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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 & CONSTRUCTION COMMITTEE**

Date: Tuesday, April 12, 2022

Time: 9:30 AM (to begin no earlier than 9:30 a.m., but may be 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; or
2. **Watch on Zoom:** <https://us02web.zoom.us/j/87261499105>; **Webinar ID:** 872 6149 9105; or
3. **Dial in to listen only:** 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 March 8, 2022, Planning and Construction Committee Meeting

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION

- 4.1 Loop Road Alternates (*discussion only*)

5. ITEMS RECOMMENDED FOR APPROVAL BY THE FULL BOARD

- 5.1 Board Memo #04/2022-14: Authorization for the President/CEO to Execute a Five (5)-Year Contract Extension for Maintenance and Support of the Airport Noise and Operations Monitoring System at the Reno-Tahoe International Airport with Envirosuite, in the amount of \$598,499.30 (*for possible action*)
- 5.2 Board Memo #04/2022-15: Authorization for the President/CEO to Execute a Five (5)-Year Professional Services Agreement for Consultant Services to Develop Annual Noise Contours and Related Report Tables for Reno-Tahoe International Airport with Harris Miller Miller & Hanson, Inc. (HMMH), in the amount of \$131,500 (*for possible action*)
- 5.3 Board Memo #04/2022-16: Authorization for the President/CEO to Execute a Construction Contract for The Relocation of a New Sanitary Sewer Lift Station Located in Air Cargo Way, with Farr Construction, in the Amount of \$749,400.00, and authorize an Owner's Contingency in the amount of \$27,470 (*for possible action*)
- 5.4 Board Memo #04/2022-17: Authorization for the President/CEO to execute Amendment #1 (Air Cargo Way Lift Station) to the Professional Service Agreement for the 2022 Annual Construction Management Services for the Airport Capital Improvement Plan at Reno-Tahoe International Airport with Atkins North America, in the Amount of \$86,000 (*for possible action*)
- 5.5 Board Memo #04/2022-18: Authorization for the President/CEO to accept pending Federal Aviation Administration Airport Improvement Program Grant Offers and execute a Construction Contract for the Taxiway A & Aircraft Apron Reconstruction Project - Phase 3 project at Reno-Stead Airport, with Granite Construction Inc., accepting the Base Bids and Bid Alternates 1 & 5 in the amount of \$3,362,499 and authorize adjustment of Airport Improvement Program cost allocation line items to maximize awarded Airport Improvement Program grant for increased construction costs, as well as an Owner's Contingency in the amount of \$300,000 (*for possible action*)

- 5.6 Board Memo #04/2022-19: Authorization for the President/CEO to accept pending Federal Aviation Administration Airport Improvement Program Grant Offer and execute Amendment No. 2 (Taxiway Alpha & Aircraft Apron Reconstruction Project - Phase 3) to the Professional Service Agreement for the 2022 Annual Construction Management Service for the Airport Capital Improvement Plan at Reno-Stead Airport, with Atkins North America, in the Amount of \$339,900, for a total of \$474,900 *(for possible action)*

6. PROJECT UPDATE PRESENTATIONS

- 6.1 Engineering & Construction Project Schedule Update (see attached)
- 6.2 Monthly Project Status Report (see attached)

7. MEMBER COMMENTS, QUESTIONS AND REQUESTS FOR AGENDA ITEMS

8. 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.

9. ADJOURNMENT

BOARD OF TRUSTEES

Jessica Sferrazza, Chair
Shaun Carey, Vice Chair
Richard Jay, Secretary
Jenifer Rose, Treasurer
Carol Chaplin
Nat Carasali
Daniel Farahi
Lisa Gianoli
Art Sperber

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, March 08, 2022

Time: 9:30 AM

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

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

The meeting was called to order at 9:45 a.m.

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 February 8, 2022, Planning and Construction Committee Meeting

Motion: Move to approve the minutes of the February 8, 2022, meeting.

Moved by: Carol Chaplin

Seconded by: Shaun Carey

Motion Status: Pass

Aye: Sperber, Carey, Chaplin

Absent: Kramer

4. INFORMATION / DISCUSSION ITEMS

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)**

This presentation was given by Ted Ohm, Sr. Facilities Project Manager.

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.

Moved by: Carol Chaplin

Seconded by: Shaun Carey

Motion Status: Pass

Aye: Sperber, Carey, Chaplin

Absent: Kramer

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)**

This presentation was given by Ted Ohm, Sr. Facilities Project Manager.

Motion: Move to authorize 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.

Moved by: Shaun Carey

Seconded by: Carol Chaplin

Motion Status: Pass

Aye: Sperber, Carey, Chaplin

Absent: Kramer

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)

This presentation was given by Chris Cobb, Manager of Engineering & Construction.

Motion: Move to authorize 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.

Moved by: Carol Chaplin

Seconded by: Shaun Carey

Motion Status: Pass

Aye: Sperber, Carey, Chaplin

Absent: Kramer

6. PROJECT UPDATE PRESENTATIONS *(provided for reference only)*

6.1 Engineering & Construction Project Schedule Update

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

6.2 Workspace Study Update

This update was presented by Amanda Twitchell, Sr. Project Manager, and Max Hershenow, H+K Architects.

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 11:05 a.m.

Board Memorandum

To: All Board Members

Memo #: 04/2022-14

From: Daren Griffin, President/CEO

Subject: Authorization for the President/CEO to Execute a Five (5)-Year Contract Extension for Maintenance and Support of the Airport Noise and Operations Monitoring System at the Reno-Tahoe International Airport with Envirosuite, in the amount of \$598,499.30

STAFF RECOMMENDATION

Staff recommends that the Board of Trustees authorize the President/CEO to Execute a Five (5)-Year Contract Extension for Maintenance and Support of the Airport Noise and Operations Monitoring System at the Reno-Tahoe International Airport with Envirosuite, in the amount of \$598,499.30.

PURPOSE

The purpose of this action is to authorize the President/CEO to Execute a Five (5)-Year Contract Extension for Maintenance and Support of the Airport Noise and Operations Monitoring System at the Reno-Tahoe International Airport with Envirosuite, in the amount of \$598,499,30.

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 #1 Air Service & Cargo
- Strategic Priority #2 General Aviation
- Strategic Priority #3 Facilities for the Future
- Strategic Priority #3 Customer Experience

BACKGROUND

An Airport Noise and Operations Monitoring System (ANOMS) has been operational in the community since March 2010. The ANOMS, which includes fourteen monitors located under the flight paths of RNO, collects information on aircraft operations and noise events. This information is available to the public via the renoairport.com website and allows individuals the ability to access near real-time flight tracking data and to report noise complaints. The ANOMS matches noise complaints with aircraft operations and noise events, serving as an effective tool for staff when addressing noise complaints and questions from the public. Additionally, data gathered under this contract is used to create the Annual Noise Contour Report for RNO.

The ANOMS was designed, acquired, and installed using a Federal Aviation Administration (FAA) Airport Improvement Program grant. The first three (3) years of maintenance and support was included in the initial grant funded acquisition and commenced upon commissioning and system acceptance. The system was originally provided and installed by Lochard Corporation which subsequently became Brüel & Kjær, Inc (B+K).

In 2013, B+K was awarded a new three-year maintenance agreement with an option for two (2) additional years, exempt from competitive bidding per NRS 332.115.1(A) and (C) (Board Memo #13(10)-49). In 2016, the two-year extension was awarded (Board Memo #16(04)-05). The extension expired on June 30, 2018, and B+K continued to provide maintenance and support under a month-to-month agreement.

