was approximately $40 - $50M. President Kreulen stated overall the budget is $243M and MNAA will end up at $244M. When the program started in 2022, it was designed for 32MAP and now it is at 40MAP, so there is additional redundancy to handle the additional 8MAP. Commissioner Byrd mentioned that he has never been to the baggage claim area. President Kreulen replied he will schedule a tour of the baggage handling system. Chair Granbery stated the funding is 100% MNAA, will that be 100% backed by

the airlines. Mr. Ramsey replied MNAA is funding 100% with MNAA bonds. Ms. Basrai confirmed yes.

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. Construction Contract for Part 139 Runway Safety Area Improvements R/W 20L

Mr. Ramsey presented the Construction Contract for Part 139 Runway Safety Area Improvements R/W 20L to the Commissioners. Mr. Ramsey stated that the Improvements to the extended Runway Safety Areas (RSAs) of Runway (R/W) 20L (North end of R/W 2R/20L), to fully comply with BNA grading standards for runway safety areas. This includes the grading work in the safety area, as well as stabilization of slopes past the runway safety area boundary. MNAA received 3 bids on the project, Civil Constructors LLC was the lowest bid and selected. The MNAA SMWBE goal was 7.18% MBE and/or WBE and Civil Constructors, LLC committed to meet at 9.96% MBE and/or WBE using Archangel Protective Services Inc and McFall Sod and Seeding. The contract start date is April 1, 2025, with conclusion at the end of April, it is a 30-day calendar project. The total contract cost is $777,470.

Mr. Ramsey requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute the proposed contract with Civil Constructors, LLC in the amount of $777,470.

Chair Granbery asked if this project is located by the runway that was resurfaced. Mr. Ramsey replied it is ongoing inspections and is a little further South. Commissioner Byrd asked which way is it located. Mr. Ramsey replied, East of Donelson Pike. Commissioner Byrd asked which end of the runway? Mr. Ramsey replied Northern. Commissioner Glover asked if the selection was

because they were the lowest bidder. Mr. Ramsey replied yes, they were the lowest bidder. MNAA had 3 bidders.

President Kreulen stated to meet the minimum required by FAA, MNAA cannot have a slope greater than 5%, so now it is designed right on the limit and if any erosion happens, your slope will be greater than 5% and you will be in violation. Great job by the Operations team catching this and they will also have some drones that use laser to measure elevation changes and we will see ahead of time to fix.

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

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin − Yes

Commissioner Sullivan − Yes

The motion passed with a vote of 3 to 0.

3. Task Order for Terminal Ramp Reconstruction

Mr. Ramsey presented the Task Order for Terminal Ramp Reconstruction to the Commissioners. Mr. Ramsey stated that this will use our On-Call Airfield Pavement Repairs Contract with Hi-Way Paving, Inc., approved by the Board on November 20, 2024, we will remove and replace 12,750 SY of Terminal Apron pavement with FAA specified P-501 concrete. The apron is 30 years old and has had considerable traffic, and the pavement has reached its useful life. The contractor is Hi-Way Paving, Inc. and the contract start date is April 2025 in the amount of $6.2M out of a total of $10M NTE, with an additional $200K already awarded for some smaller repair work. This brings the total task order cost to $6.4M.

Mr. Ramsey requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute the proposed Task Order with Hi-Way Paving, Inc. in an amount Not-to-Exceed $6,200,000.

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.

4. Contract for LiDAR (Light Detection & Ranging) for Apron Intrusion Detection

President Kreulen introduced Brian Findlen, AVP, Chief of Police, DPS, to brief the Commissioners on the Contract for LiDAR (Light Detection & Ranging) for Apron Intrusion Detection. Mr. Findlen stated that this contract is for the purchase of the LiDAR solution to replace the existing perimeter intrusion detection system on the apron. Mr. Findlen stated the current system was installed in 1987 and has existed in its current configuration, it identifies objects or aircraft coming in from the AOA into the secured area. Mr. Findlen recommended moving forward with the contract with InDoor Lab, LLC to install a state-of-the-art LiDAR system consisting of 26 sensors that will be mounted strategically around the area that is shown in red. Mr. Findlen presented an image showing the area. The LiDAR system technology would emit light, and when that reflection comes back, it will produce 3D images of what it determines is coming in and focus on the perimeter fence lines. The contract will begin May 2025 with a 5-year contract with InDoor Lab, LLC. for service and maintenance to cover the term of the contract. This contract is race and gender-neutral because the quote that is currently presented was obtained through Incite Coop.

