

BOARD OF TRUSTEES
Jennifer Cunningham, Chair
Shaun Carey, Vice-Chair
Cortney Young, Treasurer
Adam Kramer, Secretary
Carol Chaplin, Trustee
Joel Grace, Trustee
Richard Jay, Trustee
Kitty Jung, Trustee
Art Sperber, Trustee



PRESIDENT/CEO
Daren Griffin, A.A.E.

CHIEF LEGAL COUNSEL
Ian Whitlock

BOARD CLERK
Lori Kolacek

AGENDA
Board of Trustees Workshop
Thursday, November 12, 2024 | 9:00 AM
Reno-Tahoe International Airport, Reno, NV
Administrative Offices, Second Floor

Notice of Public Meeting

Meetings are open to the public and notice is given pursuant to [NRS 241.020](#).

This meeting will be livestreamed and may be viewed by the public at the following link:

Watch on Zoom: <https://us02web.zoom.us/j/82275583396>

Listen by Phone: Dial 1-669-900-6833

Webinar ID: 822 7558 3396

Accommodations

Members of the public who require special accommodations or assistance at the meeting are requested to notify the Clerk by email at lkolacek@renoairport.com or by phone at (775) 328-6402. Translated materials and translation services are available upon request at no charge.

Public Comment

Anyone 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.

Posting

This agenda has been posted at the following locations:

1. RTAA Admin Offices, 2001 E. Plumb
2. www.renoairport.com
3. <https://notice.nv.gov/>

Supporting Materials

Supporting documentation for this agenda is available at www.renoairport.com, and will be available for review at the Board meeting. Please contact the Board Clerk at lkolacek@renoairport.com, or (775) 328-6402 for further information.

1. INTRODUCTORY ITEMS

- 1.1 Pledge of Allegiance
- 1.2 Roll Call

2. PUBLIC COMMENT

3. NEW GEN A&B DESIGN AND CONSTRUCTION WORKSHOP

- 3.1 Staff will provide updates on interior and exterior design, gaming layout, Central Utility Plant (CUP) and will provide a financial analysis update.

4. INFORMATION / POSSIBLE ACTION ITEMS

- 4.1 Board Memo No. 11/2024-60 (*For Possible Action*): Review, discussion and potential authorization for the President/CEO to execute Amendment #1 to the Professional Services Agreement for consultant services for the New Gen A&B Gating Analysis of Terminal Development Phasing with TransSolutions, LLC in the amount of \$155,500 for Revised Alternate Phasing and Original Phasing and Ramp Animation increasing the total contract amount from \$33,050 to \$188,550
- 4.2 Board Memo No. 11/2024-61 (*For Possible Action*): Review, discussion and potential authorization for the President/CEO to execute a Professional Services Agreement for MoreRNO Comprehensive Commissioning Services for the design, construction, and post-construction phases of both New Gen A&B (including the new Central Utility Plant and Concourses A&B) as well as The HQ with Mead & Hunt, Inc. in the amount of \$1,292,210
- 4.3 Board Memo No. 11/2024-62 (*For Possible Action*): Review, discussion and potential authorization for the President/CEO to finalize terms and execute Change Order #2 to the GMP #1 Base Construction Contract, as a part of the New Gen A&B Project at the Reno-Tahoe International Airport, with Holder/Q&D Joint Venture, for a Guaranteed Maximum Price (GMP) of \$2,872,965, and a total amended contract amount of \$15,639,194
- 4.4 Board Memo No. 11/2024-63 (*For Possible Action*): Review, discussion and potential authorization for the President/CEO to finalize terms and execute Change Order #3 to the GMP #1 Base Construction Contract, as a part of the New Gen A&B Project at the Reno-Tahoe International Airport, with Holder/Q&D Joint Venture, for a Guaranteed Maximum Price (GMP) of \$14,720,491, and a total amended contract amount of \$30,359,685
- 4.5 Board Memo No. 11/2024-64 (*For Possible Action*): Review, discussion and potential authorization for the President/CEO to execute Amendment #3 to the Professional Services Agreement for consultant services for the design of the Reno-Tahoe International Airport New Gen A&B Project with Gensler Architecture, Design & Planning, P.C., in the amount of \$109,660, for South Remain Overnight (S. RON) Construction Administration Services, increasing the total contract amount from \$46,884,417 to \$46,994,077

