AGENDA
RENO-TAHOE AIRPORT AUTHORITY
MEETING OF THE PLANNING & CONSTRUCTION COMMITTEE

DATE & TIME: Tuesday, November 12, 2019
9:30 a.m. (Or Immediately Following Adjournment of Finance & Business Development Committee Meeting)

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

There are no action items for the Committee to consider.

AGENDA:

1. ROLL CALL

2. PUBLIC COMMENT (Limited to Three Minutes per Person)

3. ITEMS TO BE PRESENTED TO THE PLANNING & CONSTRUCTION COMMITTEE FOR REVIEW AND RECOMMENDATION TO THE BOARD:
   None.

4. ITEMS TO BE PRESENTED TO THE PLANNING & CONSTRUCTION COMMITTEE FOR APPROVAL:
   None.

5. ITEMS TO BE PRESENTED TO THE PLANNING & CONSTRUCTION COMMITTEE FOR DISCUSSION:
   a. North Valleys Flood Mitigation and Utility Corridor Plans
b. 16R/34L Runway Project

c. RTAA Capital Improvement Schedule

d. Conrac Update

e. Parking Capacity Problems

6. PROJECT STATUS ITEMS TO BE PRESENTED TO THE PLANNING & CONSTRUCTION COMMITTEE FOR INFORMATION:

a. Staff Report on the Terminal Access Road Rehabilitation at Reno-Stead Airport [Construction]
b. Staff Report on Apron Phase 1, 2 and 3, and Adjoining Portion of Taxiway Alpha Rehabilitation at Reno-Stead Airport [Design]
c. Staff Report on the Passenger Boarding Bridge Replacement Project at Reno-Tahoe International Airport [Construction]
d. Staff Report on the Airport Communications Center Systems Replacement Project at Reno-Tahoe International Airport [Construction]
e. Staff Report on the Runway 16R-34L Reconstruction at Reno-Tahoe International Airport [Construction]
f. Staff Report on the Terminal Elevator Modernization and New Elevator Installation Project at Reno-Tahoe International Airport [Construction]
g. Staff Report on the Pavement Management System Program at Reno-Tahoe International Airport [Construction]
h. Staff Report on the Airport Operations Area Perimeter Fence Project at Reno-Tahoe International Airport [Construction]
i. Staff Report on the Wildlife Hazard Mitigation Project at Reno-Tahoe International Airport [Construction]
j. Staff Report on the 1200/1280 Terminal Way Pavement Rehabilitation Project at Reno-Tahoe International Airport [Construction]
k. Staff Report on the TSA Operations Space Remodel-Phase 2 (RNO) [Construction]
l. Staff Report on the Electric Ground Support Equipment (eGSE) Infrastructure Project at Reno-Tahoe International Airport [Planning]
m. Staff Report on the Ticketing Hall Expansion Project at Reno-Tahoe International Airport [Planning]

