

COMMITTEE MEMBERS

Trustees

Art Sperber, Chair
Adam Kramer, Vice Chair
Shaun Carey, Member
Carol Chaplin, Member
Jessica Sferrazz, Alternate
Richard Jay, Alternate

Staff Liaison

Gary Probert, Chief Planning & Infrastructure Officer

PRESIDENT/CEO

Daren Griffin, A.A.E.

GENERAL COUNSEL

Ann Morgan, Fennemore Craig

CLERK OF THE BOARD

Lori Kolacek

**AGENDA PACKET
PLANNING & CONSTRUCTION COMMITTEE MEETING**

Date: Tuesday, February 08, 2022

Time: 9:30 AM (or immediately following the Finance and Business Development Committee meeting, whichever is later)

Location: Reno-Tahoe International Airport, 2001 E. Plumb Lane, Reno
Admin Offices, Main Terminal Building, Second Floor

Public Meeting Notice: Meetings are open to the public and notice is given in accordance with [NRS 241.00](#)

Public Attendance Options:

1. Attend the meeting at the address indicated above
2. To view this meeting on Zoom, visit <https://us02web.zoom.us/j/83990258348>, or visit <https://zoom.us/join> and enter the **Webinar ID: 839 9025 8348**.
3. To listen to this Zoom meeting, dial 1-669-900-6833 and enter the Webinar ID when prompted.

Members of the public who require special accommodations at the meeting are requested to notify the Clerk of the Board by email at lkolacek@renoairport.com or by phone at (775) 328-6402.

Public Comment: Any person wishing to make public comment may do so in person at the Board meeting, or by emailing comments to lkolacek@renoairport.com. Comments received **prior to 4:00 p.m. on the day before the meeting** will be given to the Board for review and will be included with the minutes of this meeting. To make a public comment during the Zoom meeting, please make sure your computer or device has a working microphone. Use the “Chat” feature to submit a request to speak. When the time comes to make public comments, you will be invited to speak. Public comment is **limited to three (3) minutes** per person. No action may be taken on a matter raised under general public comment.

This Agenda Has Been Posted at the Following Locations:

1. Airport Authority Admin Offices – 2001 E. Plumb Lane, Reno
2. <https://notice.nv.gov/>
3. <https://www.renoairport.com/airport-authority/public-meeting-information/agendas-minutes>

Supporting Materials: Supporting materials for this agenda are available on the Airport’s website at <https://www.renoairport.com/airport-authority/public-meeting-information/agendas-minutes>, and will be available at the meeting. For further information you may contact the Board Clerk at (775) 328-6402 or lkolacek@renoairport.com.

1. INTRODUCTORY ITEMS

1.1 Call to Order

1.2 Roll Call

2. PUBLIC COMMENT

This section is for persons who wish to address the Board on matters not on the agenda. Speakers are limited to 3 minutes each

3. APPROVAL OF MINUTES

3.1 December 7, 2021, Planning and Construction Committee Meeting

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

5. ITEMS FOR RECOMMENDATION FOR APPROVAL BY THE FULL BOARD AT THE FEBRUARY 10, 2022, BOARD MEETING

5.1 Authorization for the President/CEO to execute a Professional Services Agreement for the RTAA Pavement Management Program - 2022 at Reno-Tahoe International Airport (RNO) and Reno-Stead Airport (RTS), with RDM International Inc., in the amount of \$556,894 and authorizes the President/CEO or his designee to sign *(for possible action)*

5.2 Authorization for the President/CEO to award a contract for Phase V of the Building Controls System Replacement Project with Automated Temperature Controls, Inc., in the amount of \$233,799, exempt from competitive bidding pursuant to Nevada Revised Statute 332.115 (a), (c), (d), (g) and (i) *(for possible action)*

6. PROJECT UPDATE PRESENTATIONS

6.1 Ticketing Hall Expansion Update

6.2 Engineering & Construction Project Schedule Update

7. MONTHLY PROJECT STATUS REPORT

8. MEMBER COMMENTS, QUESTIONS AND REQUESTS FOR FUTURE AGENDA ITEMS

9. PUBLIC COMMENT

This section is for persons who wish to address the Board on matters not on the agenda. Speakers are limited to 3 minutes each

10. ADJOURNMENT



COMMITTEE MEMBERS

Trustees

Art Sperber, Chair
Adam Kramer, Vice Chair
Shaun Carey, Member
Carol Chaplin, Member
Jessica Sferrazza, Alternate
Richard Jay, Alternate

Staff Liaison

Gary Probert, Chief Planning & Infrastructure Officer

PRESIDENT/CEO

Daren Griffin, A.A.E.

GENERAL COUNSEL

Ann Morgan, Fennemore Craig

CLERK OF THE BOARD

Lori Kolacek

DRAFT

MINUTES

PLANNING & CONSTRUCTION COMMITTEE MEETING

Date: Tuesday, December 7, 2021

Time: 9:30 AM (or immediately following the Finance and Business Development Committee meeting, whichever is later)

Location: Reno-Tahoe International Airport, 2001 E. Plumb Lane, Reno
Admin Offices, Main Terminal Building, Second Floor

Members Present:

Art Sperber, Chair
Shaun Carey
Carol Chaplin (by Zoom)

Members Absent:

Adam Kramer, Vice Chair

1. INTRODUCTORY ITEMS

1.1 Call to Order

The meeting was called to order at 9:35 a.m.

1.2 Roll Call

Roll was taken by the Clerk of the Board. Vice Chair Kramer was absent. All other members were present.

2. PUBLIC COMMENT

None.

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3. APPROVAL OF MINUTES

3.1 November 9, 2021, Planning and Construction Committee Meeting

Motion: Move to approve the Minutes of the November 9, 2021, meeting

Moved by: Carol Chaplin

Seconded by: Shaun Carey

Aye: Members Sperber, Carey, Chaplin

No: None

Abstain: None

Vote: Motion passed

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

None.

5. ITEMS FOR RECOMMENDATION FOR APPROVAL BY THE FULL BOARD AT THE NOVEMBER 10, 2021, BOARD MEETING *(for possible action)*

Chair Sperber changed the order of the agenda so item 5.1 would be heard after item 6.3.

5.1 **Board Memo #21(12)-69:** Approval of the Reno-Tahoe International Airport Comprehensive Landside Development Plan, as part of the Reno-Tahoe International Airport Landside Operations Planning Study

This item was presented by Lissa Butterfield, Manager of Planning & Environmental, and staff from InterVISTAS. This was an informational item only. No action was taken.

5.2 **Board Memo #21(12)-73:** Authorization for the President/CEO to execute a Professional Services Agreement for design services for the arrival and departure escalator modernization project at Reno-Tahoe International Airport with H&K Architects, in the amount of \$98,000

This item was presented by Ted Ohm, Sr. Project Manager. After discussion, the Committee took the following action:

Motion: Move to recommend approval of this item by the full Board.

Moved by: Shaun Carey

Seconded by: Carol Chaplin

Aye: Members Sperber, Carey, Chaplin

No: None

Abstain: None

Vote: Motion passed

6. PROJECT UPDATE PRESENTATIONS

6.1 Ticketing Hall Expansion CMAR Update

This update was presented by Amanda Twitchell, Senior Project Manager.

6.2 Taxiway A & Aircraft Apron Reconstruction Project Update (Stead)

This update was presented by Bryce Juzek, Project Manager.

6.3 Engineering & Construction Project Schedule Update

This update was presented by Chris Cobb, Manager of Engineering & Construction.

7. MONTHLY PROJECT STATUS REPORT *(provided for reference only)*

There was no discussion on this item.