A Request for Proposals (RFP) was issued in November 2018. Interested vendors were allowed to propose an all-inclusive agreement for either

- 1) maintenance and support of the existing ANOMS equipment or
- 2) maintenance and support of upgraded ANOMS equipment.

There were only two (2) proposals.

In April 2019, EMS Brüel & Kjær, Inc (formerly B+K), was awarded a thirty-eight (38) month contract with an option for an additional extension at a total cost of \$356,703 (Board Memo #19(04)-20). The original contract value is shown in Table 1 below.

Table 1: Original ANOMS Contract FY19-21

FY19-21 Contract	Year 1 - 14 months (5/1/19-6/30/20)	Year 2 (7/1/20-6/30/21)	Year 3 (7/1/21-6/30/22)	Contract Total
Monthly Fee	\$9,125.00	\$9,398.75	\$9,680.67	\$9,386.92 (Mo. Avg.)
Annual Fee	\$127,750.00	\$112,785.00	\$116,168.00	\$356,703.00

Early April 2020, EMS Brüel & Kjær, Inc, now known as Envirosuite agreed to temporarily lower their fees in recognition of the precipitous and drastic fall in passenger air travel demand resulting from the COVID pandemic. The 15-month fee reduction, in affect from April 2020 – June 2021, resulted in a fee reduction of \$14,910 with no decrease in services.

Table 2: Amended ANOMS Contract FY19-21

FY19-21 Contract	Year 1 - 14 months (5/1/19-6/30/20)	Year 2 (7/1/20-6/30/21)	Year 3 (7/1/21-6/30/22)	Contract Total
Original Monthly Fee	\$9,125.00	\$9,398.75	\$9,680.67	\$9,386.92 (Mo. Avg.)
Adjusted Fee	\$9,125.00 – 11 months, \$7,750.00 – 3 months	\$8,500.00	\$9,680.67	\$8,994.55 (Mo. Avg.)
Annual Fee	\$123,625.00	\$102,000.00	\$116,168.00	\$341,793.00

DISCUSSION

In January 2021, staff initiated discussions with Envirosuite regarding an extension for the existing contract for a new term of July 1, 2022 – June 30, 2024. Negotiations continued into March.

Staff and Envirosuite have agreed upon the below general scope of work for the proposed extension.

Table 3: Proposed Scope of Work

Scope	General Services
ANOMS Equipment	<ul style="list-style-type: none"> 14 Permanent Noise Monitor Stations (including 8 solar-powered) 2 Portable Noise Monitor Units
ANOMS Applications and Software	<ul style="list-style-type: none"> EVS Earth Flight Tracking Data WebTrak Public Display Flight Tracking
Support and Services	<ul style="list-style-type: none"> Dedicated Service Delivery Manager Warranty, maintenance, and calibration of all equipment, including replacement of disposable items (e.g. batteries) Upgrades, support, and servicing of all applications and software, including additional system enhancements Semi-annual on-site visits Ongoing training

Envirosuite provided three (3) alternate fee proposals:

1. A two (2)-year fee schedule for the agreed upon services with a 3% CPI (July 1, 2022 – June 30, 2024),
2. A five (5)-year fee schedule for the agreed upon services with a 1% CPI (July 1, 2022 – June 30, 2027), and
3. A five (5)-year fee schedule with a 0% CPI that also includes full hardware replacement under an Operating Expense (OPEX) model i.e. lease arrangement (July 1, 2022 – June 30, 2027).

Table 3: Fee Proposals

Fee Proposal	Year 1	Year 2	Year 3	Year 4	Year 5	Contract Total
1	\$119,653.04	\$123,242.63	N/A	N/A	N/A	\$242,895.67
2	\$117,329.68	\$118,502.98	\$119,688.01	\$120,884.89	\$122,093.74	\$598,499.30
3	\$159,978.00	\$159,978.00	\$159,978.00	\$159,978.00	\$159,978.00	\$799,890.00

The monthly cost associated with Option 1 averages at \$10,120.65 over a two (2)-year term. The monthly cost associated with Option 2 averages at \$9,974.99 over a five (5)-year term. The monthly cost associated with Option 3 averages at \$13,331.50 over a five (5)-year term.

There are significant benefits to Options 2 & 3. The ANOMS equipment is 12 years old, and the useful life of this equipment is estimated at ten (10) years by the Federal Aviation Administration (FAA). Both Options 2 & 3 provide continuity of operations for a critical airport system, over a longer term than Option 1. Option 2 constitutes a guarantee to keep the ANOMS fully operational well beyond its normal lifespan at a lower monthly rate than Option 1.

Option 3 provides a full replacement for the equipment, with the cost spread out over five (5) years using an OPEX model. The difference between an OPEX model and a Capital Expenditure (CAPEX) model is that the OPEX model allows the RTAA to spread the cost of a significant capital investment over a longer term, while a CAPEX model typically requires the full cost of capital investment at the front end.

After careful consideration, staff recommends Option 2 which continues all existing services for the ANOMS with a modest 1% CPI adjustment each year. While Option 3 would benefit the RTAA with state-of-the-art equipment, at the end of the fifth year, the ANOMS equipment is not owned by the RTAA. In order to continuing using the new equipment at the end of the fifth year, the RTAA would need to either negotiate a lump sum acquisition for the equipment or extend the contract for additional years until the new system is fully paid off. Option 3 includes about 55%-65% of the installed value of a new system. As a result, a second five (5)-year term would result in the new system being fully paid for.

Based on the results of the 2019 RFP, ANOMS vendors prefer to operate and maintain their own systems, even if that means replacing a fully functional system to secure the operations and maintenance agreement. Selecting Option 2 allows the RTAA to maintain flexibility going forward while still providing for a fully functional system and a fee schedule with minimal increases.

COMPANY BACKGROUND

Envirosuite is a global leader of environmental intelligence solutions, focusing on air, noise, water, and vibration. With more than a dozen offices across five regions, Envirosuite employs more than 25 staff and represent the combined power of Pacific Environment (air quality and meteorology), Envirosuite (real-time and predictive technologies), and aviation (EMS Brüel & Kjær). The RNO ANOMS is serviced primarily out of their Folsom, California location, where 23 employees are stationed.

FISCAL IMPACT

Funding for the first year of this contract is included in the requested Fiscal Year 2022-2023 operating and maintenance budget that will be presented for approval to the Board during the May 2022 Board meeting for approval. Subsequent year funding will also be in the appropriate Fiscal Year Operation and Maintenance budgets.

A separate, companion contract with Harris Miller Miller Hansen, Inc. (HMMH) for the same recommended term, five (5) years, is also up for consideration of possible award by the RTAA Board of Trustees. HMMH will provide consultant services to assist in the creation of the Annual Noise Contour Report for RNO, utilizing the ANOMS data.

COMMITTEE COORDINATION

Planning and Construction Committee

RECOMMENDED MOTION

Staff recommends that the Board adopt the following motion:

“It is hereby moved that the Board authorize the President/CEO or his designee to award a five (5)-year contract for maintenance and support of the Airport Noise and Operations Monitoring System (ANOMS) at the Reno-Tahoe International Airport (RNO) with Envirosuite in the amount of \$598,499.30.”

Board Memorandum

To: All Board Members

Memo #: 04/2022-15

From: Daren Griffin, President/CEO

Subject: Authorization for the President/CEO to Execute a Five (5)-Year Professional Services Agreement for Consultant Services to Develop Annual Noise Contours and Related Report Tables for Reno-Tahoe International Airport with Harris Miller Miller & Hanson, Inc. (HMMH), in the amount of \$131,500

STAFF RECOMMENDATION

Staff recommends that the Board of Trustees authorize the President/CEO to Execute a Five (5)-Year Professional Services Agreement for Consultant Services to Develop Annual Noise Contours and Related Report Tables for Reno-Tahoe International Airport with Harris Miller Miller & Hanson, Inc. (HMMH), in the amount of \$131,500.