7. GENERAL MEMBER COMMENTS, QUESTIONS AND ITEMS FOR FUTURE COMMITTEE MEETINGS

8. PUBLIC COMMENT (Limited to Three Minutes per Person)

9. 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 Jamie Kuryllo, 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 at P.O. Box 12490, Reno, NV, 89510 or 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
<table>
<thead>
<tr>
<th>Project Name</th>
<th>RNO/RTS</th>
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<tbody>
<tr>
<td><strong>Engineering &amp; Construction - Project Schedule</strong></td>
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<tr>
<td><strong>Airport Improvement Program (AIP)</strong></td>
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<tr>
<td>Runway 16R-34L Reconstruction - Phase 1</td>
<td>RNO TC</td>
<td>BA</td>
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<tr>
<td>Runway 16R-34L Reconstruction - Phase 2</td>
<td>RNO TC</td>
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<tr>
<td>RTS Apron &amp; Taxiway A Design</td>
<td>RTS BJ</td>
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<tr>
<td><strong>Capital Improvement Program (CIP) 2017-18</strong></td>
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<tr>
<td>Terminal Access Road Rehabilitation</td>
<td>RTS BJ</td>
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<tr>
<td><strong>Capital Improvement Program (CIP) 2018-19</strong></td>
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<tr>
<td>1280 Terminal Way Pavement Reconstruction</td>
<td>RNO JL</td>
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<td>Airfield Maintenance Yard Pavement Reconstruction</td>
<td>RNO BJ</td>
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<td>TSA Operations Space Remodel</td>
<td>RNO JL</td>
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<td><strong>Capital Improvement Program (CIP) 2019-20</strong></td>
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<tr>
<td>2019 Landside (Crew Lot)</td>
<td>RNO BJ</td>
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<td>2019 Airside Pavement Repair &amp; Rehabilitation</td>
<td>RNO TC</td>
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<td><strong>Passenger Facility Charge (PFC 12)</strong></td>
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<td>Airport Communications Center Systems Replacement</td>
<td>RNO AT</td>
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<td><strong>Passenger Facility Charge (PFC 13)</strong></td>
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<td>Passenger Boarding Bridge Replacement</td>
<td>RNO AT</td>
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<td>Terminal Elevator Modernization &amp; New Elevator Install.</td>
<td>RNO AT</td>
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<td>Airfield Operations Area - Perimeter Fence</td>
<td>RNO BJ</td>
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<td>Airfield Wildlife Hazard Management (Phase 1)</td>
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<td>Passenger Facility Charge (PFC 14)</td>
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<td>Terminal Development (Ticketing Hall) Planning Study</td>
<td>RNO LB</td>
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<td>Terminal Development (Concourse C) Planning Study</td>
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<td>Passenger Loading/Boarding Bridge (Jet Bridge) Replacement</td>
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<td>Miscellaneous</td>
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<td>Aloft Hotel</td>
<td>RNO BJ</td>
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<td>North Valley Easements - Swan Lake &amp; Utilities</td>
<td>RTS GP</td>
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<td>Dermody Master Development at RTS</td>
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<td>Camp Stead</td>
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<td>ACIP - Airport Capital Improvement Projects</td>
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<td>Stellar - GA East Development</td>
<td>RNO JL</td>
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<td>CONRAC - Site Selection Study (Phase 1)</td>
<td>RNO GP</td>
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<td>CONRAC - Design (85%) (Phase 2)</td>
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<td>GA West - JetSuiteX</td>
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<td>DBE Goals</td>
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<td>NV Army National Guard at RTS</td>
<td>RTS BJ</td>
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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 drainage, utilities, and signage.

Through a Request for Qualifications (RFQ) process, a total of six Statements of Qualifications (SOQs) 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.

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 was directed by the RTAA with outside consultants.

An RTAA stakeholder’s meeting with the consultant occurred on December 21, 2018 to discuss storm water detention and directed the consultant to revise the original plan. The revision is a reduction in the area of the detention basin. An extra month for changes was provided to the consultant.

On April 12, bids were received from three contractors with Spanish Springs Construction being the low, responsive and responsible bidder in the amount of $791,444 for both the base bid and the bid alternate. The alternate included the east half of Texas Avenue between Florida Avenue and Maryland Drive. The engineer’s estimate was $1,328,018. The total duration of the project is seventy calendar days with an expected completion in late August 2019. The school building has been abated, the utilities have been disconnected and the building demolished. The project was approved at the May Board meeting (Board Memo #19(05)-30).

An existing gas line was lowered by the RTAA’s contractor and at the RTAA’s expense, as NV Energy found that the gas line was originally installed by the RTAA approximately twenty years ago. The contractor has finished all construction and the project is substantially completed. The contractor pulled off the project during the air races and has returned to complete the punch list items. The punch list items are completed and the project is in final closeout.

The following are project milestones:

- Design RFQ Issued: September 19, 2017
- Consultant SOQs Received: October 19, 2017
- Design team selection: November 29, 2017
Planning & Construction Committee
Project Status Report – November 2019

- Design PSA Board Approval: February 8, 2018
- Design kickoff meeting: March 15, 2018
- 50% Plan Submittal: October 25, 2018
- Asbestos and lead abatement study: October 18, 2018
- Building Abatement Complete: February, 2019
- 100% Plan Submittal: March 2019
- Bid Advertising: March 14, 2019
- Bid Opening: April 12, 2019
- Board Approval: May 23, 2019
- Notice to Proceed: June 10, 2019
- Substantial Completion: September 10, 2019
- Completed punch list items: October 24, 2019

The following are the next steps:

- **Project closeout – January 2019**

**Aircraft Parking Apron and Adjoining Taxiway Alpha Rehabilitation (Design)**

This project consists of the design for the reconstruction of the asphalt cement (AC) general aviation Apron and the adjoining Taxiway Alpha. In addition, the project will correct the FAA identified non-complying intersection of Taxiway A2 and the apron, and the replacement of the aging apron lighting head fixtures to LED fixtures at RTS. The apron consists of approximately 255,070 square yards of AC and Taxiway A consists of 30,540 square yard of AC. Design consists of geotechnical services, final design and bidding for Apron construction in three phases.

Through a Request for Qualifications (RFQ) process, a total of four Statements of Qualifications (SOQs) were received. Kimley-Horn was selected as the most qualified engineer through the RFQ process for design services. Kimley-Horn submitted a proposal for $1,088,382.

A revised grant application with the final consultants proposal cost was submitted on July 25, 2019 to the FAA for the project. The grant application has been approved by the FAA and the grant for $1,083,053 has been received.

