

COMMITTEE MEMBERS

Trustees

Jennifer Cunningham, Chair

Richard Jay, Vice Chair

Kitty Jung, Member

Cortney Young, Member

Art Sperber, Alternate

Shaun Carey, Alternate

Staff Liaison

Randy Carlton, Chief Finance &
Administration Officer



PRESIDENT/CEO

Daren Griffin, A.A.E.

CHIEF LEGAL COUNSEL

Ian Whitlock

BOARD CLERK

Lori Kolacek

AGENDA

Finance & Business Development Committee

Tuesday, March 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/88150587204>

Listen by Phone: Dial 1-669-900-6833 and enter the Webinar ID: 881 5058 7204

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 Call to Order
- 1.2 Roll Call

2. PUBLIC COMMENT

3. APPROVAL OF MINUTES

- 3.1 February 6, 2024, Finance & Business Development Committee meeting

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

None.

5. ITEMS FOR CONSIDERATION BY THE FULL BOARD ON MARCH 14, 2024

- 5.1 Board Memo No. 03/2024-07: Authorization for the President/CEO to negotiate final terms and execute on behalf of the Reno-Tahoe Airport Authority a 50-year Phase II Ground Lease for a 100-acre site at the Reno-Stead Airport, as outlined in the Exclusive Master Development Agreement, with DP RTA Stead Ph 2, LLC for a minimum contract value of \$43,128,000 (*for possible action*)
- 5.2 Board Memo No. 03/2024-08: Authorization for the President/CEO to execute an 18-mo contract extension of the professional services agreement for insurance brokerage services with Arthur J. Gallagher Risk Management Services, LLC in the amount of \$67,500 (*for possible action*)

6. ADMINISTRATIVE REPORTS (*provided for reference only*)

- 6.1 Administrative Award of Contracts (Revenues) - February 2024
- 6.2 Administrative Award of Contracts (Expenditures) - February 2024
- 6.3 Financial Reporting Package - January 2024

7. MEMBER COMMENTS, QUESTIONS AND REQUESTS

8. PUBLIC COMMENT

9. ADJOURNMENT

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Jennifer Cunningham, Chair
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PRESIDENT/CEO

Daren Griffin, A.A.E.

CHIEF LEGAL COUNSEL

Ian Whitlock

BOARD CLERK

Lori Kolacek

--DRAFT--

MINUTES

Finance & Business Development Committee

Tuesday, February 6, 2024 | 9:00 AM

-- Virtual Only --

1. INTRODUCTORY ITEMS

The meeting was called to order at 9:01 a.m.

Roll was taken by the Clerk of the Board. A quorum was present.

MEMBERS PRESENT: Jennifer Cunningham, Richard Jay, Cortney Young, Kitty Jung

MEMBERS ABSENT: None

2. PUBLIC COMMENT

None.

3. APPROVAL OF MINUTES

3.1 January 9, 2024, Finance & Business Development Committee meeting

Chair Cunningham asked if there were any corrections to the January 9, 2024, Minutes. Hearing none, the Minutes were approved as presented.

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

None.

5. ITEMS FOR CONSIDERATION BY THE FULL BOARD ON FEBRUARY 8, 2024

- 5.1 **Board Memo No. 02/2024-05:** Request for authorization to negotiate final terms and execute a new 10-year Airport Joint Use Agreement between the Nevada Air National Guard and the Reno-Tahoe Airport Authority for a contract value of \$783,301 *(for possible action)*

This item was presented by Adam Tennant, Aviation Business Program Manager. After discussion, the Committee took the following action:

Motion: Recommend that this item be presented to the full Board on February 8, 2024, for consideration and approval of the proposed motion: *“Move to authorize the President/CEO to negotiate final terms and execute a new 10-year Airport Joint Use Agreement between the Nevada Air National Guard and the Reno-Tahoe Airport Authority for a contract value of \$783,301.”*

Moved by: Kitty Jung

Seconded by: Richard Jay

Vote: Motion passed unanimously

6. ADMINISTRATIVE REPORTS *(provided for reference only)*

6.1 Administrative Award of Contracts (Revenues) – January 2024

6.2 Administrative Award of Contracts (Expenditures) – January 2024

6.3 Financial Reporting Package – December 2023

6.4 Investment Report Summary for the 2nd Quarter, ended December 31, 2023

There was no discussion on these items.

7. MEMBER COMMENTS, QUESTIONS AND REQUESTS

8. PUBLIC COMMENT

None.

9. ADJOURNMENT

The meeting was adjourned at 9:12 a.m.

Board Memorandum

NO.: 03/2024-07

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

Subject: Authorization for the President/CEO to negotiate final terms and execute on behalf of the Reno-Tahoe Airport Authority a 50-year Phase II Ground Lease for a 100-acre site at the Reno-Stead Airport, as outlined in the Exclusive Master Development Agreement, with DP RTA Stead Ph 2, LLC for a minimum contract value of \$43,128,000

STAFF RECOMMENDATION

Staff recommends that the Board approve the motion presented below.

BACKGROUND

The purpose of this action is to execute a 50-year Phase II Ground Lease (Lease) with DP RTA Stead Ph 2, LLC (Dermody) for the purpose of advancing to Phase II of the planned development of a minimum of 1,700 acres at the Reno-Stead Airport (RTS).

In March 2014 the Reno-Tahoe Airport Authority (RTAA) issued a Request for Qualifications (RFQ) for a master development partner in an effort to improve utilization of vacant land at RTS and attract aeronautical and non-aeronautical companies. The RFQ process was in support of Resolution No. 504 setting forth policy adopted by the Board in May 2011. As a matter of policy, the RTAA recognized the economic value of development at RTS. Dermody was selected as the master developer for the RTS.

On December 8, 2016, the Board authorized the President/CEO to negotiate final terms and execute an Exclusive Master Development Agreement (MDA) and a 50-year Phase I Ground Lease (P1GL) with DP RTA Stead PH 1, LLC. The effective date for the MDA is December 8, 2016, and March 1, 2017, for the P1GL.

Subsequently, between December 2019 and June 2023, several amendments to the MDA were brought forward and approved. These included: a first amendment to the MDA for the purpose of extending the Construction Completion Date of the Project Site Entrance; a second amendment for the purpose of updating term extensions, concept plans, addition of performance milestones, development phases and ground lease terms; and a third amendment for the purpose of updating the option payment and adding performance milestone requirements.

The MDA and subsequent amendments provide the framework for the phased development of available land at RTS.

DISCUSSION

With construction on Phase I under way, Dermody has advised that it is prepared to move forward with Phase II of its development plan. The proposed Phase II leasehold would be roughly 100-acres (north of the Phase I site). Proposed site plans (Exhibit B) show a potential of four (4) additional buildings comprising 1.6M square feet.

The Third Amendment to the MDA (described above) memorialized certain requirements of Dermody in order to advance to development of subsequent phases. Those requirements are as follows; 120 days in advance of each subsequent phase deadline:

- Complete a survey of record for the next phase; and
- Initiate due diligence for the next phase; and
- Provide RTAA with written assurance of ability to obtain financing for next phase.

The RTAA received a letter dated October 26, 2023, from Holland & Hart LLP on behalf of Dermody (Exhibit A), indicating their intention to move forward with the Phase II Ground Lease and documented completion of the pre-phase commencement date deliverables.

In summary, the key business terms for the Lease are as follows:

- Approximate Acreage – 100 (as shown in Exhibit C)
- Condition of Property – “As-Is”
- Lease Term – 50 years
- Lease Commencement – March 1, 2024
- Base Land Rent – \$74,875 per month or \$898,500 per year monthly (based on appraisal dated December 21, 2023).
- Rent Commencement – upon first Certificate of Occupancy or by March 1, 2026, whichever is earlier.
- Rent Rate Adjustment – Adjusted each two-year anniversary of the Rent Commencement date based on factors related to the Consumer Price Index for All Urban Consumers U.S. City Average, All Items (CPI-U) and an appraisal every 15 years by a mutually selected appraiser with a five percent (5%) cap, but will never be less than the rent in effect at that time
- Security Deposit – \$224,625 (equal to three (3) months’ rent)

The Phase I Ground Lease allocated up to thirty-five (35) acre feet of water rights for use in connection with the development under the Phase I Ground Lease. RTAA agreed to allocate for Dermody’s use any unused portion of the Phase I water rights. The unused portion is approximately twenty-one (21) acre feet and the RTAA will retain ownership of the water rights.

The proposed Phase II Ground Lease includes a performance milestone requiring Dermody to properly submit and apply for its approval of the Federal Aviation Administration (FAA) Environmental Review, within six (6) months of the Commencement Date. A requirement of the Third Amendment to the MDA is that Dermody must complete improvements for each phase within 24 months of receipt of formal environmental process determination from the FAA for that phase.

This action is in support of the RTAA's Financial Stewardship Strategic Priority, as identified in the RTAA FY 2024-2028 Strategic Plan.

FISCAL IMPACT

The ground rent rate established by the appraisal dated December 21, 2023, is \$0.206 per square foot per year and the total Premise is 100 acres resulting in initial revenue of \$74,875 per month or \$898,500 per year. The proposed Ground Lease would generate approximately \$43 million in gross revenue over a 50-year term, not including Rent Rate Adjustments. The following is a breakdown of the estimated revenue:

Fiscal Year	Estimated Ground Rent Revenue
FY 2023-24	\$ -
FY 2024-25	\$ -
FY 2025-26	\$ 299,500
FY 2026-73	\$ 42,229,500
FY 2073-74	\$ 599,000
Total	\$ 43,128,000

In addition to the fiscal impact stated above, the RTAA has secured a Landlord Participation Right. In the event of a sale of a building to any person other than an approved affiliate, the RTAA has a right of participation in the building's net sale proceeds. The participation shall be equal to the amount that is 33% of the net sale proceeds in excess of Dermody's internal rate of return (20%).

COMMITTEE COORDINATION

Finance and Business Development Committee

PROPOSED MOTION

"Move to authorize the President/CEO to negotiate final terms and execute on behalf of the Reno-Tahoe Airport Authority a 50-year Phase II Ground Lease for a 100-acre site at the Reno-Stead Airport, as outlined in the Exclusive Master Development Agreement, with DP RTA Stead Ph 2, LLC for a minimum contract value of \$43,128,00.00."

October 26, 2023

Via Electronic Mail, iwhitlock@renoairport.com

Ian Whitlock
Chief Legal Officer
Reno Tahoe Airport Authority
2001 E. Plumb Lane
Reno, Nevada 89502

Re: Pre-Phase Commencement Date deliverables for Phase II Ground Lease as required by that certain Master Development Agreement between Reno-Tahoe Airport Authority, a quasi-municipal corporation existing under the laws of the state of Nevada ("RTAA") and DP RTA Stead, LLC, a Delaware limited liability company ("DP Stead") dated December 8, 2016 (as previously amended, the "MDA")

Dear Ian:

In connection with DP Stead's intention to move forward with the Phase II Ground Lease I am pleased to provide the RTAA with the following on behalf of my client, DP Stead¹:

- The enclosed survey describing the Project Site to be included in Phase II;
- This written confirmation that DP Stead has commenced due diligence on Phase II (see, by way of support, the enclosed letter from Vince Griffith with Reno Engineering Corporation confirming review of utility service plans for Phase II); and
- This written assurance that DP Stead has the ability to obtain financing for the Improvements, including all Infrastructure Improvements, anticipated for Phase II (see, by way of support, the enclosed letter from Dan Corfee with Preferred Capital Advisors confirming DP Stead's ability to access current capital markets).

My understanding is that the RTAA (through its skilled counsel Tom Luria) will undertake preparation of the initial draft of the Phase II Ground Lease. If I can be of any help with that work please let me know and I will be happy to assist.

Best Regards,



Douglas C. Flowers
for Holland & Hart LLP

cc: client

¹ Please note that all capitalized terms used but not defined herein have the meanings ascribed thereto in the MDA.

TITLE EXCEPTIONS CONTINUED FROM PAGE 1

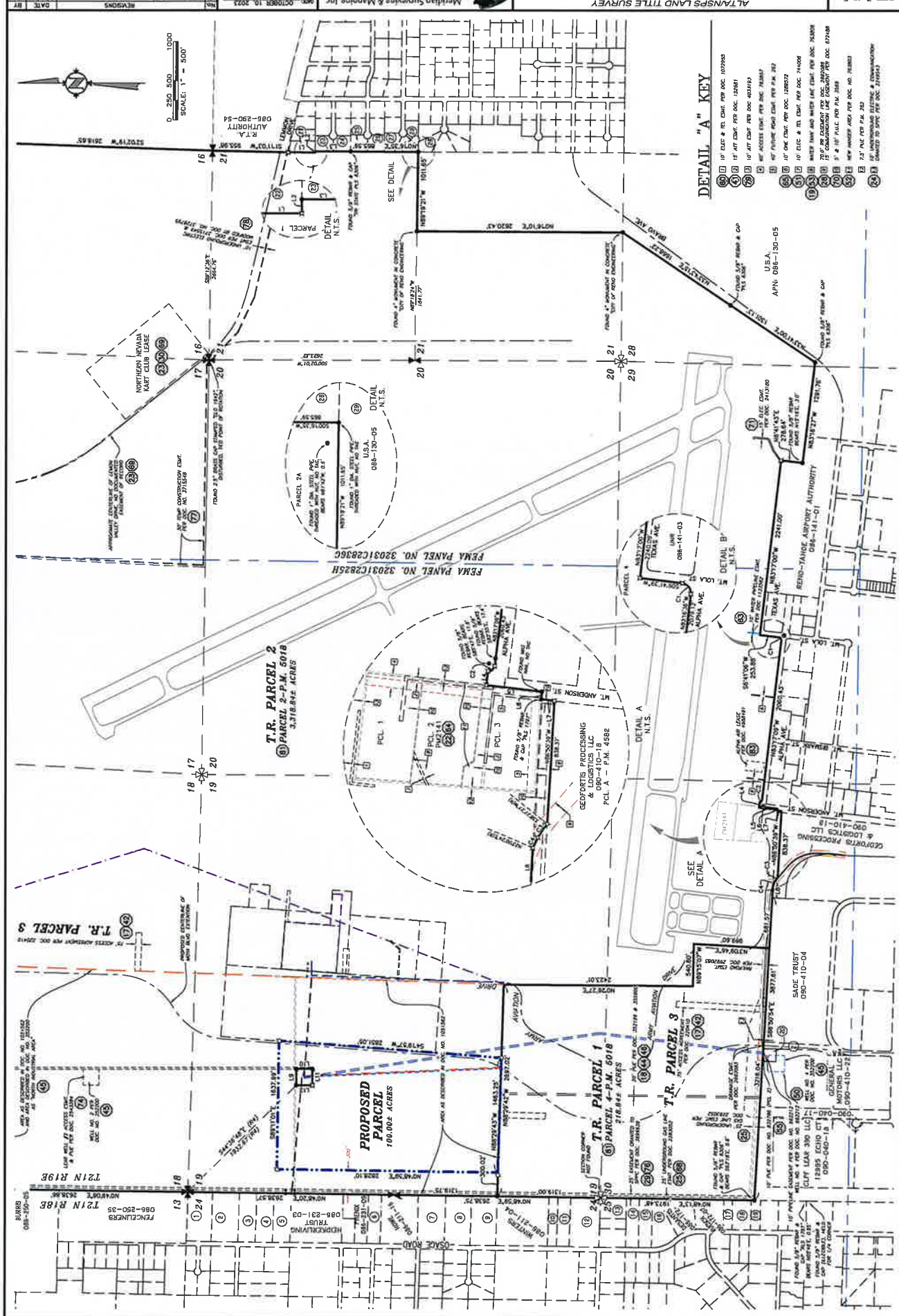
- ITEM NO. 48: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 18, 1979 IN BOOK NO. 1409, PAGE 808 AS INSTRUMENT NO. 816603 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[BLANKET IN NATURE, NOT PLATTABLE, EASEMENTS AFFECTS PARCELS 1 & 2.]
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 49: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AUGUST 21, 1979 IN BOOK NO. 1409, PAGE 810 AS INSTRUMENT NO. 816604 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[BLANKET IN NATURE, NOT PLATTABLE, EASEMENTS AFFECTS PARCELS 1 & 2.]
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 50: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 14, 1981 IN BOOK NO. 1410, PAGE 219 AS INSTRUMENT NO. 822112 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 2.]
- ITEM NO. 51: AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED JUNE 17, 1981 IN BOOK NO. 1411, PAGE 809 AS INSTRUMENT NO. 744008 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 52: AN EASEMENT FOR POWER, EGRESS AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 14, 1981 IN BOOK NO. 1412, PAGE 408 AS INSTRUMENT NO. 750003 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 53: AN EASEMENT FOR THE USE OF A WATER TANK AND THE MAIN WATERLINE EXTENDING THEREFROM AND INCIDENTAL PURPOSES, RECORDED OCTOBER 14, 1981 IN BOOK NO. 1412, PAGE 402 AS INSTRUMENT NO. 750004 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 54: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 14, 1981 IN BOOK NO. 1413, PAGE 810 AS INSTRUMENT NO. 772170 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 55: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 11, 1983 IN BOOK NO. 1414, PAGE 808 AS INSTRUMENT NO. 837706 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 56: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 14, 1983 IN BOOK NO. 1414, PAGE 811 AS INSTRUMENT NO. 843198 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 57: AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED MAY 23, 1983 IN BOOK NO. 1415, PAGE 812 AS INSTRUMENT NO. 857711 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1, 2, & 100 ACRE PARCEL.]
- ITEM NO. 58: AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED MAY 23, 1983 IN BOOK NO. 1415, PAGE 813 AS INSTRUMENT NO. 857712 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1, 2, & 100 ACRE PARCEL.]
- ITEM NO. 59: COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS IN A GRANT OF EASEMENT RECORDED FEBRUARY 10, 1988, IN BOOK NO. 2251, PAGE 582 AS INSTRUMENT NO. 101091 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 60: COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS IN A GRANT OF EASEMENT RECORDED FEBRUARY 10, 1988, IN BOOK NO. 2251, PAGE 582 AS INSTRUMENT NO. 101091 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 61: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 24, 1988 IN BOOK NO. 2336, PAGE 470 AS INSTRUMENT NO. 100096 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 62: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 05, 1988 IN BOOK NO. 2391, PAGE 892 AS INSTRUMENT NO. 108148 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 63: AN EASEMENT FOR UNDERGROUND WATER PRELIMES AND INCIDENTAL PURPOSES, RECORDED JANUARY 20, 1987 IN BOOK NO. 2241, PAGE 812 AS INSTRUMENT NO. 113356 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 64: EASEMENTS, RESERVATIONS, PROVISIONS, RELINQUISHMENTS, RESTAINTS, CERTIFICATES, AND ANY OTHER MATTERS AS PROVIDED FOR OR DELINEATED ON PARCEL MAP NO. 2141. REFERENCE IS HEREBY MADE TO SAID PLAT FOR PARTICULARS.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 65: AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 12, 1988 AS INSTRUMENT NO. 1286572 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 66: AN EASEMENT FOR RIGHT-OF-ENTRY AND INCIDENTAL PURPOSES, RECORDED JUNE 10, 1993 IN BOOK NO. 3791, PAGE 892 AS INSTRUMENT NO. 198148 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 67: AN EASEMENT FOR GAS DISTRIBUTION AND COMMUNICATION AND INCIDENTAL PURPOSES, RECORDED DECEMBER 08, 1989 IN BOOK NO. 3480, PAGE 838 AS INSTRUMENT NO. 228350 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 68: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 08, 1989 IN BOOK NO. 3480, PAGE 839 AS INSTRUMENT NO. 228351 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 69: EASEMENTS, RESERVATIONS, PROVISIONS, RELINQUISHMENTS, RESTAINTS, CERTIFICATES, AND ANY OTHER MATTERS AS PROVIDED FOR OR DELINEATED ON SURVEY MAP NO. 3533. REFERENCE IS HEREBY MADE TO SAID PLAT FOR PARTICULARS.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 70: EASEMENTS, RESERVATIONS, PROVISIONS, RELINQUISHMENTS, RESTAINTS, CERTIFICATES, AND ANY OTHER MATTERS AS PROVIDED FOR OR DELINEATED ON PARCEL MAP NO. 3539. REFERENCE IS HEREBY MADE TO SAID PLAT FOR PARTICULARS.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 71: AN EASEMENT FOR UNDERGROUND ELECTRIC DISTRIBUTION AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 2000 IN BOOK NO. N/A AS INSTRUMENT NO. 243180 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 72: A DOCUMENT ENTITLED "NOTICE OF ENTRY OF CONSENT DECREE", RECORDED FEBRUARY 16, 2000, IN BOOK N/A AS INSTRUMENT NO. 243268 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1, 2, AND THE 100 ACRE PARCEL.]

