



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

**AGENDA
PLANNING & INFRASTRUCTURE COMMITTEE**

Date: Tuesday, March 8, 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 241.020](#)

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/88247582322>, or visit <https://zoom.us/join> and enter the **Webinar ID: 882 4758 2322**.
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 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 February 8, 2022, Planning and Construction Committee Meeting

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION

None.

5. ITEMS RECOMMENDED FOR APPROVAL BY THE FULL BOARD

- 5.1 Board Memo 03/2022-09: Authorization for the President/CEO to execute a Professional Service Agreement for a roof assessment at the Reno-Tahoe International Airport and Reno-Tahoe Stead Airport with Building Technology Associates Inc. in the amount of \$58,369.50 *(for possible action)*
- 5.2 Board Memo 03/2022-10: Authorization for the President/CEO to execute a Professional Service Agreement for electrical engineering design services, for the Federal Aviation Administration's Voluntary Airport Low Emissions Program for Pre-Conditioned Air and Ground Power Unit Replacement Project at the Reno-Tahoe International Airport with PK Electrical, Inc. in the amount of \$86,000 *(for possible action)*
- 5.3 Board Memo 03/2022-11: Authorization for the President/CEO to execute an Amendment No. 1, to the Professional Services Agreement, for design services for the development of the Remote Parking Lot Construction Project at Reno-Tahoe International Airport, with J-U-B Engineers, Inc., in the amount of \$261,200 *(for possible action)*

6. PROJECT UPDATE PRESENTATIONS

- 6.1 Engineering & Construction Project Schedule Update
- 6.2 Workspace Study Update

7. MONTHLY PROJECT STATUS REPORT *(provided for reference only)***8. MEMBER COMMENTS, QUESTIONS AND REQUESTS FOR 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 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

DRAFT

MINUTES

REGULAR MEETING OF THE BOARD OF TRUSTEES

Date: Tuesday, February 08, 2022

Time: 9:30 AM

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

**This Meeting was held virtually Pursuant to Section 1 of the
State of Nevada Declaration of Emergency Directive 006**

Members Present: Art Sperber *Chair*, Shaun Carey *Member*, Carol Chaplin *Member*

Members Absent: Adam Kramer *Vice Chair*

1. INTRODUCTORY ITEMS

1.1 Call to Order

1.2 Roll Call

Roll was taken by the Clerk of the Board. Trustee Kramer was absent. All other Members were present.

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

None.

3. APPROVAL OF MINUTES

3.1 December 7, 2021, Planning and Construction Committee Meeting

Motion: Move to approve the Minutes of the December 7, 2022, Planning Meeting.

Moved by: Carol Chaplin

Seconded by: Shaun Carey

Motion Status: Pass

Aye: Sperber, Carey, Chaplin

Absent: Kramer, Jay

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

None.

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)**

This item was presented by Bruce Juzek, Project Manager.

Motion: Move to 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.

Moved by: Carol Chaplin

Seconded by: Shaun Carey

Motion Status: Pass

Aye: Sperber, Carey, Chaplin

Absent: Kramer, Jay

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)**

This item was presented by Dave Pittman, Facilities and Maintenance Director.

Motion: Move to 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 332.115 (a), (c), (d), (g), and (i) and authorizes the President/CEO or his designee to sign.

Moved by: Shaun Carey

Seconded by: Carol Chaplin

Motion Status: Pass

Aye: Sperber, Carey, Chaplin

Absent: Kramer, Jay

6. PROJECT UPDATE PRESENTATIONS

6.1 Ticketing Hall Expansion Update

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

6.2 Engineering & Construction Project Schedule Update

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

7. MONTHLY PROJECT STATUS REPORT

There was no discussion on this item.

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

None.

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

None.

10. ADJOURNMENT

The meeting was adjourned at 11:01 a.m.