The consultant has begun the investigation stage of the project with geotechnical investigation work, surveying and review of previous plans and reports. The Basis of Design report was delivered to the RTAA on September 25, 2019 for review and comments.

The following are project milestones:

- Design RFQ Issued: April 4, 2019
- Consultant SOQs Received: May 2, 2019
- Consultant Selection: June 6, 2019
- FAA Grant Received: July 30, 2019
- Design PSA Board Approval: August 8, 2019
- Notice to Proceed: August 20, 2019
- **30% Design Plan Review:** November 2019
The following are the next steps:

- **60% Design Plan Review - November 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 an 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 2018 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 bid opening occurred on March 28, 2019 with bids received from John Bean Technologies Corp (JBT) and ThyssenKrupp. The low responsive and responsible bid was from JBT for $4,451,401. The construction contract was approved at the April 2019 Board meeting (Board Memo #19(04)-21).

Striping of the aircraft envelopes, Phase 1, at each new passenger boarding bridge location began May 21, 2019 and was completed on May 31, 2019. Phase 1 of the project is completed and Phase 2 consisting of demolition and installation of the passenger boarding bridges began in September 2019. The first two gates, B10 and C1 were taken out of service on September 9, 2019, and completed on schedule, returning to service on September 25, 2019. The next two gates, B11 and C3, were taken out of service on the same day and work was completed on October 10, 2019. Gate C5 was completed on October 27, 2019. Gate C7 was taken out of service on October 27, 2019 and was completed on November 12, 2019. All passenger boarding bridges have been replaced.

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
- **Design Kickoff Meeting:** June 26 2018
- **30% Plan Review:** September 4, 2018
- **60% Plan Review:** October 1, 2018
- **90% Plan Review:** October 29, 2018
Planning & Construction Committee
Project Status Report – November 2019

- 100% Plan Review: December 12, 2018
- Advertise for Bidding: February 21, 2019
- Bid Opening: March 28, 2019
- Board Approval: April 11, 2019
- Notice to Proceed (Phase 1): May 21, 2019
- Notice to Proceed (Phase 2): September 9, 2019

The project is on schedule with the next steps listed below.

The following are the next steps:
- Passenger Boarding Bridge Installation – September to November 2019
- Punch list completion – December 2019
- Project closeout – 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 based 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 Airport Communication (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.

During the bidding process and due to the wide range of work requested in the bid (from general building construction to highly technical equipment), multiple requests came in to extend the bid due
date to January 10, 2019, which was granted. It was discovered that the consultant issued the wrong set of plans to a contractor and a means to insure a fair and transparent bid process, the bid date was extended another 21 days to January 31, 2019.

On January 31, 2019, bids were received from two contractors, Q&D Construction and K7 Construction. Q&D Construction was evaluated as non-responsive as they failed to submit their two-hour 1% sub consultant list. The low bid (base and no alternates) by K7 Construction ($2,805,000) was roughly $730,000 over the engineer’s estimate ($2,070,500). The consultant, Faith Group, reviewed the bids and determined that the contractors double bid several large cost items unnecessarily. RTAA Engineering reached out to K7 to understand their bid process and project understanding. At the end of the discussion, K7 asked the RTAA if they could resubmit their bid with the new understanding. K7 submitted a revised bid on February 27, 2019 and a second revised bid on March 7, 2019, with a new construction cost of $2,488,016. The bid is over the programmed budget and was discussed internally with Ms. Mora, Mr. Schultz and RTAA stakeholders on March 15, 2019. As the project is critical in nature, the direction was to submit a new Capital Program Budget Request for FY 2019-20 for an additional $450,000 to fund the construction and construction administration services required by the Faith Group. The project was approved at the May Board Meeting (Board Memo #19(05)-29) along with the approval of the new FY 2019-20 budget.

On October 24, a punch list walk through for the Phase 1 building components and systems occurred. On October 25, a whole system acceptance test was performed on the Phase 1 technology systems. Phase 1 was deemed to be Substantially Complete and the contractor has 30 days to resolve any punch list items. On October 28 and 29, the Communications Specialists underwent training on all the new systems and half of the stations have moved into the new facility.

There is an equipment burn-in period of 2 weeks prior to fully cutting over to the new facility. At the end of that period, the old AirComm will be decommissioned and Phase 2 will officially begin. A portion of Phase 2 began on September 16, 2019 with the demolition of the existing EOC. By starting Phase 2 early, K7 intends to make up time on the back end of the overall project duration.

