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Joel Grace, Vice Chair
Shaun Carey, Member
Cortney Young, Member
Adam Kramer, Alternate
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Infrastructure Officer



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CHIEF LEGAL COUNSEL

Jenn Ewan

BOARD CLERK

Lori Corkery

AGENDA

Planning & Construction Committee

Tuesday, February 11, 2025 | 9:30 AM

(to begin no earlier than 9:30 a.m., but may be later)

**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:

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Accommodations

Members of the public who require special accommodations or assistance at the meeting are requested to notify the Clerk by email at lcorkery@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 by the one of the following methods:

- 1) In person at the Board meeting
- 2) By emailing comments to lcorkery@renoairport.com by **4:00 p.m. on the day before the meeting**. Comments submitted will be given to the Board for review and included with the minutes.
- 3) Virtually by Zoom. You must have a computer or device with a working microphone. Use the information above to log into the Zoom meeting and use the "Chat" feature to submit a request to speak. When the Chair calls for public comment, your microphone will be turned on and you will be addressed 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 lcorkery@renoairport.com, or (775) 328-6402 for further information.

1. INTRODUCTORY ITEMS

- 1.1 Call to Order
- 1.2 Roll Call

2. PUBLIC COMMENT

3. APPROVAL OF MINUTES

- 3.1 January 7, 2025, Planning & Construction Committee meeting

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

5. ITEMS FOR CONSIDERATION BY THE FULL BOARD ON FEBRUARY 13, 2025

- 5.1 Board Memo No. 02/2025-08 (*For Possible Action*): Review, discussion and potential approval of Amendment #2 - Jacobs for Strategic Support Services for the Consolidated Rental Car Center and Ground Transportation Center
- 5.2 Landside update and strategic plan

6. PROGRAM UPDATES

- 6.1 MoreRNO Executive Summary
- 6.2 Capital Improvement Program Update

7. ITEMS ATTACHED FOR INFORMATIONAL PURPOSES

- 7.1 Administrative Award of Contracts (Expenditures)

8. MEMBER COMMENTS, QUESTIONS AND REQUESTS

9. PUBLIC COMMENT

10. ADJOURNMENT

COMMITTEE MEMBERS

Art Sperber, Chair
Joel Grace, Vice Chair
Shaun Carey, Member
Cortney Young, Member
Adam Kramer , Alternate
Carol Chaplin, Alternate
Jennifer Cunningham, Ex Officio
Staff Liaison
Gary Probert, Chief Planning &
Infrastructure Officer



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

CHIEF LEGAL COUNSEL
Ian Whitlock

BOARD CLERK
Lori Kolacek

MINUTES

Planning & Construction Committee

Tuesday, January 7, 2025 | 10:30 AM

(to begin no earlier than 10:30 a.m., but may be later)

-- Virtual Only --

1. INTRODUCTORY ITEMS

Chair Sperber called the meeting to order at 11:30 a.m.

Members Present: Art Sperber,
Cortney Young
Shaun Carey
Joel Grace

2. PUBLIC COMMENT

There were no comments from the public.

3. APPROVAL OF MINUTES

3.1 November 12, 2024, Planning & Construction Committee meeting

There being no corrections, the Minutes from November 12, 2024, were approved as presented.

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

4.1 New Gen A&B – CUP Geothermal update

Amanda Twitchell, Sr. Project Manager, provided an update regarding the use of geothermal walls in the new Central Utility Plant (CUP). Due to budget constraints, it was decided that it is not in the best interest of the project to proceed in this direction. Construction will proceed without the integration of the geothermal walls but will accommodate for future installment of them in the future.

5. ITEMS FOR CONSIDERATION BY THE FULL BOARD ON JANUARY 9, 2025

- 5.1 Board Memo No. 01/2025-01** (*For Possible Action*): Authorization for the President/CEO to execute Amendment #1 to the Professional Services Agreement for Preconstruction Services for the MoreRNO, Concourses A & B (New Gen A&B) project at the Reno-Tahoe International Airport with Construction Materials Engineers, Inc., in the amount of \$481,360

This item was presented by Roddy Boggus, MoreRNO Program Manager. After discussion, the Committee took the following action:

Motion: Recommend that this item be presented to the full Board on January 9, 2025, for consideration and approval of the proposed motion: *“Move to authorize the President/CEO to execute Amendment #1 to the Professional Services Agreement for Preconstruction Services for the MoreRNO, Concourses A & B (New Gen A&B) project at the Reno-Tahoe International Airport with Construction Materials Engineers, Inc., in the amount of \$481,360”*

Moved by: Joel Grace

Seconded by: Shaun Carey

Aye: Trustees Carey, Grace, Sperber, Young

Result: Passed unanimously

- 5.2 Board Memo No. 01/2025-02** (*For Possible Action*): Authorization for the President/CEO to execute a Professional Services Agreement for Operational Readiness and Airport Transfer (ORAT) Services for the MoreRNO, Concourses A&B (New Gen A&B) project at the Reno-Tahoe International Airport, with Chrysalis Global Aviation in the amount of \$2,200,000

This item was presented by Roddy Boggus, MoreRNO Program Manager. After discussion, the Committee took the following action:

Motion: Recommend that this item be presented to the full Board on January 9, 2025, for consideration and approval of the proposed motion: *“Move to authorize the President/CEO to execute a Professional Services Agreement for Operational Readiness and Airport Transfer (ORAT) Services for the MoreRNO, Concourses A&B (New Gen A&B) project at the Reno-Tahoe International Airport, with Chrysalis Global Aviation in the amount of \$2,200,000”*

Moved by: Joel Grace

Seconded by: Shaun Carey

Aye: Trustees Carey, Grace, Sperber, Young

Result: Passed unanimously

- 5.3 Board Memo No. 01/2025-03** (*For Possible Action*): Authorization for the President/CEO to finalize terms and execute a Construction Contract for GMP #1 - RTAA HQ Early Procurement Equipment Package, as a part of the HQ Project at the Reno-Tahoe International Airport, with Clark/Sullivan Construction, for a Guaranteed Maximum Price (GMP) of \$1,351,269

This item was presented by Bryce Juzek, Project Manager. After discussion, the Committee took the following action:

Motion: Recommend that this item be presented to the full Board on January 9, 2025, for consideration and approval of the proposed motion: *“Move to authorize Authorization for the President/CEO to finalize terms and execute a Construction Contract for GMP #1 - RTAA HQ Early Procurement Equipment Package, as a part of the HQ Project at the Reno-Tahoe International Airport, with Clark/Sullivan Construction, for a Guaranteed Maximum Price (GMP) of \$1,351,269”*

Moved by: Shaun Carey

Seconded by: Cortney Young

Aye: Trustees Carey, Grace, Sperber, Young

Result: Passed unanimously

[Trustee Grace left the meeting at 12:12 p.m. Trustee Chaplin stepped in as the alternate for the remainder of the meeting.]

6. PROGRAM UPDATES

6.1 MoreRNO Program Update

Jackie Borman, MoreRNO Program Director, briefed the Committee on the MoreRNO project developments. Holly Luna, MoreRNO Program Controls Director, reviewed the new project Dashboards with the Committee.

6.2 Capital Improvement Program Update

Derek Starkey, Engineering & Construction Manager, briefed the Committee on the general planning and construction project developments.

7. ITEMS ATTACHED FOR INFORMATIONAL PURPOSES

7.1 Administrative Award of Contracts - Expenditures

For the record, a correction was made to this document on page 2 under Change Orders and Amendments. The Total Contract amount for Fisher & Phillips, LLP, should read \$57,300.00, not \$57,300,000.

8. MEMBER COMMENTS, QUESTIONS AND REQUESTS

Trustee Carey reiterated his request for a discussion to mitigate the overcrowded parking situation. He wishes to get involved with the planning of the utilization of available resources to mitigate the problem. He would like an opportunity to understand the future direction to ensure there is adequate parking as we deliver the MoreRNO project.

///

9. PUBLIC COMMENT

There were no comments from the public.

10. ADJOURNMENT

The meeting was adjourned at 12:47 p.m.

DRAFT

Board Memorandum

02/2025-08

In Preparation for the Regular Board Meeting on February 13, 2025

Subject: Authorization for the President/CEO to execute Amendment #2 to the Professional Services Agreement for Program Management Support Services (PMSS) for the Consolidated Rental Car Center (ConRAC) / Ground Transportation Center (GTC) projects at the Reno-Tahoe International Airport, with Jacobs in the amount of \$170,000, increasing the total contract amount from \$245,000 to \$415,000.

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

STRATEGIC PRIORITIES

Facilities for the Future

- This amendment directly supports the optimization of existing facilities and the construction of new infrastructure at Reno-Tahoe International Airport by ensuring continued oversight and management of the ConRAC and GTC projects. These projects align with the MoreRNO Program and Airport Capital Improvement Program (ACIP) objectives.

Financial Stewardship

- The amendment ensures responsible management of business costs by maintaining effective program and construction management. It aligns financial stewardship principles, ensuring the continued efficient use of resources for MoreRNO projects and adherence to budgetary constraints.

Customer Experience

- The successful execution of the ConRAC and GTC projects will enhance passenger convenience and efficiency, improving the overall airport experience. The amendment ensures that customer-centric infrastructure improvements are effectively managed and completed on schedule.

BACKGROUND

The MoreRNO Consolidated Rental Car Center (ConRAC) and Ground Transportation Center (GTC) projects are critical infrastructure developments aimed at enhancing airport efficiency and customer experience. The Reno-Tahoe Airport Authority (RTAA) has been implementing these projects through a structured Program Management Support Services (PMSS) and Construction Management (CM) framework, ensuring alignment with strategic goals and regulatory compliance.

Jacobs has been providing essential program and construction management services for the ConRAC and GTC projects under an existing Professional Services Agreement. To maintain project momentum and ensure continued oversight, an amendment to the existing agreement is necessary to cover additional scope and time requirements.

In May 2024, a Professional Services Agreement (PSA) was executed with Jacobs for \$70,000 to provide PPP Program Management services for the Ground Transportation Center (GTC) project to assist the existing RTAA GTC Project Manager. In October 2024, Amendment #1 was approved for an additional \$175,000 to continue the PPP Project Management Services for GTC through the end of calendar year 2024. Since that time, the original RTAA GTC Project Manager has resigned, requiring additional Project Management Services for the GTC enabling projects through the end of June 2025.

The amount of GTC enabling projects that RTAA will be occupying are either being completed or are proceeding through construction, necessitating the PMSS role to ensure RTAA is receiving the projects as required under the PPP contract. These individual projects within the PPP include Building 13, Building 12, TNC Lot, circulation paths both vehicular and pedestrian, Taxi Lot, Pedestrian Walkway from the Terminal to the GTC, public roadways, landscaping on loop road, Gate 155 Roadway, Gate 155, and the first-floor garage area of the GTC.

DISCUSSION

The proposed Amendment #2 extends Jacobs' contract to provide ongoing PMSS services, including:

1. **Project Oversight:** Managing day-to-day operations, ensuring adherence to project milestones, budgets, and stakeholder expectations.
2. **Regulatory Compliance:** Maintaining alignment with federal, state, and local regulations, including permit approvals and environmental considerations.
3. **Risk Management:** Identifying and mitigating potential delays or cost overruns through proactive planning and intervention strategies.
4. **Stakeholder Coordination:** Engaging with ConRAC Solutions (CS), and regulatory agencies to ensure seamless integration of services.
5. **Contract Administration:** Reviewing contractor performance, validating deliverables, and ensuring compliance with contractual obligations.
6. **Owner's Representation:** Acting as an extension of RTAA staff to ensure project alignment with organizational objectives.
7. **Preconstruction Management:** Overseeing design progression, scope definition, and value engineering efforts to maintain project budget and schedule.
8. **Contract Administration:** Reviewing and managing contractor agreements, ensuring compliance with contractual obligations.
9. **Tenant Coordination:** Collaborating with airport tenants to address operational impacts and facilitate seamless integration of project elements.
10. **Scheduling and Phasing Analysis:** Assessing construction schedules to minimize disruption to airport operations.

FISCAL IMPACT

The Program Budget for the MoreRNO GTC PMSS services, requested, herein, was approved by Finance during the mid-year adjustment process.

Approval of Jacobs for additional PMSS services ensures continuity in project management while maintaining financial sustainability. This proposed budget amendment supports RTAA’s ability to achieve project goals effectively and aligns with the modified PMSS services budget for the GTC, ensuring no additional financial burden to the program.