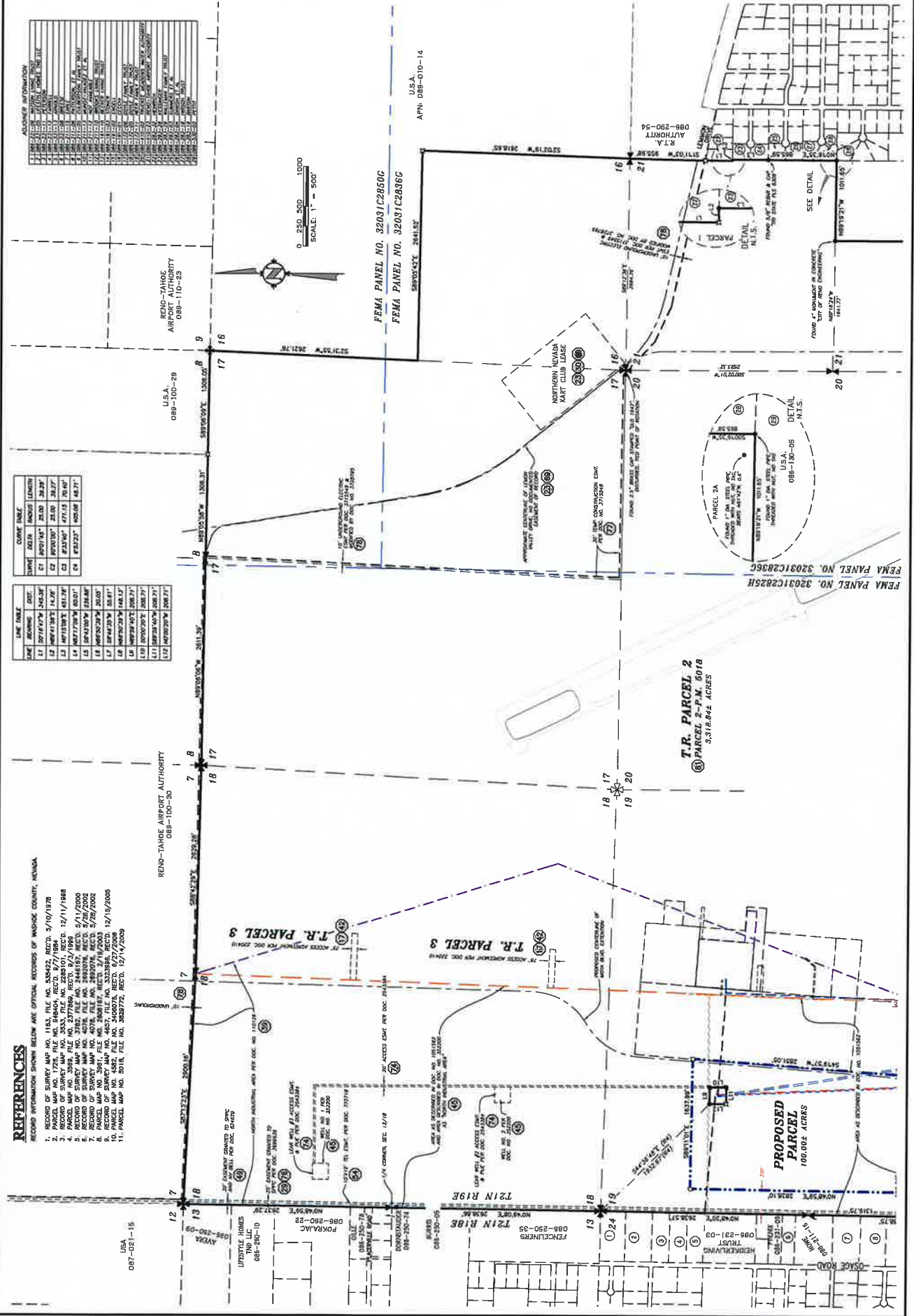
TITLE EXCEPTIONS CONTINUED

- ITEM NO. 73: AN EASEMENT FOR RIGHT-OF-ENTRY AND INCIDENTAL PURPOSES, RECORDED MARCH 07, 2001 IN BOOK NO. N/A AS INSTRUMENT NO. 253084 OF OFFICIAL RECORDS, AFFECTS A PORTION OF THE LAND.
[BLANKET IN NATURE, NOT PLATTABLE, AFFECTS PARCELS 1 & 2 & THE 100 ACRE PARCEL.]
- ITEM NO. 74: COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS IN A GRANT OF EASEMENT FOR ACCESS RECORDED APRIL 26, 2002 IN BOOK NO. 3540, PAGE 838 AS INSTRUMENT NO. 266740 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 75: COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS IN A GRANT OF EASEMENT FOR ACCESS RECORDED APRIL 26, 2002 IN BOOK NO. 3540, PAGE 839 AS INSTRUMENT NO. 266741 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 76: COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS IN A GRANT OF EASEMENT FOR ACCESS RECORDED MAY 02, 2003 IN BOOK NO. N/A AS INSTRUMENT NO. 275549 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 77: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 24, 2008 IN BOOK NO. N/A AS INSTRUMENT NO. 368439 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 78: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 29, 2008 IN BOOK NO. N/A AS INSTRUMENT NO. 371548 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 79: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 29, 2008 IN BOOK NO. N/A AS INSTRUMENT NO. 371549 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 80: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 11, 2009 IN BOOK NO. N/A AS INSTRUMENT NO. 372774 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 81: AN EASEMENT FOR FIBER OPTIC CABLE AND INCIDENTAL PURPOSES, RECORDED AUGUST 22, 2011 IN BOOK NO. N/A AS INSTRUMENT NO. 4033103 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 82: AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED APRIL 19, 2013 IN BOOK NO. N/A AS INSTRUMENT NO. 4033103 OF OFFICIAL RECORDS.
[PLATTED, AFFECTS PARCELS 1 & 2.]
- ITEM NO. 83: EASEMENTS, RESERVATIONS, PROVISIONS, RELINQUISHMENTS, RESTAINTS, CERTIFICATES, AND ANY OTHER MATTERS AS PROVIDED FOR OR DELINEATED ON PARCEL MAP NO. 5019. REFERENCE IS HEREBY MADE TO SAID PLAT FOR PARTICULARS.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 84: EASEMENTS, RESERVATIONS, PROVISIONS, RELINQUISHMENTS, RESTAINTS, CERTIFICATES, AND ANY OTHER MATTERS AS PROVIDED FOR OR DELINEATED ON PARCEL MAP NO. 5019. REFERENCE IS HEREBY MADE TO SAID PLAT FOR PARTICULARS.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 85: EASEMENTS, RESERVATIONS, PROVISIONS, RELINQUISHMENTS, RESTAINTS, CERTIFICATES, AND ANY OTHER MATTERS AS PROVIDED FOR OR DELINEATED ON PARCEL MAP NO. 5019. REFERENCE IS HEREBY MADE TO SAID PLAT FOR PARTICULARS.
[PLATTED, AFFECTS PARCELS 1 & 2, AND 100 ACRE PARCEL.]
- ITEM NO. 86: NOTICE OF THE VIOLATION OR ENFORCEMENT OF A LAW, ORDINANCE, RESOLUTION, PERMIT, OR GOVERNMENTAL REGULATION RELATING TO ENVIRONMENTAL PROTECTION AS DISCLOSED BY THE FOLLOWING DOCUMENT ENTITLED "ENVIRONMENTAL COVENANT, RESTRICTIONS, RESERVATIONS, PROVISIONS, RELINQUISHMENTS, RESTAINTS, CERTIFICATES, AND ANY OTHER MATTERS AS PROVIDED FOR OR DELINEATED ON PARCEL MAP NO. 5019. REFERENCE IS HEREBY MADE TO SAID PLAT FOR PARTICULARS."
[BLANKET IN NATURE, NOT PLATTABLE, AFFECTS PARCELS 1 & 2, DOES NOT AFFECT 100 ACRE PARCEL.]

THE FOLLOWING MATTERS AFFECT ALL PARCELS

- ITEM NO. 86: ANY FACTS, RIGHTS, INTERESTS OR CLAIMS WHICH WOULD BE DISCLOSED BY A CORRECT ALTA/NRPS SURVEY.
ITEM NO. 87: RIGHTS OF PARTIES IN POSSESSION.



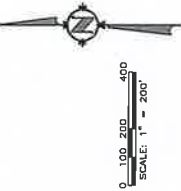


REFERENCES

- RECORD INFORMATION SHOWN BELOW ARE OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
1. RECORD OF SURVEY MAP NO. 1183, FILE NO. 538422, REC'D. 5/10/1978
 2. RECORD OF SURVEY MAP NO. 1183, FILE NO. 538422, REC'D. 5/10/1978
 3. RECORD OF SURVEY MAP NO. 1183, FILE NO. 538422, REC'D. 5/10/1978
 4. RECORD OF SURVEY MAP NO. 1183, FILE NO. 538422, REC'D. 5/10/1978
 5. RECORD OF SURVEY MAP NO. 1183, FILE NO. 538422, REC'D. 5/10/1978
 6. RECORD OF SURVEY MAP NO. 1183, FILE NO. 538422, REC'D. 5/10/1978
 7. RECORD OF SURVEY MAP NO. 1183, FILE NO. 538422, REC'D. 5/10/1978
 8. RECORD OF SURVEY MAP NO. 1183, FILE NO. 538422, REC'D. 5/10/1978
 9. RECORD OF SURVEY MAP NO. 1183, FILE NO. 538422, REC'D. 5/10/1978
 10. RECORD OF SURVEY MAP NO. 1183, FILE NO. 538422, REC'D. 5/10/1978
 11. RECORD OF SURVEY MAP NO. 1183, FILE NO. 538422, REC'D. 5/10/1978

LINE TABLE		
LINE	BEARING	DIST.
1	S 89° 14' 17" E	145.58
2	S 89° 14' 17" E	14.97
3	S 89° 14' 17" E	25.00
4	S 89° 14' 17" E	38.27
5	S 89° 14' 17" E	47.13
6	S 89° 14' 17" E	58.41
7	S 89° 14' 17" E	69.69
8	S 89° 14' 17" E	80.97
9	S 89° 14' 17" E	92.25
10	S 89° 14' 17" E	103.53
11	S 89° 14' 17" E	114.81
12	S 89° 14' 17" E	126.09
13	S 89° 14' 17" E	137.37
14	S 89° 14' 17" E	148.65
15	S 89° 14' 17" E	159.93
16	S 89° 14' 17" E	171.21
17	S 89° 14' 17" E	182.49
18	S 89° 14' 17" E	193.77
19	S 89° 14' 17" E	205.05
20	S 89° 14' 17" E	216.33
21	S 89° 14' 17" E	227.61
22	S 89° 14' 17" E	238.89
23	S 89° 14' 17" E	250.17
24	S 89° 14' 17" E	261.45
25	S 89° 14' 17" E	272.73
26	S 89° 14' 17" E	284.01
27	S 89° 14' 17" E	295.29
28	S 89° 14' 17" E	306.57
29	S 89° 14' 17" E	317.85
30	S 89° 14' 17" E	329.13
31	S 89° 14' 17" E	340.41
32	S 89° 14' 17" E	351.69
33	S 89° 14' 17" E	362.97
34	S 89° 14' 17" E	374.25
35	S 89° 14' 17" E	385.53
36	S 89° 14' 17" E	396.81
37	S 89° 14' 17" E	408.09
38	S 89° 14' 17" E	419.37
39	S 89° 14' 17" E	430.65
40	S 89° 14' 17" E	441.93
41	S 89° 14' 17" E	453.21
42	S 89° 14' 17" E	464.49
43	S 89° 14' 17" E	475.77
44	S 89° 14' 17" E	487.05
45	S 89° 14' 17" E	498.33
46	S 89° 14' 17" E	509.61
47	S 89° 14' 17" E	520.89
48	S 89° 14' 17" E	532.17
49	S 89° 14' 17" E	543.45
50	S 89° 14' 17" E	554.73
51	S 89° 14' 17" E	566.01
52	S 89° 14' 17" E	577.29
53	S 89° 14' 17" E	588.57
54	S 89° 14' 17" E	599.85
55	S 89° 14' 17" E	611.13
56	S 89° 14' 17" E	622.41
57	S 89° 14' 17" E	633.69
58	S 89° 14' 17" E	644.97
59	S 89° 14' 17" E	656.25
60	S 89° 14' 17" E	667.53
61	S 89° 14' 17" E	678.81
62	S 89° 14' 17" E	690.09
63	S 89° 14' 17" E	701.37
64	S 89° 14' 17" E	712.65
65	S 89° 14' 17" E	723.93
66	S 89° 14' 17" E	735.21
67	S 89° 14' 17" E	746.49
68	S 89° 14' 17" E	757.77
69	S 89° 14' 17" E	769.05
70	S 89° 14' 17" E	780.33
71	S 89° 14' 17" E	791.61
72	S 89° 14' 17" E	802.89
73	S 89° 14' 17" E	814.17
74	S 89° 14' 17" E	825.45
75	S 89° 14' 17" E	836.73
76	S 89° 14' 17" E	848.01
77	S 89° 14' 17" E	859.29
78	S 89° 14' 17" E	870.57
79	S 89° 14' 17" E	881.85
80	S 89° 14' 17" E	893.13
81	S 89° 14' 17" E	904.41
82	S 89° 14' 17" E	915.69
83	S 89° 14' 17" E	926.97
84	S 89° 14' 17" E	938.25
85	S 89° 14' 17" E	949.53
86	S 89° 14' 17" E	960.81
87	S 89° 14' 17" E	972.09
88	S 89° 14' 17" E	983.37
89	S 89° 14' 17" E	994.65
90	S 89° 14' 17" E	1005.93
91	S 89° 14' 17" E	1017.21
92	S 89° 14' 17" E	1028.49
93	S 89° 14' 17" E	1039.77
94	S 89° 14' 17" E	1051.05
95	S 89° 14' 17" E	1062.33
96	S 89° 14' 17" E	1073.61
97	S 89° 14' 17" E	1084.89
98	S 89° 14' 17" E	1096.17
99	S 89° 14' 17" E	1107.45
100	S 89° 14' 17" E	1118.73
101	S 89° 14' 17" E	1130.01
102	S 89° 14' 17" E	1141.29
103	S 89° 14' 17" E	1152.57
104	S 89° 14' 17" E	1163.85
105	S 89° 14' 17" E	1175.13
106	S 89° 14' 17" E	1186.41
107	S 89° 14' 17" E	1197.69
108	S 89° 14' 17" E	1208.97
109	S 89° 14' 17" E	1220.25
110	S 89° 14' 17" E	1231.53
111	S 89° 14' 17" E	1242.81
112	S 89° 14' 17" E	1254.09
113	S 89° 14' 17" E	1265.37
114	S 89° 14' 17" E	1276.65
115	S 89° 14' 17" E	1287.93
116	S 89° 14' 17" E	1299.21
117	S 89° 14' 17" E	1310.49
118	S 89° 14' 17" E	1321.77
119	S 89° 14' 17" E	1333.05
120	S 89° 14' 17" E	1344.33
121	S 89° 14' 17" E	1355.61
122	S 89° 14' 17" E	1366.89
123	S 89° 14' 17" E	1378.17
124	S 89° 14' 17" E	1389.45
125	S 89° 14' 17" E	1400.73
126	S 89° 14' 17" E	1412.01
127	S 89° 14' 17" E	1423.29
128	S 89° 14' 17" E	1434.57
129	S 89° 14' 17" E	1445.85
130	S 89° 14' 17" E	1457.13
131	S 89° 14' 17" E	1468.41
132	S 89° 14' 17" E	1479.69
133	S 89° 14' 17" E	1490.97
134	S 89° 14' 17" E	1502.25
135	S 89° 14' 17" E	1513.53
136	S 89° 14' 17" E	1524.81
137	S 89° 14' 17" E	1536.09
138	S 89° 14' 17" E	1547.37
139	S 89° 14' 17" E	1558.65
140	S 89° 14' 17" E	1569.93
141	S 89° 14' 17" E	1581.21
142	S 89° 14' 17" E	1592.49
143	S 89° 14' 17" E	1603.77
144	S 89° 14' 17" E	1615.05
145	S 89° 14' 17" E	1626.33
146	S 89° 14' 17" E	1637.61
147	S 89° 14' 17" E	1648.89
148	S 89° 14' 17" E	1660.17
149	S 89° 14' 17" E	1671.45
150	S 89° 14' 17" E	1682.73
151	S 89° 14' 17" E	1694.01
152	S 89° 14' 17" E	1705.29
153	S 89° 14' 17" E	1716.57
154	S 89° 14' 17" E	1727.85
155	S 89° 14' 17" E	1739.13
156	S 89° 14' 17" E	1750.41
157	S 89° 14' 17" E	1761.69
158	S 89° 14' 17" E	1772.97
159	S 89° 14' 17" E	1784.25
160	S 89° 14' 17" E	1795.53
161	S 89° 14' 17" E	1806.81
162	S 89° 14' 17" E	1818.09
163	S 89° 14' 17" E	1829.37
164	S 89° 14' 17" E	1840.65
165	S 89° 14' 17" E	1851.93
166	S 89° 14' 17" E	1863.21
167	S 89° 14' 17" E	1874.49
168	S 89° 14' 17" E	1885.77
169	S 89° 14' 17" E	1897.05
170	S 89° 14' 17" E	1908.33
171	S 89° 14' 17" E	1919.61
172	S 89° 14' 17" E	1930.89
173	S 89° 14' 17" E	1942.17
174	S 89° 14' 17" E	1953.45
175	S 89° 14' 17" E	1964.73
176	S 89° 14' 17" E	1976.01
177	S 89° 14' 17" E	1987.29
178	S 89° 14' 17" E	1998.57
179	S 89° 14' 17" E	2009.85
180	S 89° 14' 17" E	2021.13
181	S 89° 14' 17" E	2032.41
182	S 89° 14' 17" E	2043.69
183	S 89° 14' 17" E	2054.97
184	S 89° 14' 17" E	2066.25
185	S 89° 14' 17" E	2077.53
186	S 89° 14' 17" E	2088.81
187	S 89° 14' 17" E	2100.09
188	S 89° 14' 17" E	2111.37
189	S 89° 14' 17" E	2122.65
190	S 89° 14' 17" E	2133.93
191	S 89° 14' 17" E	2145.21
192	S 89° 14' 17" E	2156.49
193	S 89° 14' 17" E	2167.77
194	S 89° 14' 17" E	2179.05
195	S 89° 14' 17" E	2190.33
196	S 89° 14' 17" E	2201.61
197	S 89° 14' 17" E	2212.89
198	S 89° 14' 17" E	2224.17
199	S 89° 14' 17" E	2235.45
200	S 89° 14' 17" E	2246.73
201	S 89° 14' 17" E	2258.01
202	S 89° 14' 17" E	2269.29
203	S 89° 14' 17" E	2280.57
204	S 89° 14' 17" E	2291.85
205	S 89° 14' 17" E	2303.13
206	S 89° 14' 17" E	2314.41
207	S 89° 14' 17" E	2325.69
208	S 89° 14' 17" E	2336.97
209	S 89° 14' 17" E	2348.25
210	S 89° 14' 17" E	2359.53
211	S 89° 14' 17" E	2370.81
212	S 89° 14' 17" E	2382.09
213	S 89° 14' 17" E	2393.37
214	S 89° 14' 17" E	2404.65
215	S 89° 14' 17" E	2415.93
216	S 89° 14' 17" E	2427.21
217	S 89° 14' 17" E	2438.49
218	S 89° 14' 17" E	2449.77
219	S 89° 14' 17" E	2461.05
220	S 89° 14' 17" E	2472.33
221	S 89° 14' 17" E	2483.61
222	S 89° 14' 17" E	2494.89
223	S 89° 14' 17" E	2506.17
224	S 89° 14' 17" E	2517.45
225	S 89° 14' 17" E	2528.73
226	S 89° 14' 17" E	2540.01
227	S 89° 14' 17" E	2551.29
228	S 89° 14' 17" E	2562.57
229	S 89° 14' 17" E	2573.85
230	S 89° 14' 17" E	2585.13
231	S 89° 14' 17" E	2596.41
232	S 89° 14' 17" E	2607.69
233	S 89° 14' 17" E	2618.97
234	S 89° 14' 17" E	2630.25
235	S 89° 14' 17" E	2641.53
236	S 89° 14' 17" E	2652.81
237	S 89° 14' 17" E	2664.09
238	S 89° 14' 17" E	2675.37
239	S 89° 14' 17" E	2686.65
240	S 89° 14' 17" E	2697.93
241	S 89° 14' 17" E	2709.21
242	S 89° 14' 17" E	2720.49
243	S 89° 14' 17" E	2731.77
244	S 89° 14' 17" E	2743.05
245	S 89° 14' 17" E	2754.33
246	S 89° 14' 17" E	2765.61
247	S 89° 14' 17" E	2776.89
248	S 89° 14' 17" E	2788.17
249	S 89° 14' 17" E	2799.45
250	S 89° 14' 17" E	2810.73
251	S 89° 14' 17" E	2822.01
252	S 89° 14' 17" E	2833.29
253	S 89° 14' 17" E	2844.57
254	S 89° 14' 17" E	2855.85
255	S 89° 14' 17" E	2867.13
256	S 89° 14' 17" E	2878.41
257	S 89° 14' 17" E	2889.69
258	S 89° 14' 17" E	2900.97
259	S 89° 14' 17" E	2912.25
260	S 89° 14' 17" E	2923.53
261	S 89° 14' 17" E	2934.81
262	S 89° 14' 17" E	2946.09
263	S 89° 14' 17" E	2957.37
264	S 89° 14' 17" E	2968.65
265	S 89° 14' 17" E	2979.93
266	S 89° 14' 17" E	2991.21
267	S 89° 14' 17" E	3002.49
268	S 89° 14' 17" E	3013.77
269	S 89° 14' 17" E	3025.05
270	S 89° 14' 17" E	3036.33
271	S 89° 14' 17" E	3047.61
272	S 89° 14' 17" E	3058.8

BASIS OF BEARINGS
ARE SAME AS THOSE SHOWN ON THAT "A" MERGER AND RECONSTRUCTION
PARCEL MAP FOR RENO-AIR LOGISTICS AIRPORT, RECORDED IN THE
CLERK'S OFFICE OF WASHOE COUNTY, NEVADA, DECEMBER 14, 2008, DOC. NO.
389772, AS "PARCEL MAP NO. 5018."



ADJUSTED INFORMATION FOR

STATION	BEARING	DISTANCE	ADJUSTED BEARING	ADJUSTED DISTANCE
1	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
2	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
3	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
4	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
5	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
6	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
7	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
8	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
9	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
10	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
11	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
12	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
13	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
14	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
15	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
16	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
17	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
18	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
19	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
20	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
21	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
22	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
23	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
24	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
25	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
26	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
27	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
28	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
29	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
30	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
31	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
32	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
33	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
34	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
35	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
36	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
37	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
38	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
39	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
40	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
41	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
42	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
43	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
44	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
45	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
46	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
47	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
48	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
49	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
50	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
51	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
52	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
53	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
54	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
55	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
56	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
57	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
58	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
59	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
60	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
61	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
62	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
63	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
64	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
65	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
66	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
67	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
68	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
69	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
70	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
71	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
72	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
73	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
74	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
75	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
76	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
77	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
78	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
79	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
80	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
81	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
82	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
83	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
84	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
85	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
86	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
87	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
88	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
89	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
90	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
91	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
92	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
93	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
94	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
95	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
96	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
97	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
98	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00
99	N 89° 59' 58" E	100.00	N 89° 59' 58" E	100.00
100	S 89° 59' 58" E	100.00	S 89° 59' 58" E	100.00

- LEGEND**
- PROPERTY CORNER ANGLE POINT, NOTHING FOUND
 - 1" = 200'
 - FOUND 3/4" IRON & COPPER NAIL
 - FOUND PROPERTY CORNER AS NOTED
 - FOUND SECTION CORNER
 - PLATTED TITLE REPORT EXCEPTION
 - ELECTRIC METER
 - ELECTRIC BOX
 - UTILITY POLE & CITY ANCHOR
 - CONCRETE FOUNDATION
 - GAS VALVE
 - WATER VALVE
 - ADJUTANT LINE
 - PUBLIC UTILITY FACILITY
 - EASMENT
 - STATE EASEMENT
 - ADJUTANT LINE
 - NOT A PART (OF THIS SURVEY)
 - ADJUTANT PARCEL LINE
 - ADJUTANT PARCEL LINE (UNDERGROUND)
 - USA MARKING - COMMUNICATION LINE (UNDERGROUND)
 - STONE DRAIN LINE
 - GAS LINE
 - WATER LINE
 - REINFORCED FOUNDATION
 - 8" CHAIN LINK FENCE
 - 1" CHAIN LINK FENCE
 - FLUM LINE DITCH
 - DIRT ROAD

T.R. PARCEL 2
PARCEL 2-P.M. 5018
9.318.84± ACRES

CURVE TABLE				
CHANG	BE13	BE05	ADJUST	ADJUST
C1	89°01'45"	25.00	38.09	
C2	90°00'00"	25.00	38.07	
C3	89°03'46"	47.13	70.27	
C4	89°23'31"	465.60	682.71	

LINE TABLE				
LINE	BEARING	DIST	ADJUSTED BEARING	ADJUSTED DISTANCE
1	N 89°14'31" E	243.36		
2	S 89°01'45" E	14.26		
3	N 87°33'15" E	451.78		
4	N 87°17'39" E	60.01		
5	S 89°00'00" E	22.88		
6	N 89°20'29" E	20.05		
7	S 89°23'31" E	53.81		
8	N 89°05'29" E	144.15		
9	S 89°00'00" E	204.21		
10	S 89°03'46" E	204.17		
11	S 89°23'31" E	204.17		
12	N 89°05'29" E	204.17		
13	N 89°20'29" E	204.17		



RENO ENGINEERING A Development Services Company

Monday, October 23rd, 2023

DERMODY PROPERTIES:

Attn: Pearce Dermody

5500 Equity Avenue • Reno, NV 89502

Phone: (775) 858.8080

Email: PDermody@dermody.com

MEMORANDUM

Dear Mr. Pearce Dermody,

Per your request, we have researched the utility service to the Phase Two portion along Moya Boulevard.