- 4.6 Board Memo No. 11/2024-65 (*For Possible Action*): Review, discussion and potential authorization for the President/CEO to execute a Professional Services Agreement for Construction Management Services for the Reno-Tahoe International Airport New Gen A&B Project with Construction Materials Engineers, Inc. in the amount of \$631,822, for South Remain Overnight (S. RON) scope of work

12. PUBLIC COMMENT

13. ADJOURNMENT

Board Memorandum

11/2024-60

In Preparation for the Regular Board Meeting on November 14, 2024

Subject: Authorization for the President/CEO to execute Amendment #1 to the Professional Services Agreement for consultant services for the New Gen A&B Gating Analysis of Terminal Development Phasing with TransSolutions, LLC in the amount of \$155,500 for Revised Alternate Phasing and Original Phasing and Ramp Animation increasing the total contract amount from \$33,050 to \$188,550

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

STRATEGIC PRIORITIES

Safety and Security
Facilities for the Future
Air Service and Cargo
Financial Stewardship
Customer Experience
Sustainability

BACKGROUND

The Gating Analysis of Terminal Development Phasing has arisen as part of our ongoing effort to optimize New Gen A&B project costs and timelines. The New Gen A&B team has actively engaged in a comprehensive Value Analysis (VA) process, exploring various opportunities to reduce costs while maintaining the project's overall quality and aesthetic goals.

A key outcome of this VA process is the development of several cost-reduction alternatives, categorized as Aggressive Cost Reduction Alternatives. These alternatives focus on significant cost savings without compromising essential project elements. One of the most impactful strategies identified involves adjusting the phasing of the concourse construction. By overlapping the construction phases of Concourses A and B, the project could reduce the construction timeline by up to 18 months and achieve an estimated cost savings of \$30 million. This approach leverages economies of scale, expedites the project's completion, and enables stakeholders to benefit from the new facilities sooner.

DISCUSSION

The revised approach to overlapping the construction of Concourses A and B represents a shift from the original sequential design plan. This new phasing strategy is aimed at reducing both the overall project timeline and costs. By carefully analyzing gate availability and construction

phasing through the Gating Analysis, we can ensure that the transition between phases is seamless and that operational disruptions are minimized. The goal is to maintain efficiency throughout the project while accelerating the delivery of new terminal capacity for the airport.

Initially these services served to provide analysis to determine the viability of this construction phasing option. This Board action provides for an in-depth gating analysis on the original/base phasing to compare it against the proposed aggressive phasing alternative, which includes forecasting new air service development for 2029 and 2030. Additionally, this amendment will allow for the preparation of an animation of aircraft and tug movement on the ramp, visually describing the maneuvering of aircraft to and from contact gates and remote parking positions. This Gating Analysis is crucial as it supports the feasibility of these changes and helps mitigate challenges while ensuring an efficient, accelerated construction timeline. Continued analysis and animations will be essential in complex airline coordination on the intricacies for their operations.

FISCAL IMPACT

The results of this study are anticipated to generate approximately \$30 million in cost savings for the New Gen A&B project. The expected cost savings as a result of these services will contribute significantly to offsetting total project costs, ensuring more efficient use of the allocated budget. The cost of this amendment will be funded through the current soft costs allocated to the New Gen A&B project budget and funded by RTAA issued Alternative Minimum Tax (AMT) bonds. There will be no additional funding required beyond the existing project allocations, as this amendment falls within the planned financial framework of the overall project.