PURPOSE

The purpose of this action is to authorize the President/CEO to Execute a Five (5) - Year Professional Services Agreement (PSA) for Consultant Services to Develop Annual Noise Contours and Related Report Tables for Reno-Tahoe International Airport with Harris Miller Miller & Hanson, Inc. (HMMH), in the amount of \$131,500.

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 #1 Air Service & Cargo
- Strategic Priority #2 General Aviation
- Strategic Priority #3 Facilities for the Future

BACKGROUND

A noise contour is a line on a map that represents levels of noise exposure. The number of annual flights, aircraft types, flight tracks, runway use, and time of day are all critical inputs for noise contour modeling.

The Federal Aviation Administration (FAA) defines significant noise exposure as an area within the annual 65 day/night noise level (DNL) noise contour. As a result, modeled noise contours are created for DNL values of 65, 70, and 75. These modeled contours when incorporated into noise

exposure maps are the basis for annual noise contour reports. The Reno-Tahoe Airport Authority (RTAA) has generated annual noise contour reports for RNO since 1982.

Prior to 2009, annual noise contour reports for RNO were created by acoustical consultants from start-to-finish using data collected from portable noise monitors that were temporarily installed in the community on a quarterly basis.

With the acquisition of the permanent Airport Noise and Operations Monitoring System (ANOMS) radar data in 2009, annual noise contour report creation moved primarily in house. Since then and on an annual basis, RTAA has created the reports, with support from HMMH on the more technical aspects. HMMH was originally selected to provide acoustical consulting services, because, at the time, their familiarity with Envirosuite's (then Brüel & Kjær, Inc) software and applications in conjunction with their propriety RealContours system made them the most qualified.

RTAA has continued to use HMMH each year since 2009. The ANOMS data collected by Envirosuite is processed by staff and then sent to HMMH. HMMH then utilizes their proprietary RealContours system in conjunction with the FAA Aviation Environmental Design Tool (AEDT) to generate the 65, 70, and 75 DNL annual noise contours and related tabular reports, such as the highest contributor report. Staff then use HMMH's files to create the full annual noise contour report. The calendar year annual noise contour reports are usually finalized in June of each subsequent year.

In 2011, HMMH began providing the RTAA additional services to assist with airport data for the Washoe County Air Quality Management Division (WCAQMD). WCAQMD creates an emissions inventory report on a three (3)-year cycle. The RTAA is required to provide emissions data to WCAQMD every three (3) years using either AEDT or Emissions and Dispersion Modeling System (EDMS) for airport-generated emissions. Since HMMH already utilizes AEDT on the same airport operation dataset for noise modeling, it made sense to add the emissions modeling effort, which only occurs every three (3) years, to their annual work effort.

The most recent PSA was awarded to HMMH on September 25, 2019, in the amount of \$22,600, by administrative award for CY2019 aircraft noise and emissions modeling and associated tabular report generating.

On July 1, 2020, HMMH was awarded Amendment No. 1, in the amount of \$19,900 by administrative award, for CY2020 aircraft noise and emissions modeling and CY2020 annual noise contour generating. HMMH provided a reduced fee in 2020 in recognition of the economic impacts of the COVID pandemic on airport and aircraft operations.

On July 1, 2021, HMMH was awarded Amendment No. 2, in the amount of \$21,900 by administrative award, for CY2021 aircraft noise modeling, CY2021 annual noise contour generating, and as needed on-call services. The total value of the current PSA, expiring June 30, 2022, is \$64,400.

DISCUSSION

In February 2021, staff initiated discussions with HMMH regarding a new Professional Services Agreement (PSA) with the intention of synchronizing the HMMH PSA with the Envirosuite Contract extension.

As negotiations with Envirosuite resulted in a proposal of three (3) different fee schedules with two (2) different terms [a two (2)-year and a five (5)-year], staff subsequently requested that HMMH also provide a fee schedule for a two (2)-year PSA (July 1, 2022-June 30, 2024) and a three (3)-year PSA (July 1, 2022-June 30, 2027).

The scope of work for the two (2) schedules includes noise modeling services provided for each year of the PSA and emission modeling services provided for CY2023 and CY2026 only.

Table 1: Scope of Work

	OPTION 1 (ends 06/30/24)		OPTION 2 (ends 06/30/27)		
Term	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27
Data	CY2022	CY2023	CY2024	CY2025	CY2026
Noise	X	X	X	X	X
Emissions		X			X
On-Call	X	X	X	X	X

Table 2: Fee Proposals

Fee Proposal	Year 1	Year 2	Year 3	Year 4	Year 5	PSA Total
Option 1	\$24,500	\$26,700	N/A	N/A	N/A	\$51,200
Option 2	\$24,500	\$26,700	\$25,650	\$26,300	\$28,350	\$131,500

Staff recommends Option 2, the five (5)-year term, which continues all existing services in synchronization with the recommended Envirosuite contract extension.

COMPANY BACKGROUND

HMMH provides environmental and transportation planning services including noise and vibration control, air quality analysis, airport and airspace planning, and sustainable energy solutions. Founded in 1981, HMMH is headquartered in Massachusetts and has offices in four (4) other states including California. Mr. Robert Metzger, Jr, the principal consultant for the RNO work, specializes in airport environmental noise and air quality analysis. He has served as the project manager and lead technical analyst in the preparation of noise contours for more than 50 airports.

FISCAL IMPACT

Funding for the first year of this Professional Services is included in the requested Fiscal Year 2022-2023 operating and maintenance budget that will be presented for approval to the Board during the May 2022 Board meeting for approval. Subsequent year funding will also be in the appropriate Fiscal Year Operation and Maintenance budgets.

COMMITTEE COORDINATION

Planning and Construction Committee

RECOMMENDED MOTION

Staff recommends that the Board adopt the following motion:

“It is hereby moved that the Board authorize the President/CEO to Execute a Five (5)-Year Professional Services Agreement for Consultant Services to Develop Annual Noise Contours and Related Report Tables for Reno-Tahoe International Airport with Harris Miller Miller & Hanson, Inc. (HMMH), in the amount of \$131,500.”

Board Memorandum

To: All Board Members

Memo #: 04/2022-16

From: Daren Griffin, President/CEO

Subject: Authorization for the President/CEO to Execute a Construction Contract for The Relocation of a New Sanitary Sewer Lift Station Located in Air Cargo Way, with Farr Construction, in the Amount of \$749,400.00, and authorize an Owner's Contingency in the amount of \$27,470

STAFF RECOMMENDATION

Staff recommends that the Board authorize the President/CEO to execute a Construction Contract for The Relocation of a Sanitary Sewer Lift Station Located in Air Cargo Way, with Farr Construction, in the Amount of \$749,400.00 and authorize an Owner's Contingency in the amount of \$27,470.

PURPOSE

The purpose of this action is to request authorization for the President/CEO to execute a Construction Contract associated with the relocation of a sanitary sewer lift station located in Air Cargo Way 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 #1 – Air Service and Cargo
- Strategic Priority #3 – Facilities for the Future

BACKGROUND

This project consists of the relocation of a new sanitary sewer lift station located in Air Cargo Way.

The existing sanitary sewer lift station in Air Cargo Way has reached the end of its useful life and during the past year and has had multiple breakdowns causing sewer to back up into leased airport properties. The lift station is located within the travel lanes of Air Cargo Way which makes repairs to the equipment dangerous for staff and contractors when required.