All utilities including water, sewer, gas, telephone and electricity will be extended within future Moya Boulevard, to serve Phase Two.

Sincerely,

Vincent Griffith, P.E.

President

Reno Engineering Corporation

PREFERRED CAPITAL ADVISORS

Phone (916) 669-4690 • Fax (916) 669-4694 • 555 Capitol Mall, Suite 995 • Sacramento, CA 95814

October 25, 2023

To whom it may concern,

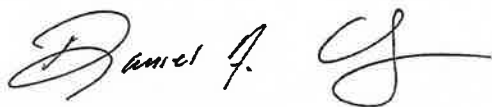
My name is Dan Corfee, I am the President of Preferred Capital Advisors, a Sacramento based debt and equity advisory firm founded in 2002.

Our firm serves as an exclusive capital advisor for Dermody Properties. We have completed over 150 debt and equity placements for Dermody over the last 15 years totaling in excess of \$2.5B of volume. We have been asked to provide an assurance of Dermody's ability to obtain appropriate financing for the future completion of Phase II of the Reno AirLogistics Park located at the Reno-Stead Airport.

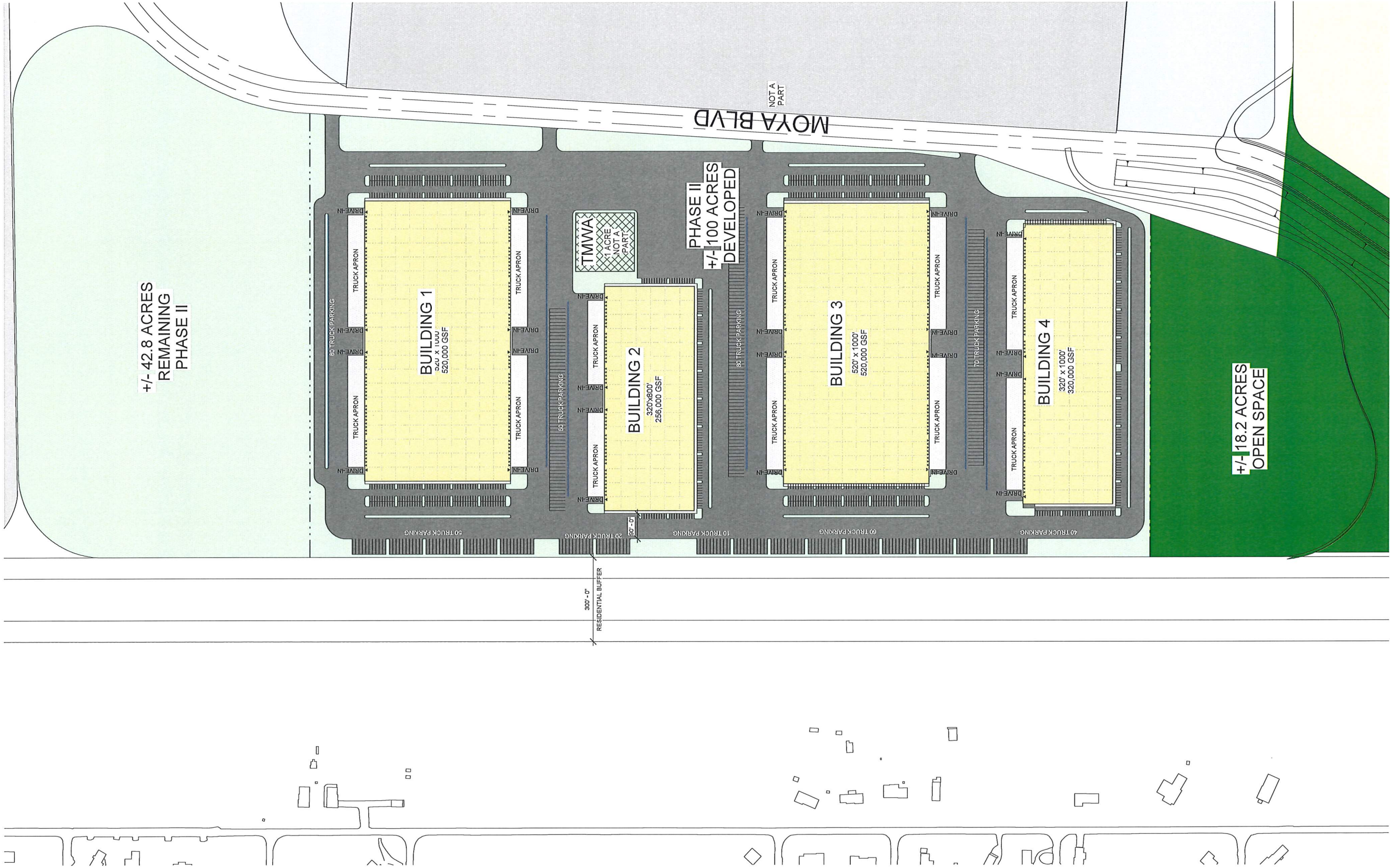
Based on Dermody Properties' reputational strength, depth of financing relationships and current financial capacity, we do not foresee any probable impediments to Dermody's ability to perform on the proposed improvements within customary industry timelines.

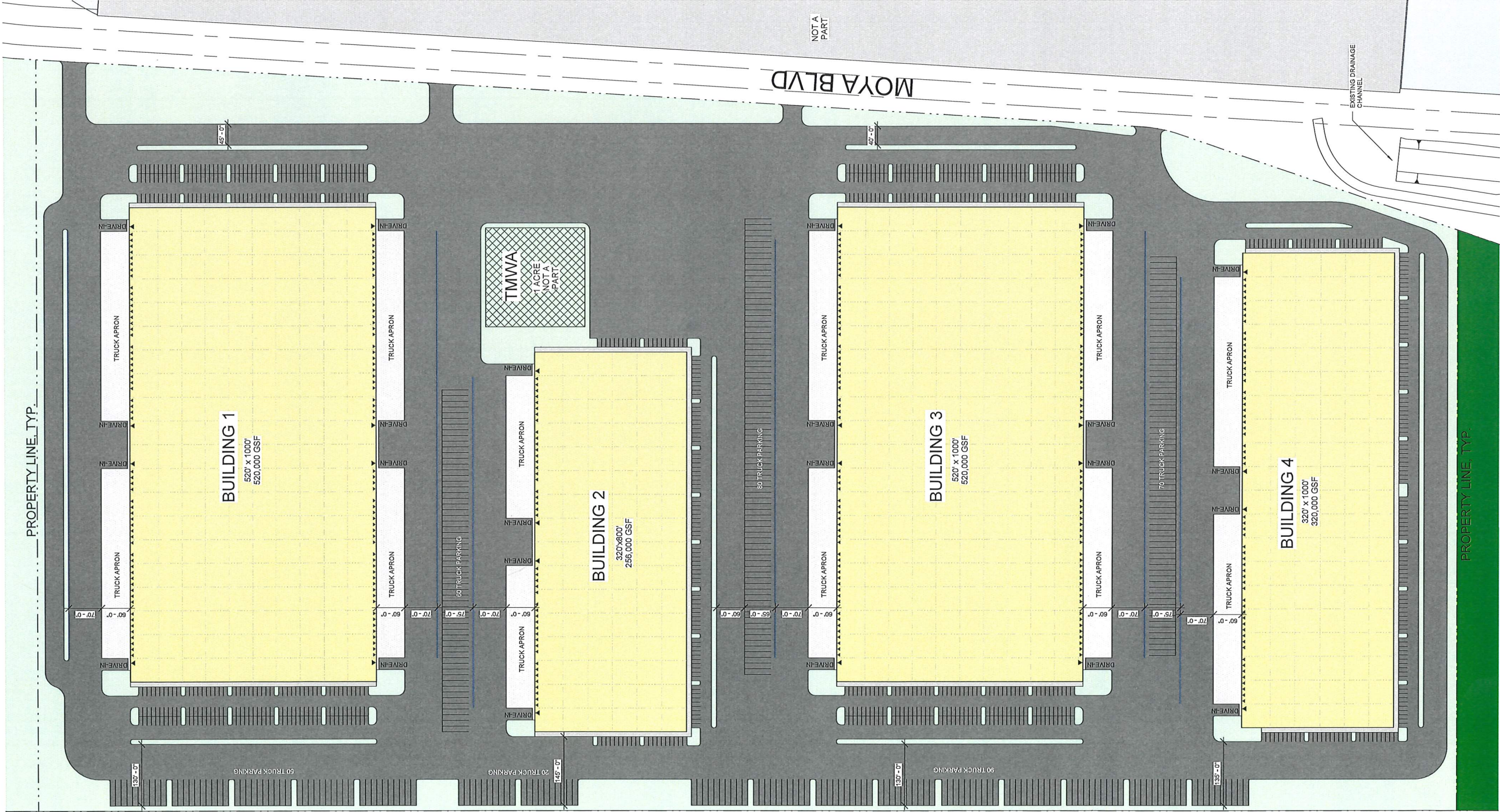
If anyone would like to contact me in regard to discussing the above, I can be reached directly at (916) 715-7496.

Thank You,

A handwritten signature in black ink, appearing to read "Daniel A. Corfee". The signature is fluid and cursive, with a large, stylized "D" and "C".

Daniel A. Corfee
Preferred Capital Advisors





PARK PLAN

SITE DATA SUMMARY:

APN: 086-860-03, 086-240-11
JURISDICTION: CITY OF RENO, RTAA
ZONING: MA
OCCUPANCY: S-1, F1, B
CONSTRUCTION TYPE: III-B
TOTAL PARK ACREAGE: +/- 100 AC (GROSS)
(4,356,000 SF)

PROPOSED BUILDING AREA
BUILDING 1: 520,000 SF (GROSS)
BUILDING 2: 256,000 SF (GROSS)
BUILDING 3: 520,000 SF (GROSS)
BUILDING 4: 320,000 SF (GROSS)
TOTAL BUILDING AREA: 1,616,000 SF (GROSS)
F.A.R.: 37.1%

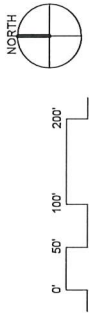
PARKING:
BUILDING 1
OFFICE 26,000 SF @ 5% SFI
WAREHOUSE 494,000 SF
TOTAL PARKING REQ'D: 215 SPACES REQ'D
ACCESSIBLE SPACES REQUIRED: 7 SPACES REQ'D
PARKING PROVIDED BUILDING 1:
TRAILER SPACES PROVIDED: 300 SPACES
80 SPACES

BUILDING 2
OFFICE 12,800 SF @ 5% SFI
WAREHOUSE 243,200 SF
TOTAL PARKING REQ'D: 106 SPACES REQ'D
ACCESSIBLE SPACES REQUIRED: 5 SPACES REQ'D
PARKING PROVIDED BUILDING 2:
TRAILER SPACES PROVIDED: 120 SPACES
50 SPACES

BUILDING 3
OFFICE 26,000 SF @ 5% SFI
WAREHOUSE 494,000 SF
TOTAL PARKING REQ'D: 215 SPACES REQ'D
ACCESSIBLE SPACES REQUIRED: 7 SPACES REQ'D
PARKING PROVIDED BUILDING 3:
TRAILER SPACES PROVIDED: 300 SPACES
150 SPACES

BUILDING 4
OFFICE 16,000 SF @ 5% SFI
WAREHOUSE 304,000 SF
TOTAL PARKING REQ'D: 133 SPACES REQ'D
ACCESSIBLE SPACES REQUIRED: 5 SPACES REQ'D
PARKING PROVIDED BUILDING 4:
TRAILER SPACES PROVIDED: 160 SPACES
90 SPACES

CITY OF RENO PARKING REQUIREMENTS
WAREHOUSE: 1 SPACE / 3,300 SF
OFFICE: 1 SPACE / 400 SF



DERMODY
PROPERTIES

DP Reno AirLogistics Park Phase II

PHASE II STUDY PLAN_v3

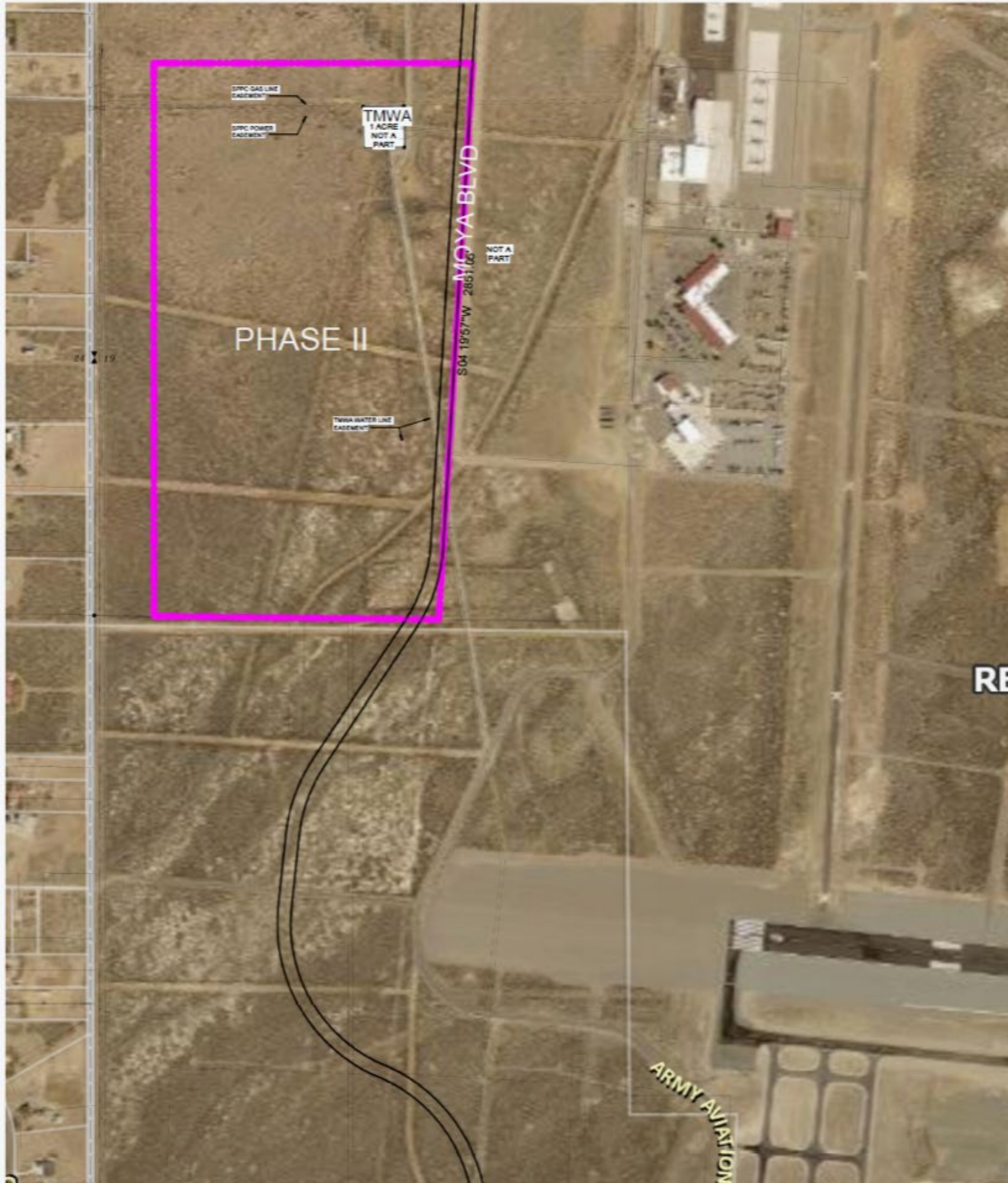
RENO STEAD AIRPORT

8-11-2023

unitedconstruction
A1003

5300 Mill Street
Reno, Nevada 89502
T 775.858.8090
F 775.856.5375

DISCLAIMER: THIS CONCEPTUAL PLAN IS FOR MARKETING PURPOSES ONLY. IT HAS BEEN PREPARED BASED ON PRELIMINARY AVAILABLE SITE INFORMATION DEEMED RELIABLE. ALL DIMENSIONS AND AREA CALCULATIONS ARE SUBJECT TO VERIFICATION BY A PROFESSIONAL ENGINEER FOR COMPLIANCE WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS. UNITED CONSTRUCTION, COPYRIGHT 2023



Board Memorandum

NO.: 03/2024-08

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

Subject: Authorization for the President/CEO to execute an 18-month contract extension of the professional services agreement for insurance brokerage services with Arthur J. Gallagher Risk Management Services, LLC in the amount of \$67,500

STAFF RECOMMENDATION

Staff recommends the Board of Trustees authorize the President/CEO to execute an 18-month contract extension of the Professional Services Agreement (PSA) for insurance brokerage services with Arthur J. Gallagher (AJG) Risk Management Services, LLC, in the amount of \$67,500.

BACKGROUND

The purpose of this action is to execute an 18-month extension of the PSA with Arthur J. Gallagher (AJG) Risk Management Services, LLC, to provide insurance brokerage services to Reno-Tahoe Airport Authority (RTAA) through December 31, 2024.

The RTAA's initial five-year agreement with AGJ was approved by the Board of Trustees in January 2013 after a comprehensive Request for Proposals (RFP) process. On October 11, 2018, the Board approved a five-year extension through June 30, 2023, to include marketing and placement of insurance coverage for FY 2023-24. AJG is headquartered in Itasca, Illinois. The work is expected to be performed by the staff based in Las Vegas, NV and Aliso Viejo, CA, augmented by company subject matter experts in other locations as necessary.

Insurance brokerage services are an integral part of the RTAA's risk management program. The licensed broker of record provides a broad range of services including the following: (1) analysis of risk exposure; (2) marketing and selection of adequate insurance coverage; (3) assistance with claim administration; and (4) advice and expertise on all property, airport, and aviation risk management areas.

The types of insurance purchased by RTAA include the following:

- Workers Compensation
- Property
- Inland Marine (Mobile Equipment)
- Airport Operations Liability
- Automobile Liability
- Emergency Medical Technician (EMT) Professional Liability
- Law Enforcement Professional Liability

- Crime
- Cyber Security
- Public Officials and Employment Practice Liability

DISCUSSION

Throughout the collaboration with RTAA, AJG provided excellent customer service, including the evaluation of the RTAA's changing risk profile, review of insurance provisions of various business agreements, and extensive marketing and competitive placement of insurance coverage.

Under the proposed amendment, AJG has agreed to the same fee structure as expiring (FY 2023-24). The PSA includes the marketing and placement of insurance coverage for FY 2024-25, and other brokerage services through December 31, 2024.

Staff will issue a Request for Proposal (RFP) in the first quarter of the next fiscal year and bring a recommendation to the Board for a new PSA effective January 1, 2025. This allows a reset of future brokerage agreements where the incumbent continues to provide support to RTAA for six months after the placement of insurance coverage.

FISCAL IMPACT

The proposed cost of the PSA amendment is \$67,500, same as the fees paid for FY 2023-24. The brokerage fee consists of \$45,000 for liability and property insurance, and \$22,500 for workers' compensation.

COMMITTEE COORDINATION

This item is scheduled to be presented at the March 12, 2024, Finance and Business Development Committee Meeting.

PROPOSED MOTION

"It is hereby moved that the Board of Trustees authorizes President/CEO to award the 18-month contract extension to the Professional Services Agreement for insurance brokerage services with Arthur J. Gallagher Risk Management Services LLC, in the amount of \$67,500, and authorizes the President/CEO, or his designee to sign."

Administrative Report

Date: 03/12/2024

Subject: Administrative Award of Contracts (Revenues)
Pursuant To Resolution No. 557 - February 2024

BACKGROUND

At the July 14, 2022 meeting of the Board of Trustees of the Reno-Tahoe Airport Authority, the Board approved Resolution No. 557, recognizing the inherent authority of the President/CEO, or authorized representative to award revenue contracts except those that are, in combination, more than 5 years in Term, including options, and generate aggregate revenues of \$250,000 or more.

DISCUSSION

Resolution No. 557 requires that the President/CEO provide the Board of Trustees with an administrative report setting forth a list of revenue contracts and associated options to extend approved administratively as a result of the resolution to be given to the Board on a monthly basis.

February 2024

Date	Lessee	Property Address	Agreement Term	Contract Value	Portfolio
2/1/24	Alepholistic – Marisol Mariche	1280 Terminal Way, Suites 25	Month to Month	\$283.00	Outside Properties
2/1/24	Wild Ride Inc. dba Kawasaki of Reno	2900 Vassar Street, Suite 14	12 Months	\$8,580.00	Outside Properties
2/1/24	Wild Ride Inc. dba Kawasaki of Reno	2900 Vassar Street, Suite 24	12 Months	\$7,260.00	Outside Properties
2/1/24	1 New Tenant	Mini Warehouse Park to Travel	Month to Month	\$95.00	Outside Properties

Administrative Report

Date: March 12, 2024

Subject: Administrative Award of Contracts (Expenditures) Pursuant to Resolution No. 557–February 2024

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

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
01/16/24	TADERA	\$236,438.00	A 3-Year Technical Services Contract (ending 01/15/27) was issued for SaaS subscription of accounts receivables software.	FY24 O&M	Technology & Information Systems
02/08/24	L3 Harris Technologies	\$95,721.74	A PO was issued for communication equipment, including radios.	FY24 O&M	ARFF
02/29/24	Dell Marketing L.P.	\$61,975.00	A PO was issued for desktop computer replenishment.	FY24 Fixed Assets	Technology & Information Systems

Change Orders and Amendments

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
10/11/23	Western Single Ply Nevada, Inc.	\$1,798.21	CO#1 for the Hangar #6 Small Roof Replacement construction contract was for additional scope of work. Total Contract, including this CO, equals \$62,014.91. [See attached] *clerical error on CO#1 will be corrected on CO#2 noted below	FY24 Special Fund (Stead)	Engineering & Construction
01/15/24	Q&D Construction	\$75,831.37	Owner's Contingency CO#4 for the Loop Road construction contract was for additional scope of work + 2 additional contract days. Total Contract, including this CO, equals \$11,997,393.63. [See attached]	PFC and Federal Grant	Engineering & Construction
01/18/24	KONE, Inc.	(\$18,000.00)	CO#1 for the arrival/departure escalators construction contract was a no cost CO to extend days. CO#2 was a deductive CO for assessing LDs because the contractor did not complete the project within the extended timeframe. Total contract, including these 2 COs, equals = \$1,944,000.00. [See attached]	FY22 CIP	Engineering & Construction
01/29/24	Q&D Construction	\$86,263.03	Owner's Contingency CO#5 for the Loop Road construction contract was for additional scope of work + 2 additional contract days. Total Contract, including this CO, equals \$12,086,656.66. [See attached]	PFC and Federal Grant	Engineering & Construction
01/30/24	ACC Consulting	\$27,250.00	Amendment #2 was issued for a PSA for DBE consulting services. Total Contract, including this amendment, equals \$37,350.00.	FY24 O&M	Engineering & Construction
02/07/24	Western Single Ply Nevada, Inc.	(\$90.00)	CO#2 for the Hangar #6 Small Roof Replacement construction contract was to correct clerical error reported on CO#1. Total Contract, including this CO, equals \$61,924.91. [See attached]	FY24 Special Fund (Stead)	Engineering & Construction
02/16/24	Q&D Construction	\$32,782.90	Owner's Contingency CO#6 for the Loop Road construction contract was for additional scope of work. Total Contract, including this CO, equals \$12,116,439.56. [See attached]	PFC and Federal Grant	Engineering & Construction

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

**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: Hangar #6 Small Roof Replacement

To: Western Single Ply Nevada Inc.
3442 Neeham Road
Las Vegas, Nevada 89030

Change Order Number 1
Change Order Initiation Date: Oct. 10, 2023
AIP No. (If Applicable)
Contract Date: September 9, 2023

Replace 320' of wood nailers please see attacked quote.