Mr. Findlen stated this is an expansion of existing technology that we are currently utilizing inside the Satellite Concourse and Shuttle Station. The funding source for this project will come from the FY24 CIP project to replace the perimeter intrusion detection system that was previously approved by the Board. Year 1 cost is $1.3M, of which a portion will go to InDoor Lab and the other portion will go to Simino Electric, LLC., who will do the cables and installation, and we also have some IT related server and switching costs, and any contingencies that may arise during the installation process. The remaining funding of $864,126 will be to InDoor Lab for software and maintenance for the remainder of that period.

Mr. Findlen stated a robust and reliable perimeter intrusion detection system is vital to the security of the tarmac, gates and terminal and TSA does require us to deter and detect and this system will accomplish just that.

Mr. Findlen requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute the contract with The InDoor Lab, Inc. for $1,436,226 for the LiDAR Apron Intrusion Detection ($2,164,126 total project cost).

Chair Granbery asked of the $1,436,226 – what is the discrepancy of $136K. Mr. Findlen responded that the $1,436,226 is for InDoor Lab, Inc., and the $2,164,126 is the total project. President Kreulen stated we will check on that. Chair Granbery asked what the amount for approval today is. Mr. Findlen replied, $2,164,126 is the total project cost and the overall contract is $572,100 to InDoor Lab, Inc., and Simino is $298,249. Chair Granbery stated he will make a motion to approve and Mr. Findlen can amend next week for final Board approval. President Kreulen stated he would recommend a motion to approve the $2,164,126 and that will be four years of O&M. Commissioner Byrd asked who supervises and tracks the intrusions. Mr. Findlen replied Airport Security tracks intrusions for TSA.

President Kreulen stated that the Airport Security Coordinator is the link to TSA and the person responsible for meeting all of the TSA requirements. They supervise the badging, security plans and report to Mr. Adam Floyd, the COO. This system will map out the area Mr. Finden showed earlier, and if anyone enters that area, the Airport Security Coordinator will get an alarm, and we will investigate. Commissioner Glover asked if there were 8 intrusions. President Kreulen replied yes, there were 8 intrusions on our entire 4600-acre campus. This will help detect problems on the commercial air service ramp. Recently, we had someone jump a fence, and we now put up an 8-foot fence with concertina wire. Commissioner Byrd asked how the jet fuel area is monitored. President Kreulen responded that there may be workers in the jet fuel area and that is not part of the security ramp area, but if they leave that area, then we will track them. Commissioner Byrd asked if MNAA is in charge of the jet fuel area. President Kreulen replied that the airlines consortium manages it and it has the 8-foot concertina wire on top of it.

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.

Commissioner Glover asked if the TSA cuts at the national level are affecting BNA. President Kreulen replied no, BNA has not seen a degradation in TSA, and we are still about 80% manned. BNA receives good support from the FAA and is now analyzing where the new tower will go and they have helped us with noise. CBP has had complaints for a while and has 5 new officers in training, and as they get more people we are hoping to get better with the processing times for the International flights. The Memphis airport's district office resigned last Friday because they are no longer allowing him to commute from where he lives in Mississippi to Memphis.

Vice Chair Joslin asked about the devices Mr. Floyd looked at in Dallas. President Kreulen replied that Mr. Floyd took a trip to Dallas to meet with their customs department and met with their contractor to view the Enhanced Passenger Processing ("EPP"), a facial recognition program. That company has now come to BNA and is waiting for proposals we can act on. Vice Chair Joslin asked how long it will take to implement. Mr. Floyd responded anywhere from 2 – 6 weeks. President Kreulen sated it will be a recurring cost but may be worth our investment.

