AGENDA
RENO-TAHOE AIRPORT AUTHORITY
PLANNING & CONSTRUCTION
COMMITTEE MEETING

DATE & TIME:  Tuesday, November 6, 2018
               9:30 a.m. (or Immediately Following Adjournment of Finance &
               Business Development Committee Meeting)

LOCATION:  Reno-Tahoe International Airport
            Administrative Offices, Conference Rooms A/B
            Reno, Nevada

Items 2 and 4 are action items for the Committee to consider. The Committee may discuss a
matter when it is brought up, but no action may be taken on it unless it has been specifically
included on an agenda as an action item.

AGENDA:

1. Roll Call

2. Approval of Meeting Minutes from October 9, 2018

3. Public Comment (Limited to 3 Minutes per Person)

4. Items to be Presented to the Planning and Construction Committee for Review and
   Recommendation to the Board:

   a. Authorization for the President/CEO to Execute an Amendment to
      the Professional Services Agreement to Approve One Two Year
      Extension Instead of Approving Two One Year Options for the
      Period 2019 Through 2020 to Provide Annual Construction
      Management Services for the Airport Capital Improvement Plan at
      Reno-Tahoe International Airport and Reno-Stead Airport, with
      Atkins North America, in the Amount of $46,000
b. **#18(11)-72 Authorization for the President/CEO to Award a Professional Service Agreement for Design Services for the Airport Operations Area Perimeter Fence Project at Reno–Tahoe International Airport, with Dyer Engineering Consultants, in the Amount of $207,500**

5. Items to be Presented to the Planning and Construction Committee for Approval:
   a. None.

6. Items to be Presented to the Planning and Construction Committee for Discussion:
   a. Runway 8-26 Reconstruction at Reno-Stead Airport

7. **Project Status Items to be Presented to the Planning and Construction Committee for Information:**
   a. Staff Report on the Terminal Access Road Rehabilitation at Reno-Stead Airport [Construction]
   b. Staff Report on the Runway 8-26 Reconstruction at Reno-Stead Airport [Construction]
   c. Staff Report on the Passenger Boarding Bridge Replacement Project at Reno-Tahoe International Airport [Construction]
   d. Staff Report on the Communication Line Replacement – North Ground Transportation Project at Reno-Tahoe International Airport [Construction]
   e. Staff Report on the Airport Communications Center Systems Replacement Project at Reno-Tahoe International Airport [Construction]
   f. Staff Report on the Runway 16R-34L Reconstruction at Reno-Tahoe International Airport [Construction]
   g. Staff Report on the Airfield Maintenance Shop – Large Bay Expansion at Reno-Tahoe International Airport [Construction]
   h. Staff Report on the Terminal Mini Warehouse AA/BB/CC Improvement Project at Reno-Tahoe International Airport [Construction]
   i. Staff Report on the Ready Return Car Wash Equipment Replacement Project at Reno–Tahoe International Airport [Construction]
   j. Staff Report on the Rental Car Facilities Asphalt Rehabilitation Project at Reno-Tahoe International Airport [Construction]
   k. Staff Report on the Terminal Elevator Modernization and New Elevator Installation Project at Reno-Tahoe International Airport [Construction]
   l. Staff Report on the Pavement Management System Program at Reno-Tahoe International Airport [Construction]
   m. Staff Report on the Airport Operations Area Perimeter Fence Project at Reno-Tahoe International Airport [Construction]
   n. Staff Report on the Wildlife Hazard Mitigation Project at Reno-Tahoe International Airport [Construction]
   o. Staff Report on the 1200/1280 Terminal Way Pavement Rehabilitation Project at Reno-Tahoe International Airport [Construction]
8. General Member Comments, Questions & Items for Future Committee Meetings

9. Public Comment (Limited to 3 Minutes per Person)

10. Adjournment

Items will not necessarily be considered in the sequence listed. This meeting may be continued if all of the items are not covered in the time allowed. If the meeting is to be continued, the time and place will be announced at the end of the portion of the meeting to be continued.

Supporting Material: The designated contact to obtain supporting material is Laura Bayer, Clerk of the Board, P.O. Box 12490, Reno, NV, 89510 or 775-328-6410. Supporting material is also available at the Reno-Tahoe Airport (Administrative Offices) and at the scheduled meeting.

Members of the public who are disabled and require special accommodations or assistance at the meeting are requested to notify the Clerk of the Board in writing at P.O. Box 12490, Reno, Nevada 89510 or by calling (775) 328-6410 prior to the meeting date.

THIS NOTICE HAS BEEN POSTED AT THE FOLLOWING LOCATIONS:
1. Airport Authority Administrative Offices – 2001 E. Plumb Lane, Reno
2. Washoe County Administrative Offices – 1001 E. 9th Street, Reno
3. Reno City Hall – One East First Street, Reno
4. Sparks City Hall – 431 Prater Way, Sparks
TOPICS DISCUSSED

1. **ROLL CALL**

   Roll was called.

2. **APPROVAL OF MEETING MINUTES FROM SEPTEMBER 11, 2018**

   A motion was made by Trustee Shaun Carey, seconded by Trustee Carol Chaplin, and the Committee unanimously approved the minutes from the September 11, 2018 meeting.

3. **PUBLIC COMMENT**

   None.

4. **ITEMS TO BE PRESENTED TO THE PLANNING AND CONSTRUCTION COMMITTEE FOR REVIEW AND RECOMMENDATION TO THE BOARD**
a. **#18(10)-64 AUTHORIZATION FOR THE PRESIDENT/CEO TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT FOR DESIGN SERVICES FOR THE TRANSPORTATION SECURITY ADMINISTRATION TERMINAL SPACE EXPANSION AND REMODEL PROJECT AT RENO-TAHOE INTERNATIONAL AIRPORT, WITH PAUL CAVIN ARCHITECT LLC, IN THE AMOUNT OF $60,400.**

Staff gave a presentation requesting the Committee’s recommendation for Board approval for the President/CEO to Execute a Professional Services Agreement for Design Services for the Transportation Security Administration Terminal Space Expansion and Remodel Project at Reno-Tahoe International Airport, with Paul Cavin Architect LLC, in the Amount of $60,400.

Trustee Art Sperber inquired about the submittals that are required by the Transportation Security Administration (TSA) and if Paul Cavin would be responsible for reviewing those documents. Staff stated that yes, Paul Cavin Architect LLC, would be responsible for reviewing all submittal documents and that it is a part of their contract.

Trustee Sperber asked if the TSA was in agreement with the cost of this project. Chris Stack with the TSA stated that yes, they are in agreement.

A motion was made by Trustee Chaplin, seconded by Trustee Carey, and the Committee unanimously recommended this item [#18(10)-64] go to the Board for approval at the upcoming Board meeting.

5. **ITEMS TO BE PRESENTED TO THE PLANNING AND CONSTRUCTION COMMITTEE FOR APPROVAL**

   a. None.

6. **ITEMS TO BE PRESENTED TO THE PLANNING AND CONSTRUCTION COMMITTEE FOR DISCUSSION**

   a. **Runway 8-26 Reconstruction at Reno-Stead Airport**

Staff gave a presentation on the status of the Runway 8-26 Reconstruction project at Reno-Stead Airport (RTS).

Trustee Sperber inquired about the October 22nd date being the substantial completion date. Staff stated that the actual contractual date for completion is October 20th, and the commissioning is something the Federal Aviation Administration (FAA) has scheduled for October 22nd. The FAA will fly an aircraft over Stead and make several passes over the runway in both directions looking at the Precision Approach Path Indicator (PAPI) and Runway End Identifier Lights (REILs) to make sure they were installed properly. Atkins North America will be working closely with Road and Highway Builders to
make sure everything is installed correctly before the substantial completion approval is given for the project.

b. RTAA Capital Improvement Projects Schedule

Staff gave a presentation on the RTAA Capital Improvement Project Schedule.

Trustee Sperber stated that he really likes how this schedule will link up closely with Atkins North America’s quarterly activities report.

Trustee Sperber requested a legend to show who the Project Managers are, as well as a resume on the individuals working on the projects to show the level of expertise of Staff.

