



Board Memorandum

Reno-Tahoe Airport Authority

Date: January 2, 2019
To: Chairwoman & Board Members
From: Marily M. Mora, A.A.E., President/CEO *Marilyn Mora*
Subject: **January 2019 Planning and Construction Committee
Informational Reports for Board Review**

The January 2019 Planning and Construction Committee meeting has been canceled due to lack of action items for the Board's consideration.

The following documents are attached to this packet for your review:

- January 8, 2019 Meeting Cancellation Notice
- Planning and Construction Committee Meeting Minutes of December 11, 2018
- Project Status Report for January 2019
- Engineering Project Schedule 2019

Should you have any questions related to the information provided in these documents, please contact me or Laura Bayer, Clerk of the Board.

MMM/lb
Attachments (4)

*** These draft minutes have not yet been approved and are subject to revision at the next regularly scheduled meeting. ***

RENO-TAHOE AIRPORT AUTHORITY BOARD OF TRUSTEES
PLANNING & CONSTRUCTION COMMITTEE
Minutes from the Meeting
December 11, 2018
9:30 a.m.

In Attendance:

Art Sperber, Trustee*
Shaun Carey, Trustee**
Carol Chaplin, Trustee **
Daniel Farahi, Trustee **
Ann Morgan, Fennemore Craig
Marilyn Mora, President/CEO
Dean Schultz, Executive Vice President/COO
Randy Carlton, Chief Financial Officer
David Pittman, Vice-President of Facilities & Maintenance
Gary Probert, Manager of Engineering & Construction
Lissa Butterfield, Manager of Planning & Environmental Services
Tony Curatolo, Senior Airport Project Manager
Bill Heath, Facilities Superintendent
Bryce Juzek, Airport Project Manager II
Titus Roberson, Airport Planner I
John Welsh, Stantec
Joe Mactutis, Stantec
Alison Hall, Ainsworth Associates Mechanical Engineers
Josh Larkin, Automated Temperature Controls
Gary Larkin, Automated Temperature Controls

* Denotes Planning Committee chair
** Denotes Planning Committee member
*** Denotes Planning Committee alternate

TOPICS DISCUSSED

1. **ROLL CALL**

Roll was called.

2. **APPROVAL OF MEETING MINUTES FROM NOVEMBER 6, 2018**

A motion was made by Trustee Daniel Farahi, seconded by Trustee Carol Chaplin, and the Committee unanimously approved the minutes from the November 6, 2018 meeting.

3. **PUBLIC COMMENT**

None.

4. **ITEMS TO BE PRESENTED TO THE PLANNING AND CONSTRUCTION COMMITTEE FOR REVIEW AND RECOMMENDATION TO THE BOARD**

- a. #18(12)-75 AUTHORIZATION FOR THE PRESIDENT/CEO TO AWARD A CONTRACT FOR THE UPGRADE AND INSTALLATION OF DIRECT DIGITAL NETWORK CONTROLS AND EQUIPMENT FOR THE RENO-TAHOE AIRPORT AUTHORITY HVAC BUILDING MANAGEMENT SYSTEM, WITH AUTOMATED TEMPERATURE CONTROLS, INC., IN THE AMOUNT OF \$174,085, EXEMPT FROM COMPETITIVE BIDDING PURSANT TO NEVADA REVISED STATUTE 332.115 (A), (C), (G)

Staff gave a presentation requesting the Committee's recommendation for Board approval for the President/CEO to award a contract for the upgrade and installation of direct digital network controls and equipment for the Reno-Tahoe Airport Authority HVAC building management system, with Automated Temperature Controls, Inc., in the amount of \$174,085, Exempt from competitive bidding pursuant to Nevada Revised Statute 332.115 (A), (C), (G)

Trustee Farahi inquired as to whether the Delta System will be something that ties into the Master Plan. Staff stated that they believe it is the best of the best and will carry us well into the future for any Master Plan projects within next 20 years.

Trustee Chaplin inquired about Staff stating this system would be 20% more efficient and if Staff knew what the annual amount of savings would be. Staff stated that they have not drilled down to that level of detail because we do not have the metering capabilities on all the HVAC equipment. However, industry wide these new direct digital systems do save about 15-20% over the old pneumatic systems.