DISCUSSION

This project is a Capital Improvement Project (CIP) to construct a new sanitary sewer lift station. The lift station will be located outside the roadway travel lane making repairs to the equipment safer. The new lift station incorporates new technology and standards, thus reducing maintenance and possible down times. All new equipment will be installed for this project including a vault, pumps, and electrical components. A new yard hydrant to wash off equipment and a generator to supply backup power to the pumps and streetlights will also be installed with this project.

The Air Cargo Way Lift Station project was advertised on February 3, 2022. Bids were opened on February 24, 2022. Bids were received from Farr Construction, Gerhardt and Berry, and Granite Construction. Below in Table 1 is a summary of the bids:

Table 1 – Bid Summary

Bidder	Base Bid
Farr Construction	\$749,400
Gerhardt and Berry	\$765,994
Granite Construction	\$1,071,071

Farr Construction will be the prime contractor on the project performing all the work except electrical, fencing, and paving. The subcontractors are Triumph Electric, Tholl Fence and West Coast Paving Inc.

The project procurement phase consists of forty-nine (49) calendar days in order to procure all materials, fixtures and equipment for the project. Once procurement is completed, the Notice to Proceed for construction will be issued by the RTAA. Considering the supply chain issues, the anticipated start date for construction will be in June of 2022. The total duration for the construction phase is sixty (60) calendar days.

Construction Management services shall be procured separately with Amendment No. 1 (Work Order 22-02) to the 2022 Construction Management (CM) Professional Services Agreement with Atkins North America.

COMPANY BACKGROUND

Farr Construction Corporation acquired Resource Development Company in 2014. Jeff Farr, President and founder of Farr Construction Corporation, purchased RDC with an eye towards progressive growth and expanded client services. The two companies have successfully merged into the Resource Development Company you see today. The result - increased operational efficiencies and in-house expertise. The advantage - more competitive pricing and cost savings passed on to our clients and project owners.

FISCAL IMPACT

This project is a RTAA Capital Improvement Project and was approved with the FY 2021-22 budget with a total project budget amount of \$872,000. An additional \$70,463 has been reallocated to this project from other finished projects with remaining budgets.

Table 2 – Project Estimate at Completion

Design	Construction	Construction Management	Owner's Contingency	Other Direct Costs	Estimate At Completion
\$79,000	\$749,400	\$86,000	\$27,470	\$8,593	\$942,463

Other Direct Costs include, but are not limited to, permits, utility company fees, environmental testing, legal advertisements, printing, and administrative costs. Environmental remediation is a standard exclusion from the contract and is not anticipated for this project.

COMMITTEE COORDINATION

Planning and Construction Committee

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 Construction Contract for The Relocation of a New Sanitary Sewer Lift Station Located in Air Cargo Way, with Farr Construction, in the Amount of \$749,400.00 and authorize an Owner's Contingency in the amount of \$27,470.”

Board Memorandum

To: All Board Members

Memo #: 04/2022-17

From: Daren Griffin, President/CEO

Subject: Authorization for the President/CEO to execute Amendment #1 (Air Cargo Way Lift Station) to the Professional Service Agreement for the 2022 Annual Construction Management Services for the Airport Capital Improvement Plan at Reno-Tahoe International Airport with Atkins North America, in the Amount of \$86,000

STAFF RECOMMENDATION

Staff recommends that the Board authorize the President/CEO to execute Amendment #1 (Air Cargo Way Lift Station) to the Professional Service Agreement for the 2022 Annual Construction Management Services for the Airport Capital Improvement Plan at Reno-Tahoe International Airport with Atkins North America, in the Amount of \$86,000.

PURPOSE

The purpose of this action is to request authorization for the President/CEO to execute Amendment #1 (Air Cargo Way Lift Station) to the Professional Service Agreement for the 2022 Annual CM Services for the Airport Capital Improvement Plan at Reno-Tahoe International Airport with Atkins North America.

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 Service and Cargo
- Strategic Priority #3 – Facilities for the Future

BACKGROUND

In order to implement the construction of capital projects, the RTAA has retained Atkins North America to provide CM services. These services augment RTAA staffing for specialized technical services and seasonal construction periods. Construction Management services are industry standards and are required by FAA regulations to ensure proper administration, inspection, and quality assurance for federally funded construction projects which this project qualifies under.

The CM services include, but are not limited to, program administration, project management, client coordination, agency coordination, pre-construction services, design review, cost estimates, project controls (cost and schedule), bid evaluation, contract administration,

construction management, owner’s representation, construction inspection, materials testing, survey controls, quality assurance, certified payroll compliance, and other related tasks.

DISCUSSION

This amendment adds CM services to the Atkins 2022 Annual Work Plan for:

- Work Order 22-02 Air Cargo Way Lift Station Project

Construction Services for the Air Cargo Way Lift Station (Work Order 22-02) as shown in Table 1 below, is being added at this time in conformance with the standard provision in the Board approval for construction contracts: “Construction Management services will be retained by a separate amendment to the agreement for 2022 Annual CM Services with Atkins North America.”

The services and corresponding fee negotiations for the above Work Order is based on the duration of construction and the scope listed for the design of this project. See attached exhibits for project location. The services consist of owner’s representation, construction management, project administration, quality assurance, construction inspection, materials testing, contract administration, tenant coordination, Small Business Enterprise (SBE) compliance, certified payroll, and apprenticeship conformance reviews.

The following Table 1 – 2022 Annual Work Plan, itemizes the individual project specific work orders from previous approvals and the pending Amendment #1:

Table 1 - 2022 Annual Work Plan with Atkins

Work Order	Project	Funding	Board Approval	PM/CM Fee
22-01 (RNO & RTS)	Project Programming and Admin. Services	Airport Improvement Program (AIP) Grant	AAOC 1/30/2020	\$49,000
Amendment No. 1				
22-02 (RNO)	Air Cargo Way Lift Station	Capital Improvement Project	April 14, 2022	\$86,000
Total				\$135,000

COMPANY BACKGROUND

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

FISCAL IMPACT

This project is a RTAA Capital Improvement Project and was approved with the FY 2021-22 budget with a total project budget amount of \$872,000. An additional \$70,463 has been reallocated to this project from other finished projects with remaining budget.

Table 2 – Project Estimate at Completion

Design	Construction	Construction Management	Owner's Contingency	Other Direct Costs & Reserve	Estimate At Completion
\$79,000	\$749,400	\$86,000	\$27,470	\$8,593	\$942,463

Other Direct Costs include, but are not limited to, permits, utility company fees, environmental testing, legal advertisements, printing, and administrative costs. Environmental remediation is a standard exclusion from the contract and is not anticipated for this project.

COMMITTEE COORDINATION

Planning and Construction Committee

RECOMMENDED MOTION

Staff recommends that the Board adopt the following motion:

“It is hereby moved that the Board authorizes the President/CEO to execute Amendment #4 (Air Cargo Way Lift Station) to the Professional Service Agreement for the 2022 Annual Construction Management (CM) Services for the Airport Capital Improvement Plan at Reno-Tahoe International Airport (RNO) with Atkins North America, in the Amount of \$86,000.”

Board Memorandum

To: All Board Members

Memo #: 04/2022-18

From: Daren Griffin, President/CEO

Subject: Authorization for the President/CEO to accept pending Federal Aviation Administration Airport Improvement Program Grant Offers and execute a Construction Contract for the Taxiway A & Aircraft Apron Reconstruction Project - Phase 3 project at Reno-Stead Airport, with Granite Construction Inc., accepting the Base Bids and Bid Alternates 1 & 5 in the amount of \$3,362,499 and authorize adjustment of Airport Improvement Program cost allocation line items to maximize awarded Airport Improvement Program grant for increased construction costs, as well as an Owner's Contingency in the amount of \$300,000

STAFF RECOMMENDATION

Staff recommends the Board authorize the President/CEO to accept pending Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Grant Offers and execute a Construction Contract for the Taxiway A & Aircraft Apron Reconstruction Project - Phase 3 at Reno-Stead Airport (RTS) with Granite Construction Inc., accepting the Base Bids and Bid Alternates 1 & 5 in the amount of \$3,362,499 and authorize adjustment of AIP cost allocation line items to maximize awarded AIP grant for increased construction costs, as well as an Owner's Contingency in the amount of \$300,000.