Richard Jay, Secretary

Board Memorandum

To: All Board Members

Memo #: 03/2022-09

From: Daren Griffin, President/CEO

Subject: Authorization for the President/CEO to execute a Professional Service Agreement for a roof assessment at the Reno-Tahoe International Airport and Reno-Tahoe Stead Airport with Building Technology Associates Inc. in the amount of \$58,369.50

STAFF RECOMMENDATION

Authorization for the President/CEO to execute a Professional Service Agreement for a roof assessment at the Reno-Tahoe International Airport and Reno-Tahoe Stead Airport with Building Technology Associates Inc. in the amount of \$58,369.50

PURPOSE

The purpose of this action is to authorize the President/CEO to execute a Professional Service Agreement (PSA) for a roof assessment at Reno-Tahoe International Airport (RNO) and Reno-Tahoe Stead Airport (RTS) with Building Technology Associates Inc. in the amount of \$58,369.50

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

- Strategic Priority #3 Facilities for the Future
- Strategic Priority #4 Safety and Security
- Strategic Priority #6 Customer Experience

BACKGROUND

The RTAA has roughly 1.2 million square feet of roof area throughout the airport that needs to be maintained. The roofs vary in types, but are predominantly polyvinyl chloride (PVC) single ply membrane roofs. The last roof assessment was completed in 2003. Since then, the Facilities and Maintenance Department has aggressively replaced roofs each year, based upon the 2003 assessment. Most of the roofs identified in the previous report will soon be approaching the end of their useful life. Similar to the RTAA Pavement Management Program, the roof assessment is a critical tool in developing our future Capital Improvement Program budget for repairs and replacements of the airport roofs.

DISCUSSION

RTAA Engineering staff direct selected Building Technology Associates Inc. (BTA) based on the following:

- Experience providing required services
- Knowledge of weather conditions in the Reno area
- Knowledge of local labor and material costs
- Overall performance with other agencies in the Reno area

The scope of work was developed by the RTAA Engineering staff with experience of the RTAA roofs, other local roofing projects, existing reports for specific RTAA buildings, and the 2003 assessment report.

The proposal provided by BTA is based upon this scope of work.

COMPANY BACKGROUND

Founded in 1959, Building Technology Associates, Inc. (BTA) is among the most respected roof consulting firms in the industry. The BTA Team provides nationwide delivery of professional engineering, asset management and consulting services, specifically for roof systems. Their services provide clients with an understanding of their roof assets, requirements for optimal mission and financial performance, as well as preparing costs to meet the roofing solutions.

FISCAL IMPACT

Funding for this project was approved by the Board of Trustees, as part of the Budget Augmentation of the Fiscal Year 2021-2022, under O & M.

COMMITTEE COORDINATION

Planning and Infrastructure Committee

RECOMMENDED MOTION

Staff recommends that the Board adopt the following motion:

“Move to authorize the President/CEO to execute a Professional Service Agreement for a roof assessment at the Reno-Tahoe International Airport and Reno-Tahoe Stead Airport with Building Technology Associates Inc. in the amount of \$58,369.50”

Board Memorandum

To: All Board Members

Memo #: 03/2022-10

From: Daren Griffin, President/CEO

Subject: Authorization for the President/CEO to execute a Professional Service Agreement for electrical engineering design services, for the Federal Aviation Administration's Voluntary Airport Low Emissions Program for Pre-Conditioned Air and Ground Power Unit Replacement Project at the Reno-Tahoe International Airport with PK Electrical, Inc. in the amount of \$86,000

STAFF RECOMMENDATION

Authorization for the President/CEO to execute a Professional Service Agreement for electrical engineering design services, for the Federal Aviation Administration's Voluntary Airport Low Emissions Program for Pre-Conditioned Air and Ground Power Unit Replacement Project at the Reno-Tahoe International Airport with PK Electrical, Inc. in the amount of \$86,000.