COMMITTEE COORDINATION

Planning and Construction Committee

PROPOSED MOTION

“Move to authorize the President/CEO to execute Amendment #1 to the Professional Services Agreement for consultant services for the New Gen A&B Gating Analysis of Terminal Development Phasing with TransSolutions, LCC in the amount of \$155,500 for Revised Alternate Phasing and Original Phasing and Ramp Animation increasing the total contract amount from \$33,050 to \$188,550.”

Board Memorandum

11/2024-61

In Preparation for the Regular Board Meeting on November 14, 2024

Subject: Authorization for the President/CEO to execute a Professional Services Agreement for MoreRNO Comprehensive Commissioning Services for the design, construction, and post-construction phases of both New Gen A&B (including the new Central Utility Plant and Concourses A&B) as well as The HQ with Mead & Hunt, Inc. in the amount of \$1,292,210

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

STRATEGIC PRIORITIES

Facilities for the Future
Customer Experience
Sustainability

BACKGROUND

The Reno-Tahoe Airport Authority (RTAA) is advancing a transformative infrastructure program, MoreRNO, at the Reno-Tahoe International Airport. This ambitious initiative includes the construction of several key facilities, including “New Gen A&B” which incorporates the Central Utility Plant (CUP) and New Generation Concourses A & B, as well as “The HQ” which is the Police and Administration Headquarters Building. Each of these facilities plays a strategic role in supporting RTAA’s operational and sustainability goals, requiring that all systems function seamlessly to meet the Owner’s Project Requirements (OPR) and Basis of Design (BOD) criteria, in addition to satisfying requirements of formal commissioning. The RTAA aims to deliver state-of-the-art infrastructure that ensures high performance and reliability across mechanical, electrical, and environmental control systems.

To achieve this, RTAA seeks a qualified Commissioning Authority (CxA) firm that will oversee commissioning throughout the design, construction, and post-construction phases. The CxA’s responsibilities include ensuring that systems across the airport’s facilities meet stringent standards for performance, energy efficiency, and operational functionality. This is crucial not only to meet current demands but also to uphold future requirements. The role of the CxA will be integral to realizing RTAA’s commitment to modernizing infrastructure with a focus on efficiency, comfort, and durability, while aligning with the program’s sustainability goals where applicable.

DISCUSSION

The scope of commissioning services required by RTAA encompasses a range of tasks across diverse facility systems, making the role of the CxA both comprehensive and complex. The selected CxA will be responsible for verifying that the installation, operation, and maintenance of systems align with LEED v4 Enhanced Commissioning standards, specific to New Gen A&B, with an aim for either LEED Silver or Gold certification. This includes commissioning for mechanical, electrical, and plumbing systems, as well as special systems unique to airport operations, such as HVAC for passenger boarding bridges and advanced energy management systems.

Enhanced commissioning tasks for the concourses involve rigorous assessments to optimize performance and compliance, including operator training, seasonal testing, and Monitoring-Based Commissioning (MBCx), where applicable. In addition, post-occupancy evaluations will ensure that systems continue to operate at peak efficiency within the first year, enabling adjustments as necessary within warranty periods. These services are vital to ensure that RTAA's facilities not only meet their immediate functional needs but also sustain long-term operational savings and reduced environmental impact through optimized energy use. The CxA's role will thus be key in translating RTAA's vision for an efficient, sustainable, and user-friendly airport environment into reality.

The MoreRNO PMO team evaluated two proposals for providing commissioning services for the MoreRNO program: one from IMEG Corp. and the other from Mead & Hunt, Inc. Each firm presented distinct strengths and specialized approaches, reflecting their capabilities and prior experience with large-scale airport projects. While IMEG emphasized its extensive national experience and large team capacity, Mead & Hunt offered a targeted approach, prioritizing LEED v4 commissioning for New Gen A&B and cost-efficient strategies that aligned with RTAA's sustainability goals and operational needs.