8. MEMBER COMMENTS, QUESTIONS AND REQUESTS FOR AGENDA ITEMS

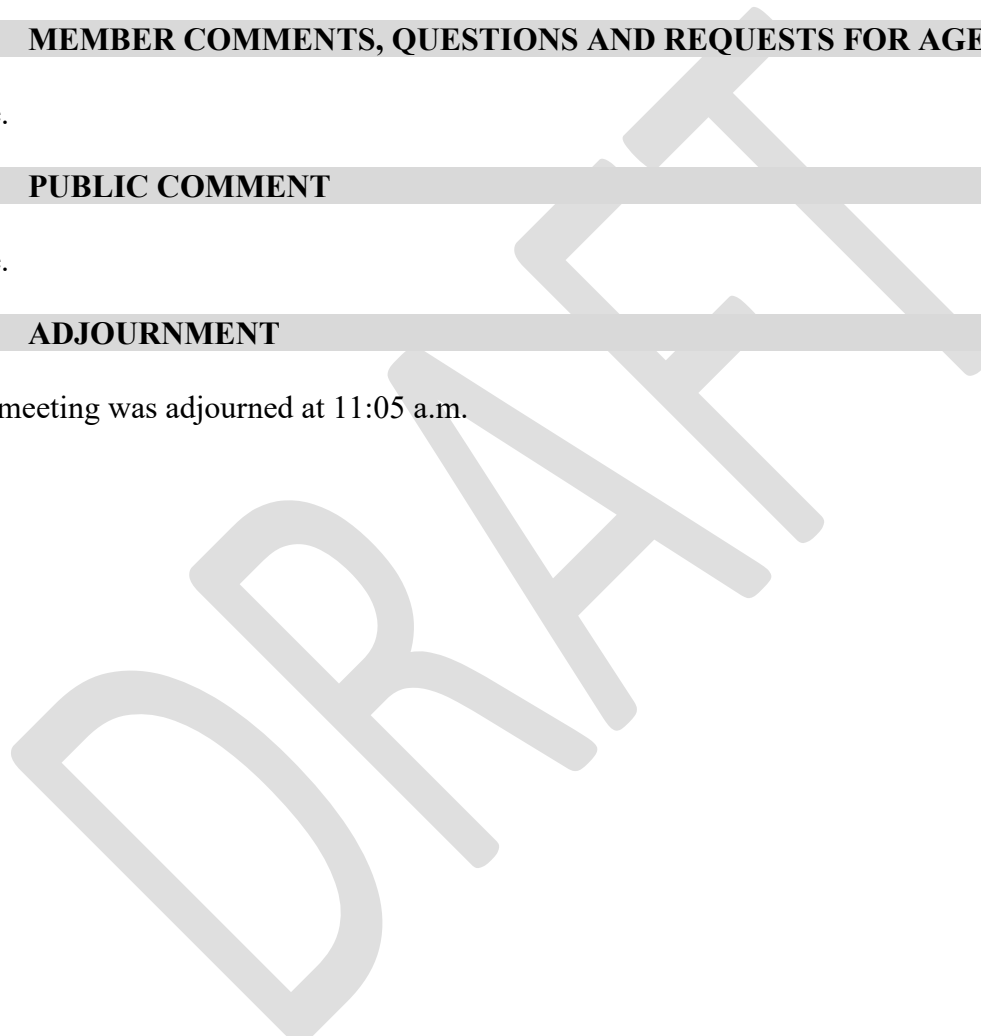
None.

9. PUBLIC COMMENT

None.

10. ADJOURNMENT

This meeting was adjourned at 11:05 a.m.



Board Memorandum

To: Chairman & Board Members

Date of Board Meeting: February 10, 2022

From: Daren Griffin, President/CEO

Subject: Authorization for the President/CEO to execute a Professional Services Agreement for the RTAA Pavement Management Program - 2022 at Reno-Tahoe International Airport (RNO) and Reno-Stead Airport (RTS), with RDM International Inc., in the amount of \$556,894 and authorizes the President/CEO or his designee to sign.

Staff Recommendation

Staff recommends that the Board authorize the President/CEO to execute a Professional Services Agreement for the RTAA Pavement Management Program - 2022 at Reno-Tahoe International Airport (RNO) and Reno-Stead Airport (RTS), with RDM International Inc., in the amount of \$556,894 and authorizes the President/CEO or his designee to sign.

Purpose

The purpose of this action is to request authorization for the President/CEO to execute a Professional Services Agreement (PSA) with RDM International, Inc. (RDM) for consultant services for the development, design, testing and preparation of the RTAA Pavement Management Program - 2022 at Reno-Tahoe International Airport (RNO) and Reno-Stead Airport (RTS).

This action is in support of the Reno-Tahoe Airport Authority (RTAA) Strategic Priorities as identified in the Reno-Tahoe Airport Authority Fiscal Year (FY) 2019-2023 Strategic Plan.

- Strategic Priority #1 – Air Services & Cargo
- Strategic Priority #2 – General Aviation
- Strategic Priority #3 – Facilities for the Future
- Strategic Priority #4 - Safety & Security
- Strategic Priority #6 – Customer Experience

Background

In 1996, the Federal Aviation Administration (FAA) implemented revised eligibility requirements for sponsors receiving federal grants. Specifically, sponsors are required to have a current Pavement Management Program (PMP) in place for the ongoing evaluation and maintenance of federally funded airfield pavements. To comply with FAA requirements, a consulting firm is retained annually by the RTAA to provide for the continuity of the airfield pavement inspections and updating of the Pavement Condition Index (PCI) for this program.

The pavement management program provides field inspection and update of the pavement condition database for the evaluation, programming, and budgeting of pavement remediation activities. In the past years, the airfield pavement inspections were conducted on a rolling three-year inspection cycle (i.e. one-third of pavements inspected annually) of areas identified as critical to Airport operations. In this manner, the pavement condition is assessed and tracked on a long-term basis, with construction and

maintenance projects programmed and budgeted from this program.

Similarly, the RTAA has also implemented a Landside Pavement Management program for areas outside of the Aircraft Operations Area (AOA) which are not eligible for federal grants. This program, through annual inspections, evaluates the condition of various landside pavements, provides recommendations for reconstruction and maintenance, and generates cost estimates for a multi-year rehabilitation program. The evaluation ranks pavement areas in priority for rehabilitation for programming and budgetary purposes.

Discussion

The Request for Qualifications (RFQ) for design and inspection services was publicly advertised and Statements of Qualifications (SOQ) were received on September 28, 2021, from the following firms:

- Applied Pavement Technology, Inc.
- RDM International, Inc.
- Kimley Horn and Associates
- Stantec Consulting Services Inc.

An evaluation committee comprised of RTAA staff reviewed the submittals and determined RDM International, Inc. as the most qualified firm for the program. The evaluation was based on the qualifications and experience requirements stipulated in the RFQ. The work associated with this Agreement shall be completed between February 10, 2022, through June 30, 2025. Further, at the sole discretion of the RTAA, an additional three (3) year term may extend this Agreement through June 30, 2028. The current scope of this Agreement will be completed no later than December 31, 2022.

The scope of services for 2022 was generated based on the program requirements stipulated by the RTAA, and the corresponding fee was negotiated with RDM. The RTAA will move away from inspecting 1/3 of its pavements on a three-year cycle to inspecting 100% of its pavements every three years.

The design service consists of records research, update PMP network definition, pavement condition survey, nondestructive testing, conventional testing, update PAVER database, traffic analysis, structural analysis, functional analysis, rehabilitation analysis, project cost estimates, CIP project development, pavement management report, interactive GIS interface, and RTAA pavement training.

Table 1 below is an estimate of the total program costs:

Table 1 – Project Estimate at Completion

Design Services	Estimate At Completion
\$556,894	\$556,894

Company Background

RDM is a certified Small Disadvantaged Business with 28 employees spread over 8 offices across the United States. The company is headquartered Raleigh, Virginia and has a local office in Sacramento, California. RDM specializes in airport pavement management programs (APMP). In the past 10 years alone, RDM has successfully completed over 150 APMP projects at 112 public airports and 78 PMPs at 71 military installations including both airside and landside pavement evaluation. RDM has provided APMP projects in the western U.S. including Hollywood-Burbank Airport (BUR), Sacramento International Airport (SMF), Tucson International Airport (TUS) and specific pavement project studies at Los Angeles

International Airport (LAX). RDM has provided several airside and landside Pavement Management Programs at military bases in the Western U.S., and around the world.