PURPOSE

The purpose of this action is to authorize the President/CEO to execute a Professional Service Agreement (PSA) for electrical engineering design services for the Federal Aviation Administration's (FAA) Voluntary Airport Low Emissions Program (VALE) for the replacement of Pre-Conditioned Air (PCA) and Ground Power Unit (GPU) equipment at Reno-Tahoe International Airport (RNO) with PK Electrical, Inc. in the amount of \$86,000. This action is in support of the Reno Tahoe Airport Authority (RTAA) Strategic Priorities

- Strategic Priority #3 Facilities for the Future
- Strategic Priority #4 Safety and Security
- Strategic Priority #6 Customer Experience

BACKGROUND

The FAA's VALE Program provides Airport Improvement Program (AIP) grant funding to commercial service airports such, as the RNO, that are located in non-attainment or maintenance of National Ambient Air Quality Standards areas for emission reduction projects proven to benefit local air quality. VALE AIP funding comes from Noise & Environmental Set Aside funds and does not affect regular RNO entitlements or discretionary allotments.

The existing PCA and GPU units have reached the end of their useful life and require replacement. If a PCA or GPU unit fails during this period, a passenger boarding bridge is removed from service

until such time as a replacement unit becomes procured. Lead times on similar type units range from 6 to 9 months.

DISCUSSION

Pre-Conditioned Air (PCA) units are located on each passenger boarding bridge. The purpose of the units is to introduce fresh conditioned air for the aircraft cabin while the aircraft is at the gate. The air is filtered, heated, or cooled and moisture removed. The PCA units are electric and energy efficient. In contrast, if the PCA unit is not available or out of service, the aircraft relies on its auxiliary power unit (APU) to perform this service. The APU runs on the aircraft's jet fuel and is very inefficient and has significant impacts on the environment due to exhaust emissions.

Ground Power Units (GPU) is an electrical device attached to the bottom of passenger boarding bridges which supplies power to aircraft while on the ground. They provide the specific power, 115 V at 400 Hz, to the aircraft. This is a much more efficient way to supply power to the aircraft while being on the ground than using the APU with the environmental issues mentioned above.

The project scope includes consultant services for preliminary and final planning, engineering, and design for the replacement of 23 PCA's, 1 portable PCA, 23 GPU and one portable GPU, along with the associated electrical infrastructure and sub-metering to support the new equipment. The new equipment will be owned and maintained by the RTAA. The installation of the submeters will allow for electrical usage to be tracked to the respective users.

Should the FAA VALE Program applications be successful in resulting in an FAA AIP grant award, all costs associated with the design, procurement and construction of the equipment is reimbursed in accordance with the percentage established by the FAA's AIP participation rate described below.

COMPANY BACKGROUND

PK Electrical, Inc. has twenty-five (25) years of electrical design, project management, and planning experience. Their home office is in Reno, Nevada with a branch in Denver, Colorado. PK Electrical is licensed in 17 states and has worked on numerous projects at RNO and throughout the West.

FISCAL IMPACT

The planning and electrical engineering design services of \$86,000 for FAA VALE PCA/GPU Replacement Project is funded by the RTAA FY 2021-22 Capital Improvement Project (CIP) was approved by the Board of Trustees, as part of the mid-year Budget Augmentation for Fiscal Year 2021-2022. The RTAA's current AIP sponsor share is 6.25% and the FAA (federal) share is 93.75%. Reimbursement would be inclusive of the total project costs determined based on this preliminary planning and engineering project evaluation. If the RTAA's VALE Program application is approved by the FAA, the design and construction costs for this capital project would be reimbursed by the FAA.

COMMITTEE COORDINATION

Planning & Infrastructure Committee

RECOMMENDED MOTION

Staff recommends that the Board adopt the following motion:

“Move to authorization the President/CEO to execute a Professional Service Agreement for electrical engineering design services, for the Federal Aviation Administration’s Voluntary Airport Low Emissions Program for Pre-Conditioned Air and Ground Power Unit Replacement Project at the Reno-Tahoe International Airport with PK Electrical, Inc. in the amount of \$86,000.”