Mead & Hunt ultimately ranked higher than IMEG due to several critical factors, including cost efficiency and familiarity with RTAA's project. Mead & Hunt proposed a total cost of \$1,292,210, significantly lower than IMEG's proposal of \$2,079,837. This substantial difference is partly attributed to Mead & Hunt's use of an in-house team, which avoids the added expenses of subcontractors, streamlining communication and reducing overhead. Additionally, Mead & Hunt's prior work at Reno-Tahoe Airport on the Owner's Project Requirements (OPR) positions them well to deliver a commissioning approach that aligns closely with RTAA's objectives and timelines. Their inclusion of Monitoring-Based Commissioning (MBCx) further enhances long-term value by continuously analyzing system performance post-occupancy, ensuring that RTAA benefits from both immediate and ongoing energy efficiencies, making their proposal the preferred choice for the MoreRNO program.

FISCAL IMPACT

The original program budget for commissioning services was set at \$1,337,905. Mead & Hunt's proposal of \$1,292,210 falls within this budget, offering a financially viable option for the MoreRNO program. Additionally, Mead & Hunt provides a detailed cost breakdown by project, allocating:

- Central Utility Plant (CUP) (New Gen A&B) - \$180,785
- New Gen A&B - \$945,230
- The HQ - \$166,195

This breakdown aligns with RTAA's financial planning, allowing for transparent cost allocation across each component of the program. Mead & Hunt's proposal not only respects the established budget but also provides a comprehensive approach to commissioning services, promising both cost savings and alignment with RTAA's operational goals. Additionally, the LEED-enhanced commissioning for New Gen A&B is expected to generate future operational savings through energy efficiencies, justifying the initial commissioning investments with the potential for long-term fiscal benefits. The cost of this PSA will be funded by RTAA issued Alternative Minimum Tax (AMT) Bonds

COMMITTEE COORDINATION

Planning and Construction Committee

PROPOSED MOTION

“Move to authorize the President/CEO to execute a Professional Services Agreement for MoreRNO Comprehensive Commissioning Services for the design, construction, and post-construction phases of the new Central Utility Plant (CUP), Concourses A&B (New Gen A&B), and the new Police and Administration Headquarters Building (The HQ) at the Reno-Tahoe International Airport, with Mead & Hunt, Inc. in the amount of \$1,292,210.”

Board Memorandum

11/2024-62

In Preparation for the Regular Board Meeting on November 14, 2024

Subject: Authorization for the President/CEO to finalize terms and execute Change Order #2 to the GMP #1 Base Construction Contract, as a part of the New Gen A&B Project at the Reno-Tahoe International Airport, with Holder/Q&D Joint Venture, for a Guaranteed Maximum Price (GMP) of \$2,872,965, and a total amended contract amount of \$15,639,194

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

STRATEGIC PRIORITIES

Safety and Security
People
Facilities for the Future
Air Service and Cargo
Customer Experience
Sustainability

BACKGROUND

Constructed in 1981, the two existing Terminal Concourses at Reno-Tahoe International Airport (RNO) are undersized, aging, and in need of significant investment. In December of 2020, a Professional Services Agreement (PSA) for consultant services was executed with Mead & Hunt for the development of the RNO Concourse Redevelopment Detailed Planning Study.

In October of 2022, the Reno-Tahoe Airport Authority (RTAA) Board of Trustees approved the Preferred Alternative for the Concourse Redevelopment project, presented as part of the RNO Concourse Redevelopment Detailed Planning Study. This Concourse Redevelopment Planning Study was further developed into a BODR that was completed in early February 2023.

In June of 2023, a PSA was executed with Gensler Architecture, Design & Planning, P.C. (Gensler) to begin design of two new concourses. The project delivery method was established as Construction Manager at Risk (CMAR) and the RTAA issued a Request for Proposals (RFP) to solicit for Pre-Construction Services in May of 2023. Holder/Q&D Joint Venture (HQD) was ultimately selected in the process. In September of 2023, a PSA was executed with HQD for CMAR Pre-construction Services.