PURPOSE

The purpose of this action is to request authorization for the President/CEO to accept pending FAA AIP Grant Offers and execute a Construction Contract for Taxiway A & Aircraft Apron Reconstruction Project – Phase 3 at Reno-Stead Airport, with Granite Construction Inc., accepting Base Bids 1 and 2 and Bid Alternates 1 & 5 in the amount of \$3,362,499 and authorize adjustment of AIP cost allocation line items to maximize awarded AIP grant for increased construction costs, as well as an Owner's Contingency for any changes beyond the grant allocation in the amount of \$300,000.

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 #2 – General Aviation
- Strategic Priority #3 – Facilities for the Future
- Strategic Priority #4 – Safety and Security

BACKGROUND

The Reno-Stead Airport (RTS) apron is a large public use apron with Taxiway Alpha (A) being adjacent to the apron along the north boundary. The existing asphalt cement apron and adjoining Taxiway A have deteriorated and are nearing the end of their useful lives. The aircraft parking apron is roughly 4,500 feet long with an average width of 475 feet. The apron was previously rehabilitated between the years 1994 to 1996 (3 phases) and Taxiway A was rehabilitated in 1995. The FAA has also identified a non-standard intersection at Taxiway A and Taxiway A2 requiring a correction in the apron area.

Existing external stakeholders include the Fixed Base Operator (FBO) - Aviation Classics, Ltd., the Bureau of Land Management (BLM) Tanker Base, Tactical Air Support (TAC-Air), Reno Air Race Association and the general aviation box and t-hangar tenants. The Reno Stead Airport is home to the National Championship Air Races every September for the past 59 years. Recent airside projects at RTS include the Runway 8-26 Reconstruction, Taxiway C Reconstruction, and the Taxiway A & Aircraft Apron Reconstruction Projects Phases 1 & 2.

The Board approved the Professional Services Agreement for design services to Kimley-Horn on August 8, 2019 (Board Memo #19(08)-53). Design consisted of design for the reconstruction of the entire apron and the adjacent Taxiway A, approximately 60 acres. Kimley-Horn's services include the design of three phases of construction improvement documents to coincide with the recommended grant funding from the FAA. During the design process, the engineer identified additional storm drainage infrastructure which led to an increase in the probable cost estimate for the entire project. The additional cost was discussed with the FAA and a recommendation was made to prepare phasing of construction improvement documents to match the revised projected funding by the FAA.

The overall project includes reconstruction of approximately 241,000 square yards of asphalt apron and 49,500 square yards of asphalt Taxiway A, storm drainage improvements, lighting improvements, airfield pavement markings, miscellaneous site improvements, and the correction of the non-standard Taxiway A2 intersection.

DISCUSSION

The Taxiway A and Aircraft Apron Reconstruction Project - Phase 3 consists of a Base Bid 1 & 2 and twelve alternate items. The list below describes the work contained with each of these items:

- Base Bid 1
 - Removal and reconstruction of approximately 4,000 square yards of apron and Taxiway Alpha improvements, drainage improvements, and associated striping.
 - Electrical lighting upgrades to the taxiway edge lighting
 - Installation of new airfield pavement markings.
- Base Bid 2
 - Removal and reconstruction of approximately 12,200 square yards of apron improvements, drainage improvements, and associated striping.
 - Installation of new airfield pavement markings.

- Installing Storm Drain Improvements including 250 lineal feet of storm drain line and associated manholes, catch basins, storm water treatment device.
- Installing Storm Drain Improvements including 200 lineal feet of storm drain cured in place pipe.
- Alternates 1-3
 - Each alternate includes approximately 1000 square yards of apron removal and reconstruction.
- Alternate 4
 - Removal and reconstruction of approximately 4,200 square yards of apron and Taxiway Alpha improvements, drainage improvements, and associated striping.
- Alternates 5-11
 - LED apron lighting upgrades to existing light poles.
- Alternate 12
 - Includes 4' widening of airfield service road at east end of the apron.

The Taxiway A & Aircraft Apron Reconstruction Project - Phase 3 was publicly advertised on February 4, 2022, at the following locations: Reno Gazette Journal (RGJ), RTAA's website, and Nevada Government eMarketplace (NGEM). The bid opening occurred on February 24, 2022, with bids received from the following two contractors:

Table 1 – Bid Tabulation

Scope	Engineer's Estimate	Road & Highway Builders	Granite Construction
Base Bid 1 (Taxiway & Apron)	\$845,925.00	\$984,714.00	\$699,699.00
Base Bid 2 (Apron)	\$2,379,400.00	\$2,763,500.00	\$2,399,400.00
Bid Alternate 1 (Apron)	\$224,275.00	\$229,150.00	\$216,600.00
Bid Alternate 2 (Apron)	\$220,825.00	\$234,200.00	\$216,360.00
Bid Alternate 3 (Apron)	\$220,525.00	\$232,800.00	\$215,890.00
Bid Alternate 4 (Taxiway & Apron)	\$703,300.00	\$622,700.00	\$739,350.00
Bid Alternate 5 (LED Apron Light Retrofit)	\$40,000.00	\$45,000.00	\$46,800.00
Bid Alternate 6 (LED Apron Light Retrofit)	\$35,000.00	\$40,000.00	\$37,000.00
Bid Alternate 7 (LED Apron Light Retrofit)	\$35,000.00	\$40,000.00	\$37,000.00

Bid Alternate 8 (LED Apron Light Retrofit)	\$35,000.00	\$40,000.00	\$37,000.00
Bid Alternate 9 (LED Apron Light Retrofit)	\$35,000.00	\$40,000.00	\$37,000.00
Bid Alternate 10 (LED Apron Light Retrofit)	\$35,000.00	\$40,000.00	\$37,000.00
Bid Alternate 11 (LED Apron Light Retrofit)	\$40,000.00	\$45,000.00	\$46,800.00
Bid Alternate 12 (BLM Service Road)	\$31,400.00	\$107,400.00	\$77,275.00
Total Awarded (Base Bid 1&2 Bid Alternates (1 & 5))	\$3,489,600.00	\$4,022,364.00	\$3,362,499.00

Current funding from the FAA has the Basis of Award being based on the Base Bids and Bid Alternates 1 & 5. The low, responsive, and responsible bidder was determined to be Granite Construction Inc. with a basis of award bid of \$3,362,499 which included a DBE commitment of 15.7% participation.

Staff is seeking authorization to adjust funds within the cost allocation line items of the FAA AIP grant(s) upon approval of the FAA to offset any construction contract changes. RTAA Staff would look to use funds available within the total AIP grant(s) awarded to offset increases in construction first, prior to using any identified contingency funds.

With adoption of Resolution No. 550 and changes to the change order process, staff is requesting the Board of Trustees to authorize the CEO to direct funding for an Owner's Contingency in the amount of \$300,000. The contingency represents 8.9% of the construction contract and was determined based on experience with previous projects and the potential risks. These funds would only be used to pay for any unforeseen conditions or owner directed changes that improve the quality of the project and its performance as directed by staff.