The proposed cost for Amendment #2 services is broken down as follows:

Agreements	Cost
The Original Professional Service Agreement	\$ 70,000.00
Professional Service Agreement sum increased by Amendment #1	\$ 175,000.00
Total Professional Service Agreement sum including Amendment #1	\$ 245,000.00
Professional Service Agreement sum increased by Amendment #2	\$ 170,000.00
Total Professional Service Agreement sum including Amendment #2	\$ 415,000.00

COMMITTEE COORDINATION

Planning and Construction Committee

PROPOSED MOTION

“Authorization for the President/CEO to execute Amendment #2 to the Professional Services Agreement for Program Management Support Services (PMSS) for the Consolidated Rental Car Center (ConRAC) / Ground Transportation Center (GTC) projects at the Reno-Tahoe International Airport, with Jacobs in the amount of \$170,000, increasing the total contract amount from \$245,000 to \$415,000.”



Reno-Tahoe Airport Authority Executive Summary



TABLE OF CONTENTS

MoreRNO Program Overview	4
Funding Sources.....	5
Critical Decisions’ Schedule	6
MoreRNO Program KPIs.....	6
GTC	7
Project Details.....	7
KPIs	8
Project Status.....	8
Financial Summary.....	9
Construction Progress Pictures.....	9
The HQ.....	10
Project Details.....	10
Project Status.....	10
Financial Summary.....	11
Construction Performance Summary	11
New Gen A&B	12
Project Details.....	12
Financial Summary.....	13
Construction Performance Summary	13
S.RON Description	13
S.RON Project Status.....	13
CUP Description	14
CUP Project Status.....	14
Concourses A&B Description	14
Concourses A&B Project Status	15
Completed Projects	16
Ticketing Hall	16
Project Details.....	16
Project Stats.....	16
Project Pictures.....	17
The Loop Road	18
Project Details.....	18

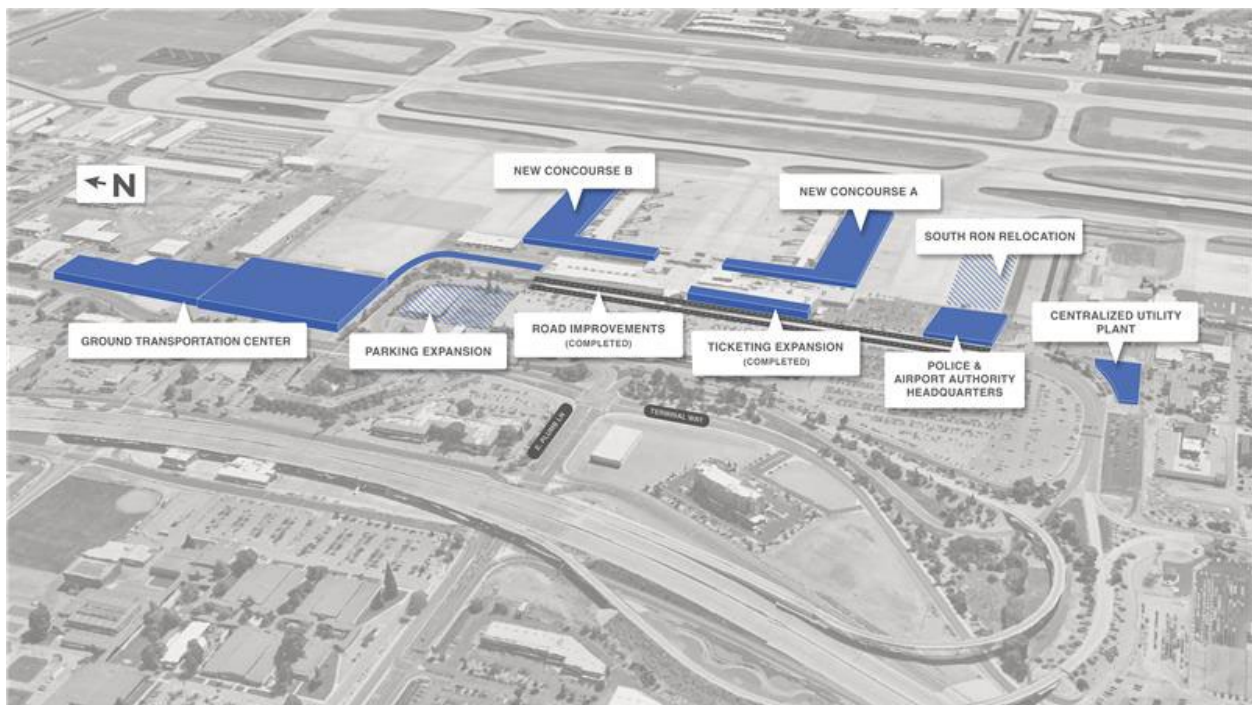
Stats18
Project Pictures.....19
Appendices – Summarized Master Schedule and Financial Dashboards20

MoreRNO Program Overview

The Reno-Tahoe Airport Authority (RTAA) is transforming Reno-Tahoe International Airport (RNO) with a multi-year infrastructure program, MoreRNO, that will bring more space, local restaurants and shops, travel technology, and regionally inspired architecture. While construction of the Ticketing Hall and the Loop Road have already been completed, enabling projects for the new consolidated car rental facility have begun. Additionally, design is underway for both the new Police & Airport Authority Headquarters' building as well as the new concourses.

Naming Convention of the MoreRNO projects:

- "Ticketing Hall" (Ticketing Hall Expansion) will be used when referring to the renovation and construction of the main entry to the terminal.
- "The Loop" (Loop Road) will be used when referring to the Loop Road renovation and construction.
- "GTC" (Ground Transportation Center) will be used when referring to the new ground transportation and consolidated rental car facility project.
- "The HQ" (Police & Airport Authority Headquarters) will be used when referring to the new building for the police and administrative offices.
- "New Gen A&B" (New Generation Concourses A and B) will be used when referring to the replacement of the two existing concourses. "New Gen A" replaces the existing B Concourse, and "New Gen B" replaces the existing C Concourse. This project also includes the South Remain Overnight (S. RON) and the new Central Utility Plant (CUP) that will serve both concourses and The HQ.



Funding Sources

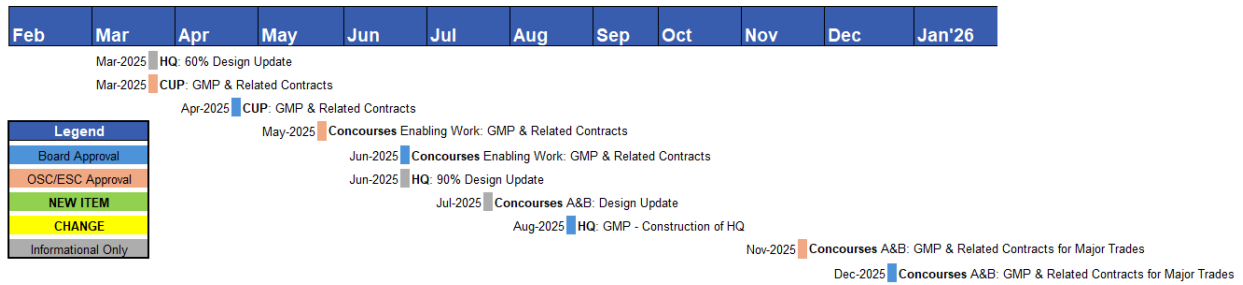
The RTAA is pursuing all potential funding sources, including federal, state, bonds and private funds, to support the estimated \$1 billion in MoreRNO infrastructure investments. All federal grants will be distributed and managed by the Federal Aviation Administration (FAA).

- GTC is a Public-Private-Partnership (P3) and is therefore privately funded with an investment contribution by RTAA. This contribution is funded by the dedicated customer facility charges (CFCs) which are levied on customers of rental car companies.
- The HQ will utilize a single source of funding through Non-Alternative Minimum Tax (Non-AMT) bond issuances.
- New Gen A&B has a myriad of funding sources including:
 - Airport Improvement Program (AIP) grants (both entitlements and discretionary) will be utilized for improvements related to enhancing airport safety, capacity, security, and environmental concerns.
 - Passenger Facility Charge (PFC) funds will be used on a pay-as-you-go basis for FAA-approved projects that improve safety, security, capacity, and air carrier competition.
 - The Bipartisan Infrastructure Law (BIL) will provide multiple funding sources –
 - Airport Infrastructure Grants (AIG) are entitlement funds. AIG funds are annual allocations based on federal fiscal year (FFY) from FFY22 – FFY26, for eligible airports based on factors like enplanements and cargo volume.
 - Airport Terminal Program (ATP) is a discretionary grant program that will be utilized for the New Gen A&B terminal development. ATP funds are only available for award between FFY22-FFY26.
 - Multiple Alternative Minimum Tax (AMT) bond issuances will be utilized for the remaining needs.
 - Entitlement grants generally follow these guidelines:
 - Based on passenger volume, cargo service, and State Apportionments.
 - Used to fund airport construction projects, capital planning, and more.
 - The FAA carries over any remaining entitlement funds to the next fiscal year, for a limited number of years. AIP entitlements can be rolled over for 2 years but must be used in the third year or lost.
 - Can typically be used to reimburse completed work.
 - Discretionary grants generally follow these guidelines:
 - Supplemental funds that the FAA can distribute based on national priorities through a competitive nationwide process.
 - Used to fund airport construction projects, capital planning, noise planning, and more
 - The FAA can use discretionary funds to supplement entitlement funds if an airport's capital project needs exceed its entitlements.
 - Cannot be used to reimburse completed work.

Critical Decisions' Schedule

The graphic shown below provides high-level insight regarding key decisions and milestones for the HQ and New Gen A&B projects. The legend describes whether the item is informational only or requires action, and whether the requested action is required by an Oversight Committee (OSC), Executive Steering Committee (ESC), or RTAA Board of Trustees. The OSC / ESC requirements are limited to the New Gen A&B project only and are required project governance per the current Airline Use Lease Agreement with signatory airlines. New items will be bold and highlighted in green, and any changes from the prior month's Executive Summary will be bold and highlighted in yellow.

12-Month Critical Decisions' Schedule
February 2025 - January 2026



MoreRNO Program KPIs

The Key Performance Indicators (KPIs) table shown below reflects both The HQ and the New Gen A&B projects. GTC's KPIs are shown separately in the GTC Project Section. KPIs are reflected as a typical traffic signal to quickly convey the status of performance relative to targets or goals concerning budget and schedule. Green: This indicates that the KPI is performing well and is on track or exceeding the desired target. It's a positive result, meaning everything is going smoothly. Yellow: This signals that the KPI is slightly off target or is approaching a critical threshold. It represents a warning or caution, suggesting that attention may be needed soon to prevent further decline or to get back on track. Red: This indicates that the KPI is significantly off track, underperforming, or has failed to meet the target. It is a red flag, signaling that corrective actions are urgently needed to improve performance.

Key Performance Indicators			
Project Name	Budget	Schedule	Remarks
HQ Design	●	●	OAC* team working to drive construction costs lower through value analysis of design elements
HQ Construction	●	●	Ensuring alignment of CUP connection to HQ from NEW Gen project
New Gen Design	●	●	OAC team working to drive construction costs lower through value analysis of design elements
New Gen Construction	●	●	Budget augmentation of \$80M approved; Revised Budget = \$650M; Continuing coordination of all sub-projects' logistics and delivery
S. RON Design	●	●	100% complete
S. RON Construction	●	●	Actual cost of work higher than engineering estimate
CUP Design	●	●	100% complete; City of Reno reviewing permit set; removed geothermal option due to high cost when bid
CUP Construction	●	●	Actual cost of work comparable to engineering estimate; Critical path review for HQ completion
Con A&B Design	●	●	Design 60% completed December 2024; 90% design on schedule
Con A&B Construction	●	●	Phasing at highlevel completed; OAC team continuing to work through details of phasing and delivery of Concourses

*OAC: Owner / Architect / Contractor

GTC

The new GTC at RNO is set to revolutionize ground transportation services. Spanning four floors and covering approximately 440,220 square feet, this state-of-the-art, four-story innovative facility will offer a seamless experience for passengers by housing all rental car, taxi, and ground transportation operations, including shuttles and Transportation Network Companies (TNC) like Uber and Lyft. With nearly three times more space than the current rental car facilities, the GTC is designed to grow alongside the airport, ensuring convenience and efficiency. This project will also enhance public safety by reducing traffic along the Loop Road in front of the terminal and will allow the airport to reclaim approximately 600 public parking spaces in close proximity to the terminal.

As part of a \$299 million public-private partnership (P3) with Conrac Solutions, the project is designed to streamline operations and improve safety and convenience for millions of travelers. A lease agreement between Conrac Solutions and the RTAA was signed April 9th, 2024, and construction on the enabling projects has begun. Conrac Solutions has a joint venture (JV) with their construction team, Q&D and Webcor (QDW or Q&D Webcor).

The updates to the GTC project summary are provided by Conrac Solutions. The most recent update was provided on January 16, 2025.