The following are project milestones:

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<thead>
<tr>
<th>Event</th>
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<th>Notes</th>
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<tbody>
<tr>
<td>Design RFQ Issued</td>
<td>February 18, 2016</td>
<td>(Equipment Replacement)</td>
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<tr>
<td>Consultant SOQs received</td>
<td>March 15, 2016</td>
<td>(3 SOQ’s received)</td>
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<tr>
<td>Design PSA Board Approval</td>
<td>September 8, 2016</td>
<td>(BM #16(09)-33)</td>
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<td>Notice to Proceed - Design</td>
<td>September 2016</td>
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<td>Project Reassigned to Engineering</td>
<td>April 2018</td>
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<td>Restart - Design Kickoff Meeting</td>
<td>May 31 2018</td>
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<tr>
<td>60% Plan Review</td>
<td>July 26, 2018</td>
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<td>75% Plan Review</td>
<td>August 31, 2018</td>
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<td>90% Plan Review</td>
<td>October 10, 2018</td>
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<td>100% Plan Review</td>
<td>October 30, 2018</td>
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<tr>
<td>Issued for Bid</td>
<td>November 15, 2018</td>
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<tr>
<td>Bid Opening</td>
<td>January 31, 2019</td>
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<tr>
<td>Board Approval</td>
<td>May 23, 2019</td>
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<td>Notice to Proceed</td>
<td>June 10, 2019</td>
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The next steps for the project are listed below.

- Phase 1 Construction (AirComm Center)
- Phase 2 Construction (Reconfiguration of EOC and offices) – Fall 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 Asphaltic 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, Runway End Identifier Lights (REIL) lighting, 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 met 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 amended the scope to only the keel section and selected outboard panels to conform to 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 years 2020 & 2021. 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. No feedback was received that would indicate negative impacts.

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.

**RUNWAY 16R-34L PHASE 1**

Staff met with the FAA’s Airport District Office (ADO) on March 20, 2019 at Reno and then in Phoenix on March 28, 2019. Topics of discussion were grant funding and schedules.

Bids were received on February 21, 2019 from the following contractors: Granite Construction Co., Q&D Construction, and Road & Highway Builders. The low, responsive and responsible bidder was Granite Construction Company with a total base bid and bid alternate of $14,235,235 and under the engineer’s estimate of $17,246,832. The project was presented to the March Board (#19(03-17) meeting and approved pending Airport Improvements Program grant from the FAA. The AIP grant was received on June 18, 2019.

Staff retained Grace Aviation to facilitate the Airport District Office (ADO) - Safety Risk
Management (SRM) panel. The SRM panel occurred on April 9, 2019. The Air Traffic Control Tower facilitated a separate SRM panel on May 10, 2019. Both panels were successfully conducted with no major concerns by the FAA or panel members. The FAA’s Airport Improvement Program (AIP) grant offer for $14,614,312 was signed on June 18, 2019.

The Notice to Proceed for construction was issued to Granite Construction on July 15, 2019. The concrete mix design has been approved by the FAA but with the late approval, the construction of the RIM at Taxiway C and L will be scheduled for the spring of 2020. Construction is scheduled to be completed on the runway portion by November 22, 2019. The project schedule has been extended one week due to lack of runway edge light availability and associated modifications required for the lights.

The following are project milestones for Phase 1:

- 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
- 60% Plan Review: December 10, 2018
- 90% Plan Review: January 17, 2019
- Bid Advertising: January 23, 2019
- Bid Opening: February 21, 2019
- Construction Board Approval: March 2019
- ADO SRM Panel: April 9, 2019
- ATC SRM Panel: May 10, 2019
- Announcement of Supplemental grant: May 14, 2019
- Receipt of AIP grant: June 18, 2019
- Notice to Proceed: July 15, 2019

The Phase 1 project is on schedule with the next steps listed below:

- Construction Completion - April 2020
- RWY 16L completion: November 22, 2019
- E. ALV completion: February 2020
- FBO Taxilane construction: March-June 2020

**RUNWAY 16R-34L PHASE 2 -**

A $10,000,000 supplemental grant was announced on May 14, 2019 for the Runway 16R-34L project (Phase 2). Wood Rodgers has revised the plans to make the first phase of construction to equal the $10,000,000 supplemental grant. Wood Rodgers submitted the 60% Phase 2 plans for review on July 12, 2019. The RTAA is in constant communication with the FAA, regarding the remaining portion of the funding for Phase 2.
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Work is continuing with the City of Reno and NV Energy to lower street lights and power poles along Mill Street in anticipation of the second phase of the project where all aircraft will be using Runway 16L.

The following are project milestones for Phase 1:
- ADO SRM Panel: October 17, 2019
- 90% Design Plan Review: November 8, 2019

Phase 2 of the project is on schedule with the next steps listed below:
- ATO SRM Panel – November 14, 2019
- Advertise for Bids – December 11, 2019
- Open Bids – January 16, 2020
- Award (based on funding) - February 13, 2020
- NTP Construction (pending grant funding) - March 26, 2020

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.