Trustee Sperber also requested that Planning projects be added to this spreadsheet and to please make planning a different color. Staff stated that this would be completed for the next update.

Trustee Sperber commented on the fact that he likes that we are able to see which projects are starting and have proper bidding cycles. You can look down and actually see when it is going for design and bidding. Trustee Sperber asked for clarification on the “BM” on the spreadsheet and if they are Board approvals. Staff stated that there are typically two items that come to the Board for approval; one being the consultant for design services, so if the color is green following the Board Meeting date then that means we are bringing a consultant to the Board for approval. If the Board meeting date is followed by the color red then that is a construction contract. Some of the smaller projects will not require Board approval but they will still be listed on the spreadsheet. Also noted was the fact that only projects which have funding sources already confirmed are shown on the schedule.

7. PROJECT STATUS ITEMS TO BE PRESENTED TO THE PLANNING AND CONSTRUCTION COMMITTEE FOR INFORMATION

a. Staff Report on the Terminal Access Road Rehabilitation at Reno-Stead Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

b. Staff Report on the Runway 8-26 Reconstruction at the Reno-Stead Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. Furthermore, staff provided a brief status update under the prior agenda item.
c. Staff Report on the Passenger Boarding Bridge Replacement Project at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

d. Staff Report on the Communication Line Replacement – North Ground Transportation Project at the Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

e. Staff Report on the Airport Communications Center System Replacement Project at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

f. Staff Report on the Runway 16R-34L Reconstruction at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

g. Staff Report on the Gentry Way Reconstruction Project at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

h. Staff Report on the Purchasing Office Relocation & Emergency Operations Center Office Remodel at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

i. Staff Report on the Airfield Maintenance Shop – Large Bay Expansion at Reno-Tahoe International Airport [Construction]
This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

j. Staff Report on the Terminal Mini Warehouse AA/BB/CC Improvement Project at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

k. Staff Report on the Ready Return Car Wash Equipment Replacement Project at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

l. Staff Report on the Rental Car Facilities Asphalt Rehabilitation Project at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

m. Staff Report on the Terminal Elevator Modernization and New Elevator Installation Project at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

n. Staff Report on the Pavement Management System Program at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

o. Staff Report on the Disadvantaged Business Enterprise (DBE) – Disparity Study being conducted at Reno-Tahoe International Airport and Reno-Stead Airport

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.
8. GENERAL MEMBER COMMENTS, QUESTIONS AND ITEMS FOR FUTURE COMMITTEE MEETINGS

None.

9. PUBLIC COMMENT

None.

10. ADJOURNMENT

The meeting was called to order at 10:20 a.m. and was adjourned at 10:50 a.m.

AS: DB/lg

*** These draft minutes have not yet been approved and are subject to revision at the next regularly scheduled meeting. ***
Board Memorandum
Reno-Tahoe Airport Authority

Date: October 31, 2018       Memo: #18(11)-71
To: Chairwoman & Board Members       For: November 8, 2018
From: Marily M. Mora, A.A.E., President/CEO       Board Meeting
Subject: AUTHORIZATION FOR THE PRESIDENT/CEO TO EXECUTE AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT TO APPROVE ONE TWO YEAR EXTENSION INSTEAD OF APPROVING TWO ONE YEAR OPTIONS FOR THE PERIOD 2019 THROUGH 2020 TO PROVIDE ANNUAL CONSTRUCTION MANAGEMENT SERVICES FOR THE AIRPORT CAPITAL IMPROVEMENT PLAN AT RENO-TAHOE INTERNATIONAL AIRPORT AND RENO-STEAD AIRPORT, WITH ATKINS NORTH AMERICA, IN THE AMOUNT OF $46,000

STAFF RECOMMENDATION
Staff recommends the Board authorize the President/CEO to execute an amendment to the Professional Services Agreement (PSA) to change the two one year options to one two year extension for the period 2019 through 2020 Annual Construction Management (CM) services at Reno-Tahoe International Airport (RNO) and Reno-Stead Airport (RTS), with Atkins North America, in the amount of $46,000.

PURPOSE
This action is in support of the Reno-Tahoe Airport Authority (RTAA) Strategic Priority # 3 – Facilities for the Future and Priority # 6 – Customer Experience, as adopted in the RTAA Fiscal Year (FY) 2019-2023 Strategic Plan.

BACKGROUND
In order to implement the construction of capital projects, the RTAA retains a consulting firm to provide Construction Management (CM) services consisting of contract administration, inspection, materials testing, and construction management. The services augment RTAA staffing for specialized technical services and seasonal construction periods. Construction Management services are industry standards and are required on FAA grant funded projects to ensure proper administration, inspection, and quality assurance for construction projects.

The Airport Capital Improvement Program (ACIP) for 2019-2020 is comprised of significant projects funded by the following sources: FAA Airport Improvement Program (AIP) grants, Passenger Facility Charges (PFC), and Airport General and Special Funds. The scope of CM services includes, but is not limited to, project management, client coordination, agency coordination, design review, cost estimating, project controls (cost and schedule), bid evaluation, contract administration, construction management, construction inspection, materials testing, survey controls, quality assurance, and other related tasks.

The current PSA for 2018 Construction Management Services was approved at the December 2017 Board meeting (Board Memo #17(12)-59). Subsequently, additional amendments have been approved at Board meetings and through Administrative Award of Contracts (AAOC). A summary of Board and AAOC actions associated with the PSA for the 2018 Annual Work Plan
for CM services with Atkins North America is provided in Table 1 - 2018 Annual Work Plan located below. The current CM agreement expires on December 31, 2018.

The agreement contains provisions to accommodate changes by amendment for the addition of new projects or modification to current project requirements. This allows for fees to be negotiated yearly with the ability to add new services as project scope and schedules are developed. New projects are typically funded and scheduled throughout the calendar year, and the related fees and work orders are subsequently brought for Board approval as amendments (Work Orders) to the Annual Work Plan.

**DISCUSSION**

A Request for Qualifications (RFQ) was advertised in September 2015 for 2016-2018 Construction Management services, with the option to extend the agreement for calendar years 2019 and 2020. The RTAA Selection Committee reviewed the Statements of Qualifications from three firms and ranked the firms based on qualifications. The Selection Committee determined Atkins North America (Atkins) as the most qualified firm, based on their extensive aviation experience, available resources, and their past performance on capital projects at Reno-Tahoe International and Reno-Stead Airports.

The PSA for the Construction Management Services Annual Work Plan is typically approved by the Board for the upcoming calendar year. As noted previously, the current services were solicited for calendar years 2016-18, with the option to extend the agreement for calendar years 2019 and 2020.

Between January 2016 and December 2018, Atkins assisted the RTAA in completing a number of challenging projects. Atkins played a significant role in the success and completion of the Runway 8-26 Reconstruction project at Reno-Stead Airport. The project had critical deadline dates as well as working with a new contractor on RTAA’s airport. A second project where Atkins performance was outstanding was with the Rental Car Remote Facilities Asphalt Rehabilitation project. The design consultant’s construction plans had many constructability issues which were going to add additional cost to the project. Atkins worked with the consultant and to come up with a solution that reduced the cost and saved time in the end. In addition to those two projects, Atkins also provided CM services on seven other projects in 2018 with a total value of $2,173,000.

In the near term, the next major airport project, the Runway 16R Reconstruction project, will be ready to start construction in 2019. This $65 million, construction project will involve the phased closing of all three of the airport’s runways over a minimum two-year period, significantly impacting airport and airline operations. Considering the performance of Atkins over the past three years and the critical importance of completing the Runway 16R project on schedule and under budget, this request is to amend Atkins’ contract to approve one two-year extension through December 31, 2020 to ensure consistency of the team.