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.....	\$60,216.70
Net Changes by Previously Authorized Change Orders	\$0.00
Net Changes by Previously Authorized Contingency Change Orders	\$0.00
The Revised Contract Sum Prior to this Change Order was	\$60,216.70
The Contract Sum will be increased by this Change Order.REV	\$1,798.21
The new Contract Sum, Including this Change Order will be.....	\$62,014.91
The Contract Time will be changed by 90 days	

Authorized

Reno-Tahoe Airport Authority
Owner

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

Contractor
Western Single Ply Nevada Inc.
3442 Neeham Road
Las Vegas, Nevada 89030

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

By:

By: Jackie Borman

By: Brian Sorkin

By: Ted W. Ohm

Date

Date

Date

Date

10/11/23

10/11/2023

Western Single Ply

Specialists in Single Ply Roofing

3442 Neeham Road
North Las Vegas, NV 89030
702-739-6649
License #: 0033396

WSP Change Order #: 01

Date: 10/10/23

Project: Reno-Stead Airport

Sent by: Brian Sorkin

Re: Wood Nailers

Description: Replace the existing deteriorated wood nailers and install approx.
300lf of new 2"x4" nailers

Costs

Lumber: \$160.00 (40 pieces of 2"x4"x8' @ \$4.00)

Fasteners: \$30.00

Labor: \$1,360.00 (16 Hours x \$85.00; demo, procurement and install)

WSP P&O/Mark-Up: \$232.50 (\$1,550.00 x 15%)

Subtotal: \$1,782.50

Tax: \$15.71 (\$190.00 x 8.27%)

Total Cost: \$1,798.21

3442 Neeham Road, North Las Vegas, NV 89030
T: 702-739-6649 | License #: 0033396

RENO-TAHOE AIRPORT AUTHORITY CONTINGENCY CHANGE ORDER



CCO No.

Contractor:

Project:

Solicitation Number:

Summary of Change and List of Attachments:

This Contingency Change Order sets forth the terms and conditions to provide labor, equipment, material, and full compensation to:

Re-grade and adjust the bollard sidewalk per the changes on Addendum 4

Remove and reinstall the existing bollard sidewalk per the changes on Addendum 5

Delete 689 LF of post curb (Bid Item 25)

Install 1,000 LF of 12 inch post curb (Bid Item 25A)

Add 1,000 LF of remove existing curb or curb and gutter (Bid Item 5)

The following items will be added to the schedule of values:

Re-grade and adjust the bollard sidewalk per the changes on Addendum 4	\$	8,246.37
Remove and reinstall the existing sidewalk per the changes on Addendum 5	\$	14,913.00
Bid Item 25 - Post Curb	\$	(35,828.00)
Bid Item 25A - 12 inch Post Curb	\$	70,500.00
Bid Item 5 - Remove Existing Curb or Curb & Gutter	\$	18,000.00
Total amount approved for all changes referenced	\$	75,831.37

The following days will be added to the contract duration:

Install 1,000 LF of 12 inch Post Curb (Bid Item 25A)

Total additional days to contract duration

2
2 calendar days

These changes are to be funded through PFC 15.

Enclosures: Q&D Construction Change Order Request No. 008 - Dated 11/21/2023

Q&D Construction Change Order Request No. 012 - Dated 11/28/2023

Contingency Change Order Summary:

Contract Contingency Total: \$

Total Previously Approved: \$

Total Change this Authorization: \$ ADD

Remaining Contingency Balance: \$

Change in Contract Times:

Original Duration:

Previous Authorization:

This Authorization: ADD

Revised Contract Time:

Contract Summary:

Original Contract: \$

Total Previously Approved CO's \$

Total Previously Approved CCO's \$

Contract Sum Prior to this CCO \$

Total Change this Authorization: \$

New Contract Sum: \$

Contractor Signature

Jeff Bean

Date: 1-11-24

Q&D Construction, Jeff Bean

Project Mgr Signature

Jon Lau

Date: 1-15-24

RTAA Project Mgr: Jon Lau

Construction Mgr Signature

Joe Mamola

Date: 01-04-23

CME, Construction Manager: Joe Mamola

Manager Signature

Jackie Borman

Date: 1-15-24

RTAA Mgr Engineering & Construction: Jackie Borman



Q&D CONSTRUCTION
est. 1964

CHANGE ORDER REQUEST

CCO No. 008

Project No.: 16571 – RTIA Terminal Loop Road Project

Date: 11/21/2023

To: Jon Lau
Reno-Tahoe Airport Authority
2001 E Plumb Lane
Reno, NV 89502

From: Braden Riley
Q&D Construction LLC
PO Box 10865
Reno, NV 89510

Phone: 775-328-6462

Fax:

Email: jlau@renoairport.com

Phone: 775-786-2677

Fax: 775-786-5136

Email: briley@qdconstruction.com

cc: Marc Leone (Q&D), Joe Mamola (CME)

Below is the detail for our proposal to complete the following changes in contract work:

- Change Order Request: PCO#008 – T&M Remove/Reinstall Existing Bollard Sidewalk
 - Proposed Scope of Work: Change order is for labor, equipment, and material to remove and reinstall the bollard sidewalk per changes on Addendum 5 and re-grade and adjust bollard sidewalk per Addendum 4.

CCO Item Sub-Totals	Quantity	Units	Unit Price	Amount
T&M Re-Grade Bollard Sidewalk per Addendum 4	1	LSU	\$8,246.37	\$8,246.37
T&M Remove/Reinstall Existing Bollard Sidewalk per Addendum 5	1	LSU	\$10,560.25	\$10,560.25
T&M Remove/Reinstall Existing Bollard Sidewalk per Addendum 5 – Next Century Rebar	1	LSU	\$4,352.75	\$4,352.75

CCO Item Totals	Change (in Days)	Amount
CCO#008 – T&M Remove/Reinstall Existing Bollard Sidewalk		\$23,158.37

Submitted By:


Braden Riley

11/21/2023
Date

Approved By:

Reno-Tahoe Airport Authority

Date

Addendum 4

JC Detail

Mth	Trans#	Posted Date	Actual Date	Src	Co	Vend# Craft/Class Equip#/Mat#	Description	Earn Fact	Reference	Units	Hours	Cost
16571. RTAA Terminal Loop Road Reconstruction Project												
02.000.000.004	EXTRA - Re-Work Bollard Sidewalk 2 LAB											
08/23	57216	08/31/23	08/25/23	PR	1	NNVLAB/Grou	1961/Arenas-Serafi ST			0.000	4.00	224.08
08/23	57217	08/31/23	08/25/23	PR	1	NNVOPE-M22	689/Taylor ST			0.000	2.00	181.83
08/23	57218	08/31/23	08/25/23	PR	1	NNVOPE-M22	689/Taylor OT			0.000	1.00	125.29
08/23	57219	08/31/23	08/25/23	PR	1	NNVOPE-M22	3201/Kingsley ST			0.000	4.00	337.05
08/23	57220	08/31/23	08/25/23	PR	1	NNVOPE-M22	3201/Kingsley OT			0.000	1.00	115.30
08/23	57221	08/31/23	08/25/23	PR	1	NNVOPE-M22	3103/Lieberman ST			0.000	4.00	327.00
08/23	68503	09/07/23	08/31/23	PR	1	NNVGM/GM Jrr	2380/Perez-Jaimes ST			0.000	8.00	627.77
08/23	68504	09/07/23	08/31/23	PR	1	NNVLAB/Grou	2014/Cruz-Ochoa ST			0.000	4.00	222.01
08/23	68505	09/07/23	08/31/23	PR	1	NNVLAB/Grou	3340/Blackburn ST			0.000	5.00	278.48
08/23	68506	09/07/23	08/31/23	PR	1	NNVLAB/Grou	923/Martinez-Acost ST			0.000	4.00	240.65
08/23	68507	09/07/23	08/31/23	PR	1	NNVLAB/Grou	1695/Guillen Lugo ST			0.000	4.00	224.08
08/23	68508	09/07/23	08/31/23	PR	1	NNVOPE-M22	689/Taylor ST			0.000	4.00	363.68
08/23	68509	09/07/23	08/31/23	PR	1	NNVOPE-M22	689/Taylor OT			0.000	0.50	62.62
08/23	68510	09/07/23	08/31/23	PR	1	NNVOPE-M22	3010/Loudenburg ST			0.000	4.00	337.05
08/23	68511	09/07/23	08/31/23	PR	1	NNVOPE-M22	3103/Lieberman ST			0.000	4.00	327.00
08/23	68512	09/07/23	08/31/23	PR	1	SWCARP/App	3451/Havens ST			0.000	5.00	195.03
08/23	68513	09/07/23	08/31/23	PR	1	SWCARP/Fork	1581/Vogelsang ST			0.000	6.00	458.71
08/23	68514	09/07/23	08/31/23	PR	1	SWCARP/Jour	2064/Reyes ST			0.000	5.00	357.02
08/23	68515	09/07/23	08/31/23	PR	1	SWCARP/Jour	3421/Kelly ST			0.000	5.00	357.02
Total for Cost Type: 2										0.000	74.50	5,359.57
02.000.000.004	EXTRA - Re-Work Bollard Sidewalk 4 O EQ											
08/23	47203	08/28/23	08/25/23	EM	1	01-444	Pickup/Chevy/4x4/2			0.000	2.00	34.00
08/23	47204	08/28/23	08/25/23	EM	1	28-156	GPS SPS985 Rove			0.000	4.00	20.00
08/23	47205	08/28/23	08/25/23	EM	1	28-170	GPS Total Station/S			0.000	4.00	36.00
08/23	47206	08/28/23	08/25/23	EM	1	28-118	GPS Data Collector			0.000	4.00	8.00
08/23	47207	08/28/23	08/25/23	EM	1	01-479	John Deere Gator/J			0.000	2.00	20.00
08/23	61172	09/05/23	08/31/23	EM	1	01-444	Pickup/Chevy/4x4/2			0.000	4.00	68.00
08/23	61173	09/05/23	08/31/23	EM	1	52-193	Loader, Wheel/Cat/			0.000	1.00	83.00
08/23	61174	09/05/23	08/31/23	EM	1	01-479	John Deere Gator/J			0.000	4.00	40.00
08/23	61175	09/05/23	08/31/23	EM	1	01-386	Truck, Flatbed/Ford			0.000	5.00	140.00
Total for Cost Type: 4										0.000	30.00	449.00
02.000.000.004	EXTRA - Re-Work Bollard Sidewalk 5 R EQ											
08/23	47208	08/28/23	08/25/23	EM	1	99-310	Excavator w thm/Ca			0.000	4.00	300.00
08/23	47209	08/28/23	08/25/23	EM	1	99-010	Skidsteer / Cat / 28'			0.000	4.00	148.00
08/23	61176	09/05/23	08/31/23	EM	1	99-310	Excavator w thm/Ca			0.000	4.00	300.00
08/23	61177	09/05/23	08/31/23	EM	1	99-010	Skidsteer / Cat / 28'			0.000	4.00	148.00
08/23	61178	09/05/23	08/31/23	EM	1	99-216	Roller/Cat/CB22			0.000	1.00	28.00
08/23	61179	09/05/23	08/31/23	EM	1	99-414	Reachlift/Gehl/1055			0.000	8.00	344.00
Total for Cost Type: 5										0.000	25.00	1,268.00

JC Detail

Mth	Trans#	Posted Date	Actual Date	Src	Co	Vend# Craft/Class Equip#/Mat#	Description	Earn Fact	Reference	Units	Hours	Cost
16571. RTAA Terminal Loop Road Reconstruction Project												
02.000.000.004		EXTRA - Re-Work Bollard Sidewalk 2 LAB										
09/23	28038	09/21/23	09/11/23	PR	1	NNVOPE-M22	689/Taylor	ST		0.000	2.00	182.43
09/23	28039	09/21/23	09/11/23	PR	1	NNVOPE-M22	3201/Kingsley	ST		0.000	8.00	676.50
09/23	28040	09/21/23	09/11/23	PR	1	NNVOPE-M22	3201/Kingsley	OT		0.000	2.50	289.05
09/23	28041	09/21/23	09/12/23	PR	1	NNVOPE-M22	689/Taylor	ST		0.000	2.00	182.43
09/23	28042	09/21/23	09/12/23	PR	1	NNVOPE-M22	3201/Kingsley	ST		0.000	8.00	676.50
09/23	28043	09/21/23	09/12/23	PR	1	NNVOPE-M22	3201/Kingsley	OT		0.000	1.00	115.60
09/23	28044	09/21/23	09/13/23	PR	1	NNVOPE-M22	3201/Kingsley	ST		0.000	2.00	169.12
09/23	28045	09/21/23	09/13/23	PR	1	NNVOPE-M22	3201/Kingsley	OT		0.000	2.50	289.05
Total for Cost Type: 2										0.000	28.00	2,580.68
02.000.000.004		EXTRA - Re-Work Bollard Sidewalk 4 O EQ										
09/23	5921	09/12/23	09/11/23	EM	1	01-444	Pickup/Chevy/4x4/2			0.000	2.00	34.00
09/23	5922	09/12/23	09/11/23	EM	1	28-156	GPS SPS985 Rove			0.000	8.00	40.00
09/23	5923	09/12/23	09/11/23	EM	1	28-170	GPS Total Station/S			0.000	8.00	72.00
09/23	5924	09/12/23	09/11/23	EM	1	28-118	GPS Data Collector			0.000	8.00	16.00
09/23	7426	09/13/23	09/12/23	EM	1	01-444	Pickup/Chevy/4x4/2			0.000	2.00	34.00
09/23	7427	09/13/23	09/12/23	EM	1	28-156	GPS SPS985 Rove			0.000	8.00	40.00
09/23	7428	09/13/23	09/12/23	EM	1	28-170	GPS Total Station/S			0.000	8.00	72.00
09/23	7429	09/13/23	09/12/23	EM	1	28-118	GPS Data Collector			0.000	8.00	16.00
09/23	15169	09/14/23	09/13/23	EM	1	28-156	GPS SPS985 Rove			0.000	4.00	20.00
09/23	15170	09/14/23	09/13/23	EM	1	28-170	GPS Total Station/S			0.000	4.00	36.00
09/23	15171	09/14/23	09/13/23	EM	1	28-118	GPS Data Collector			0.000	4.00	8.00
Total for Cost Type: 4										0.000	64.00	388.00

Addendum 4 Total: \$7,170.76 +15% Mark-Up = **\$8,246.37**

JC Detail

Mth	Trans#	Posted Date	Actual Date	Src	Co	Vend# Craft/Class Equip#/Mat#	Description	Earn Fact	Reference	Units	Hours	Cost
16571. RTAA Terminal Loop Road Reconstruction Project												
02.000.000.005	EXTRA - Remove/Reinstall Bollards & Reinforcing 2 LAB											
09/23	28046	09/21/23	09/11/23	PR	1	NNVLAB/Grou	1082/Zimbelman	ST		0.000	8.00	481.11
09/23	28047	09/21/23	09/11/23	PR	1	SWCARP/App	3451/Havens	ST		0.000	8.00	312.05
09/23	28048	09/21/23	09/11/23	PR	1	SWCARP/Fore	1581/Vogelsang	ST		0.000	8.00	608.95
09/23	28049	09/21/23	09/11/23	PR	1	SWCARP/Fore	1581/Vogelsang	OT		0.000	1.00	105.66
09/23	28050	09/21/23	09/11/23	PR	1	SWCARP/Joui	2064/Reyes	ST		0.000	8.00	571.24
09/23	28051	09/21/23	09/12/23	PR	1	NNVOPE-M22	339/Readhead	ST		0.000	2.00	178.55
09/23	28052	09/21/23	09/12/23	PR	1	SWCARP/App	3451/Havens	ST		0.000	8.00	312.05
09/23	28053	09/21/23	09/12/23	PR	1	SWCARP/Fore	1581/Vogelsang	ST		0.000	8.00	608.95
09/23	28054	09/21/23	09/12/23	PR	1	SWCARP/Fore	1581/Vogelsang	OT		0.000	1.00	105.66
09/23	28055	09/21/23	09/12/23	PR	1	SWCARP/Joui	2064/Reyes	ST		0.000	8.00	571.24
09/23	28056	09/21/23	09/13/23	PR	1	NNVOPE-M22	339/Readhead	ST		0.000	4.00	357.11
09/23	28057	09/21/23	09/13/23	PR	1	SWCARP/App	3451/Havens	ST		0.000	8.00	312.05
09/23	28058	09/21/23	09/13/23	PR	1	SWCARP/Joui	2064/Reyes	ST		0.000	8.00	571.24
09/23	28059	09/21/23	09/13/23	PR	1	SWCARP/Joui	2064/Reyes	OT		0.000	1.00	98.59
09/23	28060	09/21/23	09/13/23	PR	1	SWCARP/Joui	3421/Kelly	ST		0.000	8.00	571.24
09/23	28061	09/21/23	09/14/23	PR	1	SWCARP/App	3451/Havens	ST		0.000	8.00	312.05
09/23	28062	09/21/23	09/14/23	PR	1	SWCARP/Fore	1581/Vogelsang	ST		0.000	8.00	608.95
09/23	28063	09/21/23	09/14/23	PR	1	SWCARP/Fore	1581/Vogelsang	OT		0.000	1.00	105.66
09/23	28064	09/21/23	09/14/23	PR	1	SWCARP/Joui	2064/Reyes	ST		0.000	8.00	571.24
09/23	28065	09/21/23	09/14/23	PR	1	SWCARP/Joui	3421/Kelly	ST		0.000	8.00	571.24
Total for Cost Type: 2										0.000	122.00	7,934.83
02.000.000.005	EXTRA - Remove/Reinstall Bollards & Reinforcing 4 O EQ											
09/23	5925	09/12/23	09/11/23	EM	1	01-386	Truck, Flatbed/Ford			0.000	8.00	224.00
09/23	5926	09/12/23	09/11/23	EM	1	01-344	Truck Flatbed/Interr			0.000	8.00	176.00
09/23	7430	09/13/23	09/12/23	EM	1	01-386	Truck, Flatbed/Ford			0.000	8.00	224.00
09/23	7431	09/13/23	09/12/23	EM	1	01-344	Truck Flatbed/Interr			0.000	8.00	176.00
09/23	15172	09/14/23	09/13/23	EM	1	01-386	Truck, Flatbed/Ford			0.000	8.00	224.00
09/23	16576	09/15/23	09/14/23	EM	1	01-386	Truck, Flatbed/Ford			0.000	8.00	224.00
Total for Cost Type: 4										0.000	48.00	1,248.00
Total For Phase: 02.000.000.005											170.00	9,182.83
Total For Job: 16571.											170.00	9,182.83
Total For Company:1											170.00	9,182.83

Addendum 5 Total: \$9,182.83 +15% Mark-Up = **\$10,560.25**



License #78626

CHANGE ORDER REQUEST

Date: 9/20/2023 CO# 1 Rev# 0 Project: RTIA Loop Road Job #: R23010 Contractor: QD Construction

Bollard change per Addendum #5

	Description	Quantity	Unit Price	Cost	Total Add/Ded
1	FWO				
2	Labor Straight Time	32 hr.			
3	Journeyman	8	\$ 98.37	\$ 786.94	
4	Foreman	24	\$ 104.33	\$ 2,503.85	
5	General Foreman	0	\$ 110.88	\$ -	
6	Material				
7	Reinforcing Steel	- lbs.	\$ 0.83	\$ -	
8					
9					
10					\$ 3,290.79
11	General Conditions				
12	Labor				
13	Detailing	0 hr.	\$ 125.00	\$ -	
14	Project Manager	1 hr.	\$ 150.00	\$ 150.00	
15	Material				
16	Rebar Delivery	- lbs.	\$ 0.04	\$ -	
17	Other Material Delivery			\$ -	
18					\$ 150.00
19					
20	Subtotal			\$ 3,440.79	
21	Material Tax	\$ -	8.265%	\$ -	
22	Subtotal + Tax			\$ 3,440.79	
23	Overhead and Profit	\$ 3,440.79	10.00%	\$ 344.08	
24					
25	Total			\$ 3,785.00	

+ 15% Mark-Up
Sub-Total: \$4,352.75



Q&D CONSTRUCTION
est. 1964

CHANGE ORDER REQUEST

CCO No. 012

Project No.: 16571 – RTIA Terminal Loop Road Project

Date: 11/28/2023

To: Jon Lau
Reno-Tahoe Airport Authority
2001 E Plumb Lane
Reno, NV 89502

From: Braden Riley
Q&D Construction LLC
PO Box 10865
Reno, NV 89510

Phone: 775-328-6462

Fax:

Email: jlau@renoairport.com

Phone: 775-786-2677

Fax: 775-786-5136

Email: briley@qdconstruction.com

cc: Marc Leone (Q&D), Joe Mamola (CME)

Below is the detail for our proposal to complete the following changes in contract work:

- Change Order Request: CCO#012 – 12" Post Curb at Median
 - Proposed Scope of Work: Change order is for equipment, labor, and materials to remove the existing curb and infill under the barrier wall and replace with 12" Post Curb per request at job walk on 11/28/23.
 - Pricing for Bid Item 25A includes labor, equipment, and material to prep, form, and pour the 12" post curb, expansion joint, transverse joints only, and cure.
 - Pricing for Bid Item 5 includes labor, equipment, and material to remove the existing infill portion of the post curb that is not originally shown on plans.

CCO Item Sub-Totals	Quantity	Units	Unit Price	Amount
Bid Item 25 – Post Curb	689	LF	(\$52.00)	(\$35,828.00)
Bid Item 25A – 12" Post Curb	1,000	LF	\$70.50	\$70,500.00
Bid Item 5 – Remove Existing Curb or Curb and Gutter	1,000	LF	\$18.00	\$18,000.00

CCO Item Totals	Change (in Days)	Amount
CCO#012 – 12" Post Curb at Median	2	\$52,672.00

Submitted By:


Braden Riley

11/28/2023
Date

Approved By:

Reno-Tahoe Airport Authority

Date

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: Arrival/Departure Escalator MODS

To: Kone Inc.
10151 Croydon Way Suite #2
Sacramento, Calif. 95827

Change Order Number 2

Change Order Initiation Date: January 3, 2024

AIP No. (If Applicable)

Contract Date: September 1, 2022

As per contract, Change Order #1 (attached) and notice of Liquidated Damages (attached) this change order documents the incurred LD's from December 18, 2023 till December 30, 2023.

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	\$1,962,000
Net Changes by Previously Authorized Change Orders	\$0.00
Net Changes by Previously Authorized Contingency Change Orders	\$0.00
The Revised Contract Sum Prior to this Change Order was	\$0.00
The Contract Sum will be increased by this Change Order.REV	\$-18,000.00
The new Contract Sum, including this Change Order will be	\$1,944,000
The Contract Time will be changed by 49 days	

Authorized

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

By:

Date

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

By: Jackie Borman

Date

Contractor
Kone Inc.
110150 Croydon Way Suite 2
Sacramento, Calif. 95827

Daniel May

By: Daniel May

1/16/2024

Date

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

By: Ted W. Ohm

Date

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: Arrival/Departure Escalator MODS

To: Kone Inc.
10151 Croydon Way Suite #2
Sacramento, Calif. 95827

Change Order Number 1
Change Order Initiation Date: October 19, 2023
AIP No. (If Applicable)
Contract Date: September 1, 2022

No cost change order for time extension for relocated storage, and pit floor changes. New completion date December 18, 2023. This Change Order will remain in effect as long as Kone Inc. Staffs the project fully with two crews (4 journeymen) for the remainder of the project.