VTX completed its site inspection of the existing elevators and the location of the new elevator and the Basis of Design Report was reviewed with the Stakeholders. Comments were incorporated into the 50% design plans and documents and submitted for review. 90% plans were received in November 2018.

Bids were received from two contractors and Q&D Construction (Q&D) was the low responsive and responsible bidder. The bid total, comprised of the base bid and bid alternate, was $1,918,279. The bid was under the engineer’s estimate of $2,274,750. The construction contract with Q&D was approved at the June Board (19(06)-39).

A pre-construction meeting was held on Friday, July 12th with Q&D Construction. A proposed schedule and construction area exhibit has been reviewed and approved. The City of Reno review of the plans is
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The project is on schedule with the next steps listed below:
- Construction July 8, 2019 - December 8, 2020 (519 days per contract)

Pavement Management System Program (RNO & RTS)
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 (RNO Airside, RNO Landside and RTS Airside) with recommendations of pavement repairs and rehabilitation. The third part of the PMS scope is to propose different alternatives that fit within the budget for RTAA. 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 different 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 which three firms submitted SOQs.

At the December 2018 Board meeting, the Board supported staff’s recommendation to exercise the second option to Stantec to provide Pavement Management System (PMS) services for 2019. Stantec submitted a proposal for $334,100 which was presented for approval at the February 2019 Board meeting (Board Memo # 19(02)-07).

Pavement Management Reports
The consultant has completed the inspections at both airports and has submitted draft reports for review to the RTAA.

The following are project milestones for the 2019 Pavement Management project:
- Commencement of Design: March 2019
- Pavement inspections at RNO and RTS: April 2019

The project is on schedule with the next steps are listed below:
- Final PMS Reports for RTS and RNO Airside and RNO Landside – November 2019

2019 Airside Pavement Repairs and Rehabilitation
The overall airside program is funded through FY 2018-2019 CIP of $800,000. In addition, a FY 2018-19 budget carryover of $84,358 provides a total program budget of $884,358.

The RTAA stakeholders reviewed the 2018 PMP reports and selected the RNO Airside project to consist of design of concrete repairs to the aircraft parking apron located north of Concourse C, the aircraft parking apron located south of Concourse B and the area at the intersection of Taxiway B and Runway 7-25. The aircraft parking area north of Concourse C is outside the limits of the future Concourse C construction.

Stantec completed the design, RTAA reviewed the plans and the project went out to bid with bids opened on July 25, 2019. The low responsive and responsible bidder was Q&D Construction in the amount of $461,300. The construction contract was presented to the August Board Meeting and approved (Board Memo #19(08)-51). Construction began on the south ramp on September 3, 2019 and was completed October 11, 2019. Work on the north ramp began on October 15, 2019 and was completed on October 28, 2019.

The following are project milestones for the 2019 Airside Pavement Repairs:
- Notice to Proceed Design: March 25, 2019
- Project Bid Advertising: July 3, 2019
- Bid Opening: July 24, 2019
- Notice to Proceed: September 3, 2019
- South Ramp completed: October 11, 2019
- North Ramp completed: October 28, 2019

The project is on schedule with the next steps are listed below:
• **Project Closeout – January 2019**

### 2019 Landside Pavement Rehabilitation

The landside budget is funded through FY 2018/19 CIP of $600,000 along with a carryover from FY 2017-2018 CIP of $36,880 and a budget transfer of $18,420 provides for a total budget of $655,300. The total proposal of $334,100 is distributed with $207,600 for airside and $126,500 for landside.

From the PMS Report, the stakeholders selected to reconstruct the flight crew parking lot as the RNO Landside design project. The crew lot is located at the northwest corner of Plumb Lane and Terminal Way. The Stantec PSA for 2019 PMS services was approved at the February 2019 Board meeting (19(02)-07).

The consultant completed the 90% plans for the Landside project and these plans were reviewed and approved by both the RTAA and the City of Reno. The City of Reno made the determination that the project met the minimum City of Reno codes with regards to landscaping and a Code Variance was not required. Plans were advertised on August 1, 2019 with bids opened on August 22, 2019. Three contractors submitted bids with Q&D Construction being the low and responsible bidder with a bid of $480,178.46. The construction contract with Q&D was presented and approved at the September 2019 Board (19(09)-56).

Q&D Construction started demolition of the existing parking lot on September 30, 2019. The contractual completion date is set for November 8, 2019.