Trustee Sperber commented on the fact that he likes seeing these projects where we are spending money to save money in the long run.

Trustee Farahi asked that once staff has the ability to meter down and get the actual number, could staff please provided that to the Committee in a presentation. Staff stated yes and that is also a goal for staff as well to get the energy savings amount per year and have real time monitoring of what we are spending.

A motion was made by Trustee Farahi, seconded by Trustee Chaplin, and the Committee unanimously recommended this item [#18(12)-75] go to the Board for approval at the upcoming Board meeting.

- b. #18(12)-76 AUTHORIZATION FOR THE PRESIDENT/CEO TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT FOR DESIGN SERVICES FOR THE AIRFIELD MAINTENANCE YARD PAVEMENT RECONSTRUCTION PROJECT AT RENO-TAHOE INTERNATIONAL AIRPORT, WITH STANTEC, IN THE AMOUNT OF \$65,828.

Staff gave a presentation requesting the Committee's recommendation for Board approval for the President/CEO to execute a professional services agreement for design services for the airfield maintenance yard pavement

reconstruction project at Reno-Tahoe International Airport, with Stantec, in the amount of \$65,828.

Trustee Farahi inquired about the \$65,000 design cost since this project seems to be total replacement of the asphalt. Staff stated that the design fee is typically in the range of 8-10% of the total cost of the total project cost. The total project cost for this project is roughly \$800,000 so around \$80,000 would be a typical design fee. The project contains significant design efforts compared to a simple parking lot reconstruction project.

Trustee Sperber inquired as to what the actual cost was for the drainage efforts. Joe Mactutis with Stantec stated that the total amount is about \$4,000 however, some of the tasks are rolled into the civil design which is about \$30,000.

Trustee Carey inquired about the placement of the heavy equipment that is sitting on the lot. Is there a parking plan laid out for the heavier equipment to sit on concrete to try and reduce the load to the asphalt. Staff stated that it is part of the scope to identify the equipment being stored there. There is a budget to be maintained but the consultant will be looking into designated areas for the equipment. We can increase pavement thickness in those areas to help reduce the load to the asphalt. Trustee Carey asked if Staff could look into a parking plan for Phase I and II so we can be sure we are building the right concrete parking spaces to reduce some of the pavement damage. Staff stated that it is hard to look at Phase II right now because there is an extension of a building that is being planned and programmed. Currently Staff doesn't know the location of the building.

A motion was made by Trustee Farahi, seconded by Trustee Chaplin, and the Committee unanimously recommended this item [#18(12)-76] go to the Board for approval at the upcoming Board meeting.

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

- a. None.

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

- a. 16R/34L Runway Project

Staff gave a presentation on the status of the 16R/34L Runway project at Reno-Tahoe International Airport.

In response to an inquiry from Trustee Sperber, Staff stated that it is the intent to have Phase I completed in one year based on Federal Aviation Administration (FAA) grant funding. Trustee Sperber asked if Phase II is also a one year project. Staff stated that the intent is for the project to be completed in one year provided that the FAA grant funding is available in time. The timing of Phase II is contingent on the timing of the funding from the FAA.

Trustee Chaplin asked how this will affect the air service schedules. Staff stated that they have been in contact with all the Airlines giving them significant advance notice of the upcoming closures. Closing the shorter runway first will not have as much of an impact as closing the longer runway. With the longer runway at least a year away, it should allow plenty of time for airlines to make adjustments to their schedule and or operations. Trustee Chaplin then asked if this work is done during the night to help shorten the construction schedule and closure. Staff stated that the FAA grant guidelines don't allow paying for acceleration of a project. However, if we come up with two shifts per day for the full duration of the project, and if funding is available, and we can begin in March, we can tell the contractor they need to finish by a set date and the contractor will bid it appropriately. The FAA wants to close this project out as soon as possible as they are the principal funders of the project, and we agreed to get it done in a single year if possible.

Trustee Sperber commented on how critical it is for early outreach to our stakeholders on this project.

Trustee Chaplin inquired about the impacts to General Aviation (GA). Staff indicated that the GA community at RNO is aware of this project and should not be significantly impacted.