Fiscal Impact

This agreement, in the amount of \$556,894, will allocate \$556,894 for the Pavement Management System. The budget for the Pavement Management Program allocates \$800,000 for Airside and \$600,000 for Landside from the FY 2021-2022 Capital Improvement Projects (CIP) budget. The total program budget of \$1,200,000 is allocated for the Pavement Management Program.

Committee Coordination

This item is scheduled to be presented at the February 8, 2022 Planning and Construction Committee Meeting.

Recommended Motion

Staff recommends that the Board adopt the following motion:

“It is hereby moved that the Board authorizes the President/CEO to execute a Professional Services Agreement for the RTAA Pavement Management Program – 2022 at Reno-Tahoe International Airport (RNO) and Reno-Stead Airport (RTS), with RDM International Inc., in the amount of \$556,894 and authorizes the President/CEO or his designee to sign.”

Figure 1: RNO Airside Inventory Updates and Inspection Rate

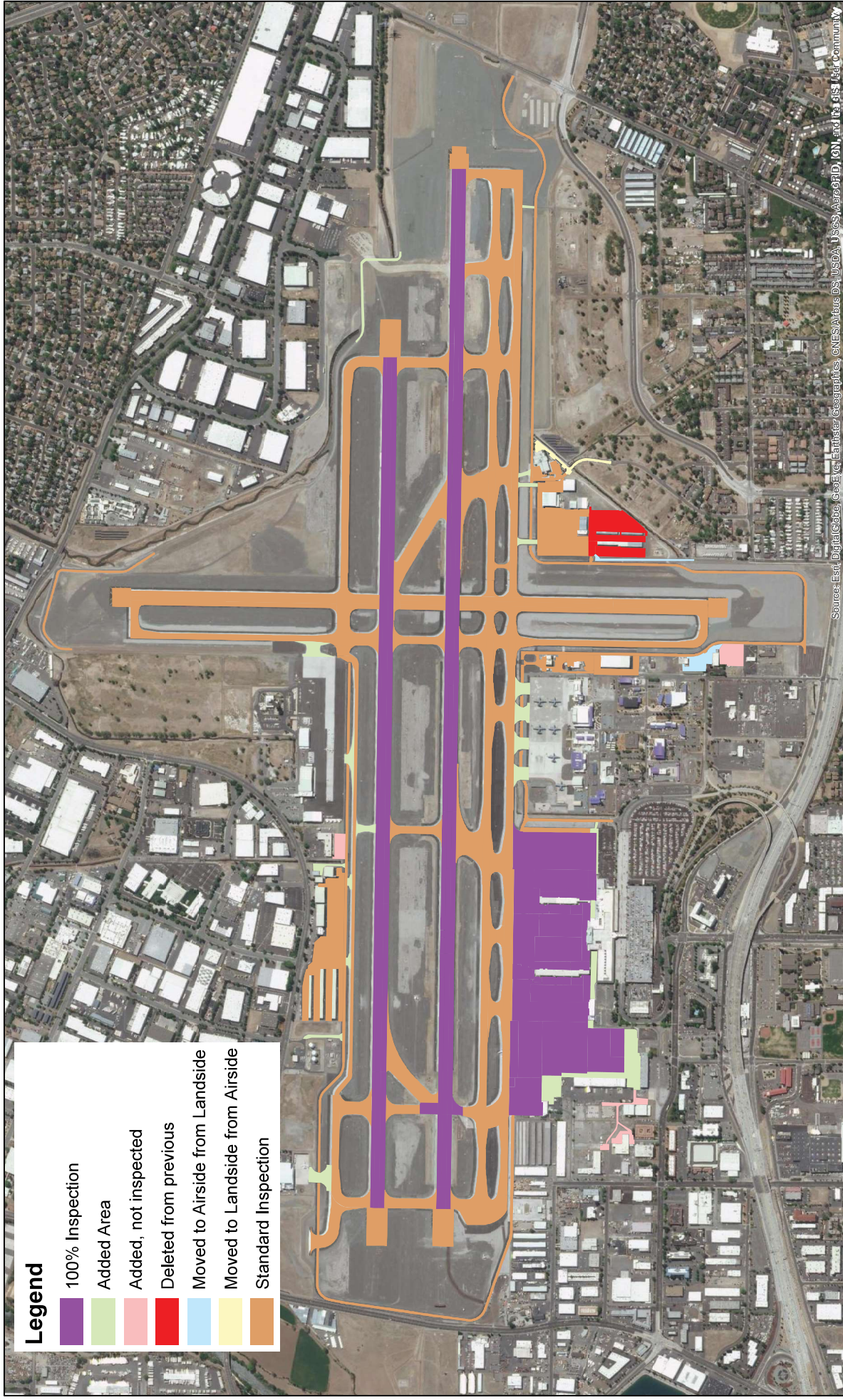


Figure 2: RTS Airside Inventory Updates and Inspection Rate



Figure 3: RNO Landside Inventory Updates and Inspection Rate



Board Memorandum

To: All Board Members **Date of Board Meeting:** February 10, 2022
From: Daren Griffin, President/CEO
Subject: Authorization for the President/CEO to award a contract for Phase V of the Building Controls System Replacement Project with Automated Temperature Controls, Inc., in the amount of \$233,799, exempt from competitive bidding pursuant to Nevada Revised Statute 332.115 (a), (c), (d), (g) and (i)

Staff Recommendation

Staff recommends that the Board authorize the President/CEO to award a contract for Phase V of the Building Controls System Replacement Project with Automated Temperature Controls, Inc., in the amount of \$233,799, exempt from competitive bidding pursuant to Nevada Revised Statute (NRS) 332.115 (a), (c), (d), (g) and (i).

Purpose

The purpose of this action is to award a contract with Automated Temperature Controls (ATC) to continue the Main Terminal Building Controls System Upgrade Project program by replacing the existing Johnson Controls, Inc. (JCI), Metasys controls on equipment consisting of seven (7) Air Handling Units (AHUs), four (4) Variable Air Volume (VAV) terminal boxes three (3) Fan Coil Units (FCUs) and eighteen Dual Duct Terminal Boxes. Phase V will complete the RTAA Administrative areas and includes the HVAC equipment on the elbows of the Connector Concourse. Included in the scope of work of this contract will be both pre-test and post-testing, air balancing and single line drawings of the ductwork, and controls.

This action is in support of the Reno-Tahoe Airport Authority (RTAA) Strategic Priority as identified in the Reno-Tahoe Airport Authority Fiscal Year (FY) 2019-2023 Comprehensive Strategic Plan:

- Strategic Priority #3: Facilities for the Future
- Strategic Priority #8: Sustainability

Background

The Building Control System (BCS) at RTAA, otherwise known as a Building Automation System (BAS), Building Management System (BMS) or Energy Management System (EMS) is a computer-based system that controls and monitors the building's extensive mechanical heating, air conditioning and ventilation equipment and ancillary components, as well as some of the terminal lighting controls. The HVAC system represents approximately forty (40) percent of a building's energy usage and a BCS is a critical component to managing the energy demands of these systems. If the BCS is improperly configured, it can account for twenty (20) percent of the building's energy usage.

During the terminal expansion projects in the early 1980's, Johnson Controls, Inc. (JCI) was the vendor selected to install the first BCS control system and components to operate and manage the building's HVAC boilers, chillers and air distribution equipment. The technology for HVAC control systems for large buildings and facilities during that era was operated by a pneumatic air system. The technology for a BCS has become extremely transformational since the 1980's and are now controlled by direct digital controls, otherwise known as DDC.

The RTAA had an assessment of the older Johnson Controls Incorporated (JCI) system performed by R&A Engineering Solutions in 2006 when the system became harder to maintain, parts were becoming

harder to find, and in some cases becoming obsolete. It was recommended that the airport consider replacing the system with the newer DDC type of system.

The first project to undergo this transformation to a DDC system was during the replacement of the Terminal's boiler equipment in the 2007-2008 fiscal year. As part of this project staff investigated the different manufacturers and types of systems. The research included site visits to the University of Nevada Reno, the Reno-Sparks Convention Center and several casinos and other institutions in the Truckee Meadows area. In speaking with the operating engineers of these facilities we asked about the pros and cons of the different manufacturers. From there we conferred with the local representatives of those companies. One of the main deciding factors was that the company had a local presence here in the Reno-Sparks area to ensure prompt responses and customer service. The system that was selected was Delta Digital Controls. The local company that provided the Delta system was ATC.