Board Memorandum

To: All Board Members

Memo #: 03/2022-11

From: Daren Griffin, President/CEO

Subject: Authorization for the President/CEO to execute an Amendment No. 1, to the Professional Services Agreement, for design services for the development of the Remote Parking Lot Construction Project at Reno-Tahoe International Airport, with J-U-B Engineers, Inc., in the amount of \$261,200

STAFF RECOMMENDATION

Staff recommends that the Board authorize the President/CEO to execute Amendment No. 1, to the Professional Services Agreement, for design services for the development of the Remote Parking Lot Construction Project at Reno-Tahoe International Airport, with J-U-B Engineers, Inc., in the amount of \$261,200.

PURPOSE

The purpose of this action is to request authorization for the President/CEO to execute Amendment No. 1 to the Professional Services Agreement (PSA) for consultant services with J-U-B Engineers, Inc. (JUB) for the development, design, and preparation of plans, specification, and contract documents associated with the development of the Remote Parking Lot at the Reno-Tahoe International Airport (RNO).

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 #3 – Facilities for the Future
- Strategic Priority #4 - Safety & Security
- Strategic Priority #6 – Customer Experience

BACKGROUND

The Remote Parking Lot is located at the base of the FAA Radar Tower at RNO. The Remote Parking Lot is undeveloped and is approximately 4 acres. It is bordered to the west by Terminal Way, south and east by the rental car surface storage and maintenance lots, and to the north by the NDOT off ramp. It has been used in the past as rental car overflow parking and construction staging.

With the increase in customer parking demands, staff is desiring to improve the Remote Parking Lot to help to accommodate this growth. This growing demand is in part due to the change in how passengers choose to commute to RNO. Passengers are choosing to utilize the public parking facilities rather than use taxis, TNCs, or public transit. The TNC pick-ups were down 44% in 2021 verse 2019. Additionally, duration of parking transactions has significantly increased in FY 21/22 by 12% for long term transactions and 27% for short term transactions, contributing to our public parking capacity issues.

The following is a summary of parking 2021 vs. 2019 and during each of these events, it was necessary to utilize overflow parking:

- June averaged 300 additional vehicles over the weekend's vs 2019
- July 4th holiday weekend brought 800 additional vehicles vs 2019
- Labor Day holiday weekend brought 500 additional vehicles vs 2019
- October averaged 400 additional vehicles over the weekend's vs 2019
- Thanksgiving holiday weekend brought 700 additional vehicles vs 2019
- Christmas holiday brought 400 additional vehicles vs 2019

This trend continues as February 2022 outpaced historical data in revenue and duration.

The Remote Parking Lot has been deemed essential to Airport Operations. As passenger levels return to pre-pandemic levels and beyond, the RTAA is in immediate need of additional parking spaces. With the ConRAC project being delayed for the Landside Study, the RTAA needs additional onsite parking as the parking projections and demands show that we are unable to wait for additional parking spaces that the ConRAC project will provide when it is completed in 2025 or 2026. In 2021, the RTAA resorted to utilizing spaces from the rental car storage lots, the Surestay Hotel, and Reno-Sparks Convention Center in order to accommodate public parking needs. The Remote Parking Lot would add up to 400 additional parking spaces for use.

DISCUSSION

The project is the development of the of approximately 4 acres of undeveloped land into a customer parking lot. The project will address access to the lot for both pedestrian access to the terminal building and vehicular access to the Remote Parking Lot itself.

Request for Qualifications (RFQ) for design services for parking lots was publicly advertised on August 18, 2021, and Statements of Qualifications (SOQ) were received on September 22, 2021, from the following firms:

- JUB Engineers, INC.
- Kimley Horn
- CFA, Inc.
- NCE

An evaluation committee comprised of RTAA staff reviewed the submittals and determined the ranking of the engineering firms for upcoming parking lot reconstruction projects. The evaluation was based on the qualifications and experience requirements stipulated in the RFQ. JUB Engineers

(formerly Dyer Engineering) was selected as most qualified and has provided asphalt and concrete pavement design projects at the Reno-Tahoe International (RNO) and Reno-Stead (RTS) Airports.