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.....	\$1,962,000
Net Changes by Previously Authorized Change Orders	\$0.00
Net Changes by Previously Authorized Contingency Change Orders	\$0.00
The Revised Contract Sum Prior to this Change Order was	\$0.00
The Contract Sum will be increased by this Change Order.REV	\$0.00
The new Contract Sum, including this Change Order will be.....	\$1,962,000
The Contract Time will be changed by 49 days	

Authorized

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

By:

Date

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

By:

October 23, 2023

Date

Contractor
Kone Inc.
110150 Croydon Way Suite 2
Sacramento, Calif. 95827

Daniel May

By: Daniel May

10/23/2023

Date

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

By: Ted W. Ohm

10.23.2023

Date

Ohm, Ted (Facilities Project Manager)

From: Ohm, Ted (Facilities Project Manager)
Sent: Wednesday, December 20, 2023 3:58 PM
To: Daniel May
Cc: Betzina Andrew; Shapiro Justin; Boyle Michael; Cobb, Chris; Borman, Jackie; Nava Albert
Subject: RE: Project delay

Thank you, this should work well.

Ted W. Ohm
Senior Project Manager
Ext. 6423



From: Daniel May <daniel.may@kone.com>
Sent: Wednesday, December 20, 2023 3:56 PM
To: Ohm, Ted (Facilities Project Manager) <tohm@renoairport.com>
Cc: Betzina Andrew <Andrew.Betzina@kone.com>; Shapiro Justin <Justin.Shapiro@KONE.com>; Boyle Michael <michael.boyle@kone.com>; Cobb, Chris <ccobb@renoairport.com>; Borman, Jackie <jborman@renoairport.com>; Nava Albert <albert.nava@kone.com>
Subject: RE: Project delay

[THIS MESSAGE ORIGINATED FROM OUTSIDE OUR ORGANIZATION - DON'T CLICK LINKS OR ATTACHMENTS UNLESS YOU'RE SURE THE CONTENT IS SAFE]

Hi Ted,

Thank you for taking my call earlier to discuss in more detail the needs of the airport. We've implemented a plan to have KONE service mechanic Mark Blume as the dedicated on-call mechanic for the airport during the time requested below. Mark will not be on-call for any other properties as he will only be assigned to take calls for the airport.

Mark lives about 10 minutes away from the airport so his response time will be extremely fast. If something does occur and assistance is needed, please call the KONE 24/7 call center who will have a note on file to dispatch Mark to the airport.

We sincerely apologize for all the trouble that the tardiness in completing these units has caused. We hope that our immediate action of establishing a dedicated on-call mechanic during this extremely important time of the year shows you much we value the relationship we have with you and your team.

Thanks,

Dan May
Senior Project Manager

KONE Inc.

10151 Croydon Way, Suite 2
Sacramento, CA 95827
Mobile (916) 767-4883
24 Hour Hotline 877-276-8691
Email daniel.may@kone.com



From: Daniel May
Sent: Wednesday, December 20, 2023 3:13 PM
To: Ted Ohm (tohm@renoairport.com) <tohm@renoairport.com>
Cc: Betzina Andrew <Andrew.Betzina@kone.com>; Shapiro Justin <Justin.Shapiro@KONE.com>; Boyle Michael <michael.boyle@kone.com>; Cobb, Chris <ccobb@renoairport.com>; Borman, Jackie <jborman@renoairport.com>
Subject: RE: Project delay

Hi Ted,

We want to help resolve this immediately and understand the concerns about only having one unit in each direction without a backup. This issue has been raised to the highest level here, including the Sacramento General Manager Justin Shapiro, the District Construction Manager Andrew Betzina, and our District Vice President Joe Harmeyer. We're working on putting together a plan to meet the needs you mentioned below. I'll be giving you a call shortly.

Thanks,

Dan May
Senior Project Manager

KONE Inc.
10151 Croydon Way, Suite 2
Sacramento, CA 95827
Mobile (916) 767-4883
24 Hour Hotline 877-276-8691
Email daniel.may@kone.com



From: Ohm, Ted (Facilities Project Manager) <tohm@renoairport.com>
Sent: Wednesday, December 20, 2023 2:32 PM
To: Boyle Michael <michael.boyle@kone.com>; Cobb, Chris <ccobb@renoairport.com>; Borman, Jackie <jborman@renoairport.com>
Cc: Daniel May <daniel.may@kone.com>; Betzina Andrew <Andrew.Betzina@kone.com>; Shapiro Justin <Justin.Shapiro@KONE.com>
Subject: Project delay

This message is from an external sender. Be cautious, especially with links and attachments.

Not being able to complete the project by this weekend is completely unacceptable.

I expect a service person to be available over this busy weekend, starting Friday the 22nd at 0700 and continuing until Tuesday the 26th at 0700, with an immediate response time to the airport, in case the other arrival and departure escalators shut down for any reason, at no cost to the airport. Please forward the phone number to be used directly to myself.

Numerous times we have been told these would be complete and ready for use by the 18th, as recently as yesterday we were told by Friday the 22nd, even after losing a complete day for using unlicensed mechanics, we were told by Friday.

Please see the attached change order, where we extended the completion date till December 18th, only as long as the project was fully staffed. Which it has not been. **Currently this contract is accruing liquidated damages, to what extent has yet to be determined.**

Ted W. Ohm
Senior Project Manager
Reno-Tahoe Airport Authority
Reno-Tahoe International Airport
2001 East Plumb Lane
P.O. Box 12490
Reno, Nevada 89510-2490
Phone: 775.328.6423
Fax: 775.328.6428
Cell: 775.690.6540
Email: tohm@renoairport.com



RENO-TAHOE AIRPORT AUTHORITY CONTINGENCY CHANGE ORDER



CCO No. 5

Contractor: Q&D Construction

Project: Terminal Loop Road Reconstruction Project

Solicitation Number: 22/23-09

Summary of Change and List of Attachments:

This Contingency Change Order sets forth the terms and conditions to provide labor, equipment, material, and full compensation to:
Remove and replace existing sidewalk panels at baggage claim and the sky bridge entrance for new improvements to meet ADA standards; remove and replace the existing sidewalk at the south end of ticketing hall to tie into the Ticketing Hall Project improvements and to meet ADA standards; Cut the fortification bollards per revised detail in Addendum 5.

See enclosed cost item breakdown for revisions to be made to the Base Bid Schedule of Values for the following items of work

Remove and replace existing sidewalk at south end of Ticketing Hall	\$	64,457.00
Remove and replace additional baggage claim sidewalk panels	\$	3,143.52
Remove and replace additional Sky Bridge sidewalk panels	\$	7,226.91
CCO No. 05 - Cut Fortification Bollards	\$	11,435.60
Total amount approved for all changes referenced	\$	86,263.03

The following days will be added to the contract duration:

Remove and reinstall concrete sidewalk at the south end of ticketing hall.	2 calendar days
Total additional days to contract duration	2 calendar days

These changes are to be funded with PFC 15.

Enclosures: Schedule of Value Revisions
Revised Sidewalk Plan Sheet - Dated 11/15/2023
Q&D Construction Change Order Request No. 13 - Dated 1/02/2024
Q&D Construction Change Order Request No. 14 - Dated 1/16/2024
Addendum 5 Bollard Detail

Contingency Change Order Summary:

Change in Contract Times:

Contract Contingency Total:	\$	<u>900,000.00</u>	Original Duration:	<u>579</u>
Total Previously Approved:	\$	<u>437,125.63</u>	Previous Authorization:	<u>39</u>
Total Change this Authorization:	\$	<u>86,263.03</u>	ADD/DEDUCT	<u>2</u> ADD
Remaining Contingency Balance:	\$	<u>376,611.34</u>	Revised Contract Time:	<u>620</u>

Contract Summary:

Original Contract:	\$	<u>9,683,268.00</u>
Total Previously Approved CO's	\$	<u>1,877,000.00</u>
Total Previously Approved CCO's	\$	<u>437,125.63</u>
Contract Sum Prior to this CCO	\$	<u>11,997,393.63</u>
Total Change this Authorization:	\$	<u>86,263.03</u>
New Contract Sum:	\$	<u>12,083,656.66</u>

Contractor Signature Jeff Bean Date: 11/18/24

Q&D Construction, Jeff Bean

Project Mgr Signature Jon Lau Date: 1.23.24

RTAA Project Mgr: Jon Lau

Construction Mgr Signature Joe Mamola Date: January 17, 2024

CME, Construction Manager: Joe Mamola

Manager Signature Jackie Borman Date: 1.29.24

RTAA Mgr Engineering & Construction: Jackie Borman

SCHEDULE OF VALUES REVISION

BID ITEM NO.	DEMOLITION NOTES	QTY	UNIT	UNIT PRICE	TOTAL UNIT PRICE
6	REMOVE EXISTING SIDEWALK	259.59	SY	\$ 17.00	\$ 4,413.03
5	REMOVE EXISTING CURB OR CURB & GUTTER	13	LF	\$ 18.00	\$ 234.00
8	REMOVE EXISTING LANDSCAPE	9	SY	\$ 106.00	\$ 954.00
26	CONSTRUCT PCC SIDEWALK PER DETAIL 1 ON SHEET D1	270.59	SY	\$ 160.00	\$ 43,294.40
38	INSTALL 6 INCH DECORATIVE ROCK (MATCH EXISTING)	170	SY	\$ 52.00	\$ 8,840.00
25	CONSTRUCT POST CURB PER DETAIL 6 ON SHEET D7	13	LF	\$ 52.00	\$ 676.00
27	CONSTRUCT RAMP PER COR DETAIL R-106E	12	SY	\$ 224.00	\$ 2,688.00
CCO No. 05-1	REINSTALL EXISTING CHAIN LINK FENCE AND GATE	1	LS	\$ 13,728.00	\$ 13,728.00
CCO No. 05-2	CUT FORTIFICATION BOLLARDS	1	LS	\$ 11,435.60	\$ 11,435.60
TOTAL				\$	86,263.03



CHANGE ORDER REQUEST

CCO No. 013

Project No.: 16571 – RTIA Terminal Loop Road Project

Date: 1/2/2024

To: Jon Lau
Reno-Tahoe Airport Authority
2001 E Plumb Lane
Reno, NV 89502

From: Braden Riley
Q&D Construction LLC
PO Box 10865
Reno, NV 89510

Phone: 775-328-6462

Phone: 775-786-2677

Fax:

Fax: 775-786-5136

Email: jlau@renoairport.com

Email: briley@qdconstruction.com

cc: Marc Leone (Q&D)

Below is the detail for our proposal to complete the following changes in contract work:

- Change Order Request: CCO#013 – Fencing at South Sidewalk Repairs
 - Proposed Scope of Work: Change order is for labor, equipment, and materials to remove existing dog run and chain link fence, and reinstall with existing fencing material to accommodate the sidewalk improvements.

CCO Item Sub-Totals	Quantity	Units	Unit Price	Amount
Fencing at South Sidewalk Repairs	78	LF	\$176.00	\$13,728.00

CCO Item Totals	Change (in Days)	Amount
CCO#013 – Fencing at South Sidewalk Repairs	2	\$13,728.00

Submitted By:

1/2/2024

Braden Riley

Date

Approved By:

Reno-Tahoe Airport Authority

Date



ESTABLISHED
1912

NEVADA LICENSE 5493 A
CALIFORNIA LICENSE 199672

800 Glendale Avenue • P.O. Box 855 • Sparks, Nevada 89432 • Telephone 775.358.8680 • Fax 775.358.7197

December 9, 2023

Q and D Construction
Braden Riley

Subject: RTAA Reinstallation of Fencing at Dog Relief Area

Tholl Fence Company is pleased to confirm our quotation on subject project as follows:

- Reinstall the 55 l.f. of existing 6' tall ornamental iron fencing without gates complete and in place. We are assuming all materials are in acceptable conditions and no replacement of materials is specified or required.
- Reinstall the 23 l.f. of existing 6' tall galvanized chain link fencing including (1) pedestrian gate complete and in place. We are assuming all materials are in acceptable conditions and no replacement of materials is specified or required.

INCLUSIONS

- Prevailing Wage Rates
- A few miscellaneous parts such as ties, hog rings and brackets

EXCLUSIONS

- Removal of existing fencing, storage or replacement of materials.
- Any specialized hardware such as self-closing hinges, panic devices, electric strikes, card readers etc.
- Permits, fees and bonds

Our Quotation LUMP SUM INSTALLED for all items above \$ 8,396.00

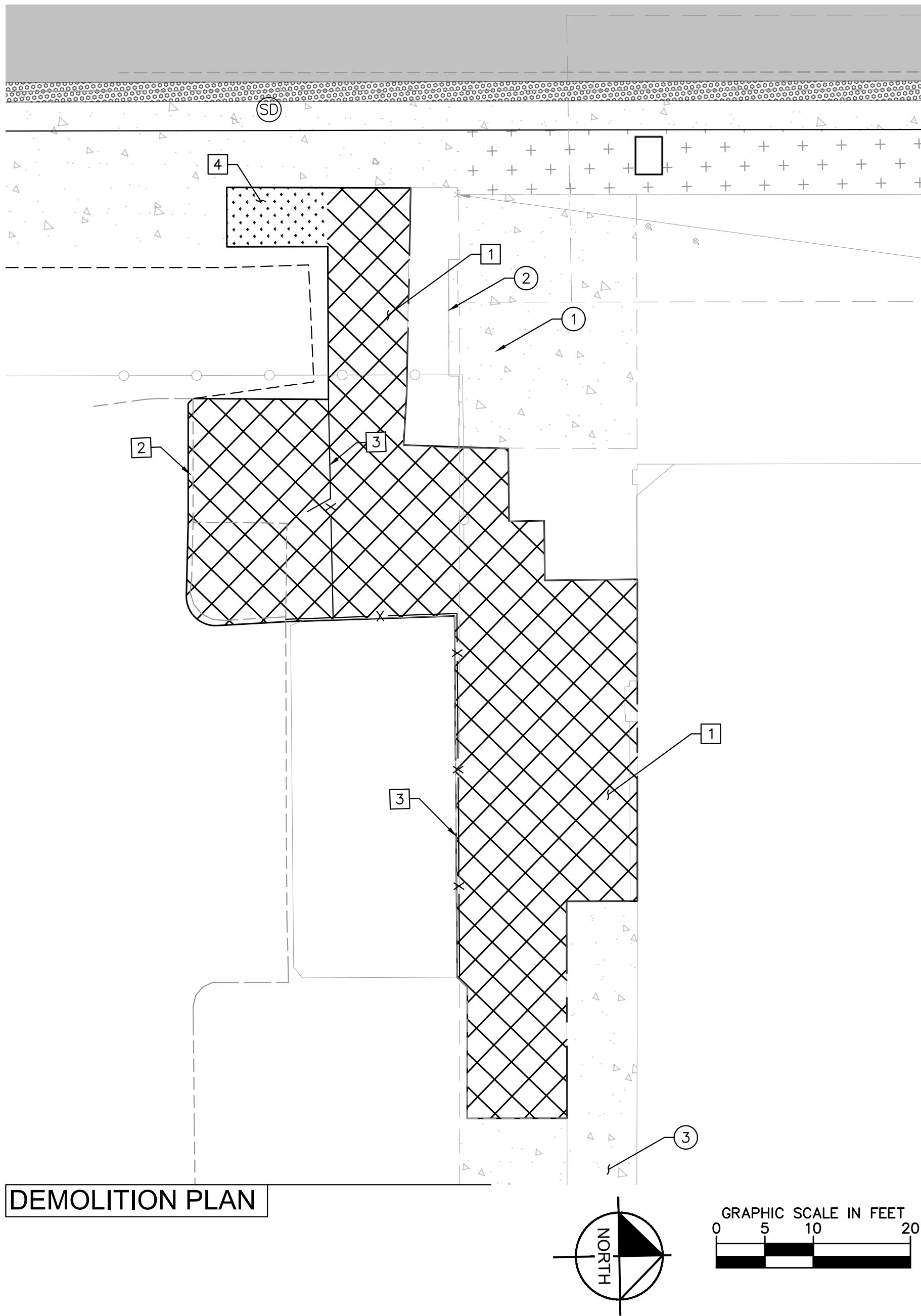
Steve Appelbaum

Tholl Fence, Inc.
800 Glendale Avenue
PO Box 855
Sparks, NV 89432
775.358.8680
775.358.7197 fax
stevea@thollfence.com

Quality through Experience

Plotted By: Siva, Hector Date: November 15, 2023 12:00:44pm File Path: K:\REN_Aviation\RNO\091479021 - RTAA Terminal Loop Road\07 CAD\Plansheets\22X34Plans\C-Dog Area.dwg

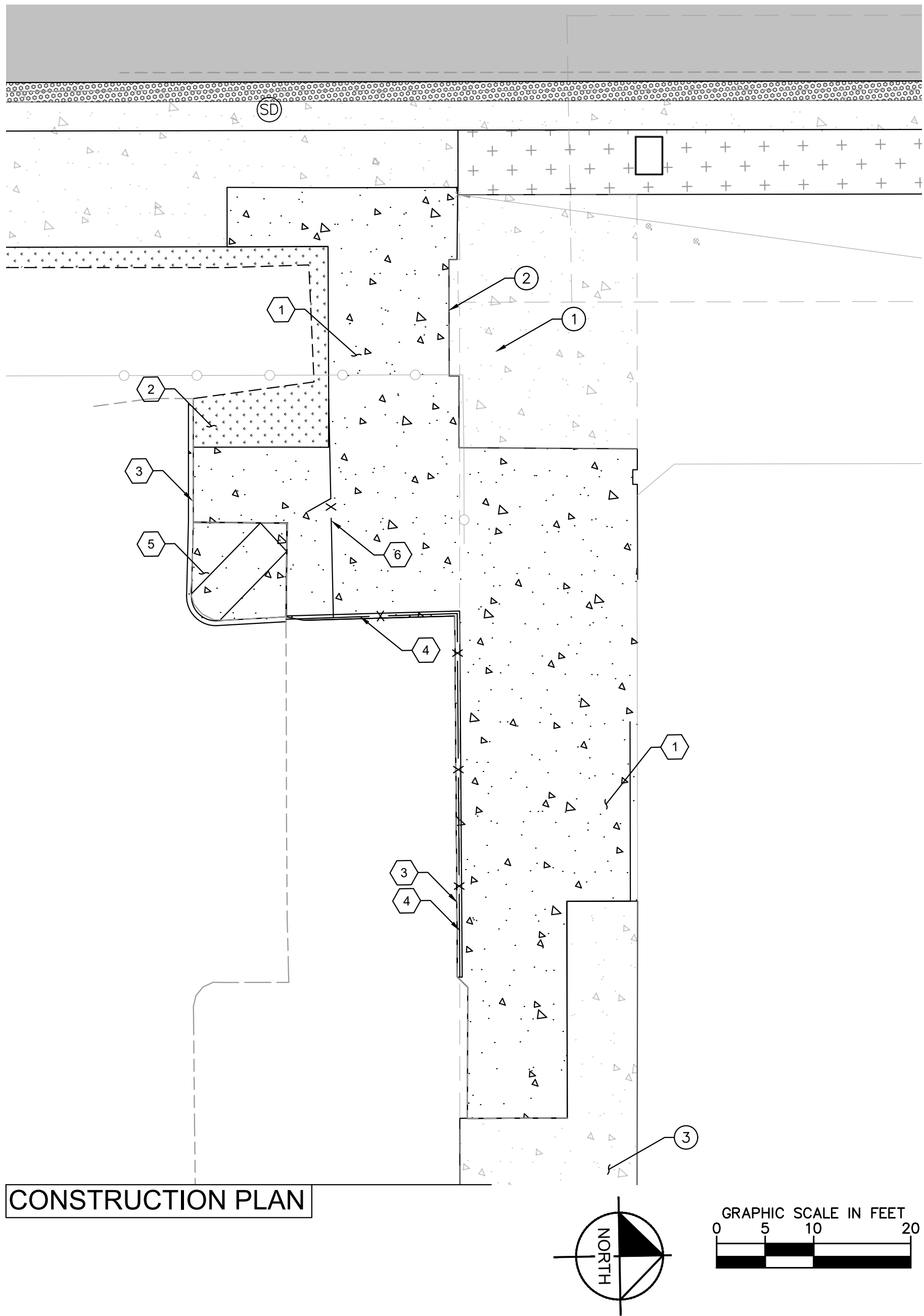
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DEMOLITION NOTES

- 1 REMOVE EXISTING SIDEWALK
- 2 REMOVE EXISTING CURB OR CURB AND GUTTER
- 3 REMOVE AND SALVAGE EXISTING FENCE
- 4 REMOVE EXISTING LANDSCAPE

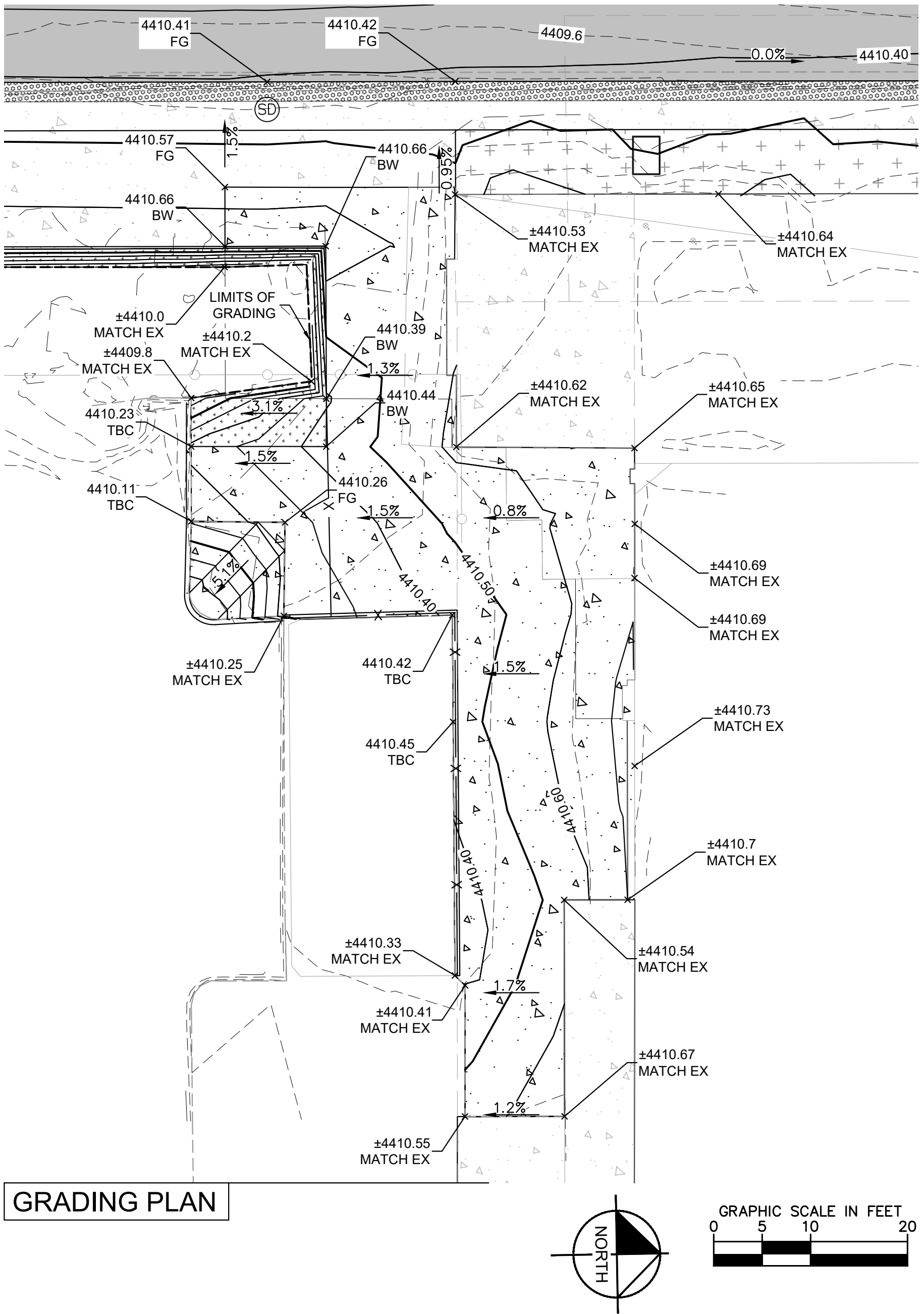
	(201 SY)
	(13 LF)
	(78 LF)
	(9 SY)