In July of 2024, the first two (2) GMPs with HQD were approved. They were associated with the procurement of long-lead equipment for the Central Utility Plant (CUP). GMP #1 included HQD’s General Conditions associated with the management and coordination of the long lead equipment procurement and GMP #2 included the CUP equipment procurement costs.

DISCUSSION

GMP #1.1 is the second Change Order to the Base Construction Contract with HQD. It is associated with the construction of the South Remain Overnight (S. RON) Apron Expansion. The project includes the expansion of the S. RON Apron south by ninety feet to provide pavement that supports future phases of construction for the New Gen A&B program, and to maintain existing RON capacity post concourse construction.

GMP #1.1 includes HQD’s General Conditions associated with the management and coordination of the S. RON and the staffing needed to mobilize the jobsite trailer compound that will serve the S. RON, the CUP, New Gen A, and New Gen B. General Conditions are generally defined as:

- Management and supervisory personnel (onsite and offsite)
- Hardware, software, and vehicles for personnel
- Field office costs and expenses

FISCAL IMPACT

It is anticipated that the construction will be funded by a combination of Bipartisan Infrastructure Law – Airport Terminals Program (ATP) Grants, Airport Infrastructure Grants (AIG), Passenger Facility Charges (PFC), and RTAA issued Alternative Minimum Tax (AMT) Bonds. Below is a summary of the contract costs to date and the associated funding sources:

Table 1 – Updated Contract Amount Summary

Description	Cost	Funding Source
GMP #1 – General Conditions for CUP Enabling (Base Construction Contract)	\$188,464	AMT Bonds
GMP #2 – Long-Lead Equipment for CUP Enabling (Change Order #1)	\$12,577,765	PFC, ATP, & AMT Bonds
GMP #1.1 – General Conditions for S. RON (Change Order #2)	\$2,872,965	AMT Bonds
Total	\$15,639,194	-

COMMITTEE COORDINATION

Planning and Construction Committee

PROPOSED MOTION

“Move to authorize the President/CEO to finalize terms and execute Change Order #2 to the GMP #1 Base Construction Contract, as a part of the New Gen A&B Project at the Reno-Tahoe International Airport, with Holder/Q&D Joint Venture, for a Guaranteed Maximum Price (GMP) of \$2,872,965, and a total amended contract amount of \$15,639,194.”

Board Memorandum

11/2024-63

In Preparation for the Regular Board Meeting on November 14, 2024

Subject: Authorization for the President/CEO to finalize terms and execute Change Order #3 to the GMP #1 Base Construction Contract, as a part of the New Gen A&B Project at the Reno-Tahoe International Airport, with Holder/Q&D Joint Venture, for a Guaranteed Maximum Price (GMP) of \$14,720,491, and a total amended contract amount of \$30,359,685

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

STRATEGIC PRIORITIES

Safety and Security

People

Facilities for the Future

Air Service and Cargo

Customer Experience

Sustainability

BACKGROUND

Constructed in 1981, the two existing Terminal Concourses at Reno-Tahoe International Airport (RNO) are undersized, aging, and in need of significant investment. In December of 2020, a Professional Services Agreement (PSA) for consultant services was executed with Mead & Hunt for the development of the RNO Concourse Redevelopment Detailed Planning Study

In October of 2022, the Reno-Tahoe Airport Authority (RTAA) Board of Trustees approved the Preferred Alternative for the Concourse Redevelopment project, presented as part of the RNO Concourse Redevelopment Detailed Planning Study. This Concourse Redevelopment Planning Study was further developed into a BODR that was completed in early February 2023.