This amendment for the development of the Remote Parking Lot Project provides for design services consisting of construction documents (plans and specifications), bidding services, and permitting. Specific tasks include the development of civil improvement plans, analysis of the soils conditions, hydrology conditions, existing storm drain system capacity, develop possible site layouts, permitting with the City of Reno, TMWA, NDOT, and NV Energy.

RTAA staff has released the Geotech and Surveying PSA's early to allow for the possibility of construction being started in the latter half of 2022 with the goal of being able to park cars in the parking lot during Thanksgiving. The construction schedule is optimistic with the possibility that construction may not occur until the spring of 2023. The Surveying and Geotech work are necessary for any development of the site and not limited to developing this area as a parking lot. Table 1 below is a breakdown of the design services fee.

Table 1 – Design Services Fee Breakdown

Task	Amount	Firm
Topographic Survey	\$28,700	J-U-B
Geotechnical Investigation	\$23,450	CME
Civil Improvement Plans	\$261,200	J-U-B
Construction Administration*	TBD	J-U-B
Total	\$313,350	

*Construction Administration (CA) and closeout are not included in this design fee and will be procured separately once a construction timeline is determined as the construction duration will affect the fee.

Upon completion of the design, the construction documents will be issued for competitive bidding. The low responsible and responsive bidder's construction contract will be brought separately for Board approval at a later date. The project shall be funded under the Capital Improvement Program (CIP).

Construction Management (CM) services are not included and will be procured separately with Atkins North America. Table 2 below is an estimate of the total program costs:

Table 2 – Project Estimate at Completion

Design Services	Construction Management	Construction	Other Direct Costs	Estimate At Completion
\$313,350	\$350,000	\$3,522,700	\$65,950*	\$4,252,000

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

The Estimate at Completion (EAC) is a preliminary estimate for budgetary purposes only. This estimate will be revised after the bidding phase and with the selection of the low responsive and responsible bidder. The CM services will be based on the scope and contractor's schedule. The design services funds were approved in the RTAA's Fiscal Year 2021/22 Capital Improvement Project midyear budget process. The EAC amount was used for programming the RTAA Fiscal Year 2022/23 Capital Improvement Project budget request.

COMPANY BACKGROUND

J-U-B's is a multi-discipline civil engineering firm that bought out Dyer Engineering in 2020. All of the work associated with this project is expected to be performed by the J-U-B's staff and local teams based in the Reno-Sparks area. J-U-B's specializes in aviation, development, environmental, mining and water resources engineering. J-U-B's Engineering Consultants has performed numerous airfield and landside pavement design projects for various Commercial (Part 139) and General Aviation airports in Nevada and California. (J-U-B) is a respected firm in the mountain west region. With 21 offices and roughly 430 employees in Nevada, Idaho, Utah, Washington, Oregon, Wyoming, and Colorado.

FISCAL IMPACT

This project is a RTAA Capital Improvement Project and the design fee was approved with the FY 2021-22 midyear budget. The construction budget is being submitted with the RTAA Capital Improvement Project budget process for FY 2022-2023.