The contract provides duration of 90 calendar days for construction of the Basis of Award. The following is the estimated schedule shown in Table 2 – Preliminary Schedule:

Table 2 – Preliminary Schedule

Activity	Date
Board Approval	April 14, 2022
Notice to Proceed	May 21, 2022
Taxiway A & Aircraft Apron Reconstruction Phase 3	May 31 – August 29, 2022
National Championship Air Races	September 14 – September 18, 2022

COMPANY BACKGROUND

Granite Construction Company has a local office in Sparks, Nevada. Work associated with this project is expected to be performed by the staff based in the Reno/Sparks area and will primarily utilize locally based subcontractors and material suppliers. Granite Construction Company has completed numerous airside and landside projects at both Reno-Tahoe International and Reno-Stead Airports including the Taxiway C Reconstruction Projects at both RSA and RNO airports in 2015, and the most recent RWY 16R-34L Phase 1 & 2 and RTS Taxiway A & Aircraft Apron Reconstruction Projects Phase 2.

FISCAL IMPACT

The cost for the Taxiway A and Aircraft Apron Reconstruction - Phase 3 Project construction contract and reimbursement for Construction Management (Atkins), RTAA administrative costs, and Contract Administration (Kimley Horn) will be funded from a pending FAA AIP grants and the Special Fund. The Owner's Contingency will be funded by the RTAA Special fund.

There are three FAA Grants associated with this project. The FAA share and RTAA shares are shown below in Table 3 – FAA Grant Funding:

Table 3 – FAA Grant Funding

Grant Name	Total Amount	FAA Share	RTAA Share	FAA Percentage
Base Grant	\$950,000	\$890,625.00	\$59,375.00	93.75%
Supplemental	\$2,560,000	\$2,560,000.00	\$0.00	100%
AIG Grant	\$310,526	\$294,999.70	\$15,526.30	95%
Total	\$3,820,526	\$3,745,624.70	\$74,901.30	-

The overall anticipated budget for the Taxiway A and Aircraft Apron Reconstruction Project - Phase 3 (including construction, project management, contract administration, other direct costs, and owner's contingency) is estimated at \$4,120,526 and a breakdown is provided below in Table 4 – Project Estimate at Completion:

Table 4 – Project Estimate at Completion

Contract Administration (Kimley Horn)	Construction Management (Atkins)	Construction (Granite)	Other Direct Costs *	Owner's Contingency	Estimate At Completion
\$39,281	\$339,900	\$3,362,499	\$53,699	\$300,000	\$4,120,526

* Other Direct Costs include but are not limited to reimbursable agreement with the FAA, administrative costs, advertising, printing, permits and miscellaneous fees.