The following 2018 Work Orders for project specific services were previously approved by the Board or through Administrative Award of Approval (AAOC). The yellow highlighted Work Orders are currently in progress and will extend into 2019. No additional fees are involved with the extension of the following Work Orders.
Table 1 - 2018 Annual Work Plan

<table>
<thead>
<tr>
<th>Work Order</th>
<th>Project</th>
<th>Funds</th>
<th>Board Approval</th>
<th>PM/CM Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>18-01 (RNO &amp; RTS)</td>
<td>Project Programming and Administration Services</td>
<td>Airport Improvement Program (AIP) Grant</td>
<td>December 14, 2017 #17(12)-59</td>
<td>$46,000</td>
</tr>
<tr>
<td>Amendment No. 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-02 (RTS)</td>
<td>Runway 8-26 Reconstruction</td>
<td>Airport Improvement Program (AIP) Grant</td>
<td>February 8, 2018 #18(02)-10</td>
<td>$1,621,200</td>
</tr>
<tr>
<td>Amendment No. 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-03 (RNO)</td>
<td>Rental Car Facilities Asphalt Rehabilitation</td>
<td>Customer Facility Charge (CFC)</td>
<td>March 7, 2018 #18(03)-18</td>
<td>$167,500</td>
</tr>
<tr>
<td>Amendment No. 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-04 (RNO)</td>
<td>Gate 170 Access Road Reconstruction</td>
<td>Capital Improvement Program (CIP)</td>
<td>April 19, 2018 AAOC</td>
<td>$21,000</td>
</tr>
<tr>
<td>Amendment No. 4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-05 (RNO)</td>
<td>Terminal Mini Warehouse Asphalt Rehabilitation - 2018</td>
<td>Capital Improvement Program (CIP)</td>
<td>May 23, 2018 #18(05)-30</td>
<td>$60,900</td>
</tr>
<tr>
<td>Amendment No. 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-06 (RNO)</td>
<td>Gentry Way Reconstruction - 2018</td>
<td>Capital Improvement Program (CIP)</td>
<td>June 20, 2018 AAOC</td>
<td>$35,000</td>
</tr>
<tr>
<td>Amendment No. 6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-07 (RNO)</td>
<td>Rental Car Remote Facilities – New Parking Lot (Hertz)</td>
<td>Customer Facility Charge (CFC)</td>
<td>August 9, 2018 #18(08)-52</td>
<td>$86,000</td>
</tr>
<tr>
<td>Amendment No. 7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-08 (RNO)</td>
<td>Airside Pavement Maintenance – 2018</td>
<td>Capital Improvement Program (CIP)</td>
<td>August 17, 2018 AAOC</td>
<td>$49,900</td>
</tr>
<tr>
<td>Amendment No. 8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-09 (RNO)</td>
<td>Rental Car Ready Return Reconfiguration</td>
<td>Customer Facility Charge (CFC)</td>
<td>September 27, 2018 AAOC</td>
<td>$36,300</td>
</tr>
<tr>
<td>Amendment No. 9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-10 (RNO)</td>
<td>North Ground Transportation Communication Line Replacement</td>
<td>Capital Improvement Program (CIP)</td>
<td>September 27, 2018 AAOC</td>
<td>$49,200</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>Total $2,173,000</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
At this time, the 2019 Annual Work Plan consists of Project Programming and Administration Services (W.O. 19-01) for Airport Improvement Program (AIP) eligible projects and extension of 2018 Work Orders already in progress. As new 2019 and 2020 construction projects are implemented, those Work Orders will be brought forth as amendments to this Agreement for approval by the Board or through AAOC.

<table>
<thead>
<tr>
<th>Work Order</th>
<th>Project Description</th>
<th>Funds</th>
<th>Board Approval</th>
<th>CM Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>19-01</td>
<td>Project Programming and Administration Services</td>
<td>Airport Improvement Program (AIP) Grants</td>
<td>Pending</td>
<td>$46,000</td>
</tr>
</tbody>
</table>

Forthcoming projects that will be added to this agreement at a later time include: 2018 and 2019 Landside Pavement Maintenance, 2019 Airfield Pavement Repairs and Maintenance, Runway 16R Reconstruction, AOA Perimeter Fence Improvements, Terminal Elevator Replacement, Passenger Boarding Bridge Replacement, Airfield Maintenance Yard Pavement Reconstruction, Airfield Wildlife Hazard Management, and the Stead Terminal Access Road Reconstruction projects.

These projects will be incorporated into the Work Plan by amendment at the appropriate time. The services and corresponding fee negotiations for the related Work Orders will be based on the stipulated services, duration of construction, and the content of the design for the project. Subsequent amendments shall be in conformance with the standard provision in the Board approval for construction contracts; “Construction Management services will be retained by a separate amendment to the agreement for 2019 Annual Construction Management Services, with Atkins North America.”

The Construction Management services include, but are not limited to, owner’s representation, project administration, project management, client coordination, agency coordination, pre-construction, design review, cost estimates, project controls (cost and schedule), bid evaluation, contract administration, construction management, construction inspection, materials testing, survey controls, quality assurance, and other related tasks.

**COMPANY BACKGROUND**
Atkins North America has a local office of approximately 35 members in Reno, Nevada and is headquartered in Tampa, Florida. The work associated with this project will be performed by personnel based in Reno. Atkins has performed PM/CM services at Reno-Tahoe International and Reno-Stead Airports since 2006. The local Atkins personnel have extensive experience in terminal facility construction, airfield pavements, phasing of airport construction, and specific inspection and materials testing staff for projects at both RNO and RTS Airports. Additionally, their North American Aviation Group has extensive expertise and resources in all aspects of aviation related capital projects.

**FISCAL IMPACT**
The starting amount for this next year is $46,000 of which $43,125 (93.75%) will be funded by pending 2019 AIP grants, and the RTAA’s share in the amount of $2,875 from the General Purpose Fund and/or Special Purpose Fund.
COMMITTEE COORDINATION
This item is scheduled to be presented at the November 6, 2018 Planning and Construction Committee meeting.

RECOMMENDATION
It is hereby recommended that the Board adopt the following motion:

“It is hereby moved that the Board approve a two year extension of the Professional Services Agreement for the period 2019 through 2020 for Annual Construction Management Services (CM) for the Airport Capital Improvement Plan at Reno-Tahoe International Airport and Reno-Stead Airport, with Atkins North America, in the amount of $46,000 and authorize the President/CEO or her designee to sign.”

MMM/gp/lb
Date: October 31, 2018  Memo: # 18(11)-72
To: Chairwoman & Board Members  For: November 8, 2018 Board Meeting
From: Marily M. Mora, A.A.E., President/CEO
Subject: AUTHORIZATION FOR THE PRESIDENT/CEO TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT FOR DESIGN SERVICES FOR THE AIRPORT OPERATIONS AREA PERIMETER FENCE IMPROVEMENTS PROJECT AT RENO-TAHOE INTERNATIONAL AIRPORT, WITH DYER ENGINEERING CONSULTANTS, IN THE AMOUNT OF $207,500

STAFF RECOMMENDATION
Staff recommends the Board Authorize the President/CEO to execute a Professional Services Agreement (PSA) for design services for the Airport Operations Area (AOA) Perimeter Fence Improvements Project at Reno-Tahoe International Airport, with Dyer Engineering Consultants, in the amount of $207,500.

PURPOSE
The purpose of this action is to request authorization for the President/CEO to execute a PSA for design services for the AOA Perimeter Fence Improvements Project at Reno-Tahoe International Airport (RNO) with Dyer Engineering Consultants (Dyer).

This action is in support of the Reno-Tahoe Airport Authority (RTAA) Strategic Priority #3: Facilities for the Future and Strategic Priority #4: Safety & Security as adopted in the RTAA Fiscal Year (FY) 2019-2023 Comprehensive Strategic Plan.

BACKGROUND
The Reno-Tahoe International Airport (RNO) is protected by 48,700 linear feet of (AOA) perimeter fencing. The existing fence ranges in height from 6 feet to 8 feet and is topped with barb or razor wire. The 6-foot sections of the existing fence are the oldest portions of the fence, past the end of their useful lives, and require increasing maintenance and repairs.

The AOA perimeter fence consists of not only fencing but also a combination of gates and buildings. Fencing located in unimproved areas where dirt extends on both sides of the fence creates opportunities for burrowing animals to tunnel under the fence creating hazards to aircraft.