The next project to receive the Delta Control system integration was the HVAC equipment at the new Aircraft Rescue and Firefighting Facility (ARFF) project that was completed in June of 2008.

During the next few years, several projects allowed additional integration of the Delta BCS system, including the Airport Baggage Check-In (ABC) project in 2008, the Gateway Project that was completed in 2013, Stead Terminal in 2014. In 2016, a smaller O&M project converted the Airport Communications Center and Emergency Operations Center (AirComm/EOC) HVAC system and equipment to the Delta Controls System. In 2018 the main Terminal Central Chiller plant was converted to the Delta Controls System during Phase I and Phase II, and in 2019 the Main Terminal Baggage Claim Air Handling Units (AHU) were converted to Delta Controls in Phase III. Phase IV concentrated on the RTAA Administrative areas. After Phase V is completed the remaining areas to be considered will be the B and C Concourses and will be based on decisions and findings from the Terminal Concourse Design Study.

Discussion

The base bid scope of this work consists of installing Delta controls for AHU 32 and the four (4) associated VAV terminal boxes; controls for the 18 Dual Duct Terminal boxes associated with AHU 22; controls for three fan coil units in the Senior Planner and Senior Project Architect office spaces, and testing and balancing, to include pre and post air balance reports and single line drawings of the ductwork and thermostat controls.

Bid Alternate #1 includes controls for the C Connector Elbow HVAC equipment AHU 7, AHU 8 and the pre and post air balancing and single line drawings.

Bid Alternate #2 includes controls for the B Concourse Connector Elbow HVAC equipment AHU 5, AHU 6, AHU 31 and the pre and post air balancing and single line drawings.

Controls Project Breakdown	Amount
Base Bid	\$145,250
Bid Alternate #1	\$ 29,519
Bid Alternate #2	\$ 46,642
Sub Total	\$221,411
Other Direct Costs (5.6%)	\$ 12,388
Total	\$233,799

Due to the proprietary nature of the Delta Control System, any contracts for service or equipment installation to the HVAC computer controlled system are considered eligible to be exempt from competitive bidding under NRS 332.115.1 (a) items which may only be contracted from a sole source; (c) additions to and repairs and maintenance of equipment which may be more efficiently added to,

repaired or maintained by a certain person; (g) hardware and associated peripheral equipment and devices for computers; and, (i) equipment containing hardware or software for computers Automated Temperature Controls (ATC) in Reno, NV has been designated by Delta Control Systems, as the sole distributor and installations contractor for the Northern, Western, Central and Eastern Nevada territories. The southern portion of the state including Clark County is the territory of another Delta Controls contractor.

To begin this project, a Professional Services Agreement (PSA) in the amount of \$16,000 was initiated in with Ainsworth Associates Mechanical Engineers, for design, Engineer's estimate of probable cost, project scope development, bid assistance, and Project Management services. The engineering firm met with the RTAA Facilities Department staff, reviewed the existing mechanical drawings for the areas, the equipment to be covered under the project, and made project site visits to inspect the equipment to determine the extent of the project in relation to the available funding.

From these meetings and site visits, the consulting firm developed the scope for the base bid. The next step for the consulting firm was to secure bid pricing from the regional Delta Controls vendor, Automated Temperature Controls, Inc.

Company Background

Automated Temperature Controls (ATC) is owned and operated locally in Reno, NV and has been in business for 35 years. ATC has been the regional authorized representative of Delta Controls for 21 years. They have been installing, programming, and fully supporting Delta Controls products in the Reno-Tahoe International Airport for 14 years. Other customers of ATC include the Nevada State Public Works Board, the Reno-Sparks Convention Center, the Nevada Army National Guard, various hospitals in Nevada and California and school districts throughout Northern Nevada, as well as numerous other businesses and entities.

Fiscal Impact

Capital funding in the amount of \$250,000 was approved in the Facilities and Maintenance FY 2021-2022 for the conversion of JCI Metasys Controls to Delta Controls in the remainder of the RTAA Administrative Office areas and Connector elbow equipment.

The Phase V installation contract amount with ATC is \$221,411 with \$12,388 of potential additional direct expenses for unforeseen costs. The unforeseen costs would be used if the contractor found additional unknown pneumatic valves, HVAC distribution devices such as Variable Air Volume Boxes or Dual Duct terminal boxes within the ceiling areas. The total program for Phase V is \$249,799 which includes the \$16,000 Professional Service Agreement with Ainsworth Associates. The total program is \$201 under budget.

Committee Coordination

Planning and Construction Committee.

Recommended Motion

It is hereby moved that the Board authorizes the President/CEO to Award a Contract for Phase V of the Building Controls System Replacement Project with Automated Temperature Controls, Inc., in the Amount of \$233,799 exempt from Competitive Bidding Pursuant to Nevada Revised Statute 332.115 (a), (c), (d), (g), and (i) and authorizes the President/CEO or his designee to sign.

**RENO-TAHOE AIRPORT AUTHORITY
PLANNING AND CONSTRUCTION COMMITTEE
PROJECT STATUS REPORT
FEBRUARY 2022**

RENO-STEAD AIRPORT PROJECTS

Aircraft Parking Apron and Adjoining Taxiway Alpha Rehabilitation

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 yards of AC. Design consists of geotechnical services, final design, and bidding for Apron construction in multiple phases. Construction is anticipated to be constructed in approximately six phases.

Phase 2 – Construction

The design of Phase 2 is completed with the project advertised for bids on February 19, 2021. The PHX ADO contacted RTAA staff to notify us of possible additional grant funding for this project. The FAA may have approximately \$1.3 million to add to our existing grant and a supplemental grant of \$2.4 million. An addendum was issued incorporating alternates to take advantage of the additional FAA Grant funding that may become available. Bids were opened on March 26, 2021, from three contractors. Based on bids received and allocated FAA grant funding, Granite Construction is the low responsive bidder and was awarded the construction contract at the May 20, 2021, Board meeting. Granite Construction has substantially completed Phase 2 of the Taxiway Alpha and Apron Reconstruction Project. Granite has completed the punchlist items and is working on the closeout documents.

Phase 2 – The following are project milestones:

- | | |
|--------------------------|-------------------------|
| • NTP Construction | July 12, 2021 |
| • Change Order No. 1 | July 13, 2021 |
| • Complete Phase 2.1 | September 3, 2021 |
| • Air Races Shut down | August 18- September 20 |
| • NTP Phase 2.2 | September 21, 2021 |
| • Substantial Completion | November 18, 2021 |

Phase 2 – The following are the next steps:

- | | |
|--------------------|---------------|
| • Project Closeout | February 2022 |
|--------------------|---------------|

Phase 3 – Construction

The design of Phase 3 is near completion with the project planned to be advertised for bids in February 2022 and bids opening in March 2022. This year's phase will include 16,200 square yards of new TWY A & Apron and storm drain improvements. Construction start date will be dependent upon receipt of the FAA AIP grant.

Phase 3 – The following are project milestones:

- **Design Completed** February 2022
- **Issue for Bid** February 2022

Phase 3 – The following are the next steps:

- **Bids Opened** March 2022
- **Award of Construction Contract** April/May 2022
- **Notice for Construction** TBD

RENO-TAHOE INTERNATIONAL AIRPORT PROJECTS

Runway 16R/34L Reconstruction

Runway 16R/34L Construction Phase 2

Granite Construction has completed the Phase 2 of the Runway 16R/34L Reconstruction project for 2021. The remaining work is the Magnetic Variation (MagVar) occurring in October and November 2022. This work will change the runway numbers for all three runways due to the change in the movement of magnetic north.

The following are project milestones for Phase 2:

- 2021 Project Work Plan Complete October 2021

Phase 2 of the project is on schedule with the next steps listed below:

- 2022 Project MagVar October-November 2022

Pavement Management System Program (2019-2021)

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 contain 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 maintenance, 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 documents are developed separately for both the Landside and Airside projects to allow contractors with different specialties to bid on a single project.