CONSTRUCTION NOTES

- 1 CONSTRUCT P.C.C. SIDEWALK PER DETAIL 1 ON SHEET D1
- 2 INSTALL 6 INCH DECORATIVE ROCK, MATCH EXISTING
- 3 CONSTRUCT POST CURB PER DETAIL 6 ON SHEET D7
- 4 REINSTALL EXISTING DOG RUN FENCE
- 5 CONSTRUCT RAMP PER CITY OF RENO DETAIL R-106E
- 6 REINSTALL EXISTING CHAIN LINK FENCE AND GATE

	(212 SY)
	(13 LF)
	(55 LF)
	(12 SY)
	(23 LF)



PROTECT IN PLACE NOTES

- 1 EXISTING CONCRETE PAD, PROTECT IN PLACE
- 2 EXISTING WALL, PROTECT IN PLACE
- 2 EXISTING CONCRETE, PROTECT IN PLACE



RENO-TAHOE AIRPORT AUTHORITY

GENERAL PLAN

KHA PROJECT
092528018

DESIGNED BY: CNH

DRAWN BY: HS

CHECKED BY: CNH

RTAA Project No.
R20008B
Date:
NOVEMBER 15, 2023
Drawing Number

Sheet: 1 of 1



Kimley»Horn

KIMLEY-HORN AND ASSOCIATES, INC.
7900 RANCHBARAH PARKWAY, SUITE 100, RENO, NV 89511
PHONE: 775-200-1987
WWW.KIMLEY-HORN.COM

PLEASE RECYCLE



CHANGE ORDER REQUEST

CCO No. 014

Project No.: 16571 – RTIA Terminal Loop Road Project

Date: 1/16/2024

To: Jon Lau
Reno-Tahoe Airport Authority
2001 E Plumb Lane
Reno, NV 89502

From: Braden Riley
Q&D Construction LLC
PO Box 10865
Reno, NV 89510

Phone: 775-328-6462

Phone: 775-786-2677

Fax:

Fax: 775-786-5136

Email: jlau@renoairport.com

Email: briley@qdconstruction.com

cc: Marc Leone (Q&D)

Below is the detail for our proposal to complete the following changes in contract work:

- Change Order Request: CCO#014 – T&M Cutting of Bollards to 37" Height
 - Proposed Scope of Work: Change order is for labor, equipment, and materials to cut the fortification bollards to the proposed height per Addendum 5.

CCO Item Sub-Totals	Quantity	Units	Unit Price	Amount
T&M Cutting of Bollards to 37" Height	1	LSU	\$11,435.60	\$11,435.60

CCO Item Totals	Change (in Days)	Amount
CCO#014 – T&M Cutting of Bollards to 37" Height	0	\$11,435.60

Submitted By:

1/16/2024

Braden Riley

Date

Approved By:

Reno-Tahoe Airport Authority

Date



RENO IRON WORKS

(775) 329-1111

Fax: (775) 329-3555

E-mail: Sales@renoironworks.com



Certified Building Fabricator
Certified Bridge Fabricator

January 15, 2024

Braden Riley
Q & D Construction LLC
1050 S 21st St.
Sparks, NV 89431

Email: briley@gdconstruction.com

RE: Change order request #2 Bollards (field cutting)
T&M work 12-15-23, 12-18-23 thru 12-20-23, 12-26-23 and 12-27-23
RIW Job# 3012 RTAA Terminal Loop

Dear Braden

I am submitting this change order request for the additional cost for field cutting bollards.
Field order tickets 2824, 2823, 2801, 2802, 2816 and 2817 attached.

Field	58 Hrs @	\$130.00	\$7,540.00
Trucks	6 Days @	\$250.00	\$1,500.00
	OH & profit	10%	<u>\$904.00</u>
Total Change Order Request #2			\$9,944.00

Per your instructions, I've added two extra hours to field cut one more bollard when our crew remobilizes to erect the arrival canopy later this month.

Sincerely,

Arnel Chua P.E.
Senior Project Manager
Reno Iron Works

333 EAST PARR BLVD RENO, NV 89512

- BRIDGES • STRUCTURAL STEEL FABRICATION & ERECTION • REINFORCING STEEL FABRICATION & PLACEMENT
- SHEAR & BRAKE WORK • MISCELLANEOUS & ORNAMENTAL IRON WORK •
- NEVADA LICENSE #4722 CALIFORNIA LICENSE #701075 L.A. CITY FABRICATOR (H.S.S.) LICENSE #1269

**333 E. PARR
RENO, NV 89512**

PH: (775) 329-1111
FAX: (775) 329-3555



TO

Jeff Taylor - Q+D Const.

FIELD ORDER

2824

PHONE	DATE OF ORDER 12-15-23
ORDER TAKEN BY Montana Albite	CUSTOMER'S ORDER NUMBER
<input type="checkbox"/> CONTRACT <input checked="" type="checkbox"/> EXTRA	
JOB NAME/NUMBER Reno Airport - 3012	
JOB LOCATION Reno, NV	
JOB PHONE	STARTING DATE 12-15

The undersigned is authorized to direct Reno Iron Works to furnish the following and agrees that these items are to be paid for as extras to any contract or agreement now in force:

Work ordered by

Date _____

[illegible]

**333 E. PARR
RENO, NV 89512**

PH: (775) 329-1111
FAX: (775) 329-3555

FIELD ORDER

2823



TO

Jeff Taylor - Q+D Const.

PHONE	DATE OF ORDER
	12-18-23
ORDER TAKEN BY	CUSTOMER'S ORDER NUMBER
Montana Abiter	
<input type="checkbox"/> CONTRACT	<input checked="" type="checkbox"/> EXTRA
JOB NAME/NUMBER	
Remo Airport - 3042	
JOB LOCATION	
Remo, NV	
JOB PHONE	STARTING DATE
	1215

Work ordered by

Marc Leone

Date _____

The undersigned is authorized to direct Reno Iron Works to furnish the following and agrees that these items are to be paid for as extras to any contract or agreement now in force:

[illegible]


TO

Q+D Construction

2801

PHONE	DATE OF ORDER
ORDER TAKEN BY <i>Jesster Ponciano</i>	CUSTOMER'S ORDER NUMBER
<input type="checkbox"/> CONTRACT	<input checked="" type="checkbox"/> EXTRA
JOB NAME/NUMBER <i>3012 Reno Tahoe Airport</i>	
JOB LOCATION <i>Reno, NV.</i>	
JOB PHONE	STARTING DATE

Work ordered by Marc Leone
Date 12-19-23

LABOR						DESCRIPTION OF WORK				
CLASS	NAME	HRS.	RATE		AMOUNT					
	elston Panciano	6				- Cut exterior ballards down to 36" above Finish concrete. Grind to a polish smooth.				
						RENTALS AND OTHER CHARGES				
						Field truck & welder				
						TOTAL OTHER				
						NO.	MATERIALS	WT.	RATE	AMOUNT
						None				
						TOTAL MATERIALS				
DATE COMPLETED						TOTAL LABOR				
I hereby acknowledge the satisfactory completion of the above described work.						Thank You				
re  1-3-24						TOTAL OTHER				
						TAX				
						TOTAL				

PH: (775) 329-1111
FAX: (775) 329-3555



TO

Q & D Construction

FIELD ORDER

2802

PHONE	DATE OF ORDER
ORDER TAKEN BY <i>Jeston Ponciano</i>	CUSTOMER'S ORDER NUMBER
<input type="checkbox"/> CONTRACT	<input checked="" type="checkbox"/> EXTRA
JOB NAME/NUMBER <i>3012 Reno Tahoe Airport</i>	
JOB LOCATION <i>Reno, NV.</i>	
JOB PHONE	STARTING DATE

The undersigned is authorized to direct Reno Iron Works to furnish the following and agrees that these items are to be paid for as extras to any contract or agreement now in force:

Work ordered by

Date _____

Mari Leone

12.20-23

LABOR						DESCRIPTION OF WORK				
CLASS	NAME	HRS.	RATE	AMOUNT						
	Joston Ponziano	4				- Cut exterior ballards down to 36" above finish concrete. Grind to a polish smooth				
						RENTALS AND OTHER CHARGES				
						Field Truck & welder				
						TOTAL OTHER				
						NO.	MATERIALS	WT.	RATE	AMOUNT
						None				
						TOTAL MATERIALS				
TOTAL LABOR						TOTAL LABOR				
TOTAL OTHER						TOTAL OTHER				
TAX						TAX				
TOTAL						TOTAL				

I hereby acknowledge the satisfactory completion of the above described work.

Signature _____
Date 1-3-24

Thank You

333 E. PARR
RENO, NV 89512

PH: (775) 329-1111
FAX: (775) 329-3555



TO

Q-D Construction

FIELD ORDER

2816

PHONE	DATE OF ORDER
ORDER TAKEN BY	CUSTOMER'S ORDER NUMBER
<input type="checkbox"/> CONTRACT <input checked="" type="checkbox"/> EXTRA	
JOB NAME/NUMBER	
JOB LOCATION	
JOB PHONE	STARTING DATE

The undersigned is authorized to direct Reno Iron Works to furnish the following and agrees that these items are to be paid for as extras to any contract or agreement now in force:

Work ordered by

Date _____

[illegible]

RENO IRON WORKS

333 E. PARR
RENO, NV 89512

PH: (775) 329-1111
FAX: (775) 329-3555



FIELD ORDER

2817

TO

Q+D Construction

PHONE

DATE OF ORDER

12-27-23

ORDER TAKEN BY

Montana Albita

CUSTOMER'S ORDER NUMBER

☐ CONTRACT

☒ EXTRA

JOB NAME/NUMBER

Reno Airport - 3012

JOB LOCATION

Reno, NV

JOB PHONE

STARTING DATE

The undersigned is authorized to direct Reno Iron Works to furnish the following and agrees that these items are to be paid for as extras to any contract or agreement now in force:

Work ordered by

Marc Leone

Date

LABOR

DESCRIPTION OF WORK

CLASS	NAME	HRS.	RATE	AMOUNT
-------	------	------	------	--------

12-27 Montana Albita

8

*- Cut exterior bollards down to 36" above finished concrete
Grind smooth to finish*

12-27 Dylan Nelson

8

RENTALS AND OTHER CHARGES

1-3 Montana Albita

2

*(1) Field truck
(1) Welder*

TOTAL OTHER

NO.

MATERIALS

WT.

RATE

AMOUNT

TOTAL MATERIALS

TOTAL LABOR

TOTAL OTHER

TAX

TOTAL

DATE COMPLETED

TOTAL LABOR

I hereby acknowledge the satisfactory completion of the above described work.

Signature

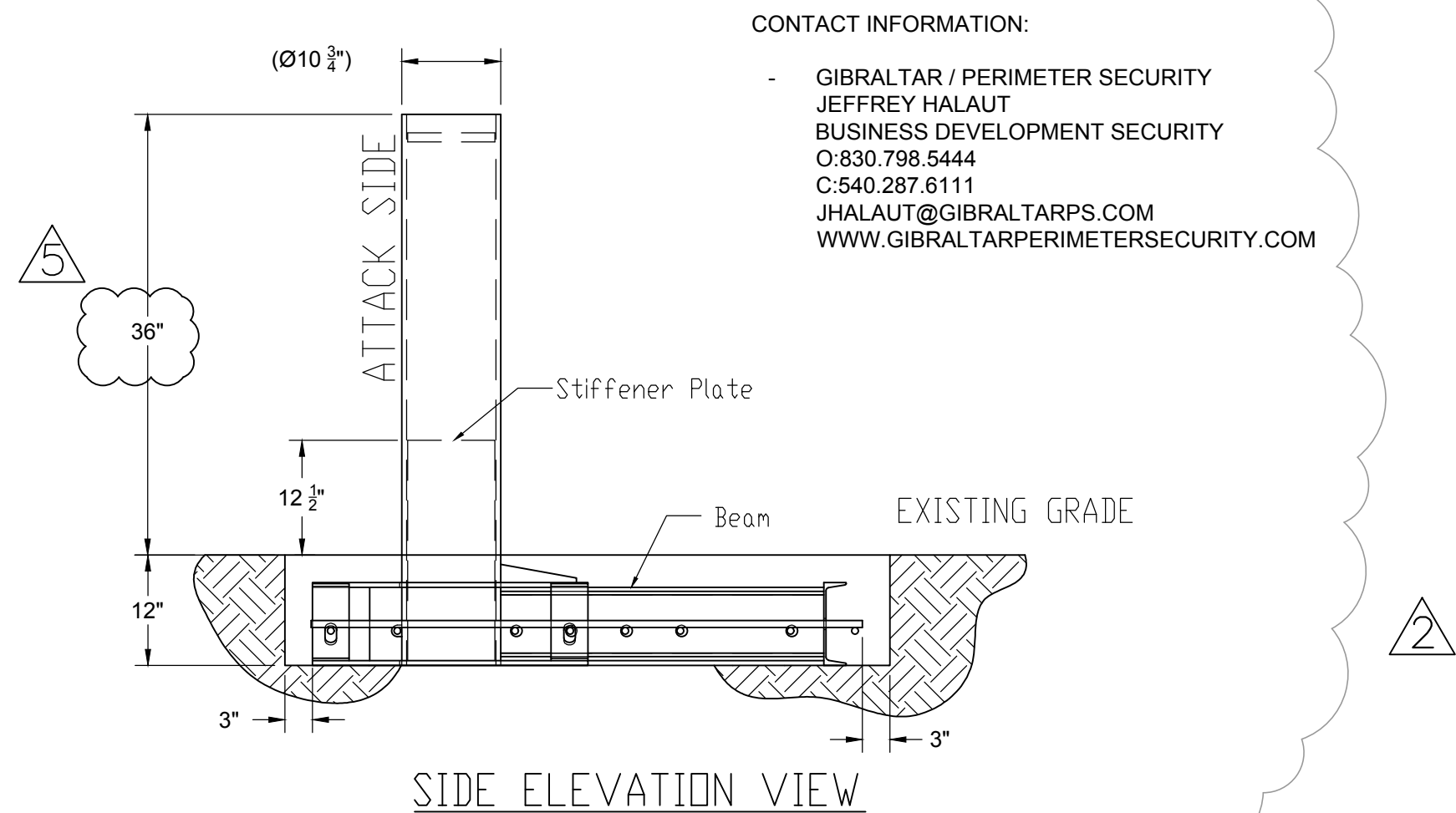
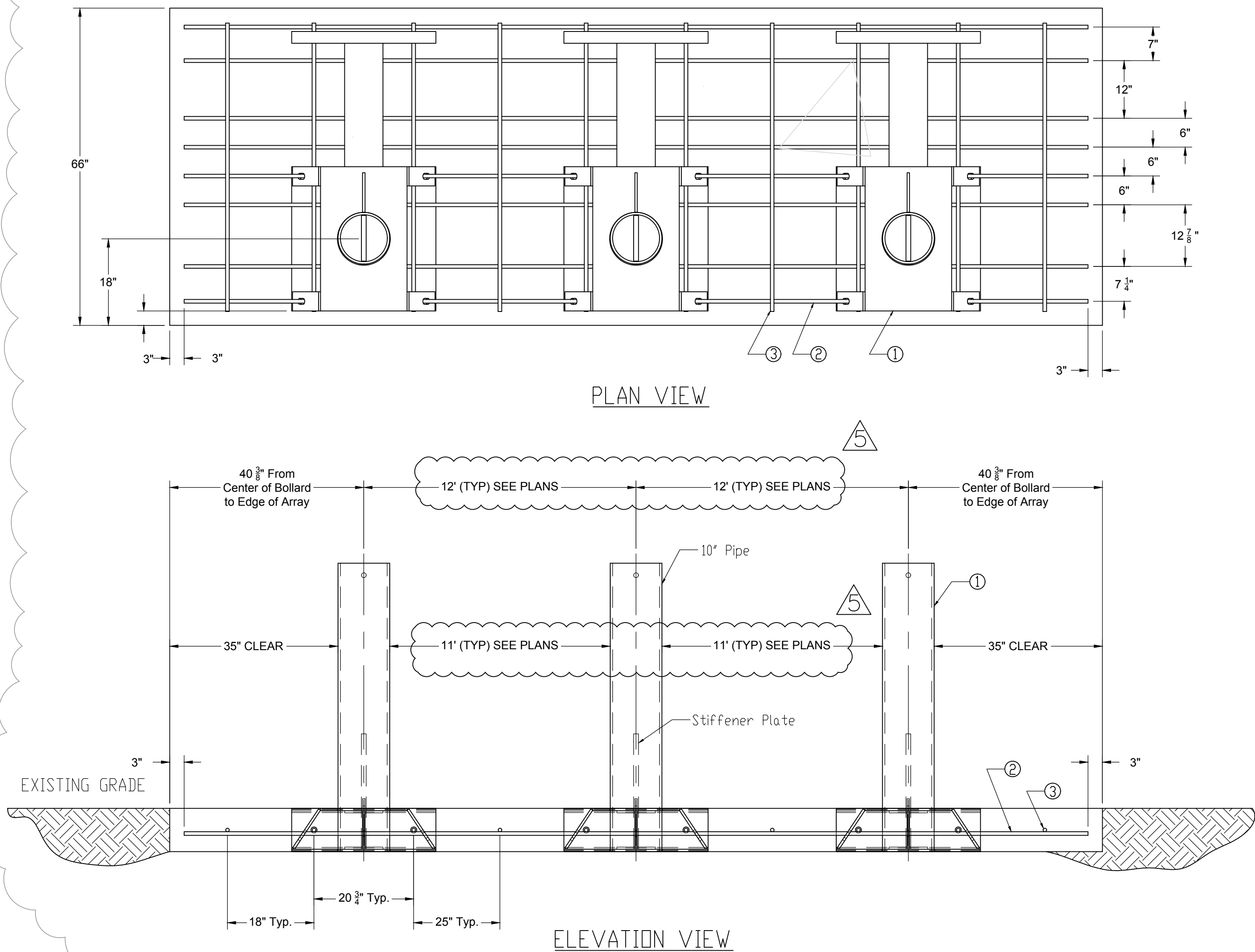
[Signature]

Date

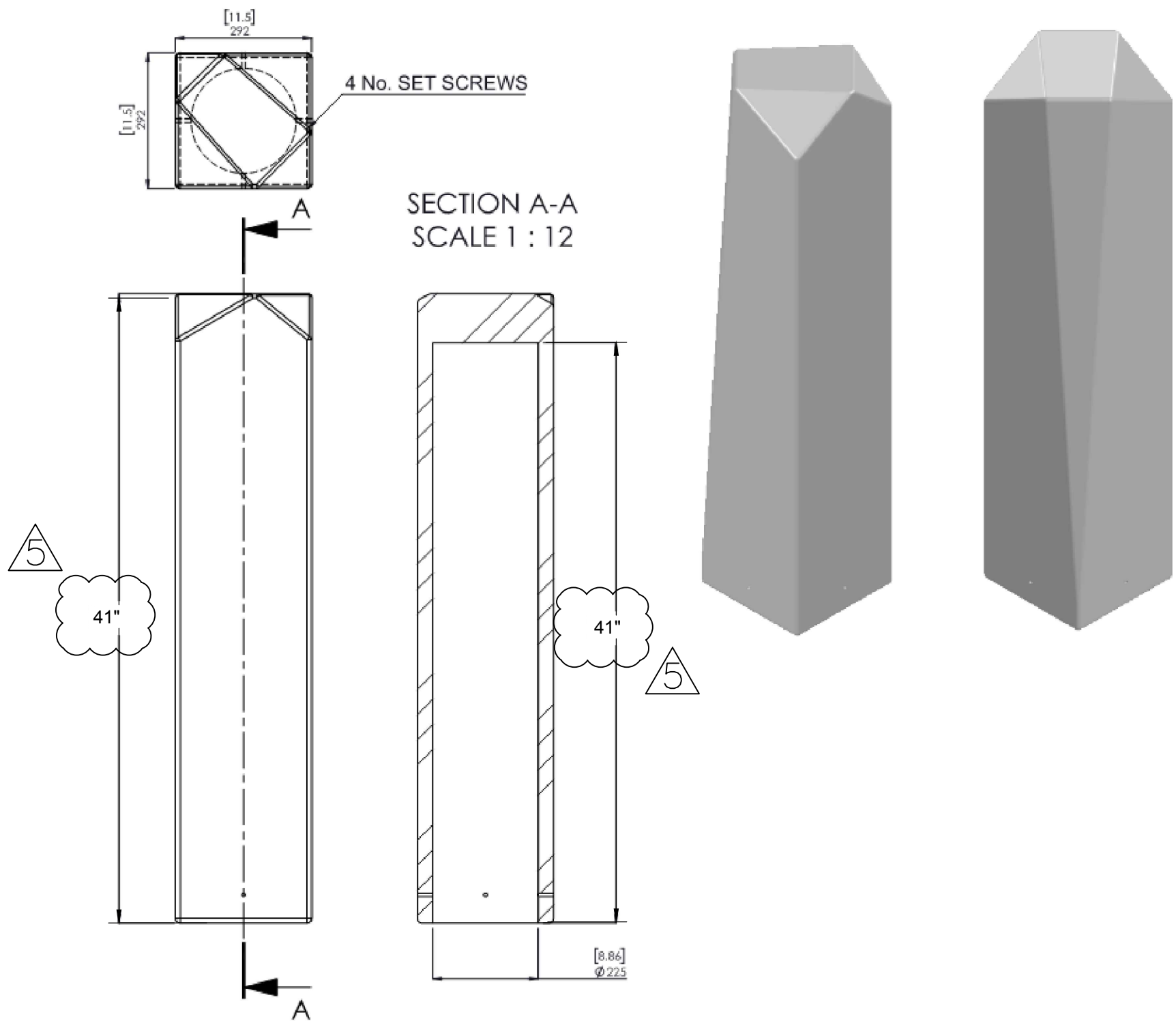
1-3-24

Thank You

Plotted By: DePorto, Doug Date: September 08, 2023 12:38:12pm File Path: K:\REN_Aviation\RNO\091479021 - RTAA Terminal Loop Road\07 CAD\Plansheets\22X34Plans\C-Details-091479021.dwg
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ER-0472-TYPE 2 RENO AIRPORT



MATERIAL
FERROCAST
FINISH
PAINTED : POLYURETHANE PAINT
FIXING TYPE
SLEEVED FIXED TO CORE WITH M8 SET SCREWS
APPROX. WEIGHT
5

FURTHER INFORMATION
Installation, clearing and maintenance details are available on request.
DRAWING INFORMATION
DRAWN BY: EB DATE: 01.11.22 REVISION: A SCALE: 1:12 @ A4 SHEET: 1 of 1
CONTACT DETAILS
T: 0345 600 2425 E: landscapeprotection@marshalls.co.uk www.marshalls.co.uk/commercial

- NOTES:**
- THE BOLLARD DIMENSIONS AND LAYOUT HAVE BEEN REVISED PER REQUEST OF THE RTAA, SUBSEQUENTLY, ALL SAFETY/ SECURITY QUALIFICATIONS AND RATINGS ARE NO LONGER VALID.