The Reno-Tahoe Airport Authority (RTAA) owns six rows of mini-warehouse storage units located west of Taxiway A and near the corner of Vassar and Telegraph Streets. The eastern most storage unit building is used as part of the AOA fence. The eastern storage unit building is vacant as it is not rentable due to the poor condition of the building and the leaking roof. The building acting as a portion of the AOA fence is proposed to be demolished as part of this project.

There are approximately 13 gates identified within the project limits that will be replaced as part of this project. The gates include manual single and dual swing gates, sliding electric gates and man gates.
The Federal Aviation Administration (FAA) released a CertAlert on August 3, 2016 describing wildlife exclusion fencing recommendations for airport operators to control deer and coyote intrusions. The FAA recommends a 10-foot fence with 3-strand barbed wire outriggers. In addition, a 4-foot to 5-foot skirt of fencing material attached to the bottom of the fence and buried at a 4-degree angle on the outside of the fence is recommended to prevent animals burrowing and helping to prevent washouts.

**DISCUSSION**

With the release of the FAA’s CertAlert recommending 10-foot fencing along the AOA perimeter, the project is to replace the entire, approximately 8,300 lineal feet, of the 6-foot tall fence with the recommended 10-foot tall fence topped with 3-strand barb wire. In addition, all areas adjacent to the proposed fence where burrowing is possible will include the buried wildlife fence underskirt. All gates within the project will be analyzed to determine if they need to be upgraded to the 8-foot height or abandoned and removed. With the completion of the project, the AOA perimeter fence will consist of only 8- and 10-foot fence.

The Request for Qualifications (RFQ) for design services was publicly advertised on September 7, 2018 and Statements of Qualifications (SOQ) were received on October 3, 2018, from the following firms:

- Armstrong Consultants, Inc.
- Dyer Engineering Consultants
- Kimley-Horn

An evaluation committee comprised of RTAA staff reviewed the submittals and determined Dyer as the most qualified engineering firm for the project. The evaluation was based on the qualifications and experience requirements stipulated in the RFQ. Dyer has experience working at numerous airports including projects performed at Reno-Tahoe International and Reno-Stead Airports.

This Agreement for the AOA Perimeter Fence Improvements project provides for design services consisting of construction documents (plans and specifications), bidding services, and construction services. Specific tasks include evaluation of the existing perimeter fence and gates, locations of wildlife deterrent underskirt, demolition requirements for the storage units, recommendations for gate operations equipment replacement, operational requirements to minimize impacts to aircraft operations, and provide continuous security at all times. Specific project requirements and design features for the project will be developed in collaboration with project stakeholders. A Basis of Design Report will be generated utilizing stakeholder input and includes a preliminary cost estimate and an assessment of constructability.

Upon completion of the design, the construction documents will be issued for construction contract bids. The construction contract will be brought separately for Board approval at a later date and is programmed to be funded under the existing Passenger Facility Charge (PFC).

Construction Management (CM) services are not included and will be procured separately with Atkins North America. Table 1 below is an estimate of the total program costs:
Table 1 – Project Estimate at Completion

<table>
<thead>
<tr>
<th>Design</th>
<th>Construction Management</th>
<th>Construction</th>
<th>Other Direct Costs</th>
<th>Estimate At Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>$207,500</td>
<td>$200,000</td>
<td>$2,509,100</td>
<td>$154,400*</td>
<td>$3,071,000</td>
</tr>
</tbody>
</table>

*Other Direct Costs include, but are not limited to, permits, utility company fees, environmental testing, legal advertisements, printing, cost underruns, and administrative costs. Environmental remediation is a standard exclusion in these contracts and is not anticipated as part of this project estimate.

The Estimate at Completion (EAC) is a preliminary estimate for budgetary purposes only. This estimate will be revised after the bidding phase and with the selection of the low responsive and responsible bidder. The EAC amount was used for programming of funds in the RTAA 2017 Passenger Facility Charge (PFC) #13, Amendment #1 budget.

COMPANY BACKGROUND
Dyer is a multi-discipline civil engineering firm based in Reno, Nevada. All of the work associated with this project is expected to be performed by the Dyer staff and local teams based in the Reno-Sparks area. Dyer specializes in aviation, development, environmental, mining and water resources engineering. Dyer Engineering Consultants has performed numerous airfield and landside pavement design projects for various Commercial (Part 139) and General Aviation airports in Nevada and California. The local Dyer Engineering Consultants personnel have extensive experience in conducting geotechnical investigations, airfield design, phasing construction work, and coordinating airport operations during construction projects.

FISCAL IMPACT
The PSA for design services in the amount of $207,500 is funded by the Passenger Facility Charge (PFC) #13, Amendment #1 program. There is no direct cost to the RTAA General Fund.

COMMITTEE COORDINATION
This item is scheduled to be presented at the November 6, 2018 Planning and Construction Committee meeting.

RECOMMENDATION
It is hereby recommended that the Board adopt the following motion:

“It is hereby moved that the Board approves the Professional Services Agreement for design services for the AOA Perimeter Fence Improvements Project at Reno-Tahoe International Airport, with Dyer Engineering Consultants, in the amount of $207,500, and authorizes the President/CEO, or her designee, to sign.”

MMM/gp/lb
RENO-TAHOE AIRPORT AUTHORITY
PLANNING AND CONSTRUCTION COMMITTEE
PROJECT STATUS REPORT
NOVEMBER 2018

Reno-Stead Airport Projects

Terminal Access Road Rehabilitation (Stead)

The Terminal Access Road rehabilitation project originally consisted of the reconstruction of the portions of Texas Avenue, Alpha Avenue and Florida Street leading to the Stead Terminal Building along with a 50 space parking lot. The project scope was modified in September 2018 to delete the parking lot, include reconstruction of portions of Maryland Avenue and Petricciani Way to complete the loop access to the terminal building and add the demolition of the existing building at Petricciani. The design work consists of surveying, geotechnical investigation, demolition, and design of streets, storm drain, utilities, and signage.

Through a Request for Qualifications (RFQ) process, a total of six Statement of Qualifications (SOQ) were received. NCE was selected as the most qualified engineer through the RFQ process for design services. NCE submitted a proposal for $220,000 which was approved at the February 2018 Board meeting (Board Memo #18(02)-08).

This project is funded by the RTAA FY 2017-18 Capital Improvement Project (CIP) with a program budget including design, construction, construction management and other soft costs of $1,800,000.

The following are project milestones:

- Design RFQ Issued: September 19, 2017
- Consultant SOQs Received: October 19, 2017
- Design team selection: November 29, 2017
- Design kickoff meeting: March 15, 2018
- 50% Plan Submittal: October 25, 2018

NCE submitted the 50% plans for review on October 25, 2018 for review by the RTAA stakeholders. RTAA staff received a proposal from Converse Consultants to provide asbestos and lead testing for the building to be demolished. The asbestos and lead testing and removal is not part of NCE’s scope of work and will be directed by the RTAA with outside consultants.

The following are the next steps:

- 90% Plan Submittal by NCE – December 2018
- Project Bidding – February 2019
- Asbestos and lead abatement – December 2018

Runway 8-26 Reconstruction (Stead)

The project consists of full reconstruction of the Runway 8-26. The existing asphaltic concrete (AC) runway has deteriorated and is at the end of its useful life. Runway 8-26 is 7,608 feet long by 150 feet wide and was previously rehabilitated in 1993. The runway reconstruction area is approximately 126,800 square yards of asphalt pavement. The work consists of removal of existing asphalt pavement, excavation, stabilizing fill, base material, utility relocation, runway pavement, asphalt cement over-runs, gravel shoulders, drainage, lighting, signage, markings, and related appurtenances.
Specific project requirements and design features for the project were developed in collaboration with project stakeholders, as part of the design process. The design services included construction phasing plans to accommodate aircraft operations and contingency plans for normal general aviation aircraft, aerial firefighting, military, and special event operations, such as the Air Races, during construction. The stakeholders extensively reviewed the construction phasing concepts for coordination of aircraft operations during the closure of Runway 8-26 for construction.