Stantec was selected to provide the Pavement Management services by RFQ process in 2018. The RFQ allowed options for two additional years in 2019 and 2020. Due to the cancelled PMS program in 2020, staff extended the 2020 contract with Stantec to 2021.

2021 Pavement Management Reports

The 2021 Pavement Management Program will include airside update only at both RNO and RTS. The 2021 scope of services was generated based on the program requirements stipulated by the

RTAA and requirements by the FAA, and the corresponding fee was negotiated with Stantec. The design services consist of airside pavement inspections (annual update), update of the Pavement Condition Index (PCI) database, review of the Pavement Classification Number (PCN), update of the airfield mapping, generation of Pavement Management System (PMS) reports, cost estimates, and program recommendations for future phases of pavement maintenance and rehabilitation.

The Professional Services Agreement with Stantec was approved at the January 2021 Board meeting. The consultant has completed all of the field inspections and is in the process of completing the final inspection reports **are expected by the end of February.**

Pavement Management Program (2022-2025)

The Pavement Management Program (PMP) 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 both airports. The program is funded from the Capital Improvements Budget for each fiscal year.

An RFQ for the PMP was issued and four SOQs were received on September 28, 2021. The Evaluation Committee short listed to three firms and conducted interviews on November 5, 2021. Staff is currently scoping the work scope and negotiating fees with the selected consultant. Staff is finalizing the scope of work and fees and will bring a PSA for award to the February 2022 Board Meeting.

The following are project milestones:

- Consultant Interviews November 5, 2021

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

- **Design PSA Approval February 10, 2022**
- **Notice to Proceed February 17, 2022**

Sky Bridge Escalator Modernization Project – Construction Phase

The sky bridge escalators located at the central entrance to the terminal were installed as part of the Parking Garage Construction Project that was completed in 1997 and are now 23 years old. The purpose of this project is the “preservation of infrastructure” by modernizing and refurbishing two (2) public use escalators.

The design phase has been completed which involved selecting a consultant, H+K Architects, to research commercially available products and provide a detailed design, phasing plan, and bid package. The PSA with H+K Architects in the amount of \$58,000 was approved at the September 10, 2020, Board Meeting.

The construction phase includes procurement, delivery, and installation. The project was advertised for bid on April 14, 2021. Two bids were received on May 12, 2021. Upon review of the two bids neither contractor properly Self-Listed as required per NRS 338.141, therefore both bids were deemed non-responsive. The project was re-bid, with bids due on June 10, 2021. One bid was received by Kone Inc. Staff reviewed the bid and found all documents fully executed and to be responsive. Staff received Board approval at the July 8, 2021, Board Meeting in the amount of \$907,300.

Construction will be phased to minimally impact passenger movements and will involve the removal of all existing mechanical and electrical components. The existing escalator truss will be modified to accept new modules. This allows quick installation of the latest technology without major disruption and compliance with the most current code requirements. **Construction walls were erected around the escalators on January 24, 2022. The demolition phase has begun.**

The following are project milestones:

- | | |
|---------------------------------------|---------------------|
| • Design PSA Board Approval | September 10, 2020 |
| • Notice to Proceed for Design | September 17, 2020 |
| • Bids Opening | May 12, 2021 |
| • Board Approval | July 8, 2021 |
| • Notice to Proceed (Procurement) | August 2021 |
| • Submittal's submission | September 2021 |
| • Submittal and Schedule review | October 2021 |
| • Escalator Construction Begin | January 2022 |

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

- **Substantial Completion** **June 2022**

Ticketing Hall Expansion Project - Design

A Request for Qualifications (RFQ) for design services was advertised on March 4, 2021, through NGEM. SOQs from six (6) interested respondents were received on April 8, 2021. The review committee, consisting of RTAA staff and a Board of Trustee, evaluated the submittals and short-listed two (2) respondents to proceed to the interview process. Interviews were held on May 12th and 13th. Staff selected RS&H Nevada, Inc. and proceeded with negotiations. A Professional Services Agreement for Design Services with RS&H was presented for Board approval at the July 8th Board Meeting.

RS&H was issued a Notice to Proceed with a contract date of August 2, 2021. Design kick-off meetings site investigations, and stakeholder engagement meetings were held August 16-18.

The solicitation for Construction Manager at Risk (CMAR) services was advertised on July 6, 2021. A mandatory pre-proposal meeting was held on July 15th, with eight (8) contractors in attendance. Proposals were received on August 16th from six (6) interested respondents. The review committee, consisting of members from the RTAA, RS&H, Atkins and the Board of Trustees, evaluated the submittals and short-listed three (3) respondents to proceed to the interview process. The interviews were held on September 8th and staff selected McCarthy Building Companies, Inc.

A Professional Services Agreement for CMAR Services with McCarthy Building Companies, Inc. was presented for Board approval at the October 14th Board Meeting. McCarthy was issued a Notice to Proceed with a contract date of October 26, 2021

The Basis of Design Report was submitted to the RTAA for review on November 1st. RS&H presented a summary of the BOD Report at the November 10th Board Meeting. Schematic Design was completed on January 21st **The RTAA reviewed the documents and provided comments on February 4th. Design Development is currently underway.**

The following are project milestones:

- Consultant Selection May 13, 2021
- Board Approval for Design July 8, 2021
- Design Kick-off August 2, 2021
- Board approval for CMAR October 14, 2021
- Basis of Design Report Completed November 1, 2021
- **Schematic Design (30%) Submittal January 21, 2022**

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

- Design Development (60%) Submittal March 29, 2022
- Construction Document (90%) Submittal June 3, 2022
- Construction Documents (100%) Submittal July 1, 2022

Taxiway B/M Reconstruction & General Aviation Runup Areas (Design)

This project consists of the design for the reconstruction of Taxiway (TWY) B on either side of Runway 7/25 of the Portland Cement Concrete (PCC) Taxiway, reconstruction of TWY M between TWY A & TWY B of the Asphalt Cement (AC) taxiway to a PCC taxiway. In addition, two General Aviation (GA) Runup Areas along TWY C, with one at the north end and the other at the south end of Runway 7/25. The design of TWY B and the GA Runup Areas will include the TWY's, asphalt shoulders, and edge lighting. The design of the GA Runup areas will look at primary aircraft to be served and a pavement section that will provide the most cost efficient to maintain into the future.

The design Request for Qualifications (RFQ) was advertised on April 22, 2021, with the Statement of Qualifications (SOQ) due on May 14, 2021. Three respondents submitted SOQ's and a committee met to review on May 19, 2021. Wood Rodgers was selected, and the design contract was approved at the June 2021 Board Meeting. **Project design has been completed and the Issue to Bid will be released in February 2022. Bids will be opened in March 2022 and is planned to be awarded at the May Board Meeting.** This project is being funded by a Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant, the construction start date will be dependent upon receipt of the grant.

The following are project milestones:

- RFQ Advertising April 22, 2021
- Design SOQs submitted May 14, 2021
- Board Approval for Design June 10, 2021
- Notice to Proceed July 11, 2021
- **Design Completion February 2022**

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

- **Bid Advertising February 2022**
- **Bid Opening March 2022**
- **Board of Trustees Meeting/Award May 19, 2022**
- **Begin Construction TBD**

Terminal Arc Flash Study

Arc-Flash Hazard Assessments are required by OSHA and NFPA 70E as a part of an Electrical Hazard Assessment. The Terminal Arc Flash study will be inclusive to the panelboard level or a minimum of 100-amp protective devices. Devices that are found to be non-coordinated will be indicated in a summary report of which corrective action will need to be addressed as a separate task. Arc Flash labels will be provided as recommended by the study. Labels will be installed by the airport facilities staff with guidance by our office. To complete the study, intensive field investigation is needed as well as detailed review of record drawings to determine electrical equipment make and model, conductor size, approximate conductor lengths, fuse sizes, etc. We are estimating approximately 510 points of Arc Flash for the main terminal and concourse and approximately 200 points of Arc Flash for offsite buildings. This will be the first of the two-phase project. The Arc Flash Study will run concurrent with Staff produced Electrical Master Plan. Staff will be requesting approval of a Professional Services Agreement with PK Electrical in the amount of \$90,000, at the July 8, 2021, Board Meeting. The consultant has finished review of the Stead sites and is still working on the review of our Reno sites.