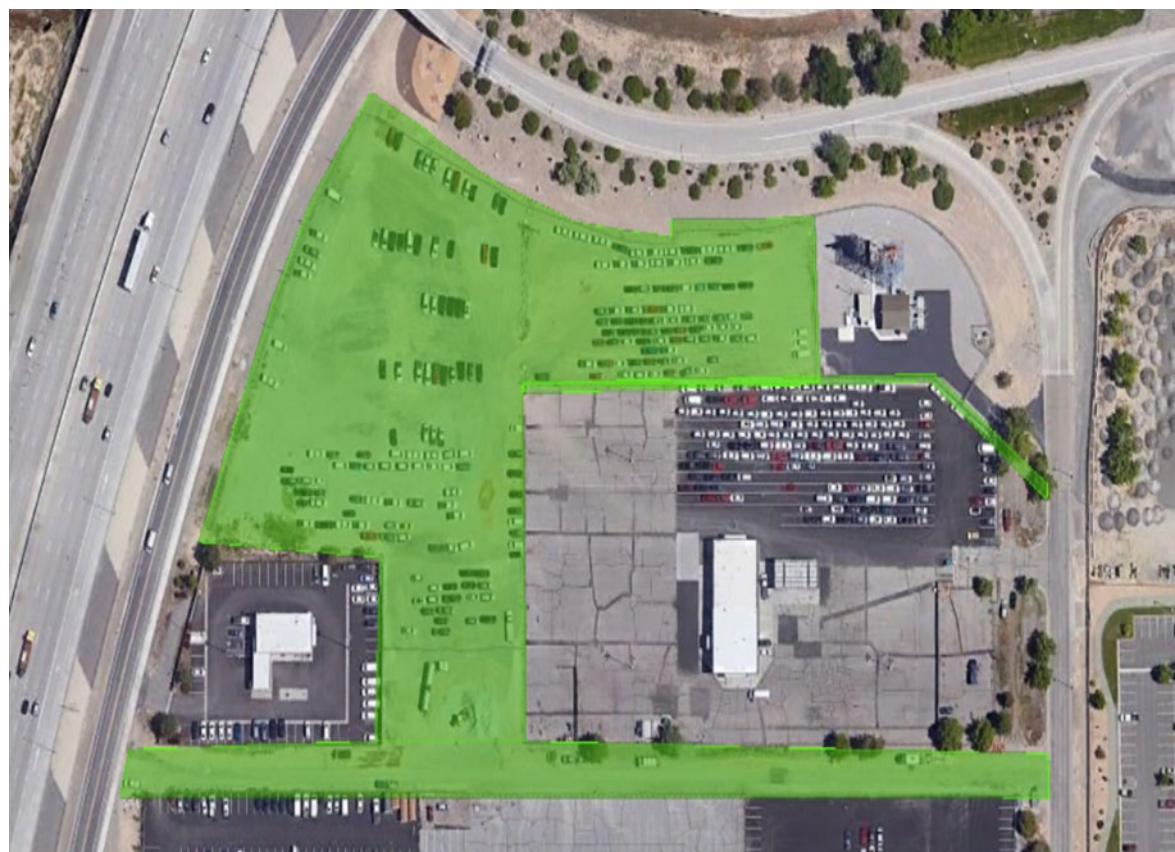
COMMITTEE COORDINATION

Planning and Infrastructure Committee

RECOMMENDED MOTION

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

“It is hereby moved that the Board authorizes the President/CEO to execute an Amendment No. 1, to the Professional Services Agreement, for design services for the development of the Remote Parking Lot Construction Project at Reno-Tahoe International Airport, with J-U-B Engineers, Inc., in the amount of \$261,200 and authorizes the President/CEO or his designee to sign.”



**RENO-TAHOE AIRPORT AUTHORITY
PLANNING AND INFRASTRUCTURE COMMITTEE
PROJECT STATUS REPORT
MARCH 2022**

ENGINEERING PROJECTS

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 punch list 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 | March 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. **Bids were opened on February 24, 2022 and are being evaluated by staff.**

Phase 3 – The following are project milestones:

- Design Completed February 2, 2022
- Issue for Bid February 4, 2022
- **Bids Opened February 24, 2022**

Phase 3 – The following are the next steps:

- Award of Construction Contract April 14, 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 the field inspections, submitted the final inspection reports **and have completed all requirements of the 2021 contract.**

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
- Design PSA Approval February 10, 2022
- Kickoff Meeting February 22, 2022

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

- Pavement Inspections April/May 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 is being phased to minimally impact passenger movements and involves the removal of all existing mechanical and electrical components. The existing escalator truss are being modified to accept new modules to allow 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 **is completed and work on the electrical and mechanical systems is underway.**

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 (Part of the MoreRNO Program)

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. **RS&H & RTAA continue to meet as needed to discuss interior and exterior finishes, alternates, artwork locations, shared use, etc.**

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 plans 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
- **Bid Advertising February 10, 2022**

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

- Bid Opening March 24, 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 RTS sites and currently working on the review of the RNO 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. The repair work needs to be designed by a structural engineer 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 and the first draft of the study was submitted for review on February 23rd.