Trustee Farahi inquired about the JetBlue flight and if they had any issues taking off during the one week closure during June. Staff stated that JetBlue was in operation during that time, but staff is unaware if they took any weight penalties. Trustee Farahi then asked if Staff felt like there was any risk in losing them as a carrier based on this project. Staff stated that they do not believe we are at risk of losing them because of this project. Airlines are used to dealing with major construction projects across the nation and can accommodate construction.

Trustee Carey inquired about the remaining life outside of the Keel section. Staff stated that it might have another 10 years life on it.

Trustee Farahi inquired about the possibility of extending the shorter runway. Staff stated that they have looked into doing that however; the runway is in line with Rattlesnake Mountain and Huffaker Hills and would actually put aircraft closer to the mountain. The only way to extend it would be to the north into Mill Street and towards the River but that is not feasible.

Trustee Sperber commented on the fact that he is happy everyone is having good conversations regarding this large project.

b. RTAA Capital Improvement Projects Schedule

Staff gave a presentation on the status of the RTAA Capital Improvement Projects Schedule.

Trustee Sperber stated that he likes that the Board is able to see the status of the projects and that this is a good tool to use.

- c. Pavement Management System – Engineering is planning to bring the Stantec Pavement Management System Professional Service Agreement which has two one year extensions to the January Board for approval.
- d. Airport Noise and Operations Monitoring System

Staff gave a presentation on the Airport Noise and Operations Monitoring System.

Trustee Carey inquired about the potential of having an Aircraft noise monitoring system be added into the Spanish Springs or North Sparks area. Staff stated that no, we have not looked into adding additional noise monitoring systems because the FAA has changed their funding process regarding noise projects and a site that far north would not be eligible.

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

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

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

- b. Staff Report on the Passenger Boarding Bridge Replacement Project at Reno-Tahoe International Airport [Construction]

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

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

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

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

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or

questions regarding the information submitted, this item was not discussed further.

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

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

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

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

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

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

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

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

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

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

- j. Staff Report on the Airport Operations Area Perimeter Fence Project at Reno-Tahoe International Airport [Construction]

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

- k. Staff Report on the Wildlife Hazard Mitigation Project at Reno-Tahoe International Airport [Construction]

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

1. Staff Report on the 1200/1280 Terminal Way Pavement Rehabilitation Project at Reno-Tahoe International Airport [Construction]

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

- m. Staff Report on the TSA Operations Space Remodel-Phase 2 at Reno-Tahoe International Airport [Construction]

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

- n. Staff Report on the Rental Car Ready Return Reconfiguration at Reno-Tahoe International Airport [Construction]

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

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

None.

9. PUBLIC COMMENT

None.

10. ADJOURNMENT

The meeting was called to order at 9:40 a.m. and was adjourned at 11:12a.m.

AS: DB/lg

*** These draft minutes have not yet been approved and are subject to revision at the next regularly scheduled meeting. ***

**RENO-TAHOE AIRPORT AUTHORITY
PLANNING AND CONSTRUCTION COMMITTEE
PROJECT STATUS REPORT
JANUARY 2019**

Reno-Stead Airport Projects

Terminal Access Road Rehabilitation (Stead)

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

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

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

RTAA staff received a proposal from Converse Consultants to provide asbestos and lead testing for the building to be demolished. The asbestos and lead testing and removal is not part of NCE's scope of work and will be directed by the RTAA with outside consultants.

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

The following are project milestones:

- Design RFQ Issued: September 19, 2017
- Consultant SOQs Received: October 19, 2017
- Design team selection: November 29, 2017
- Design kickoff meeting: March 15, 2018
- 50% Plan Submittal: October 25, 2018
- **Asbestos and lead abatement study: October 18, 2018**

The following are the next steps:

- **90% Plan Submittal – January 2019**
- **100% Plan Submittal – February 2019**
- Project Bidding – **March 2019**
- **Building Demolition – February 2019**

Reno-Tahoe International Airport Projects

Passenger Boarding Bridge Replacement (RNO)

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

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

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

The following are project milestones:

- Design RFQ Issued: February 9, 2018
- Consultant SOQs Received: March 15, 2018
- Design team selection: May 15, 2018
- Design PSA Board Approval: June 14, 2018 (BM #18(06)-44)
- Design Kickoff Meeting: June 26 2018
- 30% Plan Review: September 4, 2018 (Basis of Design Report)
- 60% Plan Review: October 1, 2018
- **90% Plan Review** **October 29, 2018**
- **100% Plan Review** **December 12, 2018**

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

The following are the next steps:

- City of Reno Submittal – **January 2019**
- Advertise for Bidding – February 2019

Communication Line Replacement - North Ground Transportation (RNO)

The backbone communication line from the main Communication Room located in the northwest corner of Concourse C to the Air Cargo and the Federal Inspection Services buildings needs to be relocated to accommodate the 2018 Landside Pavement Repairs project. The conduit for the existing communication line is located less than 12 inches below the surface causing conflicts with the Landside Pavement Repairs project. A new relocated conduit at the appropriate depth has been installed in last year's (2017) Landside Pavement Repairs project. The Communication Line Replacement project relocates the communication line from the old conduit to the recently constructed conduit to allow construction of the 2018 Landside Pavement Repairs project. The project involves pulling new cable, splicing, pressurized conduit management and cable termination.

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

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

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

The following are project milestones:

- Annual A/E Services Pre-Qualification: January 19, 2018
- Notice to Proceed for Design: January 22, 2018
- 60% Plan Review: March 2, 2018
- 100% Plan Review: May 2, 2018
- Advertise for Bid: May 2, 2018
- Construction Bid Opening: May 24, 2018
- Award of Contract: September 14, 2018
- Notice to Proceed: October 1, 2018
- **Substantial Completion: December 7, 2018**

The contractor has been issued the Notice to Proceed, completed the procurement stage, installed the communication cable, **completed** splicing the cable, **and finished the punch list. The project has been issued a letter of Substantial Completion and is in final closeout.**

Airport Communications Center Systems Replacement (RNO)

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

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

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

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

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

The following are project milestones:

- Design RFQ Issued: February 18, 2016 (Equipment Replacement)
- Consultant SOQs received: March 15, 2016 (3 SOQ's received)
- Design PSA Board Approval: September 8, 2016 (BM #16(09)-33)
- Notice to Proceed - Design: September 2016
- Project Reassigned to Engineering: April 2018
- Restart - Design Kickoff Meeting: May 31 2018
- 60% Plan Review: July 26, 2018
- 75% Plan Review: August 31, 2018
- 90% Plan Review: October 10, 2018
- 100% Plan Review: October 30, 2018
- Issued for Bid: November 15, 2018

The project is currently out to bid. Due to the wide range of work requested in the bid (building construction to highly technical equipment), multiple requests came in to extend the bid due date to January 10, 2019. The extension was granted.

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

- Bid Opening – **January 10, 2019**
- Construction Contract Board Approval – **February 2019**

Runway 16R-34L Reconstruction-Design (RNO)

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

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

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

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

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

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

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

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

Wood Rodgers has prepared and submitted the Program Study and Basis of Design Reports for internal stakeholder review. The basic design features of the ALV building have been finalized. Wood Rodgers is focusing on pavement limits and on airline operations during the closure of the main commercial runway, Runway 16R-34L, with regard to density altitude, payloads, winds, navigational approaches,

etc. A proposed pavement panel removal exhibit has been prepared combining Stantec’s Pavement Management Report and Wood Rodger’s investigation work. Wood Rodgers has studied the pros and cons of installing an ILS on the short runway addressing the effects of the construction on the airline operations but with the information presented at this time, the direction is not to install an ILS. A questionnaire was sent to the airlines requesting feedback to their aircraft operational capabilities starting the year 2020 using RWY 16L-34R without an ILS. No feedback was received that would indicate negative impacts.

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

The following are project milestones:

- Design RFQ Issued: December 15, 2017
- Consultant SOQs Received: January 25, 2018
- Design team selection: March 14, 2018
- Design PSA Board Approval: May 17, 2018 (BM #18(05)-32)
- Notice to Proceed for Design: June 1, 2018
- Geotechnical Investigation: June 11-17, 2018 (Runway 16R-34L closed)
- Engineering Report: September 21, 2018
- 30% Plan Review: October 1, 2018
- **60% Plan Review: December 10, 2018**

The RTAA stakeholders and the consultant’s team met for an in depth plan review on December 10, 2018. No major changes occurred during the review.