Through a RFQ process, a total of eight SOQs were received. Wood Rodgers was selected as the most qualified engineer for design services. Wood Rodgers submitted a proposal for $1,519,500. The Professional Services Agreement (PSA) was approved at the February 2017 Board meeting.

The construction package was advertised for bids with four proposals received. The low responsive and responsible bidder was Road and Highway Builders, in the amount of $15,120,120, and was approved by the Board at the February 2018 Board meeting.

This project is funded by a Federal Aviation Administration (FAA) grant, as part of the Airport Improvement Program (AIP). The estimated budget for the total program, including the Sponsor share, for design, construction, and other soft costs, is $21,900,000. The AIP grant offer was $20,531,250.

The following are project milestones:

- **AIP Grant Received:** September 21, 2016
- **Design RFQ Issued:** October 21, 2016
- **Consultant SOQs Received:** November 18, 2016
- **Design team selection:** December 21, 2016
- **Design PSA Board Approval:** February 9, 2017 (BM #17(02)-08)
- **Geotechnical Investigation:** April 17-21, 2017
- **30% Plan Review:** May 26, 2017
- **Initial Stakeholder Meeting:** July 26, 2017
- **60% Plan Review:** August 30, 2017
- **Second Stakeholder Meeting:** September 23, 2017
- **90% Plan Review:** November 7, 2017
- **Construction Pre-Bid Meeting:** January 4, 2018
- **Construction Bid Opening:** January 18, 2018
- **Board Approval of Construction Contract:** February 8, 2018 (BM #18(02)-09)
- **Notice to Proceed:** March 5, 2018
- **Notice of Construction Substantial Completion:** October 19, 2018

Construction began on March 5, 2018. The contract included construction blackout periods for Pylon Racing School from June 9 to June 10, 2018, and for the National Championship Air Races from September 4 to 17, 2018. Road and Highway Builders was required to have a usable pavement surface on Runway 8-26 prior to the Air Races and met the requirement. Asphalt paving was completed on July 30, 2018. The saw cutting of the joints and grooving was completed prior to the Air Races. Runway 8-26 was temporarily opened from September 4-17, 2018 for Reno Air Race use for day use only. The runway was closed on September 17, 2018 and returned to the contractor to complete the project. **The construction was substantially completed on October 19, 2018. The project is in final closeout.**
The following are the next steps:
- AIP Grant closeout – January 2019
- Project closeout – February 2019

Reno-Tahoe International Airport Projects

**Passenger Boarding Bridge Replacement (RNO)**

This project consists of the replacement of six (6) passenger boarding bridges in the Terminal Building at RNO. The six passenger boarding bridges are located at Gates B4 and B11 on Concourse B and Gates C1, C3, C5 and C7 on Concourse C. These six passenger boarding bridges are the oldest bridges at RNO and were installed in 1996. The boarding bridges to be replaced have reached the end of their useful lives. The old analog technology is outdated and will be replaced with digital technology, and maintenance and replacement parts are getting harder to purchase. A failure of the loading bridge equipment may result in a gate being taken out of service. The new passenger boarding bridges can be relocated to the new concourses once they are constructed.

Through a RFQ process, a total of four SOQs were received. An evaluation committee comprised of RTAA staff reviewed the submittals and unanimously selected Aero Systems Engineering as the most qualified firm for design of this project. A PSA in the amount of $410,435 was presented to the Board of Trustees and approved at the June Board meeting.

This project is funded by the Passenger Facility Charges (PFC) #13 with a total program budget including design, construction, construction management and other soft costs of $5,647,500.

The following are project milestones:
- Design RFQ Issued: February 9, 2018
- Consultant SOQs Received: March 15, 2018
- Design team selection: May 15, 2018
- Design PSA Board Approval: June 14, 2018 (BM #18(06)-44)
- Design Kickoff Meeting: June 26 2018
- 30% Plan Review: September 4, 2018 (Basis of Design Report)
- 60% Plan Review: October 1, 2018

The 60% plan review was completed in October. The 90% Plan Review package is scheduled for early November, 2018.

The following are the next steps:
- 100% Plan Review – December 2018
- Advertise for Bidding – January 2019
**Communication Line Replacement - North Ground Transportation (RNO)**
The backbone communication line from the main Communication Room located in the northwest corner of Concourse C to the Air Cargo and the Federal Inspection Services buildings needs to be relocated to accommodate the 2018 Landside Pavement Repairs project. The conduit for the existing communication line is located less than 12 inches below the surface causing conflicts with the Landside Pavement Repairs project. A new relocated conduit at the appropriate depth has been installed in last year’s (2017) Landside Pavement Repairs project. The Communication Line Replacement project relocates the communication line from the old conduit to the recently constructed conduit to allow construction of the 2018 Landside Pavement Repairs project. The project involves pulling new cable, splicing, pressurized conduit management and cable termination.

PK Electric (PKE) was selected to perform design services for this project from the RTAA 2017 Annual A/E Services pre-qualification list of engineering consultants. The PSA with PKE, in the amount of $47,700 was issued by Administrative Award of Contract.

The construction package was issued for bids in May 2018. No bidders proposed on the project. The engineering department reached out to the two plan holders for input. The comments received indicated the specialized work (pressurized conduit management and the splicing) and the available resources for such work are very limited or non-existent in the Reno area. The project was advertised a second time removing the specialized work of the project. Again, no bidders proposed on the project. As a result, the RTAA negotiated a contract with PowerComm for $88,383 providing the required scope of work for the services per the requirements of NRS 338.

This project is funded by the RTAA FY 2017-18 CIP with a program budget including design, construction, construction management and other soft costs of $190,000.

The following are project milestones:
- Annual A/E Services Pre-Qualification: January 19, 2018
- Notice to Proceed for Design: January 22, 2018
- 60% Plan Review: March 2, 2018
- 100% Plan Review: May 2, 2018
- Advertise for Bid: May 2, 2018
- Construction Bid Opening: May 24, 2018
- Award of Contract: September 14, 2018

The contractor has been issued the Notice to Proceed and has begun the procurement stage. All equipment and material should be onsite by December 2018.

The following are the next steps:
- Procurement stage – December 2018
- Notice to Proceed - Construction January 2019

**Airport Communications Center Systems Replacement (RNO)**
The Reno-Tahoe Airport Authority relies heavily on an Airport Communications Center to dispatch Security, Police, Fire, Operations, and Maintenance personnel. The center hosts a variety of systems and technologies including: telephone, two-way radio, fire alarm monitoring, security access and control, video surveillance, criminal justice information, flight information, paging, emergency notification, computer-aided dispatch, and emergency management systems. These technologies are
made available to communications specialists through an elaborate analog video, keyboard, and mouse switching technology. The core technologies are entering their ninth year of operation and have become increasingly difficult to operate and support.

This original project was to provide for the design, acquisition, and installation of replacement technology in the existing space. The project consisted of two phases. Phase 1, the planning and design phase involved the use of a design consultant to conduct needs analysis, design, and bid preparation documents, as well as to provide guidance through the acquisition process. Phase 2, the construction phase involved the installation, testing, and training necessary to implement the new technologies, as well as contract project management and quality control and assurance services.

Three qualification proposals were received and the selection committee found the Faith Group, LLC to be the most qualified of the consultants. The PSA with the Faith Group, in the amount of $295,866 was approved at the September 2016 Board Meeting.

The project scope expanded as the realization that additional construction would be required to build a new AirComm control room to keep AirComm operational during the replacement and upgrade of the equipment. As the scope expanded, the Technology and Information Services Department realized that the endeavor was outside their core proficiencies and requested the Engineering and Construction Division to assume the project. Engineering took the project over in April 2018.

The project is funded with PFC Application #12 with a total program budget including design, construction, construction management and other soft costs of $2,689,800.