The following are project milestones:

- PSA Executed July 8, 2021

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

- **1st Phase Completion** **June 2022**
- 2nd Phase Completion TBD

Skybridge Wall Crack Repairs - Design

The lateral movement and expansion of the building in this area has caused the stucco wall to crack and is severe enough that the cracks are allowing the intrusion of water and the weather elements. This needs to be designed by a structural engineer and then repaired to protect the integrity of the building and prevent further damage.

The following are project milestones:

- PSA Executed July 2021

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

- Design Completed **March 2022**
- Bidding Advertising **May 2022**

Reno-Tahoe Airport Authority Workspace Study

For the past five years, it has become increasingly difficult to identify space for any new employees or reorganized departments. Administrative functions are scattered throughout the Terminal, and a few are located in other buildings on Airport property. The 2018 Master Plan Update identified a need for additional administrative office space, estimating that the RTAA would need an additional 22,000 square feet of administrative office space by 2036. The Master Plan looked at several location options, but ultimately, the preferred alternate located the RTAA administrative offices on the third level above the connector, leading to Concourse C.

In addition to space constraints, the existing administrative offices have been modified many times over the years, but no significant changes have been made recently. There may be safety and egress concerns that need to be addressed in the near-term while the RTAA are still occupying the offices.

H+K Architects was selected through a direct select method to lead the study. The study will focus on identifying immediate life-safety issues in existing offices, current and future space needs, new office space configuration options, new office space location options, alternate use options for existing office space, and rough order of magnitude cost for various location options.

The Professional Services Agreement was presented to the Board at the Board meeting on August 12th and was executed with H+K Architects on September 13th.

Charette #1 was held on October 28th with RTAA staff to present the findings of the existing conditions survey and discuss the process. Two (2) Future Trends Presentations were provided to staff on November 4th and 12th. Department meetings were held between December 6-8 and have completed the data gathering phase. H+K Architects presented preliminary alternatives at Charette #2 on January 19th.

The following are project milestones:

- Board Approval August 12, 2021
- PSA Executed September 13, 2021
- Charette #1 October 28, 2021
- Trends Presentation November 4 & 12, 2021
- In-Person Discovery Workshops November 15 & 16, 2021
- Department Meetings December 6-8, 2021
- Charette #2 January 19, 2022

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

- **Study Draft February 23, 2022**
- Final Deliverable March 2022

Airport Terminal Lift Station Project

This project is to replace and relocate the electrical controls for the north and south terminal lift stations. New level sensors and monitors will be installed, the existing control panels will be reviewed, and specifications will be given for repair or replacement. A new lift station bypass pump connection will be installed for emergency use.

Shaw Engineering specializes in the lift station field of civil engineering and has been selected as the consultant for design.

The following are project milestones:

- PSA Executed August 2021
- Design Completed January 2022

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

- Bidding Advertising February 2022

- **Bids Due**
- Construction

March 2022
Spring/Summer 2022

Air Cargo Way Lift Station Project

The lift station located in Air Cargo Way that serves the Air Cargo building and FedEx building has been failing and needs replacement. The lift station will be relocated outside of the road to allow safer access to the lift station when needing maintenance. This project will replace a lift station with equipment that is past its design life cycle and create a safer environment for our maintenance teams.

Shaw Engineering specializes in this field of civil engineering and has been direct selected and approved by the Board to do the design. The project design has been completed and is out to bid.. Bids will be due in late February with request for Board approval at the April meeting.

The following are project milestones:

- PSA Executed September 9, 2021
- Design Completed December 2021
- **Bidding Advertising** **January 26, 2022**

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

- **Bids Due** **February 24, 2022**
- **Board Approval** **April 12, 2022**
- Construction Spring/Summer 2022

Terminal Loop Road

The Terminal Loop Road Reconstruction, ADA, and Safety/Security Project is for the full reconstruction of the existing PCC portion of the Terminal Loop Road, will also include improvements associated with Safety/Security and the Americans with Disabilities Act of 1990 (ADA). The full project consists of the reconstruction of six travel lanes, two pick-up and drop off lanes, drainage improvements as necessary, curb and gutter, post curb, sidewalk, a new crosswalk, landscaping, electrical, street lighting, guidance and traffic signs, striping, security bollards and new ADA pedestrian ramps.

The Request for Qualifications (RFQ) for design services was publicly advertised on July 28, 2021, and Statements of Qualifications (SOQ) were received on September 2, 2021 from Horrocks, Kimley-Horn, NCE, and Wood Rodgers.

An evaluation committee comprised of RTAA staff reviewed the submittals and determined Kimley-Horn and Associates Inc. as the most qualified firm for the project. The evaluation was based on the qualifications and experience requirements stipulated in the RFQ. The PSA for design services was presented to the Board of Trustees and approved at the October 14, 2021, Board meeting.

Kimley-Horn has begun the early phases of design including data gathering and reaching out to the different departments at the RTAA to determine levels of security and design options.

Construction will be coordinated with the Ticketing Hall Expansion Project to ensure safety of airport staff and patrons and maintain consistency of construction phasing of the two projects

The following are project milestones:

- Board Approval for Design October 14, 2021
- Notice to Proceed October 2021

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

- **Design Completed** **October 2022**
- **Bidding Advertising** **November 2022**
- **Construction** **Summer 2023**

Blue Lot Reconstruction

The Blue Lot Reconstruction Project is for the full reconstruction of the existing asphalt parking lot on the south side of the south end of the Terminal Loop Road. The project will look at maximizing parking and addressing the pedestrian and traffic flow issues within the lot. The project consists of the full reconstruction of the TSA and tenant employee parking area. The project will look at any necessary drainage improvements, sidewalk upgrades, overhead lighting, landscaping, electrical requirements, and pavement requirements, and expanding the lot to the west.

The Request for Qualifications (RFQ) for design services was publicly advertised on August 18, 2021, and Statements of Qualifications (SOQ) were received on September 22, 2021, from CFA, Kimley-Horn, NCE, and JUB.

An evaluation committee comprised of RTAA staff reviewed the submittals and determined Kimley-Horn and Associates Inc. as the most qualified firm for the project. The evaluation was based on the qualifications and experience requirements stipulated in the RFQ. The PSA was presented to the Board for approval at the November 2021 Board meeting.

The consultant has begun design and provided several layout options for the RTAA staff to review. The layout of the parking lot will be revised with the entrance being moved to the north end of the lot and additional spaces being captured. The project design is projected to be completed in February.

The following are project milestones:

- RFQ Advertising August 18, 2021
- Design SOQs submitted September 22, 2021
- Board Approval for Design November 10, 2021
- Notice to Proceed November 29, 2021

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

- Design Completed February 2022
- Bidding Advertising March 2022
- Construction TBD

Arrival/Departure Escalator Modernization Project

The arrival/departure escalators located on the east side of the main lobby were replaced in 2002 and are now 21 years old. The purpose of this project is the “preservation of infrastructure” by modernizing and refurbishing the four (4) public use escalators for arriving and departing passengers.

This project will consist of two (2) phases: design and construction. The design phase involves selecting a consultant to research commercially available products and provide a detailed design, phasing plan, and bid package. The construction phase will involve awarding a contract to a contractor to procure the identified equipment and refurbish the escalators. This phase will include procurement, delivery, and installation.

An RFQ for design was issued and two SOQs were received on October 27, 2021. The Evaluation Committee selected H+K Architects as the most qualified consultant. The PSA with H+K Architects in the amount of \$98,000 design fees **was presented and approved** at the December 9, 2021, Board Meeting.

The project is funded in PFC 15 in the amount of \$2,889,000

The following are project milestones:

- Design PSA Board Approval December 9, 2021
- Notice to Proceed for Design December 10, 2021

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

- **Design Complete** **May 2022**
- Bids Advertising TBD
- Bid Opening TBD
- Board Approval TBD

Front Reception Remodel Project

Remodeling of the RTAA Front Reception area is to provide better use of the space, and security upgrades for staff members. TSK Architects was direct selected as the design consultant for the project. TSK has completed the design drawings and the project will be bid in February 2022. Construction is anticipated to begin in May of 2022 and will take 4 to 6 weeks once all materials area procured.