Project Details

Agreement	P3 - Conrac Solutions
Delivery Method	Design Build
Design Team	PGAL
Contractor	Join Venture - Q&D and Webcor Construction
Funding Source(s)	CFCs
Projected Completion Date	Sep-28



KPIs

		KEY PERFORMANCE INDICATORS			AS OF: 16JAN2025
PROJECT NAME	STAGE	BUDGET	SCHEDULE	SAFETY	REMARKS
GTC/ConRAC	Design	●	●	●	
Taxi Lot	Construction	●	●	●	
Building 12	Construction	●	●	●	TRIR = 4.83
Building 13	Construction	●	●	●	

- *TRIR = Total Recordable Incident Rate
 - Project Total Recordable Incidents: 1
 - Incidents this month: 1 (property damage to QDW vehicles on 12/17/2024)

Project Status

PROJECT STATUS
<ul style="list-style-type: none"> • GTC/Conrac permits submitted to City of Reno on 12/19/2024 • B12 PEMB erection started, on schedule • B13 slab on grade complete, PEMB delivery scheduled to start 2/10/2025 <ul style="list-style-type: none"> • Interim contaminated soils report submitted and approved by NDEP, RTAA provided report as required • Taxi Lot Substantial Completion expected 1/24/2025, punchlist started, on schedule • GTC and ConRAC on schedule for delivery per contract

SCHEDULE	START	FINISH	DURATION (CDs)	2024	2025	2026	2027	2028
Project Summary	4/9/24	9/15/28	1,620	[Green bar]				
Taxi Lot	9/13/24	1/17/25	126	[Green bar]				
Building 12	7/2/24	5/21/25	323	[Green bar]				
Building 13	8/5/24	7/23/25	352	[Green bar]				
GTC (including demo)	8/6/25	9/21/27	776		[Green bar]			
ConRAC (with TI)	8/6/25	5/22/28	1,020		[Green bar]			
Existing QTA Demo	7/5/28	9/15/28	72					[Green bar]

3-MONTH LOOK AHEAD	DATE	JAN	FEB	MAR
Taxi Lot Substantial Completion (available for DNCs only)	1/31/25	●		
RTAA and Transcore programming for Taxi Lot	2/7/25		●	
Taxi Lot Operational to Taxis and DNCs	2/14/25		●	
Taxi Lot Final Completion (Spring conditions for landscaping)	3/31/25			●

SAFETY – 30 DAYS PRIOR (1/8/2025 data date)	MAN HOURS	REPORTABLE	LOST TIME
Prior Month	6,035	0	0
This Month	11,438	0	0
Cumulative	41,435	1	0

- *PEMB = Pre-Engineered Metal Building
- *NDEB = Nevada Division of Environmental Protection

Financial Summary

PROJECT BUDGET	INITIAL BUDGET	APPROVED CHANGES	CURRENT BUDGET	COMPLETED TO DATE	WORK REMAINING
Construction Costs	\$280,546,180	-	\$280,546,180	\$54,081,269	\$226,464,911
Project Soft Costs	\$18,332,500	-	\$18,332,500	\$1,139,968	\$17,192,532
Total Project Costs	\$298,878,680	-	\$298,878,680	\$55,221,238	\$243,657,442

Construction Progress Pictures

Building 12



Building 13



TNC Lot



The HQ

The HQ will be the RTAA’s new administrative campus and will combine administrative offices and police headquarters. The new state-of-the-art police station, equipped with cutting-edge technology and systems, will occupy the entire first floor of the RTAA headquarters’ building centralizing all airport police operations. The second floor of the building will serve as the hub for board and public meetings, with the remaining third and fourth floors housing essential management operations. The 62,000-square-foot facility will also free up valuable space in the terminal building where the current administrative offices exist – potentially opening opportunities for new restaurants, shops, and tenant operations, generating additional revenues in the form of leases. The Project will also include relocation of existing infrastructure and utilities, demolition of existing infrastructure and pavements, possible realignment and installation of airport security gate(s) & fencing, new landscaping, parking, and pedestrian amenities associated with the new facility.

This project will be delivered through a Construction Manager at Risk (CMAR) methodology.

Project Details

Project No.	R23008B	
Delivery Method	CMAR	
Design Team	RS&H	
CMAR	Clark & Sullivan Constructors, Inc.	
Funding Source(s)	Non-AMT Bonds	
Completion Date	Apr-27	

Project Status

The HQ project is progressing on schedule, with key milestones actively being addressed. The team is reviewing the 60% design submittal to ensure alignment with project goals and stakeholder requirements, while the CMAR works on developing a 60% pricing estimate to refine cost projections and support budget management. Progress is being made on selecting interior finishes that meet the project’s standards for functionality, durability, and aesthetic appeal. Additionally, the team is finalizing the design of the future workstations to ensure they meet operational needs and provide a productive work environment. Coordination with other ongoing MoreRNO projects continues to ensure smooth logistics and minimize disruptions. The project remains on track to complete the design phase by the end of May, maintaining its overall timeline and objectives.

PROJECT STATUS

Design

30% Schematic Design delivered 04/29/24
 60% Design Development delivered 01/21/25
 Issued for Bid Documents will be delivered 05/28/25

Construction

GMP #1, Early Procurement Package for Long Lead Electrical (LLE)
 Board Approval of GMP #1 – 01/09/25
 Executed Contract – 01/15/25
 Issue NTP for Procurement – 01/15/25
 GMP #2, Construction Package
 Board Approval of GMP #2 – 08/14/25

SCHEDULE	Start	Finish	Duration (Days)	2024	2025	2026	2027
Design	11/21/2023	8/22/2025	641	[Green bar spanning 2024, 2025, and 2026]			
GMP #1 LLE	1/15/2025	6/24/2026	526		[Green bar spanning 2025, 2026, and 2027]		
Construction	8/25/2025	4/12/2027	596		[Green bar spanning 2025, 2026, and 2027]		

3-MONTH LOOK AHEAD	Date	Feb	Mar	Apr
60% Design Update	03/11/25		●	

Financial Summary



Dashboard data can be found in the appendices. This section is reserved for future cashflow analysis and Earned Value Management (EVM) statistics.

Construction Performance Summary




This section is reserved for future construction performance analysis to include schedule performance, RFIs & Submittals, Safety Metrics, and Quality Control.

New Gen A&B

New Gen A&B will incorporate multiple sub projects, including the South Remain Overnight Apron Expansion (S.RON) and Central Utility Plant (CUP), and will be phased over five years. New Gen A replaces the existing B Concourse, and New Gen B replaces the existing C Concourse. The new concourses will be 570 ft long and approximately 130,000 sq ft. The design provides for larger holdrooms, more concessions space, increased natural light and views, and an overall improved passenger experience.

This project will be delivered through a Construction Manager at Risk (CMAR) methodology.

Project Details

Project No.	R23007B	
Delivery Method	CMAR	
Design Team	Gensler Architecture Design & Planning, P.C.	
CMAR	Holder Q&D, A Joint Venture	
Funding Source(s)	AIP, PFC, ATP, AIG, AMT Bonds	
Completion Date	Jun-29	



Financial Summary



Dashboard data can be found in the appendices. This section is reserved for future cashflow analysis and Earned Value Management (EVM) statistics.

Construction Performance Summary



This section is reserved for future construction performance analysis to include schedule performance, RFIs & Submittals, Safety Metrics, and Quality Control.

S.RON Description

The South Remain Overnight (S.RON) Apron Expansion project is part of New Gen A&B. The project expands the S.RON Apron south by ninety feet to provide pavement that supports future phases of construction for the New Gen A&B project, and to maintain existing RON capacity during and post concourse construction.

S.RON Project Status

PROJECT STATUS

Design

- 30% Schematic Design delivered 12/1/23
- 60% Design Development delivered 01/26/24
- Issued for Bid Documents delivered 08/30/24

Construction

- GMP #1.1 (GCs) and GMP#3
- Board Approval of GMPs – 11/14/24
- Executed Contract – TBD
- Issue NTP for Procurement – TBD

SCHEDULE

	Start	Finish	Duration (Days)	2023	2024	2025
Design	6/20/2023	4/12/2024	298			
Construction	3/3/2025	11/25/2025	268			

3-MONTH LOOK AHEAD

	Date	Feb	Mar	Apr
Construction NTP			●	

CUP Description

The Central Utility Plant (CUP) project is part of New Gen A&B. The project is a new approximately 11,500 square foot central utility plant that will serve the new concourses. The project includes a new mechanical system to deliver chilled water and hot water to condition the new concourses and a new electrical service to power the new concourses. Additionally, even though the CUP will be servicing larger spaces, it will do so with greater efficiency due to more modern equipment and will also reduce water consumption.

CUP Project Status

PROJECT STATUS

Design

30% Schematic Design delivered 05/22/24
 60% Design Development delivered 08/02/24
 Issued for Bid Documents delivered 11/07/24

Construction

GMP #1 & #2, Early Procurement Package for CUP Long Lead Equipment
 Board Approval of GMPs – 07/11/24
 Executed Contract – 10/24/24
 Issue NTP for Procurement – 11/13/24
 Proposals for GMP #1.2 (GCs) and GMP #4
 Board Approval of GMPs – 04/10/25
 Executed Contract – TBD
 Issue NTP for Procurement – TBD

SCHEDULE	Start	Finish	Duration (Days)	2023	2024	2025	2026	2027
Design	6/20/2023	11/7/2024	507	█				
GMP #1 LLE	11/13/2024	1/8/2027	787		█	█	█	
Construction	5/7/2025	1/8/2027	612			█	█	

3-MONTH LOOK AHEAD

Date	Feb	Mar	Apr
Board Approval of GMPs			●

Concourses A&B Description

This project consists of the replacement of RNO’s two existing concourses with two new concourses. Each concourse will be 570 ft long and approximately 130,000 sq ft. The project will provide larger holdrooms, more concessions space, increased natural light and views, and an overall improved passenger experience.

Concourses A&B Project Status

PROJECT STATUS

Design

30% Schematic Design delivered 06/27/24
 60% Design Development delivered 12/19/24
 Issued for Bid Documents will be delivered 08/01/25

Construction

GMPs, Concourse enabling will be presented for board approval 06/12/25
 GMPs, Major Trades will be presented for board approval 12/11/25
 GMPs, Remaining Trades will be presented for board approval 05/21/26

SCHEDULE	Start	Finish	Duration (Days)	2023	2024	2025	2026	2027	2028	2029
Design	6/20/2023	8/1/2025	774							
Enabling Construction	7/1/2025	12/31/2025	184							
Concourse A Construction	1/1/2026	7/1/2028	913							
Concourse B Construction	1/1/2027	7/1/2029	913							

3-MONTH LOOK AHEAD

Date	Feb	Mar	Apr
New Gen Design Update			

Completed Projects

The RTAA team has made substantial progress since the MoreRNO program began. Two of the five projects are now complete and are already enjoyed by the traveling public.

Ticketing Hall

The newly remodeled Ticketing Hall is open and ready to welcome passengers with a brighter, more spacious, and inviting experience. From curb to check-in, every upgrade was designed with passenger convenience in mind, making the journey into the terminal smoother with new signage and enhanced infrastructure. The expanded hall provides significantly more room for airline operations and checking bags, incorporating upgraded travel technology to meet the needs of modern travelers. Passengers can now enjoy additional amenities, including new restrooms, and better wheelchair access.

Additionally, RTAA’s first-ever Public Art Installation by artist Dixie Friend Gay to commission a public art piece in the newly re-designed Ticketing Hall, “Repeated Refrains” intricately weaves elements inspired by northern Nevada’s diverse environment, from forested mountains to vegetation-covered hillsides and dry desert valleys. The wall is divided into four sections, each dedicated to a different season, portraying the rich colors and diverse ecosystems found within a 100-mile radius of Reno. The artist collaborated with plant specialists, regional experts and local landscape artists to identify native flora and fauna. Geological maps form the underlying elements, providing a visual journey through the region’s natural beauty.

Project Details

Project No.	R21002B	
Delivery Method	CMAR	
Design Team	RS&H	
CMAR	Genuine McCarthy Enterprises Inc.	
Funding Source(s)	CIP, CARES	
Completion Date	Apr-24	

Project Stats

Ticketing Hall Project Stats				
	Start Date	Finish Date	Status	Remarks
Schedule	10/3/2022	4/2/2024	●	Punchlist completed end of December
	Budget	Expended	Status	Remarks
Budget	\$32.9M	\$31.8M	●	First project of the MoreRNO Program completed on time and under budget. A portion of the project paid by the CARES Act.