VI. INFORMATION ITEMS

1. Central Ramp Expansion Update

President Kreulen stated the Central Ramp Expansion was in the New Horizon I scope and budget approved by the Board of Commissioners on August 21, 2024. He presented the red chart showing the estimated budget of $156M and the program contingency of $75M. When MNAA started this program, we estimated the budget with 10% documents developed by Ricondo. This project is based on the feedback we received in 2022 with a bad snowstorm that we do not have enough ramp space to adequately deice the large number of aircraft we have today. On February

26, 2025, Independent Cost Estimator (HDR) validated Kiewit Infrastructure South Co. of $244M. We have a very high confidence level if we fix this $88M we are good to go. Chair Granbery stated that to get to that 60% involving Kiewit and HDR includes the value engineering options laid out for us. President Kreulen replied that there were many more expensive ways to handle drainage than the $35M we ended up with. We have value engineered it to get it down to $88,100,000. The initial estimate did not adequately cover drainage, and as noted here, the fill material price has increased by $16/CY, and the concrete cost has increased by $125/SY to $200/SY. The redundancy related to Group 6 on making a taxiway come up to T3, but this is a double-edged sword, we have to close one area, but cannot do it because we need a way in and out. If Kiewit finishes 90 days ahead of the September date, they receive an extra $4.5M, and they have never been late.

Chair Granbery asked if the stream mitigation was approved in the initial number. Mr. Ramsey replied that there was a placeholder for it, but it was not in the planning phase. President Kreulen stated there are ways to pay for the $88M. MNAA is going to open Concourse D in a little more than 100 days and we are going to come in about $40M under budget. The Hensel Phelps budget will return $40M to MNAA, and the finance department will have to do some additional programming with the airlines to move money over from one bucket to another, because we are going to save that $40M. If we take $48.1 of the $75M that is in the New Horizon I program, we are at $88,100,000. President Kreulen stated MNAA will not have to change the red chart number of $1.62M because we will use $48.1M, and Concourse D is coming in about $40M under budget, and we will move that into the Central Ramp budget and add the program contingency of $75M. There is a good way to cover that delta and not change the budget.

Chair Granbery asked if the program contingency has $27M left, and Concourse D is complete, with the Baggage Handling System and the Concourse A construction, do you still have the full project contingencies remaining, plus the $27M left in the program contingency. President Kreulen replied, we have used some of the BHS contingency and the $243M, we are at our final GMP and no risk in these two projects. Chair Granbery stated there is $100M for Concourse A, which is a big line item. President Kreulen replied yes, MNAA has been very good over 7 years to live within our program budgets. Chair Granbery asked if materials have been bought for Concourse A. Mr. Ramsey replied that we have done two packages to date, and we will have a

final price on that project at 95%. We do not know how much steel has been bought, and he will check on it. President Kreulen stated Fentress is in the final design phase, and when we go out for bids, we are done. Chair Granbery stated steel is going to be a big part of Concourse A. President Kreulen stated MNAA feels strong about where we are now.

President Kreulen presented a diagram showing Central Ramp Design/Layout and stated we will need to widen areas to get larger aircraft in and out. MNAA recommends that we add a taxiway T3 to allow us to get in and out while the work is underway.

2. Taxiway Design Group 6 Update

President Kreulen stated that the FAA created the Taxiway Design Group (TDG) in March 2022. Today most of BNA is designed for TDG5, and we are looking into getting a TDG6. Chair Granbery asked what a bigger aircraft would be than the 777 Airbus. President Kreulen replied that both of these are TDG6, we are flying the smaller 777 today, but if we do the TDG6 enhancements, we would go to the larger 777-300. There are two factors: 1) the width of the main gear, and 2) the distance from the cockpit to the main gear. BNA wants to go to 787-10 with 256 seats, or the 777-300ER with 297 seats, or the Airbus 350-1000 with 331 seats, and to do that we need to go to TDG6. This will give the ability to bring in larger aircraft. Today, TDG5 has nose gear to main gear at 83.4' and needs to go to 114.4', and the main gear is now at 38.1' and needs to go to 42.3'. Commissioner Glover asked which runway we would use to accommodate that. President Kreulen replied that it will be shown next.