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

- 90% Plan Review – January 2019
- Bid Advertising – January 2019
- Construction Contract Board Approval – March 2019

Ready Return Car Wash Equipment Replacement (RNO)

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

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

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

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

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

100% plans have been reviewed and the project is out for bids.

The following are project milestones:

- Design RFQ Issued: June 8, 2017
- Consultant SOQs Received: July 11, 2017
- Design PSA Board Approval: December 14, 2018 (BM #17(12)-58)
- Notice to Proceed for Design: January 28, 2018
- Design Kickoff Meeting: March 20, 2018
- Reprogram Scope of Project: May 30, 2018
- 50% Plan Review: September 27, 2018
- 90% Plan Review: November 5, 2018
- **Issued for Bid Plans December 28, 2018**

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

- **Bid Opening – January 2019**
- Construction Contract Board Approval – February 2019

Rental Car Facilities Asphalt Rehabilitation - Hertz (RNO)

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

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

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

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

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

The following are project milestones:

- Design PSA – Phase 2 Board Approval: April 5, 2017 (BM #18(03)-16)
- Notice to Proceed for Design: March 20, 2018
- Construction Bid Advertising: July 5, 2018
- Construction Bid Opening: July 26, 2018
- Board Approval: August 9, 2018 (BM #18(08)-51)
- Notice to Proceed - Construction: September 4, 2018
- **Substantial Completion** **November 16, 2018**

The contractor has completed the fence and site lighting but the project is on hold with the work required by NV Energy to provide power to the lights, gate controls and the irrigation controls. **NV Energy is expected to pull power to the site in January 2019.** The contractor will complete the landscaping which may be rescheduled to spring 2019.

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

- **Project landscaping completion** – Early Spring 2019
- Project closeout – May 2019

Terminal Elevator Replacement and New Elevator Installation (RNO)

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

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

A RFQ was issued in January 2018 for the selection of a Consultant for design services. SOQs were received from four submitting firms. The Evaluation Committee selected Vertical Transportation Excellence (VTX) as the most qualified consultant. The PSA for design services with VTX was approved at the May 2018 Board meeting in the amount of \$359,499. The overall program is funded through PFC #13 with a budget of \$2,967,500.

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

The following are project milestones for the Design of the TERNEI project:

- Design RFQ Issued: January 16, 2018
- Consultant SOQs Received: February 15, 2018
- Design team selection: March 19, 2018
- Design PSA Board Approval: May 17, 2018 (BM #18(05)-28)
- Design Kickoff Meeting: June 26, 2018
- Basis of Design Report: September 20, 2018
- 50% Plan Review: October 24, 2018
- 90% Plan Submittal: November 30, 2018

100% plans due in January. Plans will be submitted to the City of Reno for review prior to issuing for bidding.

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

- **100% Plan Review – January 2019**
- City of Reno plan review – January 23, 2019
- Issue for Bid – April 2019
- Bid Opening – May 2019

Pavement Management System Program (RNO)

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

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

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

Airfield and Landside pavement inspections were completed at Reno-Tahoe and Reno-Stead Airports in April 2018. The PMS Final Reports have been submitted and are being reviewed by Stakeholders.

The Airside Pavement Repair and Rehabilitation design was completed in late summer 2018. The Airside projects consisted of the North Apron and Taxiway “L” Maintenance. The north apron project is located adjacent to Concourse C on the north side of the building. The area is roughly 145,000 sf of concrete and is one of the final apron projects to be reconstructed. The Taxiway “L” project consists of crack sealing, joint sealing and spall repairs. Taxiway “L” was reconstructed in 2001.

The construction bid package for airside work was issued for construction in July 2018. Bids were received by two contractors with the low responsive and responsible bidder being Q&D Construction (Q&D). The construction contract with Q&D was presented for approval at the August 2018 Board meeting. Q&D completed the project on October 19, 2018, ten days early. The project is in closeout.