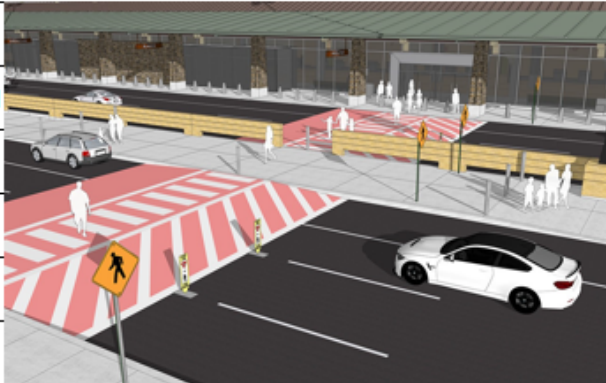
Project Pictures



The Loop Road

"The Loop" (Loop Road) nomenclature refers to the Loop Road renovation and construction. RNO made significant improvements associated with safety on the airport Loop Road. New bollards along the curb create protective barriers from vehicles, while elevated and more visible walking paths ensure a safer experience for all. This project also meets ADA compliance standards making the transition from car to gate more accessible. In addition to reconstructing six well-traveled lanes to preserve critical infrastructure, new shade structures have been added offering passengers a more comfortable experience during drop-off and pick-up.

Project Details

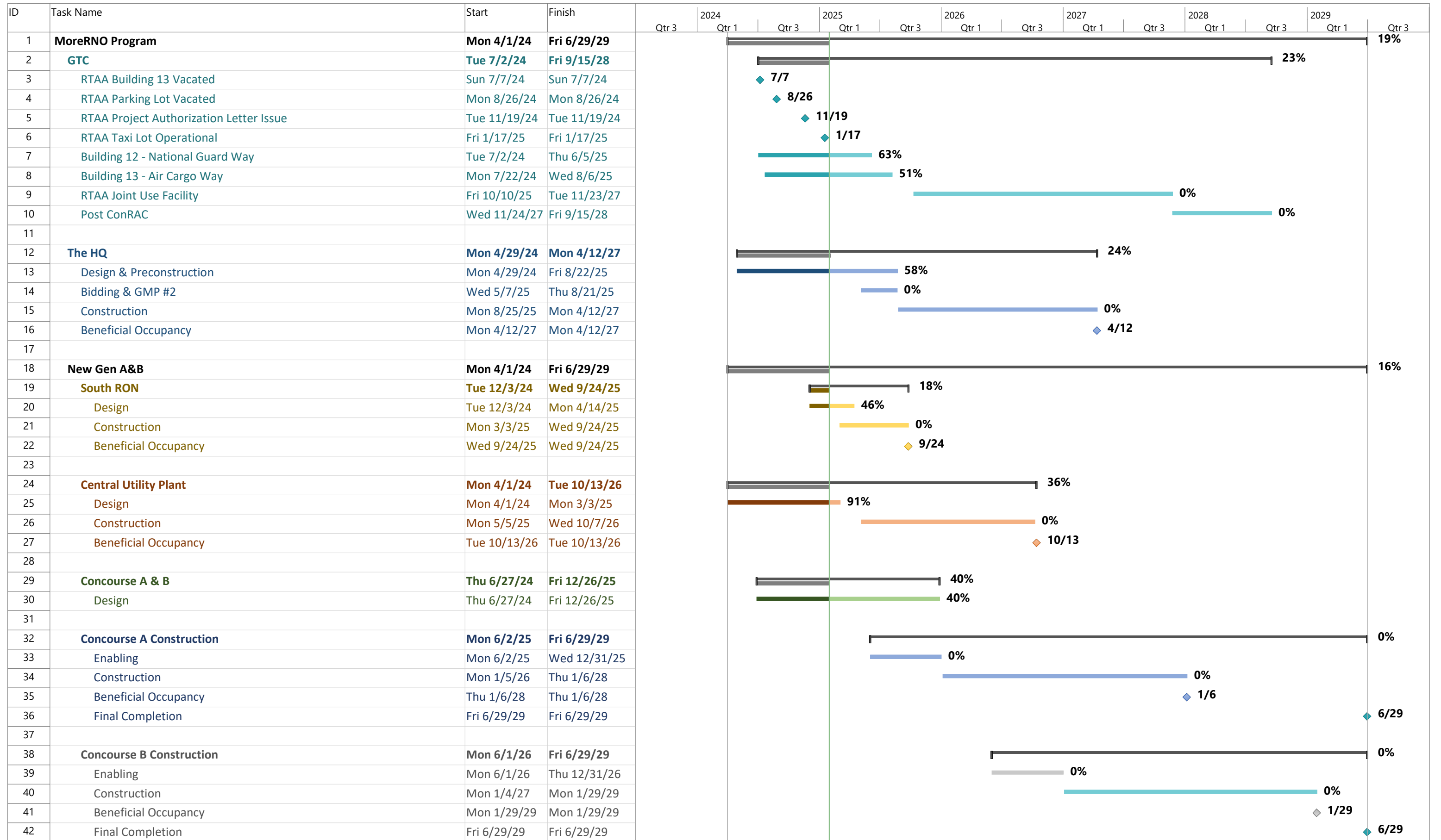
Project No.	R20008B	
Delivery Method	Design / Bid / Build	
Design Team	Kimley-Horn and Associates, Inc.	
Contractor	Q&D Construction	
Funding Source(s)	AIP, PFCs	
Completion Date	Sep-24	

Stats

Loop Road Project Stats				
	Start Date	Finish Date	Status	Remarks
Schedule	7/19/2023	9/25/2024	●	Punchlist completed end of December
	Budget	Expended	Status	Remarks
Budget	\$14.5M	\$13.2M	●	Completely paid for by PFCs and AIP grant funds

Project Pictures







The New Gen Concourse A & B

Data Date - 1.29.25



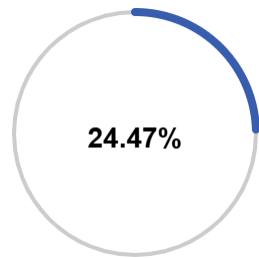
Revised Approved Budget	Funding Received	Original Commitments	Change Orders	Revised Approved Commitments	Pending COs	Projected Total Commitments	Invoices	Budget Remaining
\$650.0M	158.2M	\$41.0M	\$33.3M	\$74.3M	\$20.6M	\$95.0M	\$23.8M	555.0M

Commitments vs Budget



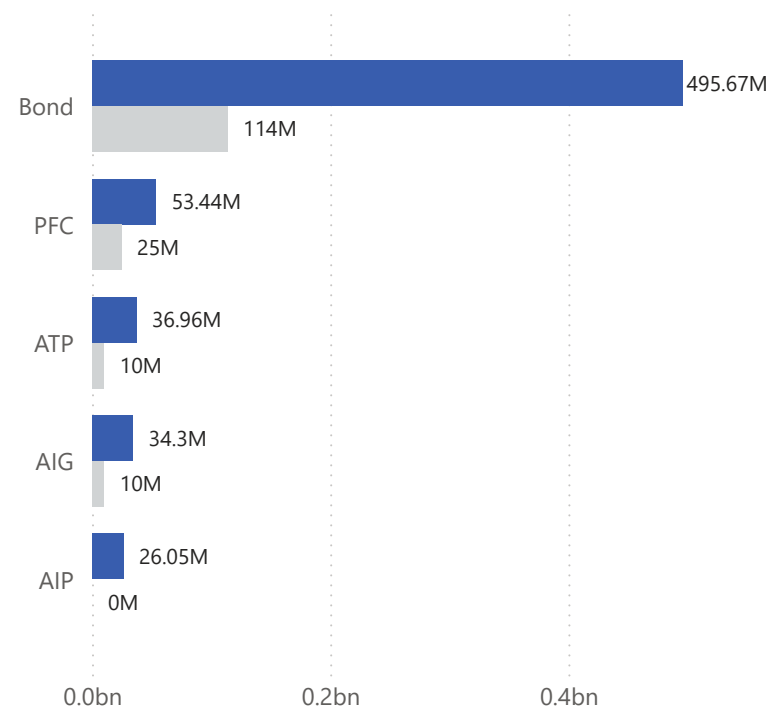
Funding Received

Funding Received / Total Funding



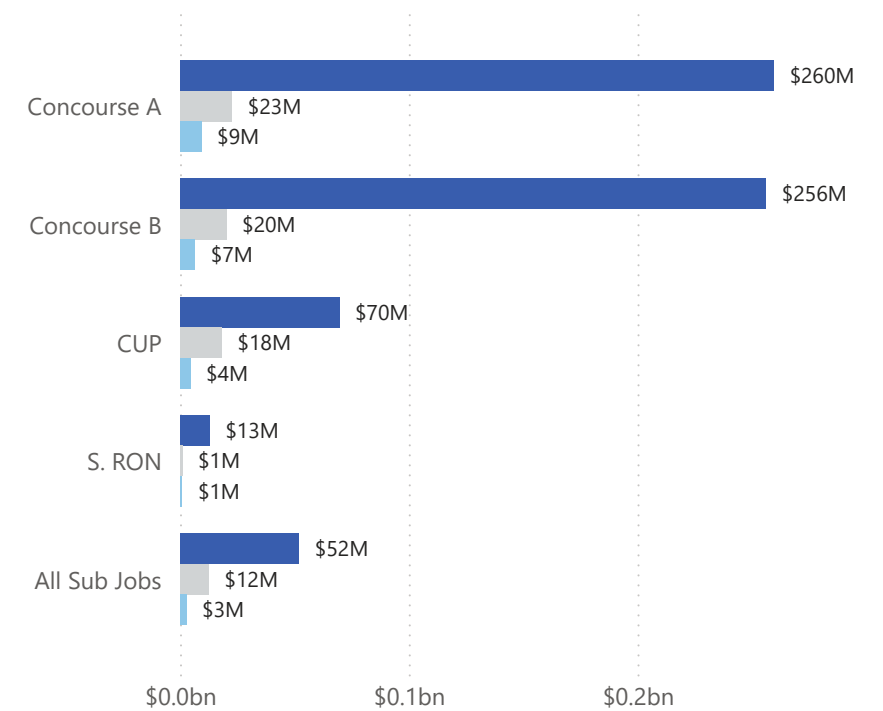
Funding by Source

Total Funding Funding Received



Budget by Sub Project

Budget Commitments Invoices

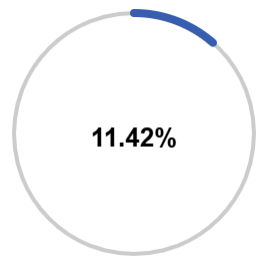


Actuals vs Budget

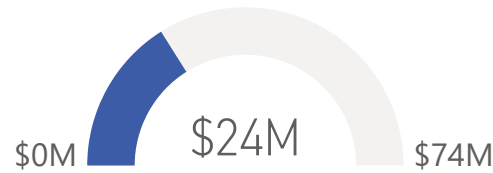


Budget Consumed

Commitments / Budget



Actuals vs Commitments



Cost Type	Revised Approved Budget	Original Commitments	Change Orders (Approved)	Revised Approved Commitments	Pending COs	Projected Total Commitments	Invoices	Remaining Budget	% Budget Consumed
Soft Costs	\$122,203,470	\$28,233,765	\$33,262,417	\$61,496,181	\$2,991,482	\$64,654,222	\$23,838,687	60,707,288.66	50%
A/E	\$46,884,417	\$17,994,409	\$28,441,097	\$46,435,506	\$0	\$46,435,506	\$19,960,711	448,911.00	99%
CA	\$8,400,000	\$0	\$0	\$0	\$109,660	\$109,660	\$0	8,400,000.00	0%
CM	\$20,010,000	\$0	\$0	\$0	\$631,822	\$631,822	\$0	20,010,000.00	0%
PMO/SME/All	\$44,164,053	\$7,494,356	\$4,821,320	\$12,315,675	\$2,250,000	\$14,732,234	\$2,714,641	31,848,377.66	28%
Pre-Con	\$2,745,000	\$2,745,000	\$0	\$2,745,000	\$0	\$2,745,000	\$1,163,334	0.00	100%
Hard Costs	\$520,000,000	\$12,766,229	\$0	\$12,766,229	\$17,593,456	\$30,359,685	\$0	507,233,771.02	2%
Concourse A	\$224,096,823	\$0	\$0	\$0	\$0	\$0	\$0	224,096,822.52	0%
Concourse B	\$223,559,821	\$0	\$0	\$0	\$0	\$0	\$0	223,559,820.50	0%
CUP	\$61,283,596	\$12,766,229	\$0	\$12,766,229	\$0	\$12,766,229	\$0	48,517,367.00	21%
S. RON	\$11,059,761	\$0	\$0	\$0	\$17,593,456	\$17,593,456	\$0	11,059,761.00	0%
Miscellaneous	\$7,796,530	\$0	\$0	\$0	\$0	\$0	\$0	7,796,530.00	0%
Total	\$650,000,000	\$40,999,994	\$33,262,417	\$74,262,410	\$20,584,938	\$95,013,907	\$23,838,687	575,737,589.68	11%