The following are project milestones:

- Design RFQ Issued: February 18, 2016 (Equipment Replacement)
- Consultant SOQs received: March 15, 2016 (3 SOQ’s received)
- Design PSA Board Approval: September 8, 2016 (BM #16(09)-33)
- Notice to Proceed - Design: September 2016
- Project Reassigned to Engineering: April 2018
- Restart - Design Kickoff Meeting: May 31 2018
- 60% Plan Review: July 26, 2018
- 75% Plan Review: August 31, 2018
- 90% Plan Review: October 10, 2018

The 90% plans have been reviewed and approved. The consultant is in preparation of the Issued for Bid plans and documents to be ready for bid in November 2018.

The following are the next steps:
- Bid Advertising – November 2018
- Construction Contract Board Approval – January 2019

Runway 16R-34L Reconstruction-Design (RNO)
The existing Portland Cement Concrete Pavement (PCCP) runway has deteriorated and is at the end of its useful life. Runway 16R-34L, the primary commercial service runway serving the airport, is approximately 11,000 feet long by 150 feet wide and portions were previously rehabilitated in 1994. The runway keel (38 feet wide) reconstruction area is approximately 46,444 square yards and the
outboard panel reconstruction area is approximately 22,000 square yards of PCCP. The project also includes reconstruction of Asphalitic Concrete (AC) shoulders for Runways 16R-34L and 16L-34R (approximately 202,000 square yards), associated runway asphalt blast pads (approximately 17,780 square yards), replacement of the Runway 16R-34L centerline, edge, threshold, and Runway End Identifier Lights (REIL) lighting, replacement of Precision Approach Path Indicators (PAPI), replacement of Runway 16R Approach Lighting System (MALSR), two Runway Incursion Mitigation (RIM) improvements, Magnetic Variation (MagVar) improvements, replacement of the East Airfield Lighting Vault (ALV) building, and electrical distribution equipment, airfield lighting controls system (ALCS), utilities and related site work.

Specific design features and project requirements for the project have been developed in collaboration with project stakeholders, as part of the design process. The design services will include construction phasing plans to accommodate aircraft operations and contingency plans for commercial and general aviation aircraft, Nevada Air National Guard (NANG), and special event operations, such as Burning Man and Air Races during construction.

An RFQ was issued and eight SOQs were received. The Evaluation Committee selected Wood Rodgers Inc. as the most qualified consultant. The PSA with Wood Rodgers, Inc. in the amount of $4,345,000 was approved at the May 2018 Board Meeting.

The project is to be funded by a Federal Aviation Administration (FAA) grants, as part of the Airport Improvement Program (AIP). The AIP Design Grant offer of $5,961,034 was issued by the FAA and accepted by the RTAA on August 16, 2017. The estimated budget for the total program, including the Sponsor share for design, construction, construction management and other soft costs, is $65,036,875.

The first step in the design phase was the geotechnical investigation requiring a closure of Runway 16R-34L for one week. In preparation of the closure, RTAA staff scheduled individual webinar meetings with each airline, along with a meeting to include Air Cargo Operations, General Aviation tenants, the Nevada Air National Guard, Atlantic Aviation, and Dassault to discuss the closure and the logistics of all users using the shorter Runway 16L-34R.

The RTAA, the consultant team, local FAA Air Traffic, and FAA planners continue to meet to discuss the phasing of the project, integration requirements for the MALSR, reimbursable agreements with the FAA, project funding and coordination with additional airfield projects.

Discussions have taken place with Wood Rodgers on the merits of reconstructing sections of the runway versus reconstructing the entire runway. Replacing sections of the runway creates a checkerboard of new and old panels, some dating back to 1973. Although some of the older panels are still viable and outside the main travel path of the aircraft, their life expectancy drops exponentially over time. Recent discussion with the FAA regarding available funding has indicated that the original scope of replacing only the keel section and selected outboard panels needs to be held with a total program budget in the $65 million range. The consultant has amended the scope to only the keel section and selected outboard panels to conform with the $65 million budget.

The project is phased to avoid simultaneous runway closures. The Phase 1 work is planned for the year 2019 and is associated with the shorter runway, Runway 16L-34R. The Phase 1 construction bid package will be ready to bid in January 2019 and will include the asphalt shoulders and blast pads on Runway 16L-34R, the East Airfield Lighting Vault, and the Taxiway C Runway Incursion Mitigation
improvements. Construction will be able to start as early as late March 2019 but will be based upon receipt of an FAA grant. Phase 2 is the work related to the longer and more critical runway for the commercial airlines, Runway 16R-34L. The construction of Phase 2 is planned for the year 2020. Phase 2 includes all work associated with Runway 16R-34L including the keel section, outboard sections, asphalt shoulders and blast pads, MALSR, the second runway incursion mitigation site, and the MagVar for all three runways.

Wood Rodgers has prepared and submitted the Program Study and Basis of Design Reports for internal stakeholder review. The basic design features of the ALV building have been finalized. Wood Rodgers is focusing on pavement limits and on airline operations during the closure of the main commercial runway, Runway 16R-34L, with regard to density altitude, payloads, winds, navigational approaches, etc. A proposed pavement panel removal exhibit has been prepared combining Stantec’s Pavement Management Report and Wood Rodger’s investigation work. Wood Rodgers has studied the pros and cons of installing an ILS on the short runway addressing the effects of the construction on the airline operations but with the information presented at this time, the direction is not to install an ILS. A questionnaire was sent to the airlines requesting feedback to their aircraft operational capabilities starting the year 2020 using RWY 16L-34R without an ILS.

The following are project milestones:
- **Design RFQ Issued:** December 15, 2017
- **Consultant SOQs Received:** January 25, 2018
- **Design team selection:** March 14, 2018
- **Design PSA Board Approval:** May 17, 2018  (BM #18(05)-32)
- **Notice to Proceed for Design:** June 1, 2018
- **Geotechnical Investigation:** June 11-17, 2018  (Runway 16R-34L closed)
- **Engineering Report:** September 21, 2018
- **30% Plan Review:** October 1, 2018

The 30% plan review with the consulting team and the RTAA stakeholders was held on October 1, 2018. The FAA has confirmed the total program funding of $65,000,000. The consultant has adjusted the project scope to match the program funding. Phase 1 (2019) will include the work on Runway 16L-34R consisting of the shoulders and blast pads. In addition, the East Lighting Vault and the Runway Incursion Mitigation at TWY C will be included. Phase 2 (2020) will include the work on Runway 16R-34L consisting of the keel section, select outboard panels, shoulders, blast pads, Runway Incursion Mitigation at TWY A, MagVar and MALSR.

The following are the next steps for Phase 1:
- **60% Plan Review** – December 2018
- **90% Plan Review** – January 2019
- **Bid Advertising** – January 2019
- **Construction Contract Board Approval** – March 2019

**Airfield Maintenance (AFM) Shop – Large Bay Expansion Program Study (RNO)**
The Airfield Maintenance Shop (AFM) – Large Bay Expansion Program Study will establish facilities requirements, operational issues, design criteria, and generate a budgetary cost estimate for the proposed AFM Mechanics Shop Large Bay Expansion. The additional service bay will accommodate large Aircraft Rescue and Fire Fighting (ARFF), snow removal, and AFM vehicles, and include a
bridge crane to install large ancillary components onto equipment chassis. The new bay would be a high volume space and will include related building systems and specialty mechanic equipment. The Program Study will evaluate site and building configurations and provide cost comparisons to facilitate selection of a preferred alternative for design and construction.

H+K Architects was selected from the RTAA 2017 Annual A/E Services pre-qualification list of architect consultants. A PSA with H+K Architects, in the amount of $25,000 was issued by Administrative Award of Contract.

The program study is funded by the RTAA FY 2017-18 CIP with a budget of $25,000.

The following are project milestones:
- PSA Approval: February 14, 2018
- Kickoff Meeting: March 28, 2018
- Program Study Submitted: October 31, 2018

The Program Study will be distributed for review by stakeholders on November 1. Future discussions by stakeholders will be to develop a project scope and budget for a future capital improvement project. The Program Study is completed.