The following are project milestones for the 2019 Pavement Management project:

- **Notice to Proceed Design:** March 25, 2019
- **90% completion of plans:** June 21, 2019
- **City of Reno plan review:** July, 2019
- **Issues for Bid:** August 1, 2019
- **Bid Opening:** August 22, 2019
- **Board Approval:** September 12, 2019
- **Notice to Proceed:** September 30, 2019
- **Substantial Completion:** November 8, 2019

The project is on schedule with the next steps are listed below:

- **Punch List completion – November 2019**
- **Project closeout – January 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 was presented to the November 2018 Board of Trustees meeting for approval (Board Memo #18(11)-72).

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.

Bids were opened on April 12, 2019 with bids received from two contractors, Granite Construction and A1 American Fence. The low responsive and responsible bidder was Granite Construction with a base bid of $1,303,303 and the bid alternate of $77,625. The bid alternate included additional fencing in the GA West area to make the entire area airside. The project was approved at the May 2019 Board Meeting (#19(05)-26) for both the base bid and bid alternate.

The Board approved a demolition contract with Olcese Construction at the May 2019 Board Meeting (#19(05)-26) to demolish three airport mini warehouse personal property storage buildings as part of the overall project. The base bid included the demolition of Building G which is part of the AOA perimeter and required to be demolished for the AOA Perimeter Fence project. The bid alternate included two additional buildings, E & F. All three buildings are in very poor condition with leaking roofs and siding that is falling apart. The Notice to Proceed for abatement of the asbestos was issued on July 15, 2019. The abatement and demolition have been completed and the new AOA fence has been installed.

The Notice to Proceed for the AOA fence with Granite Construction was issued on July 8, 2019. Construction has commenced with the contractor working in a clockwise direction starting at the mini storage building location. All of the gates and fence have been installed. The contractor has completed the punch list items and the project is in closeout.

The following are project milestones:

- Design RFQ Issued: September 7, 2018
- Consultant SOQs Received: October 3, 2018
- Design team selection: October 16, 2018
- Board Approval of Consultant: November 8, 2018
- Notice to Proceed (Design): November 30, 2018
- 50% Plan Review: January 17, 2019
- 90% Plan Review: February 28, 2019
• 100% Plan Review: March 14, 2019
• Bid Advertising: March 14, 2019
• Bid Opening: April 12, 2019
• Board Approval: May 23, 2019
• Notice to Proceed: July 15, 2019
• Substantial Completion: October 10, 2019

The project is on schedule with the next steps listed below:
  • Project Closeout – January 2019

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 34L 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 original RFQ was issued and didn’t receive any SOQ’s. The RTAA Engineering department reached out to several consultants and asked why they didn’t respond. All of them only looked at the title and didn’t read the description of the project. They all thought the request was for a wildlife program, not an engineering design to help mitigate wildlife on the airfield. A second RFQ was issued.

Wood Rodgers was selected as the most qualified consultant for the Wildlife Hazard Management project. Their Statement of Qualifications described in greater detail than the others the challenges in working in the runway safety areas along with the requirements to work with the Runway 16R project. The Wood Rodgers Consultants PSA for design services was approved at the February 2019 Board meeting (#19(02)-06).

The consultant is preparing two separate construction packages to follow the phasing of the Runway 16R project. Phase 1 consists of the Runway 34R wildlife area and Phase 2 will consist of the Runway 34L wildlife area. The consultant has completed design of Phase 1, advertised for bids on July 3, 2019 and opened bids August 16, 2019. Only one contractor, Granite Construction, submitted a bid. Granite Construction is the same contractor performing the work on the Runway 16R- Phase 1 project. The construction bid came in higher than anticipated by the engineer. The RTAA reached out to Granite Construction to see why their unit costs were almost three times higher than the same work they are performing on the Runway 16R project. They replied that the timing of the project did not line up with other construction activities as they did in the runway project. For example, as trucks hauled material away from the runway project, the trucks returned to the site with the rock material. Thus, the trucking costs for the rock material was minimal as the costs were associated with the off hauling of material. For the wildlife mitigation project, trucking costs were much higher than normal as the trucks are full in only one direction.
Because of the higher than anticipated costs, staff discussed with the design engineer doing the Runway 16R- Phase 2 project (Wood Rodgers) and agreed to incorporate the wildlife mitigation project into the Phase 2 project. In doing so, many issues are resolved including two different contractors working in the same areas and trying to determine how much of the broken concrete being demolished gets stockpiled or hauled off the site. The only requirement by the FAA is to keep track of the different funding source (PFC) for the wildlife project.