**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: Hangar #6 Small Roof Replacement

To: Western Single Ply Nevada Inc.
3442 Neeham Road
Las Vegas, Nevada 89030

Change Order Number 2

Change Order Initiation Date: Feb. 6, 2024

AIP No. (If Applicable)

Contract Date: September 9, 2023

Clerical error:

Base contract as executed = \$60,126.7, not \$60,216.70

CO#1 = \$1,798.21

Final base contract without clerical error = **\$61,924.91**

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	\$60,216.70
Net Changes by Previously Authorized Change Orders	\$ 1,798.21
Net Changes by Previously Authorized Contingency Change Orders	\$ 1,798.21
The Revised Contract Sum Prior to this Change Order was	\$62,014.91
The Contract Sum will be decreased by this Change Order.REV	(\$ 90.00)
The new Contract Sum, including this Change Order will be	\$61,924.91

The Contract Time will remain unchanged.

Authorized

Reno-Tahoe Airport Authority

Owner

Reno-Tahoe Airport Authority

Owner

P.O.Box 12490

Reno, Nevada 89510

Contractor

Western Single Ply Nevada Inc.

3442 Neeham Road

Las Vegas, Nevada 89030

Reno-Tahoe Airport Authority

Owner

P.O. Box 12490

Reno, NV 89510

By:

By: Jackie Borman

By: Brian Sorkin

By: Dennis LeBaron

Date

Date

Date

Date

RENO-TAHOE AIRPORT AUTHORITY CONTINGENCY CHANGE ORDER



CCO No.

Contractor:

Project:

Solicitation Number:

Summary of Change and List of Attachments:

This Contingency Change Order sets forth the terms and conditions to provide labor, equipment, material, and full compensation for:
The change in grading and additional aggregate base for Areas 1 and 2 per RFI No. 07 and the upsizing of the pull boxes to accommodate the number of conduit running in and out of the boxes.

The following revisions will be made to the Base Bid Schedule of Values for the following items of work

Add Lump Sum Item - CCO No. 06-01 Additional Aggregate Base	\$	23,432.90
Bid Item 49 - Traffic Rated No. 7 Pull Box - Increase the qty by 11 at \$1,600.00 each	\$	17,600.00
Bid item 50 - Traffic Rated No. 3.5 Pull Box - Decrease the qty by 11 at \$750.00 each	\$	(8,250.00)
Total amount for these changes	\$	32,782.90

These changes are to be funded with PFC 15.

Enclosures: Q&D Construction Change Order Request No. 07 - Dated 1/16/2024
Response to RFI No. 07
Q&D Earthwork Quantities - Provided on 9/18
Q&D Construction Change Order Request No. 15 - Dated 2/5/2024

Contingency Change Order Summary:

Change in Contract Times:

Contract Contingency Total: \$

Total Previously Approved: \$

Total Change this Authorization: \$ ADD

Remaining Contingency Balance: \$

Original Duration:

Previous Authorization:

This Authorization:

Revised Contract Time:

Contract Summary:

Original Contract: \$


Total Previously Approved CO's \$

Total Previously Approved CCO's \$

Contract Sum Prior to this CCO \$

Total Change this Authorization: \$

New Contract Sum: \$

Contractor Signature  Date: 2-13-2024

Q&D Construction, Jeff Bean

Project Mgr Signature  Date: 2.13.24

RTAA Project Mgr: Jon Lau

Construction Mgr Signature  Date: 2-12-2024

CME, Construction Manager: Joe Mamola

Manager Signature  Date: 2.16.24

RTAA Mgr Engineering & Construction: Jackie Borman



CHANGE ORDER REQUEST

CCO No. 007

Project No.: 16571 – RTIA Terminal Loop Road Project

Date: 1/16/2024

To: Jon Lau
Reno-Tahoe Airport Authority
2001 E Plumb Lane
Reno, NV 89502

From: Braden Riley
Q&D Construction LLC
PO Box 10865
Reno, NV 89510

Phone: 775-328-6462

Phone: 775-786-2677

Fax:

Fax: 775-786-5136

Email: jlau@renoairport.com

Email: briley@qdconstruction.com

cc: Marc Leone (Q&D)

Below is the detail for our proposal to complete the following changes in contract work:

- Change Order Request: CCO#007 – Grading Quantities
 - Proposed Scope of Work: Change order is for labor, equipment and materials for trucking of additional aggregate base quantities per RFI 007 based on the attached Cut/Fill Map for Areas 1 and 2.
 - Trucking costs are 98 hours to haul additional aggregate base material.
 - Material costs are based off of 307.3 CY of aggregate base material required for the fill sections in Areas 1 and 2.

PCO Item Sub-Totals	Quantity	Units	Unit Price	Amount
Grading Quantities	307.3	CY	\$73.00	\$23,432.90

CCO Item Totals	Change (in Days)	Amount
CCO#007 – Grading Quantities		\$23,432.90

Submitted By:

1/16/2024

Braden Riley

Date

Approved By:

Reno-Tahoe Airport Authority

Date



REQUEST FOR INFORMATION

RFI # : 0007

1050 S. 21st St.
SPARKS, NV 89431
(775) 786-2677
FAX #: (775) 786-5136

TO: Christian Heinbaugh

DATE: 8/7/2023

COMPANY: Kimley-Horn

Q&D Job #: 16571

FROM: Braden Riley
Project Engineer
Q&D Construction LLC

RE: Grading Quantities

DESCRIPTION OF REQUEST:

Where do we get paid for quantity of cut/fill material that exceeds the depth of the proposed 10" structural section as indicated on Detail 4, Sheet C7? (6" Asphalt on 4" Aggregate Base)

REPLY: Demolition is covered in the project specifications and bid items and no additional payment will be made for demolition work.

Please provide a cost proposal to provide additional aggregate base material required to prepare the required structural sections utilizing the earthwork quantities Q&D identified and provided on 9/18/2023.

Christian Heinbaugh, Kimley-Horn
2023.09.28

Project File Data		Coordinate System	
Name:	G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023-009 RTIA LOOP ROAD RECONSTRUCTION.vce	Name:	SCS900 Localization
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Modified:	8/24/2023 10:16:02 AM (UTC:-7)	Datum:	WGS84 Equivalent Datum
Time zone:	Pacific Standard Time	Global reference datum:	WGS 1984
Reference number:		Global reference epoch:	
Description:		Geoid:	
Comment 1:		Vertical datum:	
Comment 2:		Calibrated site:	
Comment 3:			

Earthwork Volume Report

Unclassified surface compared to Unclassified surface

Surfaces	
EG -0.75 1	Classification: Unclassified
SG	Classification: Unclassified

Bank Volumes Based on Surface Geometry Alone	
Cut material	78.5 yd ³
Fill material	241.0 yd ³
Deficit	162.5 yd ³

Bank Areas Based on Surface Geometry Alone	
Cut area	13,854.3 ft ²
Fill area	14,182.2 ft ²
Zero volume area	0.1 ft ²
Total	28,036.7 ft ²

Depth summary	
Maximum depth of cut material	0.567 ft
Maximum depth of fill material	1.231 ft

Note: 'Cut Material' is defined as material where [SG] is lower than [EG -0.75 1]. 'Fill Material' is defined as the volume of material where [SG] is higher than [EG -0.75 1].

Note: The above volumes are calculated solely from the geometries of the selected surfaces. No material properties are applied to the above numbers.

Date: 8/24/2023 10:36:12 AM	Project: G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023- 009 RTIA LOOP ROAD RECONSTRUCTION.vce	Trimble Business Center
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Project File Data		Coordinate System	
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Time zone:	Pacific Standard Time	Global reference datum:	WGS 1984
Reference number:		Global reference epoch:	
Description:		Geoid:	
Comment 1:		Vertical datum:	
Comment 2:		Calibrated site:	
Comment 3:			

Earthwork Volume Report

Unclassified surface compared to Unclassified surface

Surfaces	
EG -0.75 2	Classification: Unclassified
SG	Classification: Unclassified

Bank Volumes Based on Surface Geometry Alone	
Cut material	77.4 yd ³
Fill material	66.3 yd ³
Excess	11.1 yd ³

Bank Areas Based on Surface Geometry Alone	
Cut area	8,163.3 ft ²
Fill area	5,265.6 ft ²
Zero volume area	0.0 ft ²
Total	13,428.8 ft ²

Depth summary	
Maximum depth of cut material	0.915 ft
Maximum depth of fill material	1.003 ft

Note: 'Cut Material' is defined as material where [SG] is lower than [EG -0.75 2]. 'Fill Material' is defined as the volume of material where [SG] is higher than [EG -0.75 2].

Note: The above volumes are calculated solely from the geometries of the selected surfaces. No material properties are applied to the above numbers.

Date: 8/24/2023 10:39:33 AM	Project: G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023- 009 RTIA LOOP ROAD RECONSTRUCTION.vce	Trimble Business Center
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Project File Data		Coordinate System	
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Time zone:	Pacific Standard Time	Global reference datum:	WGS 1984
Reference number:		Global reference epoch:	
Description:		Geoid:	
Comment 1:		Vertical datum:	
Comment 2:		Calibrated site:	
Comment 3:			

Earthwork Volume Report

Unclassified surface compared to Unclassified surface

Surfaces	
EG -0.75 3	Classification: Unclassified
SG	Classification: Unclassified

Bank Volumes Based on Surface Geometry Alone	
Cut material	100.8 yd ³
Fill material	2.6 yd ³
Excess	98.3 yd ³

Bank Areas Based on Surface Geometry Alone	
Cut area	6,019.0 ft ²
Fill area	817.0 ft ²
Zero volume area	0.1 ft ²
Total	6,836.0 ft ²

Depth summary	
Maximum depth of cut material	1.135 ft
Maximum depth of fill material	0.338 ft

Note: 'Cut Material' is defined as material where [SG] is lower than [EG -0.75 3]. 'Fill Material' is defined as the volume of material where [SG] is higher than [EG -0.75 3].

Note: The above volumes are calculated solely from the geometries of the selected surfaces. No material properties are applied to the above numbers.

Date: 8/24/2023 10:40:30 AM	Project: G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023- 009 RTIA LOOP ROAD RECONSTRUCTION.vce	Trimble Business Center
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Project File Data		Coordinate System	
Name:	G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023-009 RTIA LOOP ROAD RECONSTRUCTION.vce	Name:	SCS900 Localization
Size:	57 MB	Zone:	SCS900 Record
Modified:	8/24/2023 10:16:02 AM (UTC:-7)	Datum:	WGS84 Equivalent Datum
Time zone:	Pacific Standard Time	Global reference datum:	WGS 1984
Reference number:		Global reference epoch:	
Description:		Geoid:	
Comment 1:		Vertical datum:	
Comment 2:		Calibrated site:	
Comment 3:			

Earthwork Volume Report

Unclassified surface compared to Unclassified surface

Surfaces	
EG -0.75 4	Classification: Unclassified
SG	Classification: Unclassified

Bank Volumes Based on Surface Geometry Alone	
Cut material	161.5 yd ³
Fill material	12.5 yd ³
Excess	149.0 yd ³

Bank Areas Based on Surface Geometry Alone	
Cut area	16,326.3 ft ²
Fill area	4,236.5 ft ²
Zero volume area	2.0 ft ²
Total	20,564.8 ft ²

Depth summary	
Maximum depth of cut material	1.332 ft
Maximum depth of fill material	0.886 ft

Note: 'Cut Material' is defined as material where [SG] is lower than [EG -0.75 4]. 'Fill Material' is defined as the volume of material where [SG] is higher than [EG -0.75 4].

Note: The above volumes are calculated solely from the geometries of the selected surfaces. No material properties are applied to the above numbers.

Date: 8/24/2023 10:41:26 AM	Project: G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023- 009 RTIA LOOP ROAD RECONSTRUCTION.vce	Trimble Business Center
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Project File Data		Coordinate System	
Name:	G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023-009 RTIA LOOP ROAD RECONSTRUCTION.vce	Name:	SCS900 Localization
Size:	57 MB	Zone:	SCS900 Record
Modified:	8/24/2023 10:16:02 AM (UTC:-7)	Datum:	WGS84 Equivalent Datum
Time zone:	Pacific Standard Time	Global reference datum:	WGS 1984
Reference number:		Global reference epoch:	
Description:		Geoid:	
Comment 1:		Vertical datum:	
Comment 2:		Calibrated site:	
Comment 3:			

Earthwork Volume Report

Unclassified surface compared to Unclassified surface

Surfaces	
EG -0.75 5	Classification: Unclassified
SG	Classification: Unclassified

Bank Volumes Based on Surface Geometry Alone	
Cut material	18.8 yd ³
Fill material	2.9 yd ³
Excess	15.9 yd ³

Bank Areas Based on Surface Geometry Alone	
Cut area	4,835.1 ft ²
Fill area	2,482.7 ft ²
Zero volume area	1.5 ft ²
Total	7,319.3 ft ²

Depth summary	
Maximum depth of cut material	0.597 ft
Maximum depth of fill material	0.725 ft

Note: 'Cut Material' is defined as material where [SG] is lower than [EG -0.75 5]. 'Fill Material' is defined as the volume of material where [SG] is higher than [EG -0.75 5].

Note: The above volumes are calculated solely from the geometries of the selected surfaces. No material properties are applied to the above numbers.

Date: 8/24/2023 10:42:15 AM	Project: G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023- 009 RTIA LOOP ROAD RECONSTRUCTION.vce	Trimble Business Center
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Project File Data		Coordinate System	
Name:	G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023-009 RTIA LOOP ROAD RECONSTRUCTION.vce	Name:	SCS900 Localization
Size:	57 MB	Zone:	SCS900 Record
Modified:	8/24/2023 10:16:02 AM (UTC:-7)	Datum:	WGS84 Equivalent Datum
Time zone:	Pacific Standard Time	Global reference datum:	WGS 1984
Reference number:		Global reference epoch:	
Description:		Geoid:	
Comment 1:		Vertical datum:	
Comment 2:		Calibrated site:	
Comment 3:			

Earthwork Volume Report

Unclassified surface compared to Unclassified surface

Surfaces	
EG -0.75 6	Classification: Unclassified
SG	Classification: Unclassified

Bank Volumes Based on Surface Geometry Alone	
Cut material	37.7 yd ³
Fill material	8.2 yd ³
Excess	29.5 yd ³

Bank Areas Based on Surface Geometry Alone	
Cut area	9,728.6 ft ²
Fill area	4,964.9 ft ²
Zero volume area	2.9 ft ²
Total	14,696.5 ft ²

Depth summary	
Maximum depth of cut material	0.531 ft
Maximum depth of fill material	0.836 ft

Note: 'Cut Material' is defined as material where [SG] is lower than [EG -0.75 6]. 'Fill Material' is defined as the volume of material where [SG] is higher than [EG -0.75 6].

Note: The above volumes are calculated solely from the geometries of the selected surfaces. No material properties are applied to the above numbers.

Date: 8/24/2023 10:42:59 AM	Project: G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023- 009 RTIA LOOP ROAD RECONSTRUCTION.vce	Trimble Business Center
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Project File Data		Coordinate System	
Name:	G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023-009 RTIA LOOP ROAD RECONSTRUCTION.vce	Name:	SCS900 Localization
Size:	57 MB	Zone:	SCS900 Record
Modified:	8/24/2023 10:16:02 AM (UTC:-7)	Datum:	WGS84 Equivalent Datum
Time zone:	Pacific Standard Time	Global reference datum:	WGS 1984
Reference number:		Global reference epoch:	
Description:		Geoid:	
Comment 1:		Vertical datum:	
Comment 2:		Calibrated site:	
Comment 3:			

Earthwork Volume Report

Unclassified surface compared to Unclassified surface

Surfaces	
EG -0.75 7	Classification: Unclassified
SG	Classification: Unclassified

Bank Volumes Based on Surface Geometry Alone	
Cut material	17.8 yd ³
Fill material	1.1 yd ³
Excess	16.6 yd ³

Bank Areas Based on Surface Geometry Alone	
Cut area	4,404.2 ft ²
Fill area	878.2 ft ²
Zero volume area	0.5 ft ²
Total	5,282.9 ft ²

Depth summary	
Maximum depth of cut material	0.514 ft
Maximum depth of fill material	0.856 ft

Note: 'Cut Material' is defined as material where [SG] is lower than [EG -0.75 7]. 'Fill Material' is defined as the volume of material where [SG] is higher than [EG -0.75 7].

Note: The above volumes are calculated solely from the geometries of the selected surfaces. No material properties are applied to the above numbers.

Date: 8/24/2023 10:44:27 AM	Project: G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023- 009 RTIA LOOP ROAD RECONSTRUCTION.vce	Trimble Business Center
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Project File Data		Coordinate System	
Name:	G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023-009 RTIA LOOP ROAD RECONSTRUCTION.vce	Name:	SCS900 Localization
Size:	57 MB	Zone:	SCS900 Record
Modified:	8/24/2023 10:16:02 AM (UTC:-7)	Datum:	WGS84 Equivalent Datum
Time zone:	Pacific Standard Time	Global reference datum:	WGS 1984
Reference number:		Global reference epoch:	
Description:		Geoid:	
Comment 1:		Vertical datum:	
Comment 2:		Calibrated site:	
Comment 3:			

Earthwork Volume Report

Unclassified surface compared to Unclassified surface

Surfaces	
EG -0.75 8	Classification: Unclassified
SG	Classification: Unclassified

Bank Volumes Based on Surface Geometry Alone	
Cut material	78.8 yd ³
Fill material	10.9 yd ³
Excess	67.9 yd ³

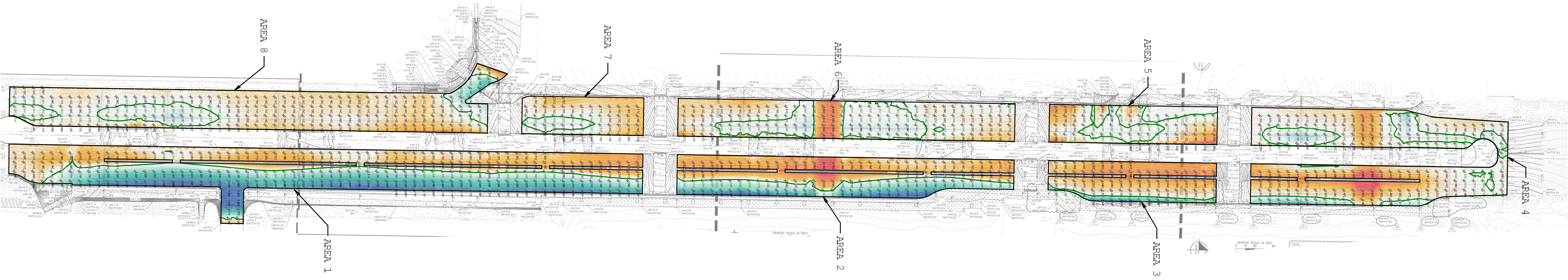
Bank Areas Based on Surface Geometry Alone	
Cut area	17,560.3 ft ²
Fill area	4,308.1 ft ²
Zero volume area	1.3 ft ²
Total	21,869.7 ft ²

Depth summary	
Maximum depth of cut material	0.709 ft
Maximum depth of fill material	0.897 ft

Note: 'Cut Material' is defined as material where [SG] is lower than [EG -0.75 8]. 'Fill Material' is defined as the volume of material where [SG] is higher than [EG -0.75 8].

Note: The above volumes are calculated solely from the geometries of the selected surfaces. No material properties are applied to the above numbers.

Date: 8/24/2023 10:45:18 AM	Project: G:\Z DRIVE PROJECTS\023-009 RTIA LOOP ROAD RECONSTRUCTION\MODEL\023- 009 RTIA LOOP ROAD RECONSTRUCTION.vce	Trimble Business Center
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CHANGE ORDER REQUEST

CCO No. 015

Project No.: 16571 – RTIA Terminal Loop Road Project

Date: 2/5/2024

To: Jon Lau
Reno-Tahoe Airport Authority
2001 E Plumb Lane
Reno, NV 89502

From: Braden Riley
Q&D Construction LLC
PO Box 10865
Reno, NV 89510

Phone: 775-328-6462

Phone: 775-786-2677

Fax:

Fax: 775-786-5136

Email: jlau@renoairport.com

Email: briley@qdconstruction.com

cc: Joe Mamola (CME), Marc Leone (Q&D)

Below is the detail for our proposal to complete the following changes in contract work:

- Change Order Request: CCO#015 – Upsizing Pull Boxes
 - Proposed Scope of Work: Change order is for labor, equipment, and materials to upsize pull boxes to accommodate the number of conduit to come in and out of the boxes.

CCO Item Sub-Totals	Quantity	Units	Unit Price	Amount
Upsize Pull Boxes	1	LSU	\$9,350.00	\$9,350.00

CCO Item Totals	Change (in Days)	Amount
CCO#015 – Upsize Pull Boxes	0	\$9,350.00

Submitted By:

Braden Riley

2/5/2024

Date

Approved By:

Reno-Tahoe Airport Authority

Date



PCO-001
Upsized Pull Boxes
2314 - Terminal Loop

To: Braden Riley

Job Name: RTIA Terminal Loop Rd.

Company: Q& D Construction

Change Re: Upsized Pull Boxes

Address: 1051 S 21st Street, Reno, NV 89431

Date: January 23, 2024

Phone: 775-302-6552

CC: Ryan Greenhalgh

Work Scope:

Multiple boxes located in the departures lane had to be upsized to accommodate the number of conduit required to come in and out of these boxes.

Departures Lane				
Station	Box	Plan Size	As Built Size	Notes
16+26	Power	#3 1/2	#7	
16+26	Comm	#3 1/2	#7	
19+20	Power	#3 1/2	#7	
19+20	Comm	#3 1/2	#7	
20+38	Power	#3 1/2	#7	
20+38	Comm	#3 1/2	#7	
21+42	Comm	#3 1/2	#7	
22+46	Power	#3 1/2	#7	
22+46	Comm	#3 1/2	#7	
24+04	Power	#3 1/2	#7	
24+04	Comm	#3 1/2	#7	
Pull Box Changes		QTY	UNIT COST	UNIT TOTAL
Removed:	#3 1/2 Pull Boxes	11	\$ 750.00	\$ (8,250.00)
Added:	#7 Pull Boxes	11	\$ 1,600.00	\$ 17,600.00
TOTAL PCO AMOUNT PULL BOX CHANGES				\$ 9,350.00

Price as described above \$9,350.00

Titan Electrical Contracting will only proceed with this work upon return of this proposal signed by a person authorized to approve work and payment at this location.