The HQ

Data Date - 1.29.25

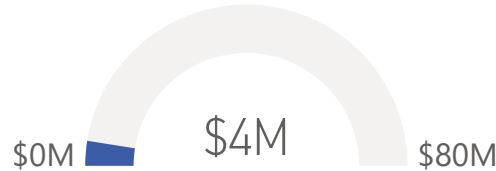


Revised Approved Budget	Original Commitments	Change Orders	Revised Approved Commitments	Pending COs	Projected total Commitments	Invoices	Budget Remaining
\$80.1M	\$3.8M	\$6.3M	\$10.1M	\$0.0M	\$10.1M	\$4.0M	70.0M

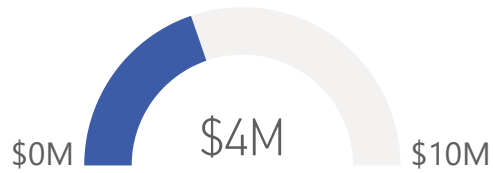
Commitments vs Budget



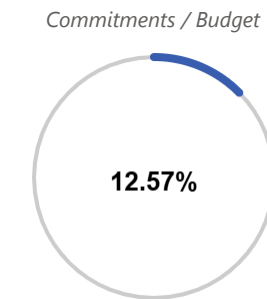
Actuals vs Budget



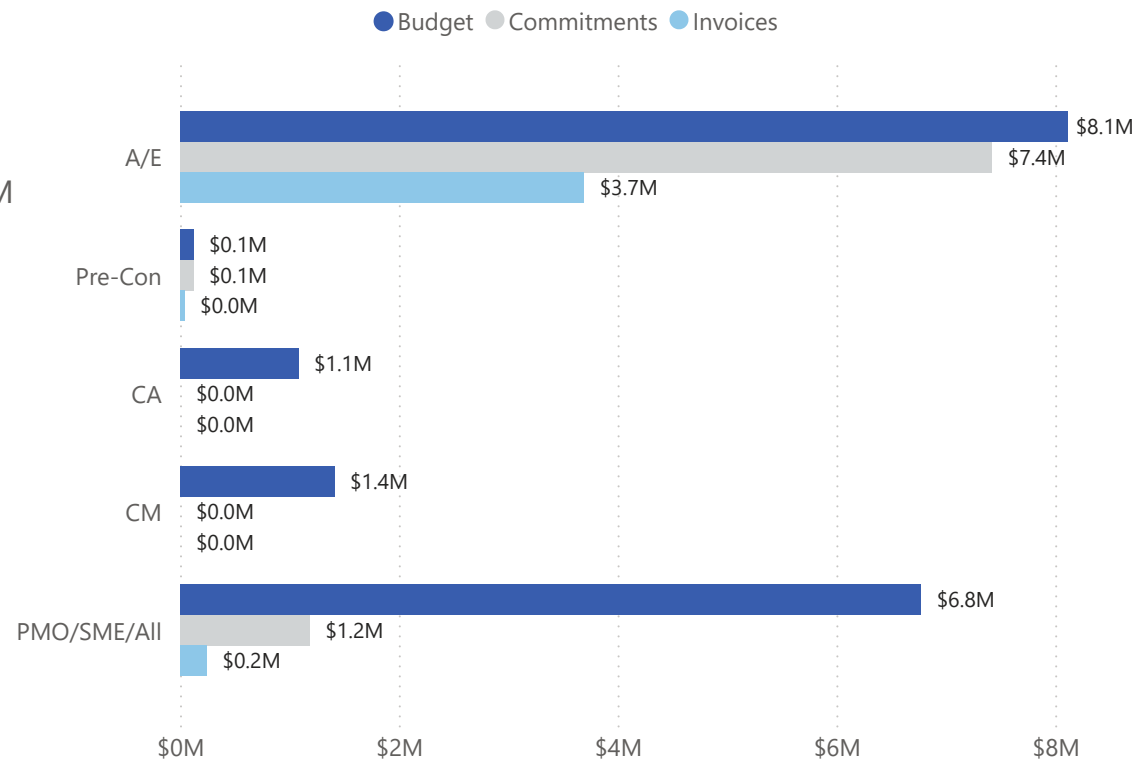
Actuals vs Commitments



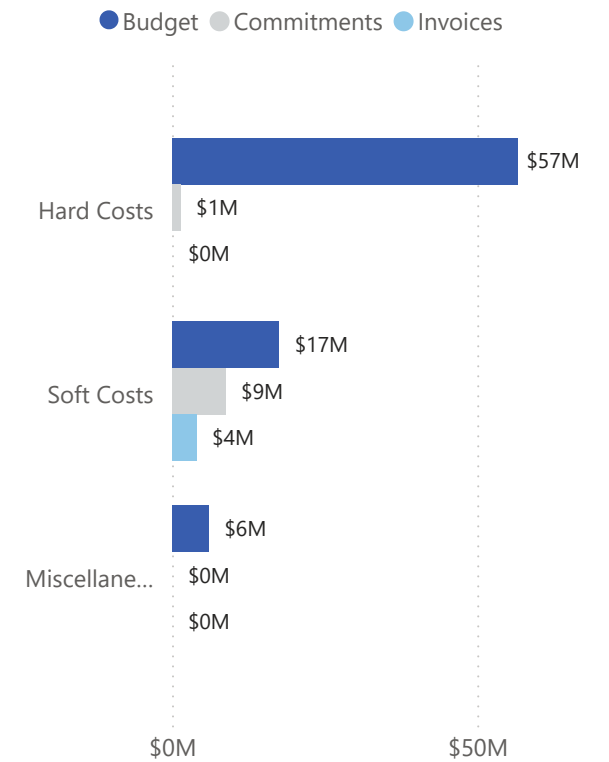
Budget Consumed



Soft Cost by Category



Budget by Cost Type



Cost Type	Revised Approved Budget	Original Commitments	Change Orders (Approved)	Revised Approved Commitments	Pending COs	Projected Total Commitments	Invoices	Remaining Budget	% Budget Consumed
Soft Costs	\$17,489,195	\$2,425,307	\$6,287,967	\$8,713,274	\$0	\$8,723,111	\$3,971,799	8,775,920.97	50%
A/E	\$8,111,071	\$1,784,664	\$5,636,054	\$7,420,718	\$0	\$7,420,718	\$3,691,013	690,353.00	91%
CA	\$1,078,840	\$0	\$0	\$0	\$0	\$0	\$0	1,078,840.00	0%
CM	\$1,408,414	\$0	\$0	\$0	\$0	\$0	\$0	1,408,414.00	0%
PMO/SME/All	\$6,771,370	\$521,143	\$651,913	\$1,173,056	\$0	\$1,182,893	\$242,686	5,598,313.97	17%
Pre-Con	\$119,500	\$119,500	\$0	\$119,500	\$0	\$119,500	\$38,100	0.00	100%
Hard Costs	\$56,590,873	\$1,351,269	\$0	\$1,351,269	\$0	\$1,351,269	\$0	55,239,604.00	2%
Miscellaneous	\$5,972,505	\$0	\$0	\$0	\$0	\$0	\$0	5,972,505.00	0%
Total	\$80,052,573	\$3,776,576	\$6,287,967	\$10,064,543	\$0	\$10,074,380	\$3,971,799	69,988,029.97	13%

**The following projects are part of the Capital Improvement Program
(February 2025)**

Engineering & Construction Projects

Reno-Stead Airport:

RTS Pavement Maintenance 2025

RTS O-Block Utility Extension

Reno-Tahoe International Airport:

Airfield Maintenance Yard Phase 2 – Design

General Aviation East Reconstruction Project - Design

National Guard Way and Aviation Boulevard Reconstruction Project - Design

Airfield Maintenance Shop Door Expansion – Design

Taxiway B Reconstruction & General Aviation Runup Area

Terminal Loop Road

FAA VALE PCA/GPU Replacement

Runway 17R-35L Remediation

Parking Garage Standpipe Replacement

Airfield Signage and Renaming Construction

RNO Airside Pavement Maintenance Project 2025

Planning & Environmental Projects

Reno-Stead Airport:

RTS Master Plan and Airport Layout Plan Update

Reno-Tahoe International Airport:

RTAA Geographic Information System (GIS) Master Plan, Phase 1

RNO Airport Layout Plan Update

**RENO-TAHOE AIRPORT AUTHORITY
PLANNING AND CONSTRUCTION COMMITTEE
CAPITAL IMPROVEMENT PROGRAM REPORT**

February 2025

*(Items in **bold** are changes or additions from the previous report)*

ENGINEERING & CONSTRUCTION PROJECTS

RENO-STEAD AIRPORT PROJECTS

RTS Pavement Maintenance 2025

This project consists of applying emulsified asphalt seal coat to taxiways and aprons at the Stead Airport. **The project was advertised for bid, a pre-bid meeting was hosted by RTAA staff, and bids were opened in late January. The low, responsive bidder is Sierra Nevada Construction. The intent to award will be issued in late January 2025.**

Budget:

- Proposed Budget \$250,000
- Current Expenditure \$0

RTS O-Block Utility Extension

This project consists of designing and construction extension of power and natural gas infrastructure to the O-Block apron at the Stead Airport. Extending the utilities is the first step in future development of more hangars at the site. Staff is working with the previous engineer and NV Energy to obtain the electrical and natural gas designs that have completed for the project. Once received, staff will advertise and bid the construction of the project.

The following are project milestones:

- Invitation to Bid released April 2025
- Bid Opening May 2025

Budget:

- Proposed Budget \$1,000,000
- Current Expenditure \$0

RENO-TAHOE INTERNATIONAL AIRPORT PROJECTS

Airfield Maintenance Yard Phase 2 - Design

This project consists of a professional service agreement (PSA) with AtkinsRéalis for the design of the second phase of the Airfield Maintenance Yard Reconstruction Project. The first phase reconstructed the east side of the pavement at the Airfield Maintenance Yard and was completed in 2019. Phase 2 consists of the pavement on the west side of the yard adjacent to National Guard Way. The design is being funded from the RNO Airside Pavement Maintenance Budget.

AtkinsRéalis was direct selected for the design phase of this project and has completed all the field work. The 90% plans have been reviewed by staff and comments have been sent back to AtkinsRéalis for final revision.

The following are project milestones:

- Geotech and Survey June 2024
- 30% Design August 2024
- 90% Design October 2024

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

- **IFB Documents** **February 2025**

Budget:

- Proposed Budget: \$55,236
- **Current Expenditure: \$41,598**

General Aviation East Reconstruction Project - Design

This project comprises two professional service agreements (PSAs) with Kimley Horn & Associates. One PSA is for designing the reconstruction of the General Aviation East Apron and Taxilanes, funded by an FAA Airport Improvement Program (AIP) grant. The second PSA, funded through the RNO Landside Pavement Maintenance Budget for 2023, pertains to the GA East Parking lot. The General Aviation East project area is approximately 9.5 acres.

The AIP Design Grant was signed on July 23, 2024, with a NTP issued to Kimley Horn to begin design August 20, 2024. Staff met with the Truckee Meadows Water Authority (TMWA) to discuss the existing TMWA water mains located on the site. Plans have been submitted to TMWA for review. **90% level plans have been completed and are being reviewed by RTAA staff.**

The following are project milestones:

- Design September – January 2024

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

- IFB Documents February 2025
- Bid February – March 2025
- **Construction Grant** **TBD**

Budget:

- Proposed Budget: \$545,822
- Current Expenditure: \$197,779

National Guard Way and Aviation Boulevard Reconstruction Project - Design

This is a professional service agreement (PSA) with Eastern Sierra Engineering for civil improvement plans for the reconstruction of National Guard Way and Aviation Boulevard.

Eastern Sierra Engineering was direct selected for the design of this project and has completed 90% improvement plans. The next step is to finalize plans for bidding the project.

The following are project milestones:

- Notice to Proceed July 2023
- 90% Design April 2024

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

- IFB Documents March 2025

Budget:

- Proposed Budget: \$185,903.00
- Current Expenditure: \$181,571.30

Airfield Maintenance Shop Door Expansion – Design

The project will increase the size of the door to allow large equipment to be worked on inside the building. The building will become more efficient with space reallocations. The project will remove two smaller bay doors and combine into one larger 30'X14' roll-up door. The structural design will address removing two support columns and adding additional structural reinforcement. BJB Architecture and Engineering was direct selected to design the bay Expansion. **The project was advertised for bid, a pre-bid meeting was hosted by RTAA staff, and bids were opened in late January. The low and responsive bidder was Reyman Brothers Construction. The intent to award was issued January 2025.**

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

- Notice To Precede - Construction February 2025
- Construction Start May 2025

Budget:

- Original Budget \$309,600
- Revised Budget \$401,850
- Current Expenditures \$23,205

Taxiway B Reconstruction & General Aviation Runup Area

The project consists of reconstruction of the Portland Cement Concrete (PCC) Taxiway (TWY) B on either side of Runway 8/26, and an asphalt cement General Aviation (GA) Runup Area at the north end of TWY C. The project will include the reconstruction of the taxiways, asphalt shoulders, and edge lighting, pavement markings and drainage upgrades.