**Terminal Mini Warehouse AA/BB/CC (RNO)**
The Terminal Mini Warehouse project consists of pavement rehabilitation and drainage improvements at the Terminal Mini Warehouse site located at Vassar Way and Telegraph St. The existing asphalt concrete has deteriorated and is at the end of its useful life. In addition, drainage issues cause localized ponding. The total area of reconstruction is approximately 65,000 sf. The reconstruction work consists of removal of existing asphalt pavement, excavation, stabilizing fill, asphalt pavement, valley gutter, pavement markings, and related storm drainage improvements.

Kimley-Horn was selected to perform design services for this project from the RTAA 2017 Annual A/E Services pre-qualification list of engineering consultants. A PSA with Kimley-Horn in the amount of $49,995 was issued by Administrative Award of Contract. The design services included construction phasing plans to provide continued vehicle access to the mini warehouse tenants.

The construction package was advertised for bids with four proposals received. The low responsive and responsible bidder was West Coast Paving. The construction contract with West Coast Paving in the amount of $346,000 was approved at the May 2018 Board meeting.

The project is funded by the RTAA FY 2016-2017 and FY 2017-2018 Capital Improvements Project budgets, including design, construction, construction management and other soft costs with an amount of $539,120.

The following are project milestones:
- Notice to Proceed for Design: January 23, 2018
- Design Kickoff Meeting: January 26, 2018
- Bid Advertising: April 5, 2018
- Construction Bid Opening: April 26, 2018
- Board Approval of Construction Contract: May 17, 2018 (BM #18(05)-29)
- Notice to Proceed - Construction: July 9, 2018
• Substantial Completion: September 27, 2018

The contractor has completed construction of the project and the punch list items and the project is in final closeout. The project closeout will be completed in November 2018.

The following are the next steps:
• Project closeout – November 2018

Ready Return Car Wash Equipment Replacement (RNO)
The Ready Return Car Wash Equipment Replacement project consists of the replacement of car wash equipment at the Rental Car Quick Turnaround Area (RAC QTA). The existing five-bay car wash equipment was installed in 2002, as part of the construction of the RAC QTA facility. Equipment maintenance and replacement is part of an ongoing maintenance and renewal program for the facility through the RAC’s contracted maintenance operator - CBRE.

A RFQ was issued in June 2017 and one SOQ was received. Petty and Associates (Petty) was the sole submitting firm and was determined to be qualified to perform the requested services. The subsequent PSA with Petty and Associates, in the amount of $92,000, was approved at the December 2017 Board meeting.

Petty’s original design scope consisted of design and replacement of the car wash equipment for all five bays through performance specifications, issue construction documents for bidding and assist in the bidding and construction administration of the project. Specific project requirements and design features were developed in collaboration with project stakeholders, including CBRE, as part of the design process. The design services included construction phasing plans to accommodate ongoing rental car operations in the RAC QTA facility during construction. The project was reprogrammed to amend the design contract to perform an in depth inspection of each car wash bay. The goal was to provide a report listing the condition of each piece of equipment and to rate each item with replacement, repair, or no action necessary. Knowing that a new CONRAC will be built within the next five years, the intent is to only repair or replace those items at or near the end of their useful life in lieu of replacing the entire car wash system.

Petty completed the inspection with a car wash consultant and prepared the report for stakeholder review. In general, the overall equipment is in fair condition and with some maintenance, repair and replacement of components should be able to last another 5 years. The engineer has estimated that there will be a savings with partial equipment replacement as compared to total equipment replacement.

The project is funded with Customer Facility Charges (CFC) with a total program budget including design, construction, construction management and other soft costs of $1,095,000.

The following are project milestones:
• Design RFQ Issued: June 8, 2017
• Consultant SOQs Received: July 11, 2017
• Design PSA Board Approval: December 14, 2018 (BM #17(12)-58)
• Notice to Proceed for Design: January 28, 2018
• Design Kickoff Meeting: March 20, 2018
• Reprogram Scope of Project: May 30, 2018
50% Plan Review: September 27, 2018

The consultant has taken the stakeholders comments and is working on having 90% plan reviews in November 2018.

The following are the next steps:
- 90% Plan Review – December 2019
- Bid Advertising – January 2019
- Construction Contract Board Approval – February 2019

**Rental Car Facilities Asphalt Rehabilitation - Hertz (RNO)**

The Rental Car (RAC) Facilities Asphalt Rehabilitation project is the rehabilitation of the remote parking lots for Hertz, Avis, and Enterprise. The purpose of the program is to rehabilitate the parking lots in order to provide comparable pavement conditions for all RAC companies. The project consisted of two phases. Phase 1 was the reconstruction of the existing parking lots north of National Guard Way and adjacent to Aviation Way. Phase 2 was the reconstruction of an existing parking lot south of National Guard Way for Hertz. The pavement rehabilitation project consists of a combination of asphalt reconstruction, patching, and slurry seal in the various parking lots. Additionally, there is a requirement by the City of Reno for installation of limited landscaping along Terminal Way, adjacent to the RAC facilities.

A RFQ for design services was issued by RTAA Purchasing in April 2015, and Lumos and Associates was determined to be the most qualified consultant to perform the requested services. Due to the scope of the repair and reconstruction of Phase 1, the project was subsequently assigned to RTAA Engineering for the bidding and construction phases. Phase 1 of the projects was completed and closed out in October 2018. The following focuses on Phase 2.

This project program is funded by the Customer Facility Charge (CFC) program, in the amount of $2,424,000.

The Phase 2 design work was provided for under the existing PSA with Lumos and Associates by Amendment, and approved at the March 2018 Board Meeting for $84,130. The amendment provides for additional design services for the Rental Car Services (RAC) facilities parking lot asphalt rehabilitation project. Subsequent discussion with the RAC representatives in the fall of 2017 resulted in a Memorandum of Understanding (MOU) between the RTAA and the various RAC companies. Contained in the MOU were provisions for construction of a new 78,000 square foot asphalt parking lot, (a.k.a. Hertz Lot), to provide for additional vehicle staging capacity, and reallocation of parking areas among the rental car companies.

The construction bid package was issued for construction in July 2018. Bids were received by four contractors with the low responsive and responsible bidder being Sierra Nevada Construction. The construction contract with Sierra Nevada Construction was presented for approval at the August 2018 Board meeting.

The following are project milestones:
- Design PSA – Phase 2 Board Approval: April 5, 2017 (BM #18(03)-16)
- Notice to Proceed for Design: March 20, 2018
- Construction Bid Advertising: July 5, 2018
The project is under construction with the pavement completed. The contractor is currently working on construction of the fence, site lighting and landscaping. The contract completion date is scheduled for November 21, 2018. The contractor is on schedule.

The following are the next steps:
- Project completion – November 2018
- Project closeout – January 2019

**Terminal Elevator Replacement and New Elevator Installation (RNO)**
Within the two-story terminal building, there are several public use elevators that have reached the end of their useful lives. This project consists of the replacement of four existing passenger elevators and the installation of one new passenger elevator that are necessary for the movement of passengers and baggage.

A PSA with H+K Architects was issued for the Program Study for the Terminal Elevators Replacement & New Elevator Installation (TERNEI) project, in the amount of $25,000, and was approved by Administrative Award of Contract. The Program Study determined project parameters with stakeholders to generate baseline facility requirements for the replacement of four existing elevators and the installation of one new elevator. The program study report was reviewed by RTAA Stakeholders and the final report issued on June 30, 2017.

A RFQ was issued in January 2018 for the selection of a Consultant for design services. SOQs were received from four submitting firms. The Evaluation Committee selected Vertical Transportation Excellence (VTX) as the most qualified consultant. The PSA for design services with VTX was approved at the May 2018 Board meeting in the amount of $359,499.

The overall program is funded through PFC #13 with a budget of $2,967,500.