The following are project milestones:

- **Design Complete** **January 2022**

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

- **Bids Advertising** **February 2022**
- **Bid Opening** **March 2022**
- **Board Approval** **April 2022**
- **Construction Start** **TBD**

Concourse Redevelopment Project at Reno-Tahoe International Airport

The development of replacement concourses was identified in the 2018 Master Plan Update as a critical project to improve functional performance, operational efficiency, address the forecasted passenger demand, be flexible to address changing fleet mixes, and provide adequate passenger and airline spaces. Building off the Master Plan Update, the Detailed Planning Study (Study) will identify the operational, space, and level of service needs to provide a plan for the orderly and efficient redevelopment of the existing concourses. The primary purpose of the Study is to identify the preferred scope for a future concourse redevelopment project which could include renovation/retrofit of the existing concourse(s), renovation/retrofit and expansion-in-place of the existing concourse(s), and/or construction of new replacement concourses.

The 2018 Master Plan Update recommended a three-phase concourse redevelopment program, starting with a replacement Concourse C, followed by a replacement Concourse B, and concluding with new Concourse D. The Study will consider, in further detail, the feasibility of renovating/expanding one or both of the existing concourses in lieu of total replacement.

The Detailed Planning Study is a necessary precursor to design and construction of a potential future concourse redevelopment project and will provide the airport planning analysis, investigative work, infrastructure assessment, facility needs analysis, alternatives analysis, preferred alternative, operational plan for accommodating normal airport operations during construction, cost estimates, financial plan, and stakeholder efforts to solidify an accurate statement of work prior to design solicitation.

As required for Passenger Facility Charge (PFC) funded projects, the selection of the preferred consultant team was a qualifications-based selection. An RFQ for consultant services was issued on March 2, 2020, and nine (9) SOQs were received on April 9, 2020. The Evaluation Committee selected Mead & Hunt, Inc. as the most qualified consultant. The PSA with Mead & Hunt, Inc. in the amount of \$2,029,611 was approved at the December 10, 2020, Board Meeting. A Notice to Proceed was issued on January 25, 2021.

Site visits associated with the inventory/data collection phase occurred on February 17 and 18, 2021. Report, plan, and dataset reviews were conducted in February-April 2021.

The first deliverables, the Existing Conditions draft technical memos, have been created and include the following topics: Architectural Building Analysis, Building Systems (Mechanical, Electrical, Plumbing, IT, etc.), Concessions, Pavements & Utilities, Site Utilities, and Engineering Structural Analysis. The analysis and preliminary conclusions were discussed with staff at Workshop: Existing Conditions, on April 29, 2021.

A workshop series, focused on *Visioning the Post-Security Experience for Passengers, Tenants, and Employees*, was held on May 27. Three different workshops were led by Gensler: the first workshop was for post-security tenants (corporate and local representation), the second for airport employees, and the third for RTAA Trustees, the Executive Team, and community leadership. The workshops included over 50 stakeholders.

A preliminary "Minimum Build" Report was received in late July 2021. The report was reviewed and discussed by the primary internal stakeholders in August and then finalized by the consultant

team with preliminary cost estimates. The "Minimum Build" Report presents a summary of recommended future improvements to remain in Concourse B and C for the next 20 years. This information was presented to the Planning & Construction Committee on September 7, 2021. Expanded findings were subsequently presented to the RTAA Board of Trustees (October 14), to the RNO Signatory Airlines (October 15), at the monthly RTAA Management Roundtable Meeting (October 20), and at the monthly RNO Station Managers Meeting (October 21).

Also on October 14, a mini-workshop was held with the RTAA Executive Team and key staff to establish the evaluation criteria for the alternate analysis process. This mini-workshop kicked off the alternate development phase of the study. In October and November, the consultant team met regularly to brainstorm and flesh out a variety of alternate concourse redevelopment options. A staff workshop was held on December 9 to discuss the preliminary alternate concepts in anticipation of the next workshop series in late January 2022.

On December 10, a mini-workshop was held with key RTAA staff and the consultant team to discuss measures to improve the flood preparedness of any future concourse development.

A workshop series, focused on the preliminary alternates, occurred at the end of January. Workshops for the RNO Airline Station Managers and the RNO Concessions/Tenants (non-airlines) group was held on January 26, a RNO Airport Airline Affairs Committee workshop occurred on January 28, and a workshop for the RTAA Board of Trustees was subsequently held on January 27. At the January 27 workshop, the RTAA Board of Trustees took action to narrow the preliminary alternates to a short-list of three (3) alternates: Alternate 1 (Minimum Build), Alternate 3 (Expansion, with new building up and over existing building), and Alternate 9 (new two-pier build with equal walking distances and dual taxi-lane between concourses).

The following are project milestones:

- Planning RFQ Issued March 2, 2020
- Consultant SOQs Received April 9, 2020
- Notice of Intent to Award June 24, 2020
- Study PSA Board Approval December 10, 2020
- Notice to Proceed for Study January 25, 2021
- Existing Conditions Site Visits February 17-18, 2021
- Workshop #1 (Existing Conditions) April 29, 2021
- Workshop #2 (Visioning) May 27, 2021
- Final Existing Conditions Deliverables July 26, 2021
- Final Visioning Deliverables July 26, 2021
- Financial Assumptions Memo July 30, 2021
- Workshop #3 (Preliminary Minimum Build) August 2021, September 7, 2021
- Workshop #4 (Minimum Build & Space Programming) October 14, 15, 20, and 21, 2021
- Mini-Workshop #1 (Evaluation Criteria) October 14, 2021
- Mini-Workshop #2 (Preliminary Alternates) December 9, 2021
- Mini-Workshop #3 (Flood Preparedness) December 10, 2021
- **Workshop #5 (Preliminary Alternates) January 26, 28, and 31, 2022**

Next steps for the project are listed below:

- **Short-List Analysis and Refinement** **February-March 2022**

Landside Operations Area Planning Study at Reno-Tahoe International Airport

The development of new and/or expanded public parking and rental car facilities were identified in the 2018 Master Plan Update as critical projects needed to address immediate deficiencies. In 2019, public parking and rental car demand regularly exceeded capacity during seasonal travel peaks and weekends until the 2020 COVID pandemic impacts on air travel struck.

In order to address existing and future rental car demand, the rental car companies at RNO, through ConRAC Solutions, proposed a large, multi-story rental car development that would require expansion of the Terminal Loop Road, displacement of airfield facilities and other ground transportation services, and would limit the options for public parking expansion. Although the rental car development has many benefits including the transfer of all financial risk to ConRAC Solutions, staff proposed a Detailed Planning Study to conduct a holistic examination of all existing RNO landside operations, both traditional and opportunistic, prior to approving final design of the proposed rental car development.

The Scope of Services for the Planning Study includes an analysis of airport-owned land between National Guard Way and Vassar Street, an inventory of the existing facilities, a re-examination of the Master Plan recommendations and rental car development proposal, new landside operations forecast based on enplaned passenger growth, a demand analysis, an alternatives analysis, and a recommended landside development plan. The final deliverable for the Study will be a recommended Landside Development Plan for adoption by the RTAA Board.

Nevada Revised Statutes allows for an exemption to a formal solicitation process for professional services [NRS 332.115(b)]. Initially, staff intended to direct select a single firm with airport landside operational planning expertise from the RTAA's FY2020-21 Annual Architectural/Engineering Consulting Services database and collaboratively negotiate a scope and fee. However, as the complexity of the Study increased, staff decided to reach out to multiple highly qualified firms from the annual database and conduct an informal RFP process. The RFP was issued to three (3) highly qualified consulting firms with airport landside operations experience.