In June of 2023, a PSA was executed with Gensler Architecture, Design & Planning, P.C. (Gensler) to begin design of two new concourses. The project delivery method was established as Construction Manager at Risk (CMAR) and the RTAA issued a Request for Proposals (RFP) to solicit for Pre-Construction Services in May of 2023. Holder/Q&D Joint Venture (HQD) was ultimately selected in the process. In September of 2023, a PSA was executed with HQD for CMAR Pre-construction Services.

In July of 2024, the first two (2) Guaranteed Maximum Price (GMP) agreements with HQD were executed. They were associated with the procurement of long-lead equipment for the Central Utility Plant (CUP). GMP #1 included HQD's General Conditions associated with the management and coordination of the long lead equipment procurement and GMP #2 included the CUP equipment procurement costs.

DISCUSSION

GMP #3 is the third Change Order to the Base Construction Contract with HQD. It is associated with the construction of the South Remain Overnight (S. RON) Apron Expansion. The project includes the expansion of the S. RON Apron south by ninety feet to provide pavement that supports future phases of construction for the New Gen A&B program, and to maintain existing RON capacity post concourse construction.

GMP #3 includes the cost of work to construct the S. RON. The scope of work includes, but is not limited to:

- Expand the existing South RON Apron by ninety feet with a new Portland cement concrete (PCC) pavement section.
- Site/civil design and grading to support the new pavements.
- Removal and salvaging of existing infield gravel.
- Minor airfield lighting as needed to support the new pavements, Removal, salvaging, and reinstallation of existing Apron area lights, poles, fixtures, conduit, cabling, panels, handholes, and foundations.
- Remove existing pavement markings between the existing South RON Apron and concourse B.
- Re-mark pavement markings to accommodate eight new South RON Apron parking positions, a realigned east vehicle service road (VSR) parallel to Taxiway A, new alignment VSR pavement markings running east and west within the existing Concourse B south apron, new VSR pavement markings for reestablishing the west VSR, new taxilane markings between Concourse B and the South RON Apron, new Apron edge markings where required, new SIDA markings where required, realigned non-movement line markings along the western edge of Taxiway A, new surface painted signs where required, and Taxiway A markings to accommodate the new improvements where required.
- Relocation and/or elevation adjustments for existing utility structures, hydrant systems, storm interceptor system and electrical/alarm cabinet, and storm drainage systems.
- New underdrainage system for the new pavements.
- New utility systems to support the south RON apron expansion.
- New grounding points for the new South RON parking positions.

This GMP also includes the construction of the jobsite trailer compound that will serve the S. RON, the CUP, New Gen A, and New Gen B.

FISCAL IMPACT

It is anticipated that the construction will be funded by a combination of Bipartisan Infrastructure Law – Airport Terminals Program (ATP) Grants, Airport Infrastructure Grants (AIG), Passenger Facility Charges (PFC), and RTAA issued Alternative Minimum Tax (AMT) Bonds. Below is a summary of the contract costs to date and the associated funding sources:

Table 1 – Updated Contract Amount Summary

Description	Cost	Funding Source
GMP #1 – General Conditions for CUP Enabling (Base Construction Contract)	\$188,464	AMT Bonds
GMP #2 – Long-Lead Equipment for CUP Enabling (Change Order #1)	\$12,577,765	PFC, ATP, & AMT Bonds
GMP #1.1 – General Conditions for S. RON (Change Order #2)	\$2,872,965	AMT Bonds
GMP #3 – S. RON Construction (Change Order #3)	\$14,720,491	PFC & AIG
Total	\$30,359,685	-

COMMITTEE COORDINATION

Planning and Construction Committee

PROPOSED MOTION

“Move to authorize the President/CEO to finalize terms and execute Change Order #3 to the GMP #1 Base Construction Contract, as a part of the New Gen A&B Project at the Reno-Tahoe International Airport, with Holder/Q&D Joint Venture, for a Guaranteed Maximum Price (GMP) of \$14,720,491, and a total amended contract amount of \$30,359,685.”