The following are project milestones for the Design of the TERNEI project:
- Design RFQ Issued: January 16, 2018
- Consultant SOQs Received: February 15, 2018
- Design team selection: March 19, 2018
- Design PSA Board Approval: May 17, 2018 (BM #18(05)-28)
- Design Kickoff Meeting: June 26, 2018
- Basis of Design Report: September 20, 2018
- 50% Plan Review: October 24, 2018

VTX has completed its site inspection of the existing elevators and the location of the new elevator. The Basis of Design Report was reviewed with the Stakeholders. **Comments were incorporated into the 50% design plans and documents and submitted for review.**
The following are the next steps:

- Stakeholder review of 50% plans – November 2018
- 90% plan submittal – January 2019

**Pavement Management System Program (RNO)**

The Pavement Management System (PMS) scope consists of annual airfield pavement inspections at both Reno-Tahoe International (RNO) and Reno-Stead (RTS) Airports, and an annual landside pavement inspection at RNO. The program is funded from the Capital Improvements Budget for each fiscal year. The inspections for each year contains one-third of the airfield or landside pavements. Over a three year cycle, the entire pavement to be maintained by the RTAA is inspected. The second part of the PMS scope is to prepare a report for each of the three different areas with recommendations of pavement repairs and rehabilitation. The third part of the PMS scope is to propose different alternatives that fit within the budget and let RTAA determine their priorities. Project priorities are determined by the RTAA and the consultant prepares improvement plans and documents for the Airside (RNO & RTS) and Landside (RNO) projects. Construction packages are developed separately for both the Landside and Airside projects to allow contractors with specialties to bid on a single project.

The RFQ was structured for the Consultant to provide services for 2018, with options for two additional years of service for 2019 and 2020, at the discretion of the RTAA, for a potential total of three years. Stantec was selected as the most qualified engineer through a Request of Qualification process. Three firms submitted SOQs. Stantec submitted a proposal for $270,000 which was approved at the February 2018 Board meeting (Board Memo # 18(02)-07).

The construction bid package for airside work was issued for construction in July 2018. Bids were received by two contractors with the low responsive and responsible bidder being Q&D Construction (Q&D). The construction contract with Q&D was presented for approval at the August 2018 Board meeting.

The overall program is funded through FY 2018-2019 and carryovers from FY 2017-2018 CIP with budgets of $270,000 for PMS Design Services, $800,000 for Airfield Pavement Repairs and $600,000 for Landside Pavement Repairs.

The following are project milestones:

- Design RFQ Issued: November 2017
- Consultant SOQs Received: December 7, 2017
- Design team selection: January 4, 2018
- Design PSA Board Approval: February 8, 2018 (BM #18-(02)-07)
- Airfield & Landside Inspections: April 2018 (RNO & RTS)
- PMS Report - Draft: September 28, 2018
- Advertise Bid - Airside Pavement Repair: July 6, 2018
- Bid Opening - Airside Pavement Repair: July 27, 2018
- Board Approval - Airside Pavement Repair: August 9, 2018 (BM #18(08)-53)
- Notice to Proceed – Airside Construction: September 10, 2018
- **Substantial Completion:** October 19, 2018
Airfield and Landside pavement inspections were completed at Reno-Tahoe and Reno-Stead Airports in April 2018. The PMS Draft Reports have been submitted and are being reviewed by Stakeholders. The Airside Pavement Repair and Rehabilitation design was completed in late summer 2018 and the Landside design will be completed late fall 2018.

The Airside projects consisted of the North Apron and Taxiway “L” Maintenance. The north apron project is located adjacent to Concourse C on the north side of the building. The area is roughly 145,000 sf of concrete and is one of the final apron projects to be reconstructed. The Taxiway “L” project consists of crack sealing, joint sealing and spall repairs. Taxiway “L” was reconstructed in 2001. Q&D completed the project on October 19, 2018, ten days early.

The Landside project consists of the Ground Transportation Center – Phase 3 pavement reconstruction project with a total program cost for design, construction and construction management of approximately $600,000. The project is located in the parking lot north of baggage claim and west of the Federal Inspection Service (FIS) building. The project consists of reconstruction of approximately 50,000 sf of pavement. Phase 3 is the final pavement reconstruction project within the Ground Transportation Center. The project will be bid early 2019 for a spring 2019 construction.

The Airside Pavement Repair and Rehabilitation project with Q&D has been completed and is in project closeout.

The following are the next steps:

- Airside Pavement Repair and Rehabilitation closeout – December 2018
- PMS Report – Final (RNO Airfield and Landside & RTS Airfield) – November 2018
- Landside improvements project advertising for bidding - January/February 2019

**AOA Perimeter Fence Improvements (RNO)**

The existing AOA perimeter fencing consists of approximately 48,700 linear feet of 6 feet and 8 feet chain link fence topped with razor or barb wire. The 6-foot sections of the existing fence are the oldest portions of the fence and are past the end of their useful lives and require increasing maintenance and repairs. The project consists of the replacement of approximately 8,300 linear feet of the existing 6-foot sections of the AOA fence with new 8-foot fencing topped with 3-strand barbed wire. A wildlife deterrent underskirt will be included in those portions of the fence where burrowing is possible. In addition, the project consists of replacement of manual and electric gates and demolition of a row of mini-warehouse storage units. The replacement is necessary to maintain the safety of aircraft operations and to prevent unauthorized access to the airfield by people, vehicles and wildlife.

Through a RFQ process, a total of three SOQs were received for design services. An evaluation committee, comprised of RTAA staff, reviewed the submittals and selected Dyer Engineering Consultants as the most qualified firm for this project. A PSA in the amount of $207,500 will be presented to the November Board of Trustees meeting for approval.

This project is funded by the PFC #13, Amendment #1 with a total program budget including design, construction, construction management and other soft costs of $3,071,000.
The following are project milestones:
- Design RFQ Issued: September 7, 2018
- Consultant SOQs Received: October 3, 2018
- Design team selection: October 16, 2018

The consultant submitted a proposal and the PSA is being taken to the November Board meeting.

The following are the next steps:
- Board Approval of PSA for design – November 2018 Board meeting
- Notice to Proceed for Design – December 2018

**Wildlife Hazard Management (RNO)**
This project will involve the land application of a six-inch thick, three-inch minus gravel and crushed stone aggregate (gravel) material within the Runway Safety Area at the south ends of Runways 34L and 34R. Approximately 302,440 square yards within RNO’s Air Operations Area (AOA) would be covered with the gravel material to help prevent animals from burrowing and creating a wildlife hazard. The gravel material would be placed west of Taxiway A between the ARFF and the south end of Taxiway A (approximately 250 feet in width), and south and east of the ends of Runway 16R and Taxiways A and B to the Boynton Slough (Dry Creek).

This project is funded by PFC #13 with a total program budget including design, construction, construction management and other soft costs of $3,672,000.

The following are project milestones:
- Design RFQ Issued: October 11, 2018

A RFQ has been issued with SOQs to be received on November 1, 2018.

The following are the next steps:
- SOQs due November 1, 2018
- PSA for Design for Board approval – December 2018 Board meeting

**1200 & 1280 Terminal Way Pavement Reconstruction (RNO)**
The project at 1200 & 1280 Terminal Way consists of the reconstruction of the two asphalt parking lots at 1200 & 1280 Terminal Way. Pro Collision is located at 1200 Terminal Way and Albitas along with several other businesses are located at 1280 Terminal Way. The existing asphalt has reached the end of its useful life. The 2018 Pavement Management Program by Stantec indicates a Pavement Conditions Index (PCI) of 29 and 27 for 1200 and 1280 Terminal Way, respectively. A PCI rating of 27 and 29 indicates a Very Poor Rating with a recommendation to reconstruct. The scope of work requested of the consultant is data gathering of survey and geotechnical information, basis of design report, construction documents, bidding assistance and construction support.

CFA Inc. was selected to perform design services for this project from the RTAA 2018 Annual A/E Services pre-qualification list of engineering consultants. A PSA with CFA will be issued by Administrative Award of Contract after the proposal is received.
This project is funded by the FY 2018/19 CIP with a total program budget including design, construction, construction management and other soft costs of $390,000.

The following are project milestones:

- Selection of Consultant: October 9, 2018

The consultant is preparing their proposal for submittal on October 30, 2018.

The following are the next steps:

- Review and approve proposal – November 2018
- PSA for design through Administrative Award of Contract – November 2018
- Notice to Proceed for Design – November 2018