A Request for Proposals (RFP) for consultant services was issued on January 15, 2021, and three (3) proposals were received on January 28, 2021. The Evaluation Committee selected InterVISTAS Consulting, Inc. as the consultant with the proposal that best meets the needs of the RTAA. The PSA with InterVISTAS Consulting, Inc. in the amount of \$300,000 was approved at the February 11, 2021, Board Meeting. A Notice to Proceed was issued on March 12, 2021.

In March and April, the consultant team reviewed and analyzed reports, plans, and datasets provided by staff as part of the Inventory Existing Facilities phase. Also in April, the consultant team reviewed the Master Plan conclusions and provided recommendations for next steps in May.

In June, the consultant team created forecasts for the landside demands based on the enplanement growth projected by Unison Consulting Inc. in November 2019. This projected enplanement growth was later validated by Landrum & Brown, Inc. in February 2020.

In July, the InterVISTAS team conducted online stakeholder outreach to discuss the landside forecasts and facility demand analysis. Stakeholders included RTAA staff and the ConRAC Solutions project team. An update was also provided to staff at the July 27, 2021 Town Hall meetings. The consultants identified the following landside facilities as needing capacity improvements in the short term: Public Parking, Rental Car Facilities, and Curbside Pick Up/Drop Off Areas. As enplanements and operations continue to grow, those three landside facilities will be critically under-capacity without expansion. A Board Workshop to discuss these findings was held on August 25, 2021.

In August, brainstorming regarding alternate projects to address the capacity issues was followed by the development of preliminary alternates. The project team conducted initial internal stakeholder outreach to discuss preliminary alternates and evaluation considerations. A Board Workshop to discuss and seek feedback on the preliminary alternates was held on September 21, 2021.

In September and October, the project team has focused on further developing alternates 2, 8, and 9b to address all the landside facility needs. The additional refinement includes enabling projects, traffic considerations, pedestrian access, and cost estimates. Subsequently, the project team has met with the rental cars (September 30th) and the public safety and maintenance groups (October 4th) for additional input. InterVISTAS was on-site on October 4th to walk the sites under consideration. Coordination meetings with local public agencies occurred on October 7th (RTC Washoe Technical Advisory Committee), October 12th (NDOT), and October 20th (RTC Washoe). Additional internal and external outreach occurred on October 26th (RTAA public safety, facilities & maintenance, engineering, environmental, and IT) and November 1st (ConRAC Solutions, PGAL, and rental cars).

A Board Workshop to select the preferred alternate occurred on November 2, 2021. Additional outreach, focused on the preferred alternate, occurred in November and December, while the consultant team continued to refine the preferred alternate and solidify the other landside recommendations.

On December 9, 2021, the RTAA Board of Trustees adopted the comprehensive landside development plan, recommended by InterVISTAS. The primary recommended improvements included establishment of a plan for future land acquisition of properties best positioned for future airport expansion, construction of a new entrance and a new exit off Terminal Way, removal of the recirculation road, consolidation of curbside crosswalks, construction of curbside canopies, reallocation of pick-up and drop-off areas, public parking expansion via the reclaimed first floor parking garage and quick-turnaround area, construction of new rental car facility including a customer service building, new ready/return garage, new Quick Turnaround Facility, and a covered passenger walkway, and consolidation of ground transportation pick-up operations within the new ready/return garage. In addition, the comprehensive landside development plan includes a parcel-by-parcel list of potential future uses for all existing landside parcels.

On January 25, staff and the consultant team met with the City of Reno to discuss the feasibility of the proposed changes along Terminal Way to include new ingress, new egress, the rental car access points, and the potential closure of the existing Plumb entrance/exit. The City did not identify any immediate dealbreakers; however,

conversations are expected to continue with a focus on separate distances and capacity / traffic analyses.

The next and final milestone for the project is the finalization of the Executive Summary and supporting appendices.

The following are project milestones:

- | | |
|--------------------------------------|--------------------|
| • Planning RFP Issued | January 15, 2021 |
| • Consultant Proposals Received | January 28, 2021 |
| • Study PSA Board Approval | February 11, 2021 |
| • Notice to Proceed for Study | March 12, 2021 |
| • Forecast Landside Operations | June 2021 |
| • Facility Demand Analysis | July 2021 |
| • Forecast/Demand Board Workshop | August 25, 2021 |
| • Prelim. Alternates Outreach | August 2021 |
| • Prelim. Alternates Board Workshop | September 21, 2021 |
| • Preferred Alternate Board Workshop | November 2, 2021 |
| • Preferred Alternate Outreach | November 2021 |
| • Landside Development Plan Adoption | December 9, 2021 |

Next steps for the project are listed below:

- | | |
|-----------------------|----------------------|
| • Report Finalization | February 2022 |
|-----------------------|----------------------|

			ENGINEERING & CONSTRUCTION - PROJECT SCHEDULE 2022																																																											
			PLANNING/ENVIRONMENTAL				PROGRAM STUDY				RFQ/SOQ/PROPOSAL				DESIGN				BIDDING				CONSTRUCTION				PROJECT CLOSEOUT				BA: BOARD ACTION																															
Project Name	RNO/RTS	PM	JAN 2022				FEB 2022				MARCH 2022				APRIL 2022				MAY 2022				JUNE 2022				JULY 2022				AUG 2022				SEPT 2022				OCT 2022				NOV 2022				DEC 2022															
			W1	W2	W3	W4	W5	W6	W7	W8	W9	W10	W11	W12	W13	W14	W15	W16	W17	W18	W19	W20	W21	W22	W23	W24	W25	W26	W27	W28	W29	W30	W31	W32	W33	W34	W35	W36	W37	W38	W39	W40	W41	W42	W43	W44	W45	W46	W47	W48	W49	W50	W51	W52								
Airport Improvement Program (AIP)																																																														
Runway 16R-34L Reconstruction - Phase 2	RNO	TC																																									CONSTRUCTION				PROJECT CLOSEOUT															
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Taxiway B/M & GA Runup Areas Design	RNO	JL	DESIGN				DESIGN				BIDDING				CONSTRUCTION				PROJECT CLOSEOUT				BA																																							
RTS Apron & Taxiway A Phase 3(FAA Phase 4)	RTS	BJ	DESIGN				DESIGN				BIDDING				CONSTRUCTION				PROJECT CLOSEOUT				BA																																							
Capital Improvement Program (CIP) 2020-21																																																														
2021 Pavement Maintenance Program	RNO	BJ	DESIGN				DESIGN																																																							
Ticketing Hall Expansion	RNO	AT	DESIGN				DESIGN				DESIGN				BIDDING				CONSTRUCTION				PROJECT CLOSEOUT				BA																																			
Blue Lot Reconstruction	RNO	BJ	DESIGN				DESIGN				BIDDING				CONSTRUCTION				PROJECT CLOSEOUT				BA																																							
2022 Pavement Management Program	RNO	BJ	BA																																																											
Capital Improvement Program (CIP) 2020-21																																																														
Terminal Arc Flash Study	RNO	TO																																																												
Skybridge Clerestroy Wall Panels	RNO	TO	DESIGN				DESIGN				BIDDING				CONSTRUCTION				PROJECT CLOSEOUT				BA																																							
Airport Terminal Lift Station	RNO	TO	DESIGN				DESIGN				BIDDING				CONSTRUCTION				PROJECT CLOSEOUT				BA																																							
Air Cargo Way Lift Station	RNO	JL	DESIGN				DESIGN				BIDDING				CONSTRUCTION				PROJECT CLOSEOUT				BA																																							
RTAA Workspace Study	RNO	AT																																																												
Front Reception Remodel	RNO	TO	DESIGN				DESIGN				BIDDING				CONSTRUCTION				PROJECT CLOSEOUT				BA																																							
Passenger Facility Charge (PFC 14)																																																														
Terminal Development (Concourse) Planning Study	RNO	LB																																																												
Sky Bridge Escalator Refurbishment Project	RNO	TO																																																												
Passenger Facility Charge (PFC 15)																																																														
Terminal Loop Road Reconstruction	RNO	JL	DESIGN																																								BIDDING				CONSTRUCTION				PROJECT CLOSEOUT				BA							
Arrival/Departure Escalators	RNO	TO																																																												
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CONRAC - Design	RNO	TC																																																												