Board Memorandum

11-2024-64

In Preparation for the Regular Board Meeting on November 14, 2024

Subject: Authorization for the President/CEO to execute Amendment #3 to the Professional Services Agreement for consultant services for the design of the Reno-Tahoe International Airport New Gen A&B Project with Gensler Architecture, Design & Planning, P.C., in the amount of \$109,660, for South Remain Overnight (S. RON) Construction Administration Services, increasing the total contract amount from \$46,884,417 to \$46,994,077

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

STRATEGIC PRIORITIES

Safety and Security

People

Facilities for the Future

Air Service and Cargo

Customer Experience

Sustainability

BACKGROUND

Constructed in 1981, the two existing Terminal Concourses at Reno-Tahoe International Airport (RNO) are undersized, aging, and in need of significant investment. In December of 2020, a Professional Services Agreement (PSA) in the amount of \$2,029,611 for consultant services was executed with Mead & Hunt for the development of the RNO Concourse Redevelopment Detailed Planning Study

In October of 2022, the Reno-Tahoe Airport Authority (RTAA) Board of Trustees approved the Preferred Alternative for the Concourse Redevelopment project, presented as part of the RNO Concourse Redevelopment Detailed Planning Study. This Concourse Redevelopment Planning Study was further developed into a BODR that was completed in early February 2023.

In June of 2023, a PSA was executed with Gensler Architecture, Design & Planning, P.C. (Gensler) in the amount of the \$17,994,409. The scope of work included the following Task Orders:

- Task Order #1 – New Gen A&B – 30% Design
- Task Order #2 – South Remain Overnight (S. RON) - 100% Design

- Task Order #3 – Central Utility Plant (CUP) - 100% Design
- Task Order #4 – Geotech & Survey

In July of 2024, Amendment #1 to the PSA with Gensler for design services was authorized in the amount of \$15,973,628. The scope of work included the following Task Orders:

- Task Order #5 – New Gen A – 100% Design
- Task Order #6 – Miscellaneous Supplemental Services
 - S. RON Glycol/Deicing Storage
 - New Gen A&B NEPA Support Services
 - New Gen A&B New MDF Design
 - New Gen A&B Phasing Analysis
 - CUP Geothermal Well Field Complete Analysis and Subsequent Design
 - Geotech & Survey Additional Services

In October of 2024, Amendment #2 to the PSA with Gensler for design services was executed in the amount of \$12,916,380. The amendment progressed the design of Concourse B through 100% to align with the Concourse A design delivery. The scope of work included the following Task Orders:

- Task Order #7 – New Gen B – 100% Design

DISCUSSION

The original PSA and previous Amendments to the contract with Gensler progressed the S. RON, the CUP, Concourse A and Concourse B through the completion of design.

As the design phase completes for each sub-project, the design team’s services transition to Construction Administration (CA). CA Services include, but are not limited to, respond to Requests for Information (RFI), review of submittals, attendance at construction meetings, and site observation visits and reports. The scope of work includes the following Task Orders:

- Task Order #8 – S. RON – CA Services

FISCAL IMPACT

The RTAA is authorized to collect \$24,543,200 under PFC Application No. 16. The remaining balance is anticipated to be covered by Bipartisan Infrastructure Law – Airport Terminals Program (ATP) Grants, Passenger Facility Charges (PFC), and RTAA issued Alternative Minimum Tax (AMT) Bonds. Below is a summary of the contract costs to date and the associated funding sources:

Table 1 – Updated Contract Amount Summary

Description	Task Order	Cost	Funding Source
Original Contract	-	\$17,994,409	
New Gen A&B – 30% Design	1	\$11,130,000	PFC & AMT Bonds