The following are project milestones:

- Original Design RFQ Issued: October 11, 2018
- Original SOQ’s received: November 1, 2018
- Second RFQ Issued: November 15, 2018
- SOQ’s received: December 13, 2018
- Consultant Selection: December 26, 2018
- NTP to Wood Rodgers: February 25, 2019
- Basis of Design Report: April 4, 2019
- 60% Plan Review: May 3, 2019
- 100% Plan Review: June 28, 2019
- Bid Advertising: July 3, 2019
- Bid Opening: August 11, 2019

The project is on schedule with the next steps listed below:

- Combine with the Runway 16R-Phase 2 project

**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 was issued by Administrative Award of Contract.

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 project went out for bid advertising on April 11, 2019 with bids opened on May 1, 2019. Bids were received from two contractors with the low responsible and responsive bidder in the amount of $303,007 from Sierra Nevada Construction.

During the bid advertising, the City of Reno reviewed the project and provided review comments that will require the project to be re-designed to bring the projects up to landscape code requirements. A meeting with the City of Reno was held on May 23, 2019 to discuss the landscape requirements. The
City is requiring both properties to be brought up to current City code requirements. The 1200 Terminal Way project is required to remove the existing valley gutter along Vassar Street and install curb and gutter, concrete sidewalk, landscape islands, landscaping and irrigation, 24’ wide driveway entrances and screening of the truck dock area. Due to the costs associated with these improvements, 1200 Terminal Way will be removed from the project until a later date.

1280 Terminal Way will need to conform to the City landscaping requirements. This entails the addition of landscape islands within the parking lots to allow for one tree every 75’. A proposal from the consultant for landscape and irrigation services was approved to add the additional landscaping and irrigation required by the City. The consultant revised the plans and went out to bid on June 26, 2019. The bid opening occurred on July 17, 2019 with three contractors submitting bids. The low and responsive and responsible bidder was Spanish Springs Construction with a bid amount of $244,444. The construction contract was approved at the August Board Meeting (19(08)-50). The Notice to Proceed for construction was issued on September 9, 2019. The contractor has finished the reconstruction of the parking lots and is waiting on completion of the landscaping (delivery of trees has been delayed) and the punch list items. The project will move to closeout.

The following are project milestones:

- **Selection of Consultant:** October 9, 2018
- **Notice to Proceed (Design):** November 27, 2018
- **50% Plan Review:** February 2019
- **100% Plan Review submittal:** April 9, 2019
- **Bid Advertising:** April 11, 2019
- **Bid Opening:** May 1, 2019
- **Bid Advertising (Revised Plans):** June 26, 2019
- **Bid Opening (Revised Plans):** July 17, 2019
- **Board Approval:** August 8, 2019
- **Notice to Proceed:** September 9, 2019
- **Substantial completion:** November 8, 2019

The project is on schedule with the next steps listed below:

- **Project Closeout – January 2019**

**TSA Operations Space Remodel – Phase 2 (RNO)**

The Transportation Services Administration (TSA) located at the Reno-Tahoe International Airport (RTIA) is planning improvements and expansion of their existing operations space located below Concourse B. The existing square footage of the TSA Operations space is approximately 3,630 square feet, the new addition will bring the total square footage to approximately 5,300 square feet. Improvements to the existing space include re-organization of existing spaces and offices as well as updating the existing finishes from the flooring to the ceiling. Also included are improvements to power, data, acoustics, and security. These improvements will follow the TSA Field Office – Program of Requirements to the best of the projects ability given the existing conditions and location.

Phase 1 of the programming of the project consisted of Paul Cavin Architect, LLC to prepare a Basis of Design report to include a rough order of magnitude cost estimate for the overall project. TSA reviewed the Basis of Design report and approved the cost estimate. A PSA was approved by the
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Board at the October Board meeting with a NTP issued on November 5, 2018 to begin Phase 2 of the project. Phase 2 consists of preparation of construction improvement plans and specifications, plan review at the City of Reno, and bidding assistance.

The budget for the design services in the amount of $60,400 was included in the RTAA Fiscal Year 2018-2019 budget approved by the Board. The RTAA will invoice the TSA for reimbursement as specific tasks are completed. Specifically the Memorandum of Understanding between the TSA and the RTAA stipulates the TSA will reimburse the RTAA for the total amount.

The project was held up due to the government shut down. Once back to work, the TSA had to get caught up internally before they could meet on the project to review the 90% plans, causing a 5 week delay. The 90% plan review was held on February 12, 2019. TSA, Paul Cavin, and the design team and RTAA stakeholders were present at the review. Remodeling of the bathrooms has been removed from the project with approval by the TSA as it is over the budget provided by the TSA.