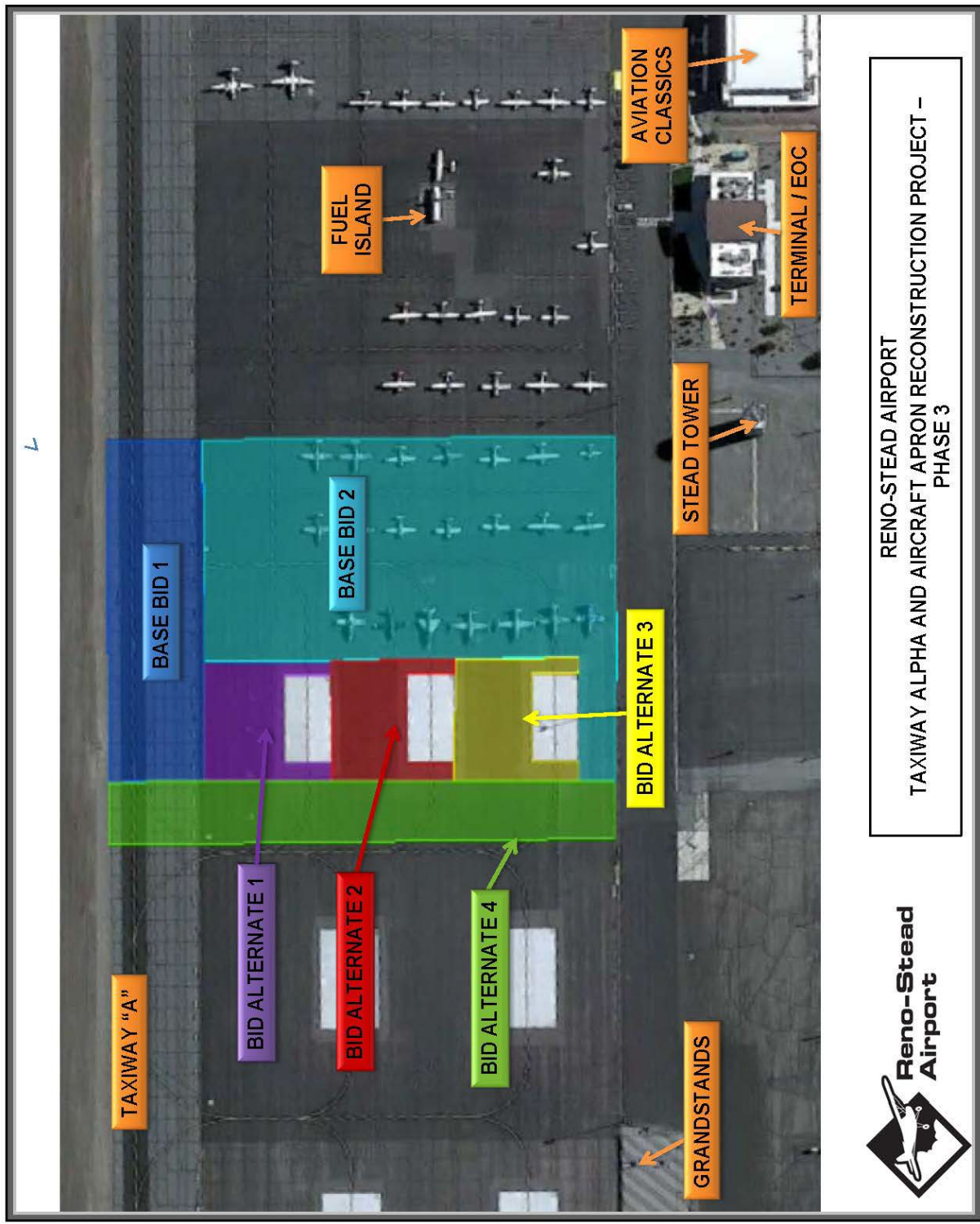
COMMITTEE COORDINATION

Planning and Construction Committee

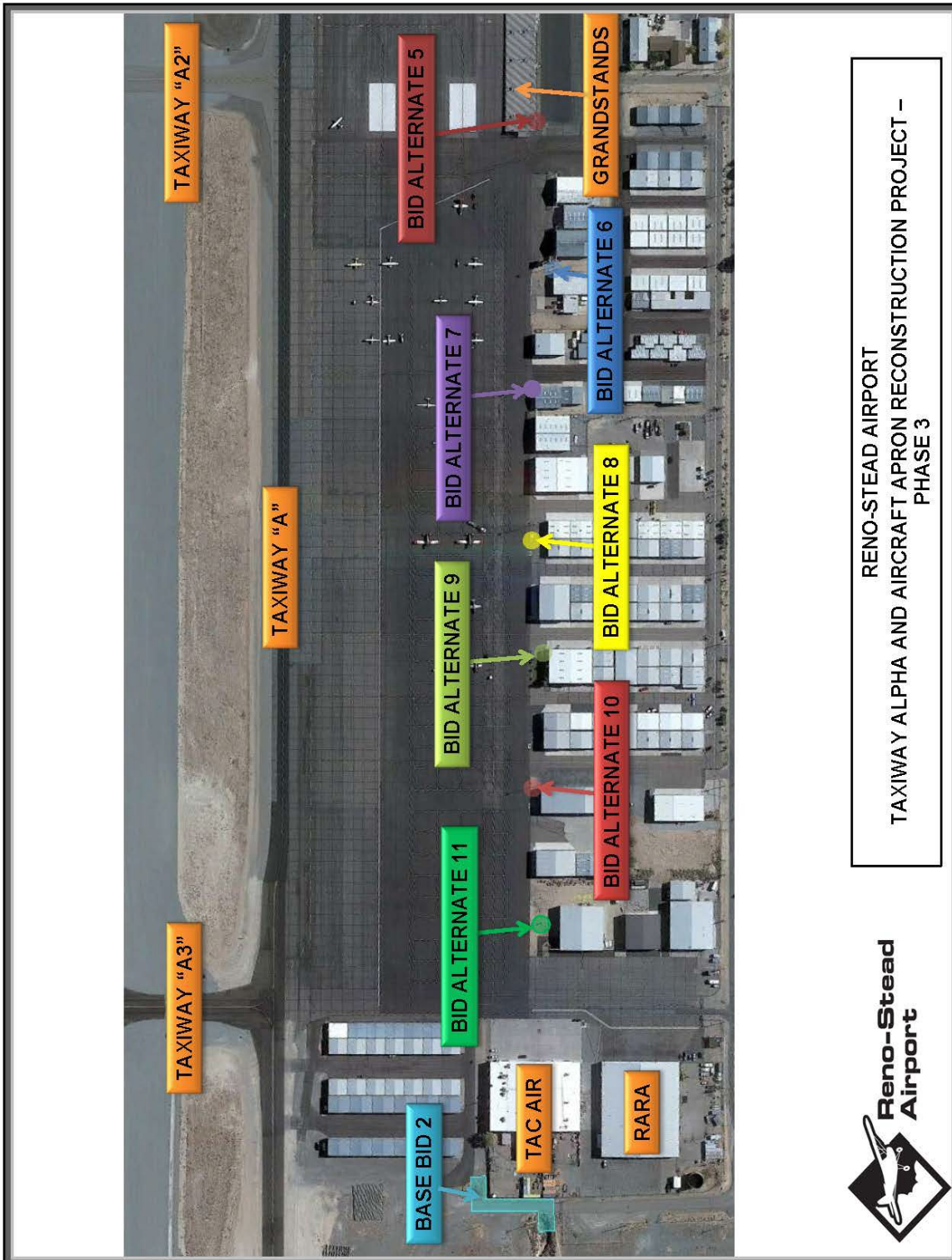
RECOMMENDED MOTION

Staff recommends that the Board adopt the following motion:

“It is hereby moved that the Board authorize the President/CEO to accept pending Federal Aviation Administration Airport Improvement Program Grant Offer and execute a Construction Contract for the Taxiway A & Aircraft Apron Reconstruction Project - Phase 3 project at Reno-Stead Airport, with Granite Construction Inc., accepting the Base Bids and Bid Alternates 1 & 5 in the amount of \$3,362,499 and authorize adjustment of Airport Improvement Program cost allocation line items to maximize awarded Airport Improvement Program grants for increased construction costs, as well as an Owner’s Contingency in the amount of \$300,000.”



RENO-STEAD AIRPORT
TAXIWAY ALPHA AND AIRCRAFT APRON RECONSTRUCTION PROJECT -
PHASE 3



RENO-STEAD AIRPORT
TAXIWAY ALPHA AND AIRCRAFT APRON RECONSTRUCTION PROJECT -
PHASE 3

Board Memorandum

To: All Board Members

Memo #: 04/2022-19

From: Daren Griffin, President/CEO

Subject: Authorization for the President/CEO to accept pending Federal Aviation Administration Airport Improvement Program Grant Offer and execute Amendment No. 2 (Taxiway Alpha & Aircraft Apron Reconstruction Project - Phase 3) to the Professional Service Agreement for the 2022 Annual Construction Management Service for the Airport Capital Improvement Plan at Reno-Stead Airport, with Atkins North America, in the Amount of \$339,900, for a total of \$474,900

STAFF RECOMMENDATION

Staff recommends the Board authorize the President/CEO to accept pending Federal Aviation Administration Airport Improvement Program Grant Offers and to execute Amendment No. 2 (Taxiway Alpha and Aircraft Apron Reconstruction Project - Phase 3), to the Professional Services Agreement for the 2022 Annual Construction Management Services for the Airport Capital Improvement Plan at Reno-Stead Airport, with Atkins North America, Inc., in the amount of \$339,900, for a total of \$474,900.

PURPOSE

The purpose of this action is to request authorization for the President/CEO to accept pending Federal Aviation Administration Airport Improvement Program Grant Offers and to execute Amendment No. 2 (Taxiway Alpha and Aircraft Apron Reconstruction Project, Phase 3), to the Professional Services Agreement for the 2022 Annual Construction Management (CM) Services for the Airport Capital Improvement Plan at Reno-Stead Airport (RTS), with Atkins North America, Inc., in the amount of \$339,900, for a total of \$474,900.

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 #2 – General Aviation
- Strategic Priority #3 – Facilities for the Future
- Strategic Priority #4 – Safety and Security

BACKGROUND

In order to implement the construction of capital projects, the RTAA has retained Atkins North America to provide CM services. These services augment RTAA staffing for specialized technical services and seasonal construction periods. Construction Management services are industry standards and are required by FAA regulations to ensure proper administration, inspection, and quality assurance for federally funded construction projects which this project qualifies under.

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

DISCUSSION

This amendment adds Construction Management (CM) services to the Atkins 2022 Annual Work Plan for:

- Work Order 22-03 Taxiway Alpha and Aircraft Apron Reconstruction Project - Phase 3

Construction Management Services for the Taxiway Alpha & Aircraft Apron Reconstruction Project – Phase 3 (Work Order 22-03) as shown in Table 2 below, is being added at this time in conformance with the standard provision in the Board approval for construction contracts: “Construction Management services will be retained by a separate amendment to the agreement for 2022 Annual CM Services with Atkins North America.”

The services and corresponding fee negotiations for the above Work Order is based on the duration of construction and the scope listed for the design of this project. See attached exhibits for project location. The services consist of owner's representation, construction management, project administration, a resident engineer, quality assurance, survey controls, construction inspection, materials testing, contract administration, tenant coordination, Disadvantage Business Enterprise (DBE) compliance, certified payroll and apprenticeship conformance reviews.

The fee breakdown for construction management services associated with Taxiway Alpha and Aircraft Apron Reconstruction Project - Phase 3 and additional bid alternates associated with the project is shown below in Table 1 – Fee Breakdown. Current funding from the FAA has the Basis of Award being based on the Base Bids and Bid Alternate 1 & 5. Therefore, this request for Construction Management Services is for the Base Bids and Bid Alternates 1 & 5.