President Kreulen stated that the TDG6 initial capability includes fillet widening. Runway 2L/20R North Flow and Runway 2L/204 South Flow fillet widening T/W Bravo 1, T/W Bravo/Kilo, T/W Alpha Kilo, T/W Bravo/Lima and T/W Kilo/T4. The T/W Kilo route will be used until completion of T/W Lima in the Central Ramp Expansion Project. The plan is to make the R/W 2L/20R an ADG V/TDG6 on or before April 2026. This is our first step, we have to get one runway up then we have to figure out what is the most cost-effective runway so that we have redundancy. If one runway breaks, then we cannot take the bigger aircraft to a different runway legally. This is a quick way to get us to a larger capability within the next 12 months. Soon, we will come back to the Board with some projects for approval. Commissioner Glover asked how much more revenue we will generate with this project. President Kreulen replied that he will get that estimate.

Commissioner Sullivan asked if this would be for international flights. President Kreulen replied yes, it could be domestic, but most aircraft will be international.

3. BNA Development Update

President Kreulen stated the Concourse D Extension is 112 days from today, complete on July 2, 2025. The MNAA Staff is planning meetings for the celebration event with the community on July 1, 2025. President Kreulen stated we are making good progress on the terminal roadway improvements. Concourse A Ramp Expansion Phase 1.1 will be completed April 22, 2025 and substantial completion on July 21, 2025.

Chair Granbery asked for the progress of the Federal approval for the ramp off I-40. President Kreulen responded that we are still waiting for an analysis to give to them, both us and TDOT. Mr. Ramsey stated that the documents should be completed this week.

4. JWN Development Update

President Kreulen stated that JWN has a lot of progress being made. Parcel 1, DN LLC, completed all necessary permitting and had the pre-con meeting with MNAA staff. Currently doing horizontal development and have already brought in steel to start framing soon. Parcel 6/7, Jet Access is still moving through permitting. Within the last week, the Debris Management Review was completed. Expecting to get the final permit within several weeks. Parcel 8/9, Jet Right has several designs that should meet the 7460 guidance and are currently gathering the necessary information to make their submission. Parcel 10, MNPD estimated completion date for sub-surface compaction and grading issues is Late March (3+ months behind schedule). The official completion date is June 15, 2025, which they are unlikely to meet, and MNAA is awaiting a revised construction schedule. Chair Granbery asked if they are still working. President Kreulen replied that they are, but have had some setbacks due to the weather. Commissioner Byrd asked if the contract had been let. President Kreulen responded yes, and explained that we are building for Metro, and that is why we are sending the contractor notices. Commissioner Glover asked if we could have a town hall meeting to show the public what we are doing. President Kreulen replied yes, and so far, he has done 55 hours this year. Traditionally he goes to where the public is. If any of the Commissioners know of a group, please let Ms. Rachel Moore, Executive Assistant to

the President and CEO, know and she can get it scheduled. Commissioner Byrd asked about the FAA hearing. President Kreulen stated MNAA received good feedback and Mr. Adam Bouchard, VP, Operations, represented MNAA. Commissioner Sullivan stated he was the best one on the panel.

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 9:49 a.m.

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Andrew W. Byrd, Board Secretary

STAFF ANALYSIS
Operations Committee

Date: April 9, 2025

Facility: Nashville International Airport (BNA)

Subject: Construction Contract for Terminal Access Roadway Improvements (TARI) Phase 3.1, Project No. 1801C

I. Recommendation

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

1) Accept the bid by Civil Constructors, LLC (Civil) for Terminal Access Roadway Improvements Phase 3.1 at BNA and;

2) Authorize the Chair and President and CEO to execute the construction contract for the amount contained herein.