The project went out to bid May 22, 2019 with bids received by three contractors on June 12, 2019. The low and responsible bidder was K7 Construction. The TSA reviewed the bids with the RTAA and agreed to have K7 as the contractor. The project was approved at the July Board Meeting (#19(07)-45). The first phase of construction began August 12, 2019 consisting of providing temporary office and storage space (conex boxes) for TSA to vacate their offices. Demolition began August 19, 2019. TSA completed the first milestone walk on September 10th and decided to change out the existing heating, ventilating and air conditioning (HVAC) to a higher performing system. This was offered during the design but rejected by TSA. Design and procurement of the new variable air volume box (VAV) delayed the project by 6 weeks. The additional costs will be paid for by TSA and have approved the delay in time. **Minor change order requests by the TSA have been completed and will be paid for by the TSA.**

The following are project milestones:

- Basis of Design Report (Phase 1): January 29, 2018
- PSA Approval by Board (Design): October 11, 2018
- Notice to Proceed (Design): November 5, 2018
- 50% Plan submittal: December 7, 2018
- 90% Plan submittal: January 22, 2019
- City of Reno permitting submittal: April 2019
- Bid Advertising: May 22, 2019
- Bid Opening: June 12, 2019
- Board Approval: July 11, 2019
- Notice to Proceed (Conex Boxes): July 31, 2019
- Notice to Proceed for Construction: August 12, 2019

The next steps are listed below:

- Construction - August 12 – December 16, 2019

**Electric Ground Support Equipment (eGSE) Infrastructure Project at Reno-Tahoe International Airport**

The Federal Aviation Administration’s (FAA’s) Voluntary Airport Low Emissions (VALE) Program provides Airport Improvement Program (AIP) grant funding to commercial service airports located in
non-attainment or maintenance of National Ambient Air Quality Standards (NAAQS) areas for emission reduction projects proven to benefit local air quality. The Airport Authority anticipates qualifying for VALE funding for the acquisition and installation of electric ground support equipment (eGSE) recharging stations and associated electrical infrastructure. The recharging stations and associated electrical infrastructure will support the acquisition and use of electric-powered baggage tractors, belt loaders, and push back tugs by the airlines.

Phase 1 of this project consists of consultant services for the creation of a Pre-Application and final Application for the FAA’s VALE Program. The Notice to Proceed for electrical engineering services and a feasibility analysis was issued on July 19, 2019 to Dinter Engineering. Additionally, a Notice to Proceed for the FAA pre-application preparation was issued on August 23, 2019 to C&S Engineers. The consultants work includes the engineering design analysis, emission reduction calculations, cost effectiveness analysis, and the FAA VALE Pre-Application which has been submitted to the FAA on October 21, 2019.

Phase 1 of this project is funded by the RTAA FY 2019-20 Capital Improvement Project (CIP) with a program budget including planning, electrical engineering, and design services of $73,000. If the VALE Program Application is approved by the FAA, the costs for this capital project will be reimbursed in accordance with the percentage established by the FAA’s AIP participation rate. Reimbursement would be inclusive of the total project costs based on the preliminary planning and engineering project evaluation. The sponsor share of the total costs will be covered through the use of airport revenues or Passenger Facility Charge (PFC) funding.

Ticketing Hall Expansion Project at Reno-Tahoe International Airport

The expansion of the ticketing hall was identified in the 2018 Master Plan Update as a critical short-term project which will improve operational efficiency, address the forecasted passenger demand, and provide adequate passenger spaces. Building off the Master Plan Update, the detailed planning study will identify the operational, space, and level of service needs to provide a plan for the orderly and efficient expansion of the existing ticketing hall which is constrained in terms of circulation and waiting space and which does not include passenger restroom facilities. The eventual ticketing hall expansion project may include the following major construction components:

- Moving the existing west wall further west to create additional circulation and waiting area spaces;
- Relocating several tenant and facilities spaces displaced by the westward expansion;
- Constructing new passenger restrooms;
- Adding security enhancements to the new ticketing hall frontage; and
- Adding security enhancements to the existing baggage claim frontage.

The detailed planning study is a necessary precursor to design and construction and will develop the investigative work, infrastructure assessment, alternatives analysis, preferred alternative, operational plan for accommodating normal airport operations during construction, cost estimates, and stakeholder efforts to solidify an accurate statement of work prior to design solicitation.

A Request for Qualifications (RFQ) was issued for the development of a detailed planning study for the Ticketing Hall Expansion project on August 28, 2019.

As required for Passenger Facility Charge (PFC) funded projects, the selection of the preferred consultant
team will be a qualifications-based selection. Statements of Qualifications (SOQs) from five teams of consultants were received on October 3, 2019. An evaluation committee including a Trustee was formed to review the SOQs and identify a preferred consultant. The evaluation committee met on October 14, 2019 and shortlisted two of the five proposals for more detailed face-to-face interviews. Interviews of the shortlisted firms/teams were conducted on October 21, 2019 and a preferred consultant team was identified. Pending a successful negotiation process, staff anticipates bringing the results of the RFQ process to the RTAA Board of Trustees in December 2019.