The project is completed and in closeout. Final invoices are being reviewed and processed. Staff is requesting final project documentation from the design engineer and construction management consultant.

The following are project milestones:

- Project Completion September 2024
- **Project Closeout February 2025**

Terminal Loop Road

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

The only item left on the punch list is to replace several defective canopy panels. Once final punch list items are complete, staff will begin to close out the project.

The following are project milestones:

- Phase 2 Substantial Completion September 2024

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

- Punch list items and closeout February 2025

FAA VALE PCA/GPU Replacement

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

This project consists of the replacement of 23 Pre-Conditioned Air (PCA) units and 23 Ground Power Units (GPU) for the Passenger Boarding Bridges (PBB). The PCA units provide fresh conditioned heat or cooling to the aircraft while they are at the PBB. The new units are significantly more energy efficient than the units being replaced, which are at the end of their useful lives. The GPU provides constant and regulated power that is specific to each aircraft. The new GPUs are significantly more efficient than those being replaced, which are at the end of their useful lives. Installation of submeters will allow for electrical usage to be tracked to the respective users.

Construction started July 22, 2024. Staff continues to meet with the contractor, supplier, and installer to discuss commissioning requirements for the new GPU and PCA units. **The final installation of the new units has been completed. Staff will be conducting a final punch list walk with the contractor and creating a commissioning plan for the new units.**

The following are project milestones:

- Project Completion January 2025

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

- Project Closeout February 2025

Budget:

- Proposed Budget: \$7,504,668.00
- Revised Budget: \$7,504,668.00
- Current Expenditure: \$5,372,305.41

Runway 17R-35L Remediation

Project is in closeout and awaiting FAA approval.

Airfield Signage and Renaming Construction

This project consists of updating the airport's taxiway naming conventions and updating signage, markings, and the Airport Layout Plan (ALP). RNO has taxiways that connect to the runways at multiple locations and are not individually designated as separate taxiways, e.g., A1, A2, A3, etc. This creates pilot confusion and potential errors on what connectors to use and this project will make updates and modifications to clarify.

Design has been completed and the project bid. The low and responsive bidder was Royal Electric with a bid of \$3,780,002. Construction is planned to begin in Spring 2025. Updated project schedules are forthcoming, and material procurement has begun. Work is tentatively scheduled to begin in March 2025. **Staff submitted grant submittal to the FAA for final review and approval. Staff reviewed the revised phasing plan with the contractor and construction manager and sent comments back to the contractor.**

The following are project milestones:

- Design Completion January 2024
- Bid Advertising February 2024
- Bid Opening March 2024
- Board of Trustees Approval October 2024

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

- Construction Spring 2025
- Finish Construction August 2025

Parking Garage Fire Standpipe Replacement

During construction of the Loop Road project, RTAA staff and its contractor found concerns with the fire protection system for the parking garage. The system is comprised of an underground fire main loop around the exterior of the building with standpipes that extend from the underground water main to the top of the parking garage. The standpipes allow a point of connection for fire hoses in the event of a fire in the parking garage. Portions of the existing piping will be removed, and a new system will be installed along the ceiling of the first floor, removing the underground portion. The installation of the replacement system will follow the latest fire code regulations. A pre-construction meeting was held with RTAA staff and the contractor to discuss the phasing of the work. **Materials have been procured and delivered to the site. Permitting with the City of Reno has been completed by the contractor. Work began January 31 and will continue through February. Staff will be coordinating to close areas of parking to complete the work.**

The following are project milestones:

- Board of Trustees Approval October 10, 2024

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

- Construction completion March 2025

Budget:

- Approved Budget: \$526,842.00
- Contingency: \$50,000.00
- Current Expenditure: \$107,540.00

RNO Airside Pavement Maintenance Project - 2025

This project focuses on repairing cracks and applying a Type 2 slurry to the shoulders of Taxiways Alpha, Bravo, and Charlie at Reno-Tahoe International Airport (RNO). RNO airfield maintenance staff are actively cutting out and patching cracks within the construction limits designated for slurry application. The patching work will proceed intermittently until slurring starts in July. **Bids were opened on January 30, 2025. The low and responsive bidder was Sierra Nevada Construction.**

The following are project milestones:

- Invitation to Bid released January 9, 2025
- Bid Opening January 30, 2025

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

- Board of Trustee Approval March 2025
- Construction July - August 2025

Budget:

- Proposed Budget \$900,000
- Current Expenditure \$30,381

Planning & Environmental Projects

Reno-Stead Airport:

RTS Master Plan and Airport Layout Plan Update

Reno-Tahoe International Airport:

RTAA Geographic Information System (GIS) Master Plan, Phase 1
RNO Airport Layout Plan Update

PLANNING & ENVIRONMENTAL PROJECTS

RTAA Geographic Information System (GIS) Master Plan, Phases 1-3

A Notice to Proceed was issued on July 24, 2023, for the RTAA GIS Master Plan, Phase 1, in the amount of \$64,600, to Michael Baker International (MBI). The goals of Phase 1 were to define the current geospatial “footprint” for the RTAA and to identify an implementation plan that supports future GIS use in a manner that achieves improved system and data maintenance and modernization. Phase 1, which included a GIS Inventory Report, a System Architecture Diagram, and an ArcGIS Enterprise Implementation Plan, concluded in November 2024. Phase 1 recommended that the RTAA GIS platform migrate to an enterprise system (ArcGIS Enterprise) to coincide with the organization-wide migration to Microsoft Azure in alignment with the RTAA Digital Transformation Plan. Upon completion of Phase 1, the GIS Master Plan effort transitioned to Phases 2 (**Acquisition**) & 3 (**Implementation & Deployment**).

In late December 2024, the RTAA Technology & Information Services (TIS) department identified the need to maintain some on-premise servers, instead of the initially planned full transition to cloud-based servers. This decision resulted in immediate project stoppage. The project team is currently working to rescope future phases to accommodate on-premise servers. A new scope and fee is anticipated to be identified by March 2025.

As context, original Phase 2 included the procurement of all required enterprise GIS and Microsoft Azure licensing. The GIS licensing would have been acquired by the Planning & Environmental Services department, while the Microsoft Azure licensing would have been acquired by the TIS department. The original Phase 3 would have followed the Enterprise Implementation Plan documented in Phase 1. Costs associated with Phase 2 included \$34,002 for ESRI GIS licensing and maintenance and \$60,000 for Microsoft Azure licensing and maintenance. Costs associated with Phase 3 included consultant services not to exceed \$63,724. All work associated with Phases 2 & 3 was anticipated to be completed by June 30, 2025. Future work, scheduled for fiscal years 2026 and 2027, included migration of existing data and applications into the new system. **An update on the revised workplan will be provided no later than April 2025.**

The study effort is supported by two working groups: a Technical Working Group and an End-User Working Group. The Technical WG is focused on the technical specifics of the RTAA GIS and provides input on how to best support and set up applications and software. The End-User WG is focused on the needs of the GIS user and provides input on how the RTAA GIS can support user requirements and ad hoc projects. Nineteen (19) meetings were held with stakeholders during Phase 1.

The following are project milestones:

- Notice to Proceed for Study July 24, 2023
- Phase 1: Inventory Deliverable March 2024
- Phase 1: Cloud Strategy GIS Needs Deliverable July 2024
- Phase 1: Enterprise Implementation Plan Deliverable September 2024
- Phase 1 Complete November 2024
- Transition to Phase 2 December 2024
- **Work Stoppage December 23, 2024**

Next steps for the project are listed below:

- **Rescope of Future Phases January – March 2025**

RNO Airport Layout Plan Update

A Notice to Proceed was issued on July 7, 2023, for the RNO Airport Layout Plan Update, in the amount of \$85,500, to Wood Rodgers, Inc.

All airport sponsors are required to maintain a current Airport Layout Plan (ALP). The latest RNO ALP was approved by the FAA in January 2019 as part of the 2018 RNO Master Plan Update. The primary trigger for this new update is the requirement for future projects to be depicted on an approved ALP prior to receipt of federal grants or PFC collection for a construction project.

In July 2023, the consultant team completed survey work for all new airport development since the 2018 ALP was approved, including the Aloft Hotel, Dassault facility expansion, Vassar mini-warehouse demolition area, east airfield lighting vault demolition area, Taxiway Charlie & Lima runway incursion mitigation (RIM) pavement changes near Atlantic Aviation, and Taxiway Alpha RIM pavement changes at the south end of the field.

During August and September 2023, the consultant team updated 25 pages of the 41-page ALP set and drafted a 6-page memo that documents each of the 91 changes. A draft set was reviewed by staff in October 2023, and comments were provided on October 31. A revised ALP was submitted to the FAA in January 2024 for review. The FAA provided written comments on June 6, 2024. Revisions were completed in August 2024, and an updated version of the ALP was delivered to the FAA for final review and signature on August 19, 2024.

On September 16, 2024, the RTAA received several additional comments from the FAA that needed to be resolved prior to final approval. A revised ALP was sent to the FAA on October 31, 2024. On November 15, 2024, the RTAA received additional comments from the FAA that were subsequently addressed in another revised ALP sent to the FAA on November 22, 2024. On November 26, 2024, the FAA informed the RTAA that the ALP was good to go and could be signed by the RTAA for final approval by the FAA. **The FAA signed the ALP sheets and approval letter on January 28, 2025. This project is now complete.**

The following are project milestones:

- Notice to Proceed for Study July 7, 2023
- On-Site Field Work July 2023
- Preliminary Drawing Review August 16, 2023
- Draft ALP Update & Memo Received September 29, 2023

- RTAA Staff Review October 2023
- Draft ALP Submitted to FAA for Review January 2024
- FAA Draft Comments Provided June 6, 2024
- Revised ALP Update Submitted to FAA August 19, 2024
- Additional FAA Comments Provided September 16, 2024
- Revised ALP Update Submitted to FAA October 31, 2024
- Additional FAA Comments Provided November 15, 2024
- Revised ALP Update Submitted to FAA November 22, 2024
- Authorization for Signed ALP by FAA November 26, 2024
- RTAA Signed ALP Update Submitted to FAA November 27, 2024
- **FAA Conditional Approval Ltr & Signed ALP** **January 28, 2025**

RTS Master Plan and Airport Layout Plan Update

The last Reno-Stead Airport (RTS) Master Plan was completed in 2010. With the departure of the Reno National Championship Air Races, redevelopment of the Nevada Army Guard facilities, a region-wide shortage of general aviation hangars, prevalence of unmanned aerial system and dirt “runway” operations, dwindling industrial land availability and subsequent growing interest in non-aeronautical development on airport property, and nearby housing growth, a new RTS Master Plan that takes those local and regional changes into account is crucial to guide future airport development in a logical, sustainable, and efficient manner to meet current and future airport operational demand.

Pending FAA Airport Improvement Program (AIP) grant funding, staff will issue a formal request for qualifications (RFQ) for qualified consultant teams to develop an Airport Master Plan Study. In addition to the traditional Airport Master Plan, the consultant team will also develop an Airport Layout Plan (ALP) Update and collect Airports Geographic Information System (AGIS) Survey Data.

The RFQ was advertised on August 9, 2024, and the public solicitation process is underway. A non-mandatory pre-proposal meeting was held at Reno-Stead Airport on August 21, 2024. The meeting was hybrid, and there were approximately 34 attendees from 20 different firms who attended either in-person or remotely. The RFQ solicitation period closed on Tuesday, September 17, 2024. Seven (7) Statements of Qualifications (SOQs) were received.

Due to scheduling constraints and the importance of making the right decision regarding consultant selection, the Selection Committee meetings originally scheduled for September 24 and October 11 were postponed. The Selection Committee convened on Wednesday, October 16 to discuss their reviews and scores. Four (4) teams were short-listed for interviews. The Selection Committee conducted interviews with the four (4) short-listed teams on Thursday, November 7, 2024, at the Reno-Stead Airport, and a consultant team was selected.