II. Analysis

A. Background

The Terminal Access Roadway Improvement (TARI) project encompasses the realignment of existing roadways and the construction of new roadways to provide permanent access to Interstate 40 and Donelson Pike as part of the proposed Donelson Pike Relocation to be completed by the Tennessee Department of Transportation. Included in this three-phase project is the design of approximately 14 lane-miles of new construction roadway, multiple bridges, retaining walls, expansion and modifications to existing parking facilities, and all associated drainage and utility work.

TARI Phase 3.1 will encompass the demolition of existing Donelson Pike north of the Connector Roadway, between Donelson Pike, Terminal Drive, and the existing Donelson Bridge at I-40, and construction of a new portion of Terminal Drive around existing Lot B as well as an extension of Fly Nashville Way to the east. This project will also reconfigure and expand Economy Lot B and relocate the Lot B entrance and exit plaza to the extend portion of Fly Nashville Way. Utilities will include extending an NES duct bank, relocating a water main, and construction of new sanitary sewer, airport communications infrastructure, and drainage systems. One of the primary drivers for TARI Phase 3.1 is to advance the overall completion of TARI by performing work in the area available following of the realignment of Donelson Pike by TDOT's relocation project. All material removed during TARI Phase 3.1 will remain on airport property for future projects. Additionally, the demolition of Donelson Pike south of I-40 will provide additional space for the future ConRAC and Parking Garage project.

An Invitation to Bid for the project was advertised on January 27, 2025.

On March 13, 2025, three (3) bids were received as follows:

Contractor	Bid Amount
Civil Constructors	$74,303,636.65
Jones Bros. Contractors, LLC	$86,282,185.30
Eutaw	$87,011,764.23
Engineer's Estimate	$95,525,275.42

The DBE goal established for the project was 15.26% DBE. Civil was able to obtain 15.05% and provided an acceptable good faith effort for the remaining 0.21%. Civil will be utilizing DBE subcontracts including Jerry B. Young, Crown Paving, Braav, WMC Contracting, Plan B Fiber, LA Scapes, Tennessee Texture, Campbell Construction, ProTech Coating and Double M.

Civil's Bid is 22.2% lower than the Engineer of Record's (Atkins North America) opinion of probable construction cost of $95,525,275.42. Civil Bid is 13.88% lower than the next responsive bidder.

The Metropolitan Nashville Airport Authority (MNAA) and Engineer of Record, Atkins North America, Inc., have evaluated the bids and determined the bid from Civil, to be responsive and responsible and recommend award to Civil.

B. Impact/Findings

MNAA DBE Goal:	15.26%
Civil's DBE Goal:	15.05%
Anticipated Contract Start Date:	May 2025
Duration of Contract:	440 Calendar Days
Contract Completion Date:	October 2025
Contract Cost:	$74,303,636.65
Funding Source:	25% Federal and 75% MNAA *(pending grant approval)*

C. Strategic Priorities

- Invest in BNA
- Plan for the future

D. Options/Alternatives

Do Nothing: The "Do Nothing" option will result in severe congestion of airport roadways and cause unreasonable delays to airport users.

STAFF ANALYSIS
Operations Committee

Date: April 9, 2025

Facility: Nashville International Airport (BNA)

Subject: Compressed Natural Gas (CNG) Facility

I. Recommendation

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

1) Accept the proposal submitted by Clean Energy, for the Compressed Natural Gas (CNG) fueling contract utilized for fueling our ABM shuttle buses.

2) Authorize the Chair and President and CEO to execute the Contract

II. Analysis

A. Background

The Maintenance Department Compressed Natural Gas (CNG) Contract is needed to ensure that the current twenty-four (24) employee and passenger buses operated by ABM to serve Nashville International Airport are fueled 365 days a year. The selected vendor will provide all fuel, labor, materials, services, and integrity of the equipment necessary to maintain the Airport's CNG Facility uninterrupted twenty-four (24) hours a day, 365 days a year.