South Remain Overnight (S. RON) - 100% Design	2	\$789,160	PFC
Central Utility Plant (CUP) - 100% Design	3	\$4,915,249	ATP & AMT Bonds
Geotech & Survey	4	\$1,160,000	PFC, ATP, & AMT Bonds
Amendment #1	-	\$15,973,628	
New Gen A (only) – 100% Design	5	\$15,239,117	PFC & AMT Bonds
Miscellaneous Supplemental Services (listed out above)	6	\$734,511	PFC & AMT Bonds
Amendment #2	-	\$12,916,380	
New Gen B (only) – 100% Design	7	\$12,916,380	PFC & AMT Bonds
Amendment #3	-	\$109,660	
South Remain Overnight (S. RON) – CA Services	8	\$109,660	PFC & AMT Bonds
Total	-	\$46,994,077	

COMMITTEE COORDINATION

Planning and Construction Committee

PROPOSED MOTION

“Move to authorize the President/CEO to execute Amendment #3 to the Professional Services Agreement for consultant services for the design of the Reno-Tahoe International Airport New Gen A&B Project with Gensler Architecture, Design & Planning, P.C., in the amount of \$109,660, for South Remain Overnight (S. RON) Construction Administration Services, increasing the total contract amount from \$46,884,417 to \$46,994,077.”

Board Memorandum

11-2024-65

In Preparation for the Regular Board Meeting on November 14, 2024

Subject: Authorization for the President/CEO to execute a Professional Services Agreement for Construction Management Services for the Reno-Tahoe International Airport New Gen A&B Project with Construction Materials Engineers, Inc. in the amount of \$631,822, for South Remain Overnight (S. RON) scope of work

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

STRATEGIC PRIORITIES

Safety and Security

People

Facilities for the Future

Air Service and Cargo

Customer Experience

Sustainability

BACKGROUND

In June of 2023, a Professional Services Agreement (PSA) was executed with Gensler Architecture, Design & Planning, P.C. (Gensler) to begin design on the New Gen A & B project. The project scope included two replacement concourses, a new Central Utility Plant (CUP), and the South Remain Overnight (S. RON) Apron Expansion. The design of the S. RON was completed in April 2024 and the CUP was completed November 2024. The design of the concourses is scheduled to be completed in August 2025.

In September of 2023, a PSA was executed with Holder/Q&D Joint Venture (HQD) for CMAR Pre-construction Services. In July of 2024, the first two (2) Guaranteed Maximum Price (GMP) agreements with HQD were executed, which were associated with the procurement of long-lead equipment for the CUP. Two additional GMPs, associated with the S. RON construction, are being brought to the Board of Trustees in November.

Construction is scheduled to begin on the S. RON project in March 2025.

DISCUSSION

In order to implement the construction of our projects, the RTAA is retaining Construction Materials Engineers, Inc. (CME) to provide Construction Management (CM) services. These

services augment RTAA staffing for specialized technical services and seasonal construction periods. CM services are industry standards and are required by FAA regulations to ensure proper administration, inspection, and quality assurance for federally funded construction projects.

The services and corresponding fee are based on the duration of construction and the scope to provide CM services for the S. RON project. 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.

FISCAL IMPACT

It is anticipated that the CM Services for the entirety of the New Gen project will be funded by a combination of Bipartisan Infrastructure Law – Airport Terminals Program (ATP) Grants, Airport Infrastructure Grants (AIG), Passenger Facility Charges (PFC), and RTAA issued Alternative Minimum Tax (AMT) Bonds. Below is a summary of the contract costs to date and the associated funding sources:

Table 1 – Updated Contract Amount Summary

Description	Cost	Funding Source
South Remain Overnight (S. RON) CM Services (Base Construction Contract)	\$631,822	PFC
Total	\$631,822	-

COMMITTEE COORDINATION

Planning and Construction Committee

PROPOSED MOTION

“Move to authorize the President/CEO to execute a Professional Services Agreement for Construction Management Services for the Reno-Tahoe International Airport New Gen A&B Project with Construction Materials Engineers, Inc. in the amount of \$631,822, for South Remain Overnight (S. RON) scope of work.”