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
- Study Draft February 23, 2022

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

- 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 project design has been completed and is out to bid. Bids are due in March of 2022.**

The following are project milestones:

- PSA Executed August 2021
- Design Completed January 2022
- **Bid Advertising February 23, 2022**

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

- Bids Due March 31, 2022
- Construction 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 were opened on February 24, 2022 and are being evaluated by staff.**

The following are project milestones:

- PSA Executed September 9, 2021
- Design Completed December 2021
- Bidding Advertising January 26, 2022
- **Bids Opened February 24, 2022**

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

- Board Approval April 12, 2022
- Construction Spring/Summer 2022

Terminal Loop Road (Part of the MoreRNO Program)

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. **Recommendations for ADA, sidewalks, and security are being discussed among the stakeholders and will be presented at the April Planning and Infrastructure Committee Meeting.**

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 **March 2022**.

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 March 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. **Bids were opened on March 3, 2022 and are being evaluated by staff.** 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
- **Bids Advertising February 3, 2022**
- **Bids Opened March 3, 2022**

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

- Board Approval April 2022
- Construction Start TBD

Remote Economy Lot Project

The Remote Economy Parking Lot is an undeveloped site and is approximately 4 acres. It is bordered to the west by Terminal Way, south and east by the rental car surface storage and maintenance lots, and to the north by the NDOT off ramp. The Remote Economy Parking Lot Project consist of all the necessary grading, utilities, drainage, lighting, pavement, and card access gates.

JUB Engineering, Inc. was selected from list of firms that previously submitted on the RFQ for the Parking Lot reconstruction.

The consultant has begun the survey and geotechnical to allow for the possibility of construction being started in the later half of 2022 with the goal of being able to park cars in the parking lot during Thanksgiving, otherwise construction will begin in the Spring of 2023. The PSA for design services is being presented to the Board of Trustees at the March Board meeting for approval.

The following are project milestones:

- **Survey & Geotechnical February 18, 2022**

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

- **Board Approval for Design March 10, 2022**
- **Notice to Proceed March 2022**
- **Design Completed August 2022**
- **Bidding Advertising August/September 2022**
- **Construction September 2022**

GA Hangar F Roof Replacement

This project will include rehabilitation of 18,500 square feet of the General Aviation Hangar F. Staff is working on the design phase that would apply a polymer spray-on roof coating to extend the useful life of this 25-plus year-old roof. Paul Cavin Architect was direct selected as the design consultant for this project. Mr. Cavin has started the

design work and should be completed in April 2022. The project will be bid in May or June 2022. Funding for construction has been submitted as a FY23 budget request. Construction is anticipated to begin in July of 2022 and would take 4 to 6 weeks once all materials area procured.

The following are project milestones:

- **Notice to Proceed** **February 10, 2022**

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

- **Design Complete** **April 2022**
- **Bids Advertising** **May 2022**
- **Bid Opening** **May 2022**
- **Board Approval** **June 2022**
- **Construction Start** **TBD**

FAA VALE PCA/GPU Replacement

The FAA's VALE Program provides Airport Improvement Program (AIP) grant funding to commercial service airports such, as the RNO, that are located in non-attainment or maintenance of National Ambient Air Quality Standards areas for emission reduction projects proven to benefit local air quality. VALE AIP funding comes from Noise & Environmental Set Aside funds and does not affect regular RNO entitlements or discretionary allotments. The program is to improve environmental issues with aging equipment by replacing with new efficient equipment.

This project will include the replacement of 26 Pre-Conditioned Air (PCA) units, 26 Ground Power Units (GPU), 1 portable PCA and 1 portable GPU for the Passenger Boarding Bridges (PBB). The PCA units provide fresh conditioned heat or cooling to the aircraft while they are at the PBB. The new units are much more energy efficient than the units being replaced which are at the end of their useful lives. The GPU provide a constant regulated power that is specific to aircraft. The new GPUs are much more efficient than those being replaced which are at the end of their useful lives. The installation of the submeters will allow for electrical usage to be tracked to the respective users.