The former Maintenance Department Contract for CNG Fuel expires April 19, 2025 with the final year of the Contract totaling approximately $137,000.

On December 16, 2024, an Invitation to Bid (ITB) for the CNG Fueling Contract was published.

On January 7, 2025, a pre-bid meeting was held. The timeline for awarding the Contract was as follows:

- January 27, 2025, the final addendum was issued to vendors
- February 3, 2025, final bids due in B2G (one proposal received)
- February 9, 2025 Selection committee evaluated the sole proposal received on the following criteria:
    - Qualifications/Experience of the Proposer = 25 points
    - Cost of proposed services = 25 Points
    - SMWBE Participation = 10 points
    - Responsiveness to RFP = 5 points

- Project Approach = 10 points

- April 20, 2025, Contract commencement

Based on the proposal received, Clean Energy was selected and recommended to provide CNG services.

B. Impact/Findings

MNAA SMWBE Goal: 4.63% MBE and/or WBE

Clean Energy Participation: 4.63%

Duration of Contract: Three years, plus three, one- year options

Contract Completion Date: December 31, 2030 (with options)

Note: Completion date aligns with ABM Shuttle bus contract

Contract Cost:

	Total
Year 1	$290,500
Year 2	$297,500
Year 3	$311,500
Year 4 (optional)	$325,500
Year 5 (optional)	$339,500
Year 6 (optional)	$353,500
Total (w/options)	$1,918,000

MNAA SMWBE Goal: 4.63% MBE and/or WBE

Funding Source: Operations and Maintenance (O&M)

C. Strategic Priorities

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

D. Options/Alternatives

1. Do Nothing: The "Do Nothing" option will result in BNA not having on-demand fuel supply and facility maintenance will impact the Authority's, day to day and irregular airport operations for provided transportation to employees and passengers.

STAFF ANALYSIS
Operations

Date: April 9, 2025

Facility: Nashville International Airport (BNA)

Subject: Nashville Electric Service (NES) 5-Year Power Contract

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I. Recommendation

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

1) Accept the renewal of the service contract with Nashville Electric Service (NES) for supply of electric power; and

2) Authorize the Chair and President and CEO to execute the 5-year service contract with NES

II. Analysis

A. Background

With 24/7 operations, the delivery of high quality uninterrupted electric power is critical to the safe and efficient operation of all BNA facilities. Based on the airport's power usage, it's rates and charges are established under the class "Large General Power Rate-Schedule" ("GSB"). MNAA entered into a contract with NES in April 2020 providing the GSB rate, and that contract expires in April 2025. That contract included a contract demand of 9,000 kW for both on-peak and off-peak periods, at a GSB rate of $10.87 per kW.

Under this contract renewal, NES will make available the necessary firm power and energy for operation of BNA's facilities, with a contract demand of 10,000 kW for both on-peak and off-peak, at a GSB rate of $11.95 per kW, versus the "standard" rate of approximately $20.37 per kW. The power will made available in the form of a 3-phase alternating current at a frequency of approximately 60-hertz and at a minimal voltage of 23,900 volts. The amounts of power and energy delivered will be measured by two sets of primary metering equipment. BNA facilities include an additional circuit providing Standby Service.

B. Impact/Findings

MNAA SMWBE Goal:	Race and gender neutral
Contract Effective Date:	April 2025
Duration of Contract:	5 years; May be terminated by either party upon at least 7 months' prior written notice

Contract End Date:	April 2030
GSB Rate:	$11.95 per KW
Funding Source:	Operations and Maintenance (O&M)

C. Strategic Priorities

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

D. Options/Alternatives

E. NES requires service contracts for commercial users to receive the GSB Rate

1. Do Nothing: Failure to renew this contract would result in MNAA being placed in the standard rate versus the current GSB rate and could result in a 70% increase in electrical service cost (FY25 BNA electric budget = $5.5M @ GSB rate, which equates to $9.4M at standard rate)