The following are project milestones:

- Design RFQ Issued: November 2017
- Consultant SOQs Received: December 7, 2017
- Design team selection: January 4, 2018
- Design PSA Board Approval: February 8, 2018 (BM #18-(02)-07)
- Airfield & Landside Inspections: April 2018 (RNO & RTS)
- PMS Report - Draft: September 28, 2018
- Advertise Bid - Airside Pavement Repair: July 6, 2018
- Bid Opening - Airside Pavement Repair: July 27, 2018
- Board Approval - Airside Pavement Repair: August 9, 2018 (BM #18(08)-53)
- Notice to Proceed – Airside Construction: September 10, 2018
- Substantial Completion: October 19, 2018

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

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

- Airside Pavement Repair and Rehabilitation closeout – December 2018
- Landside improvements project advertising for bidding - January/February 2019

AOA Perimeter Fence Improvements (RNO)

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

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

This project is funded by the PFC #13, Amendment #1 with a total program budget including design, construction, construction management and other soft costs of \$3,071,000.

The following are project milestones:

- Design RFQ Issued: September 7, 2018
- Consultant SOQs Received: October 3, 2018
- Design team selection: October 16, 2018
- Board Approval of Consultant: November 8, 2018
- Notice to Proceed (Design): November 30, 2018

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

- 50% Plan Review – January 2019
- 90% Plan Review – February 2019

Wildlife Hazard Management (RNO)

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

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

The original RFQ was issued and didn't receive any SOQ's. The RTAA Engineering department reached out to several consultants and asked why they didn't respond. All of them only looked at the

title and didn't read the description. They all thought the request was for a wildlife program, not an engineering design to help mitigate wildlife on the airfield. A second RFQ was issued with SOQ's due on December 13, 2018.

Wood Rodgers was selected as the most qualified consultant for the Wildlife Hazard Management project. Their Statement of Qualifications described in greater detail than the others the challenges in working in the runway safety areas along with the requirements to work with the Runway 16R project.

The following are project milestones:

- Original Design RFQ Issued: October 11, 2018
- Original SOQ's received: November 1, 2018
- Second RFQ Issued: November 15, 2018
- **SOQ's received: December 13, 2018**
- **Consultant Selection: December 26, 2018**

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

- **PSA for Design for Board approval - February 2019**
- **NTP to Wood Rodgers - March 2019**

1200 & 1280 Terminal Way Pavement Reconstruction (RNO)

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

CFA Inc. was selected to perform design services for this project from the RTAA 2018 Annual A/E Services pre-qualification list of engineering consultants. A PSA with CFA will be issued by Administrative Award of Contract after the proposal is received.

This project is funded by the FY 2018/19 CIP with a total program budget including design, construction, construction management and other soft costs of \$390,000.

The following are project milestones:

- Selection of Consultant: October 9, 2018
- Notice to Proceed (Design): November 27, 2018

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

- 50% Plan Review submittal – February 2019

TSA Operations Space Remodel – Phase 2 (RNO)

The Transportation Services Administration (TSA) located at the Reno-Tahoe International Airport (RTIA) is planning improvements and expansion of their existing operations space located below Concourse B. The existing square footage of the TSA Operations space is approximately 3,630 square

feet, the new addition will bring the total square footage to approximately 5,300 square feet. Improvements to the existing space include re-organization of existing spaces and offices as well as updating the existing finishes from the flooring to the ceiling. Also included are improvements to power, data, acoustics, and security. These improvements will follow the TSA Field Office – Program of Requirements to the best of the projects ability given the existing conditions and location.