The primary project team began formal scope and fee negotiations with the selected consultant team on November 8, 2024. Scope and fee negotiations for FAA grant-funded planning studies that exceed \$100,000 are required to initially develop a price-blind scope. Once the scope has been generally agreed upon by both parties, the RTAA will develop an Independent Fee Estimate (IFE), while the selected consultant team concurrently develops their own fee proposal. The RTAA is required to use the IFE to verify that the selected consultant team’s fee proposal is fair and

reasonable. Generally, fair and reasonable is defined as whether the total fee, as well as the individual tasks within the proposal, are within 10% of the IFE.

The following are project milestones:

- | | |
|--------------------------------------|--------------------|
| • RFQ Advertisement | August 9, 2024 |
| • Non-Mandatory Pre-Proposal Meeting | August 21, 2024 |
| • SOQ Submittals Received | September 17, 2024 |
| • Selection Committee (Short-List) | October 16, 2024 |
| • Selection Committee (Interviews) | November 7, 2024 |
| • Scope Development Begins | November 8, 2024 |

Next steps for the project are listed below:

- | | |
|-------------------------------------|--------------------------------------|
| • Scope and Fee Negotiations | November 2024 – February 2025 |
| • Board Action on PSA | March 2025 |

Administrative Report

Date: February 11, 2025

Subject: Administrative Award of Contracts – Revenues (Pursuant to Resolution No. 557)

BACKGROUND

At the July 14, 2022, Board of Trustees' Meeting of the Reno-Tahoe Airport Authority, the Board approved Resolution No. 557 authorizing the President/CEO to administratively award contracts for:

- budgeted professional services when the scope of work is \$200,000 or less, and to approve amendments where the sum of the total net of amendments per agreement does not to exceed \$50,000; and
- budgeted goods, materials, supplies, equipment, technical services, and maintenance contracts when the estimated amount to perform the contract, including all change orders, is \$250,000 or less; and
- budgeted construction contracts when the estimated amount to perform the work is \$500,000 or less, and approve change orders to construction contracts where the sum of the total net of change orders per contract does not exceed \$250,000; and
- budgeted Construction Management and Administration professional service agreements and amendments (“Work Order”) where a single Work Order does not exceed \$250,000.

All construction contracts exceeding \$500,000 must be approved by the Board of Trustees, along with a request to establish an Owner's Contingency. Additionally, if the Board of Trustees originally approved the construction contract, any construction change order exceeding the sum of the total of the contract and Owner's Contingency must also be approved by the Board.

DISCUSSION

Resolution No. 557 requires that the President/CEO provide the Board of Trustees with a monthly administrative report listing of all agreements and purchase orders more than \$25,000 and approved administratively as a result of this Resolution. Further, all change orders and amendments approved administratively as a result of this Resolution shall also be included in this administrative report regardless of value.

///

Agreements and POs in Excess of \$25,000

Key to abbreviations:

AIP = Airport Improvement Project
 CIP = Capital Improvement Program
 CFC = Customer Facility Charge

CO = Change Order
 NTE = Not to Exceed
 PFC = Passenger Facility Charge

PO = Purchase Order
 PSA = Professional Service Agreement

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
12/16/24	L3Harris Tech	\$34,897.21	Radios for Airfield Maintenance	FY25 O&M	Airfield Maintenance
01/08/25	Vaisala, Inc.	\$61,556.00	Multi-Year Web Based Software for Advanced Weather Forecasting	FY25 O&M	Airside Operations
01/08/25	Champion Chevrolet	\$35,743.25	25 Chevy Colorado Crew Cab- Replacement vehicle	FY25 CIP	Building Maintenance & Services
01/08/25	Peppermill	\$28,119.21	2024 Holiday Party	FY25 O&M	People Ops
01/16/25	Kone	\$39,963.78	Elevator Repair within Terminal	FY25 O&M	Building Maintenance & Services
01/24/25	Scheidt & Bachmann	\$56,915.93	Entervo Pay in Lane Devices	FY25 CIP	Landside Operations
01/27/25	Dell	\$59,115.53	PC Yearly Refresh	FY25 O&M	IT

Change Orders and Amendments

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
12/31/24	Genuine McCarthy	-\$815,060.67	Ticketing Hall Expansion Project-CO#9 Final Shared Savings and Final Contract Adjustment. \$25,678,143 Original Contract \$24,972,911.01 Final Contract	FY25 CIP	Eng & Construction
12/31/24	Wood Rodgers	\$0.00	Project: Design Services-Purchasing Rear Parking Lot Reconstruction Design Agreement 05/20/22. CO#1- Time of Performance extended to work being completed no later than August 30,2025	CIP 21/22	Eng & Construction
12/31/24	Granite Construction	\$0.00	Construction Contract for Runway 16R-34L CO#7 Settlement Agreement, extending const completion date to 1/15/25 for Granite. Project completion to 2/28/25	AIP 17-106	Eng & Construction
01/13/25	L3Harris Tech	\$1,328.15	CO#1 increased PO from \$34,897.21 to \$36,225.36 to add the Radio Programming Fee and Shipping Cost	FY25 O&M	Airfield Maintenance

CHANGE ORDER

Distribution to:
 RTAA PURCHASING
 PM
 CM
 ENGINEER
 CONTRACTOR
 FAA

Reno-Tahoe Airport Authority
 Reno-Tahoe International Airport
 Reno-Stead Airport
 Box 12490
 Reno, NV 89510



Project: Ticketing Hall Expansion Project, GMP No. 2

Solicitation #: RFP #21/22-03

To: McCarthy Building Companies, Inc.
 2580 St. Rose Pkwy, Ste. 200
 Henderson, NV 89074

Change Order Number 09 - Final
 Change Order Initiation Date: December 10, 2024
 AIP No. N/A
 Original Contract Date: September 8, 2022

You are directed to make the following changes in the Contract:

Shared Savings and Final Contract Adjustment. See enclosed calculation spreadsheet.

All other terms, conditions, and requirements not modified herein remain unchanged.

Not valid until signed by ALL parties. Execution of this Change Order by both Owner and Contractor constitutes a binding agreement and serves as a full accord and satisfaction of any claim, demand, lien, stop notice or further request for compensation, past or present, known or unknown, and/or time extension arising out of or by virtue of the work described above in the Change Order. Contractor's signature indicates agreement herewith, including any adjustments in the Contract Sum or Contract Time.

The Original Contract Sum was.....	\$25,678,143.00
Net Changes by Previously Authorized Change Orders	\$109,828.68
Net Changes by Previously Authorized Contingency Change Orders	\$0.00
The Revised Contract Sum Prior to this Change Order was	\$25,787,971.68
The Contract Sum will decrease by this Change Order.....	\$815,060.67
The Final Contract Sum, including this Change Order will be	\$24,972,911.01

The Contract Completion date prior to this Change Order remains unchanged, therefore, is December 31, 2024.

Authorized By:

<u>Kins North America</u>	<u>RS&H</u>	<u>McCarthy Building Companies Inc.</u>	<u>Reno-Tahoe Airport Authority</u>
Owner's Representative 10509 Professional Cir, Ste 103 Reno, NV 89521	Architect 369 Pine Street, Suite 610 San Francisco, California 94104	Contractor 2580 St. Rose Pkwy, Ste. 200 Henderson, NV 89074	Owner P.O. Box 12490 Reno, NV 89510
By: Kara Bymers	By: Geoff Chevlin	By: Ross Edwards	By: Derek Starkey
12/10/2024	12-13-2024	12/11/2024	12/17/2024
Date	Date	Date	Date

Enclosure: Shared Savings Calculations

Ticketing Hall GMP No. 2 Change Order No. 9 Shared Savings Calculations

CMAR's Shared Savings Calculation	
Original GMP	\$25,678,143.00
Net Changes by Authorized Change Orders	\$109,828.68
Actual Work Completed	(\$24,772,911.01)
Remaining Balance	\$1,015,060.67
Remaining Owner's Contingency	(\$521,468.95)
Remaining CMAR's Contingency	(\$29,544.03)
Subtotal	\$464,047.69
Agreed Upon Change Events Allowed for Shared Savings	
CE No. 121 - AATE Transfer	\$117,031.91
CE No. 159 - Steel Escalation and Kiosk Relocation Savings	\$153,618.17
CE No. 204 - Earthwork and Utilities WC Savings	\$119,436.54
Subtotal	\$390,086.62
Amount Allowed for Shared Savings	\$854,134.31
Percentage Split of Shared Savings (CMAR 25%)	\$213,533.58
Per section 1.6 of the contract, the total maximum payment to CMAR for Shared Savings shall not exceed \$200,000.00.	

Owner's Shared Savings and Final GMP No. 2 Calculation					
Item No.	Description of work	Original Scheduled Value	CE Adjusted Schedule Value	Actual Value	Remaining Value
1	General Requirements	\$1,131,888.00	\$1,342,339.78	\$1,322,424.44	\$19,915.34
2	Survey	\$35,453.00	\$35,453.00	\$20,346.00	\$15,107.00
3	Final Clean	\$68,740.00	\$68,740.00	\$36,750.00	\$31,990.00
4	Demolition	\$751,359.00	\$935,072.49	\$932,774.93	\$2,297.56
5	Concrete	\$884,034.00	\$849,084.37	\$849,084.37	\$0.00
6	Rebar	\$174,613.00	\$159,425.13	\$147,417.66	\$12,007.47
7	CMU	\$103,679.00	\$86,714.00	\$79,402.11	\$7,311.89
8	Stone Veneer and Ceramic Tile	\$1,116,497.00	\$954,245.00	\$954,245.00	\$0.00
9	Steel	\$1,509,186.00	\$1,598,899.28	\$1,598,899.28	\$0.00
10	Concrete Pedestal Covers	\$25,003.00	\$20,701.84	\$20,701.84	\$0.00
11	Architectural Millwork	\$392,611.00	\$505,930.85	\$505,163.07	\$767.78
12	Waterproofing	\$48,263.00	\$79,546.48	\$77,195.92	\$2,350.56
13	Building Insulation and Fireproofing	\$649,713.00	\$437,461.00	\$415,033.58	\$22,427.42
14	Metal Wall Panels	\$275,848.00	\$357,816.91	\$357,816.91	\$0.00
15	Metal Roof Panels	\$638,785.00	\$692,764.58	\$689,455.24	\$3,309.34
16	Expansion Joints	\$54,241.00	\$53,335.00	\$50,303.10	\$3,031.90
17	Doors	\$49,660.00	\$53,697.66	\$46,850.94	\$6,846.72
18	Entrances, Storefronts, and Curtain Walls	\$1,227,509.00	\$1,335,471.00	\$1,333,850.48	\$1,620.52
19	EIFS, Metal Studs and Drywall - Acoustical Ceiling - Paint & WC	\$1,652,280.00	\$1,872,283.27	\$1,803,744.00	\$68,539.27
20	Flooring and Walk Off Matts	\$73,393.00	\$89,883.81	\$88,141.05	\$1,742.76
21	Terrazzo	\$948,752.00	\$947,110.03	\$922,992.00	\$24,118.03
22	Signs	\$389,597.00	\$629,795.23	\$577,175.33	\$52,619.90
23	Corner Guards	\$12,480.00	\$13,785.22	\$13,785.22	\$0.00
24	Toilet Partitions and Bathroom Accessories	\$23,659.00	\$33,375.11	\$33,375.11	\$0.00
25	Fire Extinguishers and Cab	\$6,128.00	\$6,128.00	\$6,128.00	\$0.00
26	Elevator	\$229,771.00	\$231,521.00	\$231,520.86	\$0.14
27	Fire Suppression	\$483,356.00	\$459,723.00	\$454,723.10	\$4,999.90
28	Plumbing	\$657,045.00	\$679,797.53	\$655,914.53	\$23,883.00
29	HVAC	\$2,351,008.00	\$2,283,469.05	\$2,195,896.00	\$87,573.05
30	Electrical	\$2,152,436.00	\$2,559,179.82	\$2,532,997.46	\$26,182.36
31	Earthwork and Utilities	\$988,138.00	\$919,663.80	\$919,045.80	\$618.00
32	General Conditions	\$2,657,173.00	\$2,697,603.00	\$2,697,603.00	\$0.00
33	Fee	\$2,205,288.00	\$2,245,570.31	\$2,200,782.53	\$44,787.78
34	Owner Contingency	\$991,910.00	\$521,468.95	\$0.00	\$521,468.95
35	CMAR Contingency	\$718,647.00	\$30,916.18	\$1,372.15	\$29,544.03
Total		\$25,678,143.00	\$25,787,971.68	\$24,772,911.01	
Net Changes by Previously Authorized Change Orders		\$109,828.68	Included in above values	Included in above values	
Total with Change Orders		\$25,787,971.68	\$25,787,971.68	\$24,772,911.01	\$1,015,060.67
CMAR Split of Shared Savings				\$200,000.00	(\$200,000.00)
Owner Shared Savings				\$815,060.67	
Final Contract Amount				\$24,972,911.01	

AMENDMENT TO CONSULTANT'S PROFESSIONAL SERVICES AGREEMENT



Reno-Tahoe Airport Authority

Reno-Tahoe International Airport
Reno Stead Airport
P.O. Box 12490
Reno, NV 89510
Phone (775) 328-6400

PROJECT: Design Services – Purchasing Rear Parking Lot Reconstruction

AMENDMENT NUMBER: 1

SOLICITATION #: N/A

TO: Wood Rodgers, Inc.
1361 Corporate Blvd.
Reno, NV 89502

AMENDMENT INITIATION DATE: 12/31/2024

AGREEMENT #: 320220266

AGREEMENT DATE: 5/20/2022

You are directed to make the following amendments to the original Professional Services Agreement:

Article 1.4–Time of Performance will be revised so that total time of performance to complete the Work associated with this Agreement shall be completed by no later than August 30, 2025.