Table 1 – Fee Breakdown

Task	Amount
Construction Management Services- Base Bid 1	\$189,000
Construction Management Services- Base Bid 2	\$139,400
CM Services Bid Alternate 1	\$11,500
CM Services Bid Alternate 2	\$11,530
CM Services Bid Alternate 3	\$11,530
CM Services Bid Alternate 4	\$24,400
CM Services Bid Alternate 5-11	\$0
CM Services Bid Alternate 12	\$5,875
Total Awarded (Base Bid 1&2 Bid Alternate 1 &5)	\$339,900

The following Table 2 – 2022 Annual Work Plan, itemizes the individual project specific work orders from previous approvals and the pending Amendment Number 2:

Table 2 - 2022 Annual Work Plan with Atkins

Work Order	Project	Funding	Board Approval	PM/CM Fee
22-01 (RNO & RTS)	Project Programming and Admin. Services	Airport Improvement Program (AIP) Grant	AAOC 1/30/2020	\$49,000
Amendment No. 1				
22-02 (RNO)	Air Cargo Way Lift Station	Capital Improvement Project	April 14, 2022	\$86,000
Amendment No. 2				
22-03 (RNO)	Taxiway Alpha and Aircraft Apron Reconstruction Project, Phase 3	Airport Improvement Program (AIP) Grant + O&M	Pending	\$339,900
Total				\$474,900

The preliminary schedule for the Taxiway A & Aircraft Apron Reconstruction Phase 2 work is as follows:

Table 3 – Preliminary Schedule

Activity	Date
Board Approval	April 14, 2022
Notice to Proceed	May 21, 2022
Taxiway A & Aircraft Apron Reconstruction Phase 3	May 31 – August 29, 2022
National Championship Air Races	September 14 – September 18, 2022

COMPANY BACKGROUND

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

FISCAL IMPACT

Amendment No. 2 (Work Order 22-03) will be funded through three pending FAA AIP Grants.

There are three FAA Grants associated with this project. The FAA share and RTAA shares are shown below in Table 4 – FAA Grant Funding:

Table 4 – FAA Grant Funding

Grant Name	Total Amount	FAA Share	RTAA Share	FAA Percentage
Base Grant	\$950,000	\$890,625.00	\$59,375.00	93.75%
Supplemental	\$2,560,000	\$2,560,000.00	\$0.00	100%
AIG Grant	\$310,526	\$294,999.70	\$15,526.30	95%
Total	\$3,820,526	\$3,745,624.70	\$74,901.30	-

The overall anticipated budget for the Taxiway A and Aircraft Apron Reconstruction Project - Phase 3 (including construction, project management, contract administration, other direct costs, and owner's contingency) is estimated at \$4,120,526 and a breakdown is provided below in Table 5 – Project Estimate at Completion:

Table 5 – Project Estimate at Completion

Contract Administration (Kimley Horn)	Construction Management (Atkins)	Construction (Granite)	Other Direct Costs*	Owner's Contingency	Estimate At Completion
\$39,281	\$339,900	\$3,362,499	\$53,699	\$300,000	\$4,120,526

*Other Direct Costs include but are not limited to reimbursable agreement with the FAA, administrative costs, advertising, printing, permits and miscellaneous fees.

COMMITTEE COORDINATION

Planning and Construction Committee

RECOMMENDED MOTION

Staff recommends that the Board adopt the following motion:

“It is hereby moved that the authorization for the President/CEO to accept pending Federal Aviation Administration Airport Improvement Program Grant Offer and execute Amendment No. 2 (Taxiway A & Aircraft Apron Reconstruction Project - Phase 3) to the Professional Service Agreement for the 2022 Annual Construction Management Service for the airport capital improvement plan at Reno-Stead Airport, with Atkins North America, in the Amount of \$339,900, for a total of \$474,900.”

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																																																												
Taxiway B/M & GA Runup Areas Design	RNO	JL																	BA																																											
RTS Apron & Taxiway A Phase 3	RTS	BJ													BA																																															
Capital Improvement Program (CIP) 2020-21																																																														
Ticketing Hall Expansion	RNO	AT																																																												
Blue Lot Reconstruction	RNO	BJ													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													BA																																															
Airport Terminal Lift Station	RNO	TO													BA																																															
Air Cargo Way Lift Station	RNO	JL													BA																																															
RTAA Workspace Study	RNO	AT																																																												
Front Reception Remodel	RNO	TO													BA																																															
Remote Economy Lot	RNO	BJ					BA																								BA																															
GA Hangar F Roof Replacement	RNO	TO																	BA																																											
Roof Assessment	RNO	TO									BA																																																			
FAA VALE PCA/GPU Replacement	RNO	TO									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																																																	BA											
Arrival/Departure Escalators	RNO	TO																																																												
Customer Facility Charge (CFC)																																																														
CONRAC - Design	RNO	TC																																																												

**RENO-TAHOE AIRPORT AUTHORITY
PLANNING AND CONSTRUCTION COMMITTEE
PROJECT STATUS REPORT
APRIL 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 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. **The low responsive bidder is Granite Construction. Staff will request award of construction to Granite Construction at the April Board meeting for the Base Bid 1, Base Bid 2, Alternate 1, and Alternate 5 pending receipt of the FAA grants.**

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 RWY 16R:

- 2021 Project Work Plan Complete October 2021

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

- 2022 Project MagVar October-November 2022

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.

Scope and fee negotiations occurred in December 2021-January 2022, and the RTAA Board of Trustees approved the PSA at 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 **was completed on March 29th and review of the documents** is currently underway. RS&H **conducted review meetings with multiple stakeholder groups on April 6-7.**

McCarthy is actively providing assistance and insight as the team works through value engineering options, phasing, and logistics. The team is developing pre-packages on several items that will require a long lead time to procure.

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
- **Design Development (60%) Submittal March 29, 2022**

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

- Construction Document (90%) Submittal June 3, 2022
- **Submit for Permit June 6, 2022**
- Construction Documents (100%) Submittal July 1, 2022
- **Pre-package BMP for Board Approval July 14, 2022**
- **GMP for Board Approval August 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 were released in February 2022. **The project was bid with a Base Bid for the TWY B/M reconstruction and Alternate 1 to construct the North GA Runup area. Bids were opened on March 24, 2022. Four bids were received for the project. All four bids submitted were substantially over the project budget. Based on review by RTAA Staff, FAA PHX ADO staff and available FAA AIP funding, the award of the project presented to the Board in May will be for the Base Bid work. The Base Bid does not include the North GA Runup area. If additional funding from the FAA becomes available, staff will return to the Board and seek approval to include Alternate 1 work.** 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
- **Bid Opening March 24, 2022**

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

- 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. **RTAA conducted informal bid, Classic Finishes was the low responsive bidder. It is anticipated they will begin repairs in within a month.**

The following are project milestones:

- PSA Executed July 2021
- **Informal Bid Completed March 2022**

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

- **Begin Construction April 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 final report was submitted in early April.**

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
- **Final Deliverable April 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. **Bids were opened on March 31, 2022 and are being evaluated by staff for conformance.**

The following are project milestones:

- PSA Executed August 2021
- Design Completed January 2022
- Bid Advertising February 23, 2022
- **Bids Opened March 31, 2022**

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

- Board of Trustees Meeting/Award
- 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. **Farr Construction was deemed the low responsive bidder and will be presented at the April Board Meeting.**

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 Construction 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 **was completed in March and the project will be bid in April 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
- **Design Completed March 2022**

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

- **Bidding Advertising April 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. **Reyman Brothers Construction Inc. was determined to be the low responsive bidder and will be presented to the Board for award in April.** 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 12, 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 **was** presented to the Board of Trustees at the March Board meeting for approval.

The following are project milestones:

- Survey & Geotechnical February 18, 2022
- Board Approval for Design March 10, 2022

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

- 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 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 & 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).

Further refinement and development of the short-listed alternates continued in February and March. The next series of staff workshops have been scheduled for early April. Airline, concession, and tenant workshops have been scheduled for late May.

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

Next steps for the project are listed below:

- **Workshop #6 (Developed Alternates) April 8, 2022 (Small Group Staff)**
- **Workshop #6 (Developed Alternates) April 14, 2022 (Large Group Staff)**
- **Workshop #6 (Developed Alternates) April 29, 2022 (Board Workshop)**
- **Workshop #6 (Developed Alternates) May 2022 (Airlines, Concessions, Tenants)**