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

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

The following are project milestones:

- Basis of Design Report (Phase 1): January 29, 2018
- PSA Approval by Board (Design): October 11, 2018
- Notice to Proceed (Design): November 5, 2018
- **50% Plan submittal: December 7, 2018**

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

- 90% Plan submittal – January 2019

ENGINEERING & CONSTRUCTION - PROJECT SCHEDULING - 2019

PLANNING/ENVIRONMENTAL
PROGRAM STUDY
RFQ/SOQ/PROPOSAL
DESIGN
BIDDING
CONSTRUCTION
PROJECT CLOSEOUT
| BA: BOARD ACTION

Project Name	RNO/ RTS	PM	JAN 2019							FEB 2019							MARCH 2019							APRIL 2019							MAY 2019							JUNE 2019							JULY 2019							AUG 2019							SEPT 2019							OCT 2019							NOV 2019							DEC 2019						
			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)																																																																																						
Aircraft Parking Apron - Concrete Pads	RTS	GP																																																																																				
Runway 8-26 Reconstruction	RTS	GP																																																																																				
Runway 16R-34L Reconstruction	RNO	TC													BA																																																																							
Capital Improvement Program (CIP) 2017-18																																																																																						
800 MHz Radio System	RNO	TC																																																																																				
Gate 170 Access Road Reconstruction	RNO	GP																																																																																				
2017 Pavement Management System	RNO	TC																																																																																				
Airfield Pavement Maintenance Program	RNO	TC																																																																																				
Landside Pavement Maintenance Program	RNO	TC																																																																																				
Terminal Mini Warehouse AA/BB/CC	RNO	TC																																																																																				
Communication Line Replacement - Ground Trans.	RNO	JL																																																																																				
Purchasing Office Relocation & EOC Office Remodel	RNO	AT																																																																																				
Terminal Access Road Rehabilitation	RTS	BJ													BA																																																																							
Gentry Way Reconstruction	RNO	GP																																																																																				
Airfield Maint. Shop - Large Bay Expansion - Program	RNO	BJ																																																																																				
Capital Improvement Program (CIP) 2018-19																																																																																						
2018 Pavement Management System	RNO	TC																																																																																				
Airfield Pavement Maintenance Program	RNO	TC																																																																																				
Landside Pavement Maintenance Program	RNO	TC													BA																																																																							
1200 Terminal Way Pavement Reconstruction	RNO	JL																																																																																				
1280 Terminal Way Pavement Reconstruction	RNO	JL																																																																																				
Airfield Maintenance Yard Pavement Reconstruction	RNO	BJ													BA																																																																							
TSA Operations Space Remodel	RNO	AT													BA																																																																							
Engineering Office Remodel	RNO	AT																																																																																				

ENGINEERING & CONSTRUCTION - PROJECT SCHEDULING - 2019

PLANNING/ENVIRONMENTAL
PROGRAM STUDY
RFQ/SOQ/PROPOSAL
DESIGN
BIDDING
CONSTRUCTION
PROJECT CLOSEOUT
BA: BOARD ACTION

Project Name	RNO/RTS	PM	JAN 2019							FEB 2019							MARCH 2019							APRIL 2019							MAY 2019							JUNE 2019							JULY 2019							AUG 2019							SEPT 2019							OCT 2019							NOV 2019							DEC 2019						
			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																																
Passenger Facility Charge (PFC 12)																																																																																						
Airport Communications Center Systems Replacement	RNO	AT	BA																																																																																			
Microwave Radio Communication	RNO	TC																																																																																				
Passenger Facility Charge (PFC 13)																																																																																						
Passenger Boarding Bridge Replacement	RNO	AT	BA																																																																																			
Terminal Elevator Modernization & New Elevator Install.	RNO	AT	BA																																																																																			
Airfield Operations Area - Perimeter Fence	RNO	BJ	BA																																																																																			
Airfield Wildlife Hazard Management	RNO	JL	BA																																																																																			
Passenger Facility Charge (PFC 14)																																																																																						
Terminal Development (Concourse C) Planning Study	RNO		BA																																																																																			
Terminal Development (Ticketing Hall) Planning Study	RNO		BA																																																																																			
Passenger Loading/Boarding Bridge (Jet Bridge) Replacem	RNO																																																																																					
Terminal Main Lobby Escalator Refurbishment Project	RNO																																																																																					
Customer Facility Charge (CFC)																																																																																						
Ready Return Carwash Equipment Replacement	RNO	JL	BA																																																																																			
Rental Car Facilities Asphalt Rehabilitation	RNO	TC																																																																																				
Rental Car Facilities Asphalt Rehabilitation - Hertz Lot	RNO	JL																																																																																				
Rental Car Ready Return Area Reconfiguration	RNO	JL																																																																																				