All other terms, conditions, and requirements not modified herein remain unchanged.

Not valid until signed by ALL parties. Execution of this Amendment by both Owner and Consultant constitutes a binding agreement and serves as a full accord and satisfaction of any claim, demand, lien, stop notice or further request for compensation, past or present, known or unknown, and/or time extension arising out of or by virtue of the work described above in the Amendment. Consultant's signature indicates agreement herewith, including any adjustments in the Agreement Sum or Agreement Time.

The original Professional Services Agreement sum was.....	\$35,800.00
Net Change by previously authorized Amendments.....	\$ 0.00
The Professional Services Agreement sum prior to this Amendment was.....	\$35,800.00
The Professional Services Agreement sum will be increased by this Amendment.....	\$ 0.00
The new Professional Services Agreement sum including this Amendment will be.....	\$35,800.00

The Professional Services Agreement will be extended through **August 30, 2025.**

WOOD RODGERS, INC.

CONSULTANT

1361 Corporate Blvd.
Reno, NV 89502

ADDRESS

BY:

Digitally signed by Brian
Martinezmoles
Date: 2025.01.15 09:55:34-08'00'

Brian Martinezmoles, P.E., Principal Engineer

DATE:

RENO-TAHOE AIRPORT AUTHORITY

OWNER

P.O. Box 12490
Reno, NV 89510

ADDRESS

BY:

Gary Probert, P.E., Chief Planning & Infrastructure Officer

DATE: 1/15/2025

CHANGE ORDER

Distribution to:
 RTAA PURCHASING
 PM
 CM
 ENGINEER
 CONTRACTOR
 FAA

Reno-Tahoe Airport Authority
 Reno-Tahoe International Airport
 Reno-Stead Airport
 P.O. Box 12490
 Reno, NV 89510



Project: Runway 16R-34L Reconstruction Project
 RTAA Project #: R19005A

Change Order Number 07
 Initiation Date: April 25, 2024
 AIP No. 3-32-0017-105 and 106
 Original Contract Date: April 8, 2020

To: Granite Construction Company
 P.O. Box 2087
 Sparks, NV 89431

You are directed to make the following changes in the Contract:

The enclosed settlement agreement shall be incorporated into the contract documents with a date of approval as April 25, 2024.

Total \$0.00

All other terms, conditions, and requirements not modified herein remain unchanged.

Not valid until signed by ALL parties. Execution of this Change Order by both Owner and Contractor constitutes a binding agreement and serves as a full accord and satisfaction of any claim, demand, lien, stop notice or further request for compensation, past or present, known or unknown, and/or time extension arising out of or by virtue of the work described above in the Change Order. Contractor's signature indicates agreement herewith, including any adjustments in the Contract Sum or Contract Time.

The Original Contract Sum was.....	\$44,518,615.00
Net Changes by Previously Authorized Change Orders	(\$2,794,393.62)
Net Changes by Previously Authorized Contingency Change Orders	\$0.00
The Revised Contract Sum Prior to this Change Order was	\$41,724,221.38
The Contract Sum will not change by this Change Order.	\$0.00
The new Contract Sum, including this Change Order will be	\$41,724,221.38

The Contract Time will not change due to this Change Order.

Authorized By:

Atkins North America
 Construction Manager
 10509 Professional Cir. Ste 103
 Reno, NV 89521

Wood Rodgers, Inc.
 Engineer
 1361 Corporate Blvd
 Reno, NV 89502

Granite Construction Co.
 Contractor
 P.O. Box 2087
 Sparks, NV 89431

Reno-Tahoe Airport Authority
 Owner
 P.O. Box 12490
 Reno, NV 89510

By: Kara Bymers

05/15/2024

Date

By: Mark Casey

05/22/24

Date

By: Chris Burke

05/20/2024

Date

By: Cris Jensen

5/22/2024

Date

Enclosure: Granite-RTAA Final Settlement Terms Sheet dated April 25, 2024

April 25, 2024

GRANITE – RTAA FINAL SETTLEMENT TERMS SHEET

The terms reflected herein represent the final settlement terms agreed upon between Granite's and RTAA's senior management. Ultimately, these terms are to be incorporated into a change order to the original contract (Contract). Final settlement is subject to and conditioned on execution of a mutually agreeable change order incorporating the terms included herein, and RTAA Board approval.

SUBMITTAL AND CONSTRUCTION SCHEDULE FOR MILL AND INLAY SCOPE OF WORK

- Submittal Deadlines
 - Complete Plans & Specifications: June 17, 2024.
 - P401 Mix Design: completed and submitted by Granite to EOR by June 10, 2024.
 - All Electrical Components Needed for Remediation Work, including light cans and spacers: within a week of finalizing agreeable settlement terms, Granite will provide the job order date and anticipated delivery date(s). Note: Lead times are approximately 10-12 weeks. The materials should still be received on or before the NTP date, which shall not be later than August 19, 2024.
 - Aggregate for the Mill and Inlay Scope of Work ("Remediation Work"): within two weeks of reaching agreeable settlement terms, Granite will provide a tentative production schedule for the plant mix aggregates that allows for testing and inspection, and ensures no delay to the Remediation Work construction schedule.
 - Asphalt Cement for the Remediation Work: within two weeks of reaching agreeable settlement terms, Granite will provide a tentative order and delivery schedule for the asphalt cement that allows for testing and inspection, and ensures no delay to the Remediation Work construction schedule.
 - Equipment for the Remediation Work: on or before July 8, 2024, Granite will provide to RTAA a draft work plan that includes all equipment to be used on the Remediation Work, including subcontractor equipment. The work plan will be finalized and submitted prior to the NTP date, which shall not be later than August 19, 2024.
 - Each of the above listed items will have to be approved by RTAA prior to the start of construction.

CONSTRUCTION DETAILS AND CSPP FOR MILL AND INLAY SCOPE OF WORK

- Information necessary (phasing plans, etc.) for an updated Construction Safety and Phasing Plan (CSPP) are needed from Granite as soon as possible for EOR to achieve a FAA submission deadline of May 15, 2024. *(This will be a collaborative process between Granite, RTAA, EOR, and CM with regularly recurring meetings between all parties. Meetings shall commence following Board of Trustees approval of RTAA and Granite's settlement terms as set forth herein.)* Granite to resubmit a Safety Plan Compliance Document (SPCD), as required in the contract documents.

April 25, 2024

- **Construction Start:** August 19, 2024, with the understanding between Granite and RTAA that an earlier Remediation Work construction start date may be possible depending upon airline operations. Granite and RTAA agree that final coordination between RTAA and various airlines to confirm if an earlier Remediation Work construction start date is possible shall take place following Board of Trustees approval of RTAA and Granite settlement terms as set forth herein.
 - **Final Completion:** Granite and RTAA agree that final completion and acceptance of the Remediation Work, except grooving and striping requirements, shall occur prior to November 21, 2024 with necessary overtime or double shifts included as required at Granite's expense.
 - LDs shall be assessed in accordance with original Contract documents, beginning November 21, 2024 if Remediation Work is not finally complete on required operational items, except grooving, sawing, restriping, and sealing. LD's to be assessed if required grooving, sawing, restriping, and sealing, and any remaining items of work, are not complete by January 15, 2025, subject to excused delays as set forth in the Contract.
 - RTAA to be responsible for all striping efforts.
- **Contract Terms and Conditions**
 - All Remediation Work shall be in accordance with the original Contract terms and conditions, including warranty and latent condition provisions. The only changes to the Contract terms will be via a change order that implements the new technical requirements for the Remediation Work and related PWLs and penalties and otherwise incorporating the terms of settlement set forth herein. Granite will propose a mutually acceptable industry standard P-401 unit price, in which to base PWL assessments from and Granite agrees, should the need arise, that RTAA may assess potential PWL demerits, by request for payment from Granite, via a standard deductive Contract change order.
- The Remediation Work construction limits to be completed by Granite shall be the full length of the runway (11,000' long) and edge of keel to edge of keel (50' wide) with a total area of 61,111 SY. This area is comprised of Stations 30+00 to 140+00. The attached Exhibit 1 shows the proposed limits and area for the Remediation Work.
 - There must be a 3" minimum asphalt layer, with a target of 3" mill depth that is variable depending on design/conditions and subject to RTAA's and EOR's reasonable approval.
 - Grinding shall be performed to accommodate a minimum overlay of 3" in all locations with a surface grade meeting all FAA guidelines. This includes, but is not limited to, FAA AC 150-5320-6G and FAA AC 150-5300-13B; however, Granite and RTAA agree the original Contract plan and specification carve out applies to minor areas allowing Granite to match existing grade tolerances.

April 25, 2024

- All FAA testing and pre-certifications requirements associated with the Remediation Work will be Granite's responsibility. Any delays in the process which are not attributable to Granite shall extend the completion date on a day-per-day basis.
- Sawcut joints must match all existing joints.

FINAL STRIPING

- RTAA will be responsible for striping application and maintenance.
- All RTAA costs in relation to striping application and maintenance are included within the final settlement amount set forth below and to be paid from Granite to RTAA.

FOD

- RTAA to continue FOD collection efforts. Subject to the original Contract terms and Granite's warranty obligations in relation to the Remediation Work, upon completion of the Remediation Work in accordance with the RTAA-approved design, RTAA assumes all responsibility for maintenance of the Contract work in accordance with all applicable FAA requirements. In no event will this maintenance obligation include remedial efforts to address warranty items or latent defects arising from the Remediation Work.

RELEASE OF CLAIMS

- RTAA releases Granite from and for all past, current, and future claims, known or unknown, related to the Contract work to date, with the exception of those that may arise hereunder regarding Granite's agreement to design and construct the Remediation Work. Notwithstanding the preceding release, any property damage or personal injury related to the current runway condition, occurring between the date this settlement is agreed upon and the Remediation Work construction start date, will be Granite's responsibility in accordance with the existing terms of the Contract.
- Granite waives all claims against RTAA, including its costs incurred to date and the future costs to design and construct the Remediation Work as described herein.
- In exchange for Granite's commitments herein, RTAA, on its behalf and on behalf of its employees, and directors ("Releasors") waives and releases Granite, its employees, directors, affiliates, insurers and sureties (collectively the "Releasees"), from all claims related to the Contract work to date. RTAA agrees that by providing the design for the Remediation Work, Releasees liability to Releasors for design related claims or issues will be limited to the extent an item of future repair or replacement, property damage, or personal injury is related to a violation of the applicable design standard of care, i.e., professional design negligence.
- The Remediation Work performed by Granite will be subject to the current Contract terms and conditions, including the 1-year warranty requirements and terms applicable to latent defects.

April 25, 2024

- Granite to obtain surety confirmation that the original Contract performance bond applies to and covers the Remediation Work reflected in the terms hereunder.

MAINTENANCE AGREEMENT

- RTAA accepts Granite's proposal that RTAA be responsible for all post completion maintenance of the Contract work. Subject to the Contract terms and warranty obligations for the Remediation Work, RTAA and Releasers waive and release Granite and Releasees from and against any and all claims arising out of post-completion maintenance of the Contract work. All RTAA costs in relation to post completion maintenance of the Contract work are included within the final settlement amount set forth below and to be paid from Granite to RTAA.

CONSULTANT SERVICES

- RTAA accepts Granite's proposal that RTAA be responsible for all RTAA costs for its own consultant services. All RTAA costs in relation to consultant services are included within the final settlement amount set forth below and to be paid from Granite to RTAA.

SETTLEMENT AMOUNT

- Within 60 days of the execution of a change order implementing these terms, Granite agrees to pay RTAA the amount of \$5,000,000.00 in full and final resolution of all claims from RTAA in any way related to the Contract work to date, excepting only Granite's completion of the design for and construction of the Remediation Work as set forth herein and to be memorialized in a change order to the Contract and the property damage and personal injury claims referenced above.