The PSA with PK Electric, Inc. for design services of \$86,000 is being presented to the Board of Trustees at the March Board meeting for approval.

Should the FAA VALE Program applications be successful in resulting in an FAA AIP grant award, all costs associated with the design, procurement and construction of the equipment is reimbursed in accordance with the percentage established by the FAA's AIP participation rate.

The following are project milestones:

- **Consultant Selection** **February 2022**

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

- **Design Completion** **TBD**

Roof Assessment

The RTAA has roughly 1.2 million square feet of roof area throughout the airport that needs to be maintained. The roofs vary in types but are predominantly polyvinyl chloride (PVC) single ply membrane roofs. The last roof assessment was completed in 2003. Since then, the Facilities and Maintenance Department has aggressively replaced roofs each year, based upon the 2003 assessment. Most of the roofs identified in the previous report will soon be approaching the end of their useful life. Similar to the RTAA Pavement Management Program, the roof assessment is a critical tool in developing our future Capital Improvement Program budget for repairs and replacements of the airport roofs.

RTAA Engineering staff direct selected Building Technology Associates Inc. (BTA) based on their experience providing required services, knowledge of weather conditions in the Reno area, knowledge of local labor and material costs, and overall performance with other agencies in the Reno area.

The scope of work will include survey of all RTAA roofs, condition evaluation, create database for RTAA's use, provide direction on replacement and needed maintenance.

The following are project milestones:

- **Consultant Selection** **February 2022**

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

- **Design Completion** **TBD**

PLANNING PROJECTS

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 & Infrastructure 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.

Final deliverables, the Executive Summary and supporting technical memorandum, were received on February 2, 2022. The study was completed \$38,955.95 under budget and has been closed out.

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 |
| • Executive Summary & Tech Memo | February 2, 2022 |
| • Project Close Out | February 19, 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																																																																																				
RTS Apron & Taxiway A Phase 2(FAA Phase 3)	RTS	BJ																																																																																				
Taxiway B/M & GA Runup Areas Design	RNO	JL																																																																																				
RTS Apron & Taxiway A Phase 3(FAA Phase 4)	RTS	BJ																																																																																				
Capital Improvement Program (CIP) 2020-21																																																																																						
2021 Pavement Maintenance Program	RNO	BJ																																																																																				
Ticketing Hall Expansion	RNO	AT																																																																																				
Blue Lot Reconstruction	RNO	BJ																																																																																				
2022 Pavement Management Program	RNO	BJ																																																																																				
Capital Improvement Program (CIP) 2020-21																																																																																						
Terminal Arc Flash Study	RNO	TO																																																																																				
Skybridge Clerestroy Wall Panels	RNO	TO																																																																																				
Airport Terminal Lift Station	RNO	TO																																																																																				
Air Cargo Way Lift Station	RNO	JL																																																																																				
RTAA Workspace Study	RNO	AT																																																																																				
Front Reception Remodel	RNO	TO																																																																																				
Remote Economy Lot	RNO	BJ																																																																																				
GA Hangar F Roof Replacement	RNO	TO																																																																																				
Roof Assessment	RNO	TO																																																																																				
FAA VALE PCA/GPU Replacement	RNO	TO																																																																																				
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																																																																																				
Arrival/Departure Escalators	RNO	TO																																																																																				

ENGINEERING & CONSTRUCTION - PROJECT SCHEDULE 2022

PLANNING/ENVIRONMENTAL
PROGRAM STUDY
RFQ/SOQ/PROPOSAL
DESIGN
BIDDING
CONSTRUCTION
PROJECT CLOSEOUT
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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																																
			Customer Facility Charge (CFC)																																																																																			
CONRAC - Design	RNO	TC																																																																																				
Miscellaneous																																																																																						
Dermody Master Development at RTS	RNO	GP																																																																																				
Stellar - GA East Development	RNO	JL																																																																																				
NV Army National Guard at RTS (Misc Project Review)	RTS	BJ																																																																																				