Approved By: _____ Date: _____



Administrative Report

Date: March 12, 2024

Subject: Financial Reporting Package – January 2024

EXECUTIVE SUMMARY

Attached is the Financial Reporting Package for the seven months ending January 31, 2024, of fiscal year (FY) 2023-24. The package includes a high-level summary of total revenue and expenses, followed by a more detailed discussion of key metrics.

In the opening days of the year, American equities saw modest gains. The Dow Jones Industrial Average climbed by 1.3%, the S&P 500 advanced by 1.7%, and the NASDAQ saw a 1.0% increase. Notably, the large-cap stocks outpaced the Small-caps in January. The Russell 1000 index grew by 1.4%, contrasting with a 3.9% decline in the Russell 2000. Growth outperformed value within both indices.¹

In January, the seasonally adjusted Consumer Price Index for All Urban Consumers saw a 0.3% increase, while over the past 12 months (not seasonally adjusted), it increased 3.1%. Excluding food and energy, the index for all items experienced a 0.4% increase in January.²

In its January 2024 meeting, the Federal Reserve declared its decision to uphold the overnight federal funds rate within the existing range of 5.25% to 5.5%. Concurrently, the unemployment rate held steady at 3.7% for the third consecutive month. Since February 2022, the rate has fluctuated within the range of 3.4% to 3.8%. The count of unemployed individuals remained relatively unchanged at 6.1 million in January 2024.

Passenger traffic at RNO was forecasted to continue its upward trend in FY 2023-24, expected to reach 2.497 million enplaned passengers. This represents a 12% increase from the prior fiscal year and marks the highest passenger forecast since FY 2006-07. While demand for travel in the Reno-Tahoe region remains strong, passenger airlines are adapting their schedules to align with pilot and aircraft availability, leading to a reduction in flight frequency in favor of larger aircraft and a potential for high load factors. The updated enplaned passenger traffic forecast for FY 2023-24 is 2.420 million.

In January 2024, RNO was served by 11 passenger airlines (this number does not include Sun Country Airlines) offering non-stop scheduled service to 22 destinations. Enplanements were 172,968, a decrease of 15.9% compared to the budget forecast and an increase of 0.9% from January 2023. Total enplanements for the seven months ending January 31, 2024, reached 1.369 million, a decrease of 5.6% compared to the budget forecast and a 4.6% increase year-over-year. Total landed weight was 7.3% lower than the budget forecast for both passenger and cargo airlines.

To enhance tracking of actual results as compared to the budget, adjustments for seasonal variation of revenues, expenses and airline activity are incorporated into the budget. Revenues are adjusted to reflect

¹ [Monthly Market Wrap: January 2024 - YCharts](#)

² Bureau of Labor Statistics (USD-L-23-2563)

changes in airline activity during peak months, resulting in some higher airline revenues, public parking, and concession revenues. Other seasonal adjustments account for specific utility costs and special events. The balance of budgeted operating expenses assumes a uniform distribution, with one-twelfth of the operating expense budget allocated to each month.

	YEAR TO DATE as of January 31, 2024 (In Thousands)						
	Actual Results				58.3%	Of Fiscal Year	
	CURRENT YEAR	PRIOR YEAR	VARIANCE		Y-T-D	VARIANCE	
			\$	%	BUDGET	\$	%
Operating Revenue							
Airline	\$ 14,929	\$ 11,474	\$ 3,455	30.1%	\$ 15,236	\$ (307)	-2.0%
Non-Airline	29,681	26,587	3,094	11.6%	29,781	(100)	-0.3%
Total Operating Revenue	44,610	38,061	6,549	17.2%	45,016	(406)	-0.9%
Operating Expenses	(35,573)	(31,489)	(4,084)	13.0%	(38,457)	2,884	-7.5%
Net Operating Income	9,037	6,572	2,465	37.5%	6,560	2,478	37.8%
Non-Operating Income (Expense)*	19,968	14,689	5,279	35.9%	11,830	8,137	68.8%
Net Income Before Depreciation	29,005	21,261	7,744	36.4%	18,390	10,615	57.7%

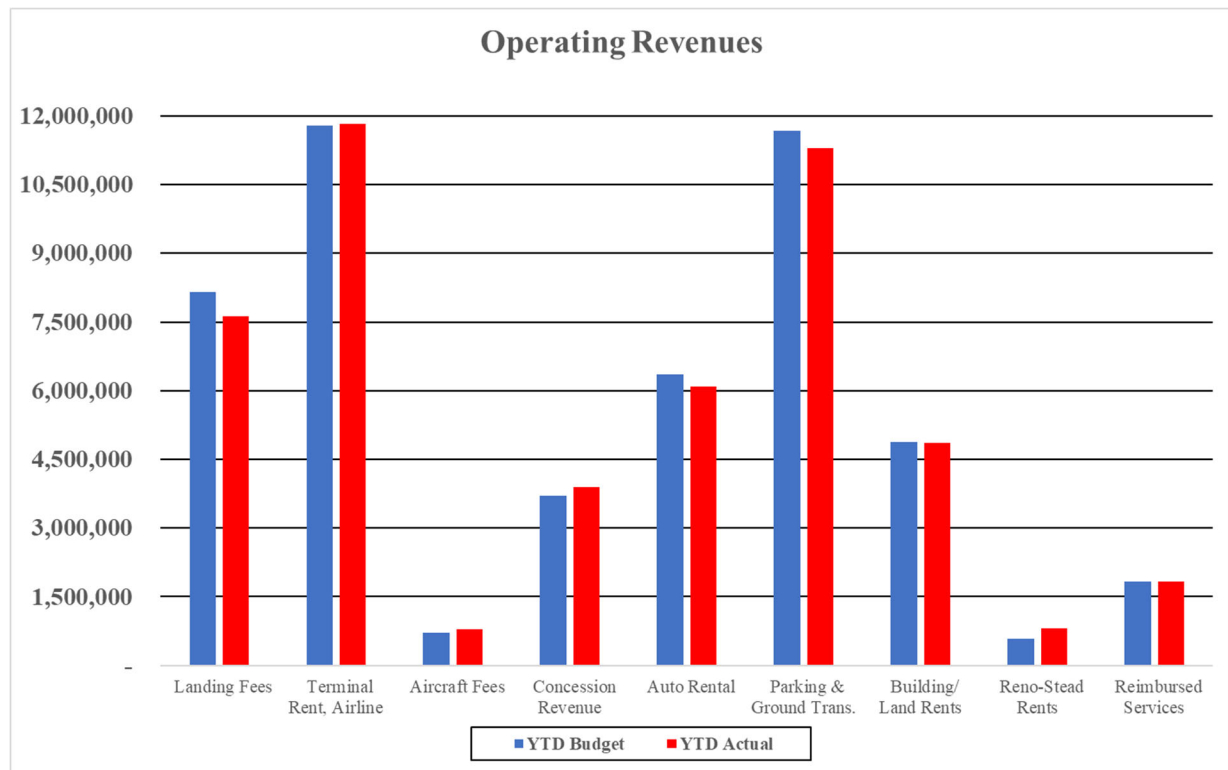
* Includes Federal Stimulus funds

Based on actual results through January 31, 2024, net income before depreciation was approximately \$29.005 million, reflecting a substantial increase of \$10.615 million or 57.7% from the budget forecast. This noteworthy surge is primarily attributed to operating expenses being \$2.884 million or 7.5% below budget, coupled with non-operating income surpassing expectations by \$8.137 million or 68.8% above budget. The non-operating increase includes federal stimulus funds (CARES, ARPA) in the current fiscal year for projects budgeted and started in the prior year.

OPERATING REVENUES

RTAA's operating revenues for FY 2024 through January 31, 2024, totaled \$44.610 million, approximately \$406,400 or 0.9% below the budget due to lower than anticipated airline traffic and softer than expected public parking and auto rental activity. Revenues exceeded the prior fiscal year's actual results by \$6.549 million or 17.2%. This upturn can be attributed to higher terminal rents, landing fees, concession revenues, aircraft fees, parking and ground transportation fees, and other rents.

The chart below reflects actual operating revenues for the fiscal year as compared to the budget amount.



AIRLINE REVENUES

Airline revenues are collected in accordance with prescribed rates and charges as specified by formulas in RTAA's new Airline-Airport Use and Lease Agreement (AAULA) with the signatory airlines, effective from July 1, 2023, to June 30, 2033. The new AAULA maintains a hybrid structure, with a complete recoupment of net Airfield cost center operating, maintenance, debt service, amortization, and capital improvement costs through landing fees from the airlines, and the airlines only pay for the space they use in the terminal building.

The AAULA includes a revenue-sharing methodology for the distribution of available net revenues to signatory passenger airlines on a per-enplaned passenger basis. This aims to create an incentive for air service by tying an allocated amount of available net revenues to the number of enplaned passengers of each signatory airline. Signatory airlines have the flexibility to use the revenue share credit to cover monthly rates and charges. The total revenue share credit of \$4.520 million (\$3.70 per enplaned passenger), was \$194,400 or 4.1% below the FY 2023-24 budget. This was attributable to the lower enplaned passenger traffic reported by signatory airlines.

Landing Fees

The formula for calculating landing fees consists of 100% cost recovery of Airfield-related operating costs, capital improvement costs, debt service, amortization, and other charges. These costs are mitigated by Airfield-derived revenues and non-signatory landing fees. Landing fees were budgeted and collected at \$3.99 per 1,000 lbs. of landed weight for signatory airlines and \$4.59 for non-signatory airlines. Non-signatory airlines pay 15% above the budgeted signatory airline rate. Based on actual results for the seven-month period ending January 31, 2024, the calculated signatory landing fee per 1,000 lbs. was \$4.08. The

slight increase in signatory landing fee is due to the lower-than-expected landed weight reported by airlines in the first seven months of the fiscal year. Lower landed weight was reported by Alaska, Delta, Southwest, FedEx, UPS, Allegiant, JetBlue, and Spirit partially offset by higher landed weight reported by American, United, and Sun Country. While below budget, the landed weight reported through January 31, 2024, was 2.8% above the same period in FY 2022-23. Total landing fee revenues were \$7.617 million, approximately \$540,200 or 6.6% below the adopted budget.

Airline Terminal Rents

Airline terminal rents are determined by the recovery of all Terminal costs, including operating and maintenance, capital improvement, debt service, and amortization. This cost is divided by the square footage of the airline rentable space in the terminal building. The Terminal requirement is partially offset by in-terminal concession revenues, a 50% share of gaming revenues, and reimbursed services. The budgeted average rental rate is \$142.44 per square foot per annum (PSFPA). Based on the actual results for the seven months ending January 31, 2024, the calculated average terminal rental rate was \$129.48, a decrease of 9.1% compared to the budgeted rate of \$142.44. The decrease is primarily due to the lower operating costs of the Terminal cost center in the first seven months of the year. Actual airline terminal rental revenues were \$11.832 million through January 2024, surpassing the budget by approximately \$39,100 or 0.3%.

NON-AIRLINE REVENUES

Non-airline operating revenues play a crucial role in supporting RTAA's operating costs outside of airline-affiliated operations. While airline revenues are calculated and collected as cost recovery for airline-related operations, non-airline operating revenues are essential to fund internal operations, equipment acquisitions, and capital improvement projects that are not directly associated with airline operations. Non-airline operating revenues are primarily comprised of terminal and rental car concession revenues, public parking, building/land rents, and reimbursement of RTAA provided services. Based on actual results for the seven-month period ending January 31, 2024, non-airline operating revenues, adjusted by the ARPA allocation of approximately \$84,200, totaled \$29.681 million, \$99,700 or 0.3% under the budget forecast.

Concession revenues outperformed the budget by \$193,300 or 5.2% primarily due to higher than anticipated business activity by ground handlers operating at RNO. In addition, gaming, retail, and advertising concessions also reported positive results in the first seven months of the year. Auto rental concession revenues were \$266,300 or 4.2% below budget. All rental car companies, except for Alamo, operated above the Minimum Annual Guarantee (MAG) revenue levels for the first seven months of the year. Gross revenues per enplanement have decreased by 4.9% from the prior fiscal year. Parking revenues fell short of the budget forecast by \$411,000, or a decrease of 3.7%, and exceeded the same period in the previous fiscal year by \$422,200 or 4.1%. The underperformance in parking revenues is directly related to increased activity reported by the transportation network companies (TNCs) as more passengers use the transportation services provided by TNCs. As a result, ground transportation revenues outperformed the budget by \$28,900 or 5.1%. Parking revenue per enplaned passenger decreased by 0.6% from \$7.67 to \$7.62 when compared to the same period in the prior FY.

Reno-Tahoe Land Rental revenues are \$232,500 below budget through January 2024 due to the delayed commencement of rent for the Toles commercial development. Reno-Stead Airport (RTS) rents outperformed the budget by \$242,200 due to the option payments received from Dermody Properties.

NON-OPERATING REVENUES

Non-operating revenues reached \$19.967 million, exceeding the budget by approximately \$8.137 million or 68.8% based on actual results for the period ending January 31, 2024. This revenue category is primarily comprised of Customer Facility Charges (CFCs) associated with the rental car activity, Passenger Facility Charges (PFCs), federal stimulus funds (CARES, ARPA), interest income, and aviation fuel tax. Federal stimulus funds are recorded as non-operating revenues when funds are received from the FAA. The single largest increase in this category was \$6.061 million of CARES, ARPA federal stimulus funds received to reimburse RTAA for prior period disbursements. These prior period reimbursements were not factored into the FY 2023-24 budget forecast.

CFC collections, interest income, and fuel tax revenues collectively surpassed the budget forecast by approximately \$1.712 million. CFCs were increased from \$6.50 to \$9.00 per transaction day effective September 1, 2023. The rate increase was not factored into the adopted budget forecast. FY 2023-24 CFC revenues through January 31, 2024, were \$6.153 million, \$595,300 or 10.7% above budget primarily due to the rate increase in September 2023.

PFC revenues are collected by airlines from ticket sales at \$4.50 per enplaned passenger, with RTAA receiving a net of \$4.39 after a \$0.11 administration fee. PFC collections are reflected as revenue when the cash is received, resulting in some months appearing to be over-collected and others under-collected due to timing. In the first seven months of the year, PFC revenues were \$5.405 million, exceeding the same period in the prior year by \$471,500 or 9.6%, and \$75,300 or 1.4% below budget. This difference is primarily attributed to the timing of cash received. PFCs are collected by airlines at the time of ticket sales, resulting in revenues not precisely aligning with actual passenger traffic in any period.

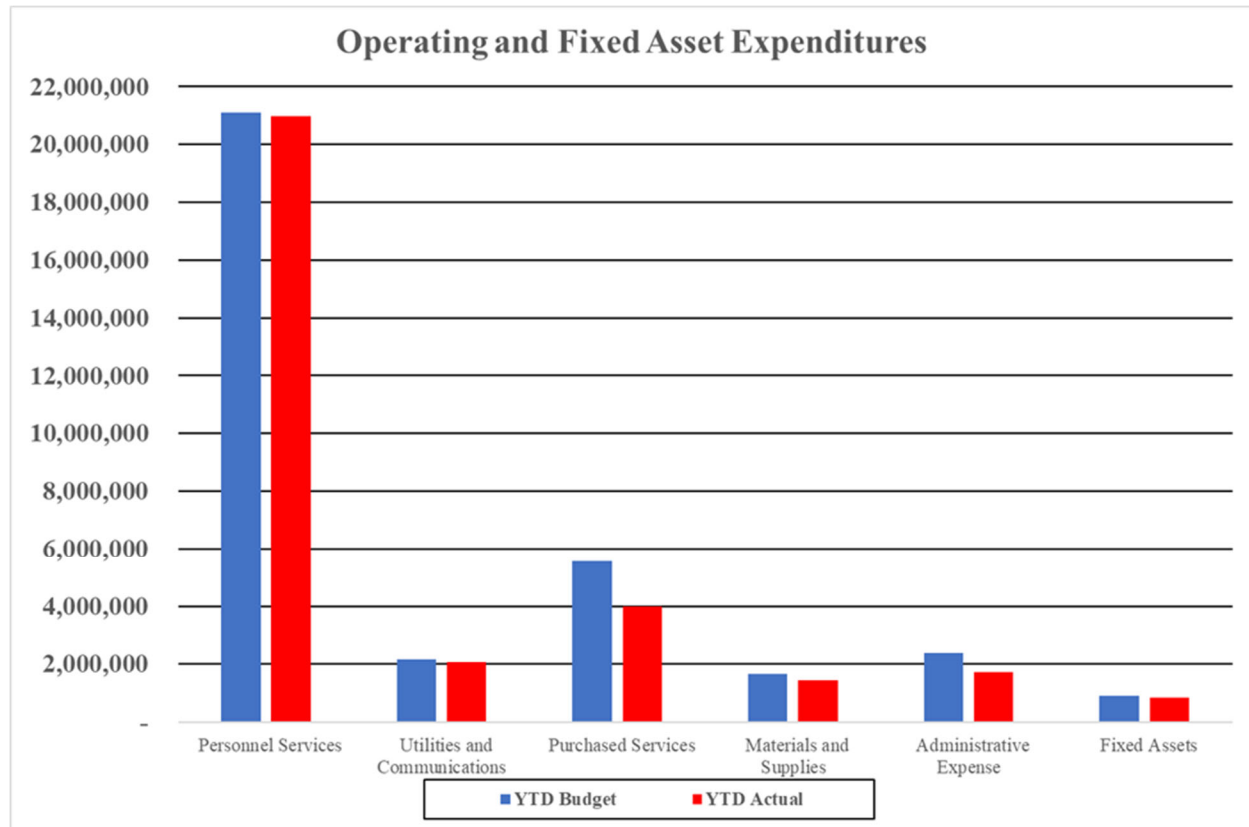
OPERATING EXPENSES

Based on actual results for the seven-month period ending January 31, 2024, operating expenses of \$35.573 million, were \$2.884 million or 7.5% below budget, and \$4.084 million or 13.0% above the same period in the prior fiscal year. Operating expenses are grouped into five categories: Personnel Services, Utilities and Communications, Purchased Services, Materials and Supplies and Administrative expenses. All categories were below budget, except for Utilities and Communications. All five categories were below budget.

Personnel Services reported previously from July through December 2023, have been restated in RTAA's general ledger to correct the cost allocation of salaries and benefits for those prior periods. These adjustments have no impact on employee payments of salaries and wages. In addition, staff calculated the accrued vacation liability effective January 31, 2024 resulting in an additional expense of \$148,400 through December. The six month personnel expense total increased by \$101,100 as a result of these adjustments. The table below indicates the prior reported and restated amounts for Personnel Services expenses.

Month	Personnel Expenses Prior Reported	Personnel Expenses Restated	Difference
July	\$3,289,439	\$3,371,633	\$82,194
August	\$3,481,908	\$3,402,592	(\$79,316)
September	\$3,199,200	\$3,803,147	\$603,947
October	\$3,321,177	\$3,476,266	\$155,089
November	\$3,442,961	\$3,517,150	\$74,189
December	\$4,283,549	\$3,548,578	(\$734,971)
Total	\$21,018,234	\$21,119,366	\$101,132

The chart below reflects actual operating expenses for the fiscal year as compared to the budget amount.



DEBT SERVICE

On July 14, 2022, the Board approved a \$50 million non-revolving credit agreement with Wells Fargo Bank to provide short-term financing for RTAA's capital program. The funds may be drawn in any amount not to exceed \$50 million. As of January 2024, a total of \$31.219 million has been drawn, leaving a balance of \$18.781 million available for future RTAA capital financing needs. Repayment of a portion of the drawn funds, along with interest and fees, is from federal stimulus funds. \$15.987 million was the outstanding debt balance as of January 2024 and is associated with the Ticketing Hall Expansion project.

KEY BENCHMARKS

The following are key benchmarks and ratios used to measure financial activities and monitor the financial health and condition of RTAA:

Key Statistics / Benchmarks	YEAR TO DATE January 31, 2024						
					58.3% Of Fiscal Year		
	CURRENT YEAR	PRIOR YEAR	VARIANCE	%	Y-T-D BUDGET	VARIANCE	%
Enplaned Passengers	1,368,622	1,308,313	60,309	4.6%	1,449,446	(80,824)	-5.6%
Airline Cost Per Enplaned Passenger	\$ 10.15	\$ 6.85	\$ 3.30	48.2%	\$ 9.71	0.44	4.6%
Non-Airline Revenues per EPAX (a)	\$ 20.35	\$ 18.88	\$ 1.47	7.8%	\$ 19.29	1.06	5.5%
Operating Ratio	79.7%	82.7%	-3.0%	-3.6%	85.4%	-5.7%	-6.7%
Days Cash On Hand	471	426	45.1	10.6%	483	(11.80)	-2.4%
Federal Stimulus	\$ 6,738,138	\$ 4,474,165	\$ 2,263,972	50.6%	\$ 676,722	6,061,416	895.7%

(a) Excludes cost reimbursement for the Baggage Handling System (BHS) paid by the airlines.

Enplaned Passengers

Enplaned passengers for the first seven months of FY 2023-24 were 1,368,622, a 4.6% increase compared to the corresponding period in the prior fiscal year and 5.6% less than the budget forecast. January passenger traffic is the highest reported since 2008. Enplaned passengers are critical to non-airline revenues, such as public parking, rental car concessions, food and beverage concessions, gaming, etc.

Airline Cost per Enplaned Passenger (CPE)

This ratio represents airline payments for use of airport facilities including landing fees, terminal rents, and baggage handling systems, in accordance with the adopted rates and charges methodology as outlined in the new airline lease agreement. RTAA targets to maintain a reasonable cost structure for airlines operating at RNO to attract and maintain air service to our community. With operating expenses running 7.5% below budget, lower passenger traffic, and the \$3.70 revenue share credit per enplaned passenger, the signatory airline CPE is estimated to be \$10.15 as compared to the FY 2023-24 budget of \$9.71.

Non-Airline Revenue per Enplaned Passenger

This ratio represents operating revenues derived from sources other than the airlines, divided by enplaned passengers for the fiscal year. It measures operating revenue capacity from various sources including terminal rents, rental car concession fees, public parking, and land and building rents from non-airline facilities at both airports. Based on actual results for the first seven months of FY 2023-24, the non-airline revenue per enplaned passenger was \$20.35, 5.5% higher than the budgeted amount of \$19.29. This increase is primarily due to higher revenues from concessions, building and land rents, and interest income.

Operating Ratio

The Operating Ratio is calculated by dividing operating and maintenance expenses by total operating revenues. This ratio indicates whether the level of operating expenses as a proportion of operating revenues are consistent and tracking with the approved expenditures and revenues adopted in the budget. Generally, a lower ratio of expenses to revenues is positive since it reflects an improvement in the net operating revenues available to pay debt service and generate additional cash flow. Based on the first seven months of FY 2023-24, the operating ratio was 79.7% as compared to the higher ratio in the prior year of 82.7%, and the adopted budget of 85.4%. These results compared to the budget reflect the lower operating expenses through January 2024.

Days Cash on Hand (DCOH)

DCOH is an important measure of liquidity. It is calculated by dividing unrestricted cash and investments by the daily operating and maintenance expenditure budget (annual operating and maintenance budget divided by 365 days). As of January 31, 2024, RTAA's DCOH was 471 days, approximately 12 days lower than the FY 2023-24 budget forecast. RTAA's policy is a desired target of 365 days. The 2021 median average, as compiled by Moody's Investor Services, is 794 for medium hub airports.

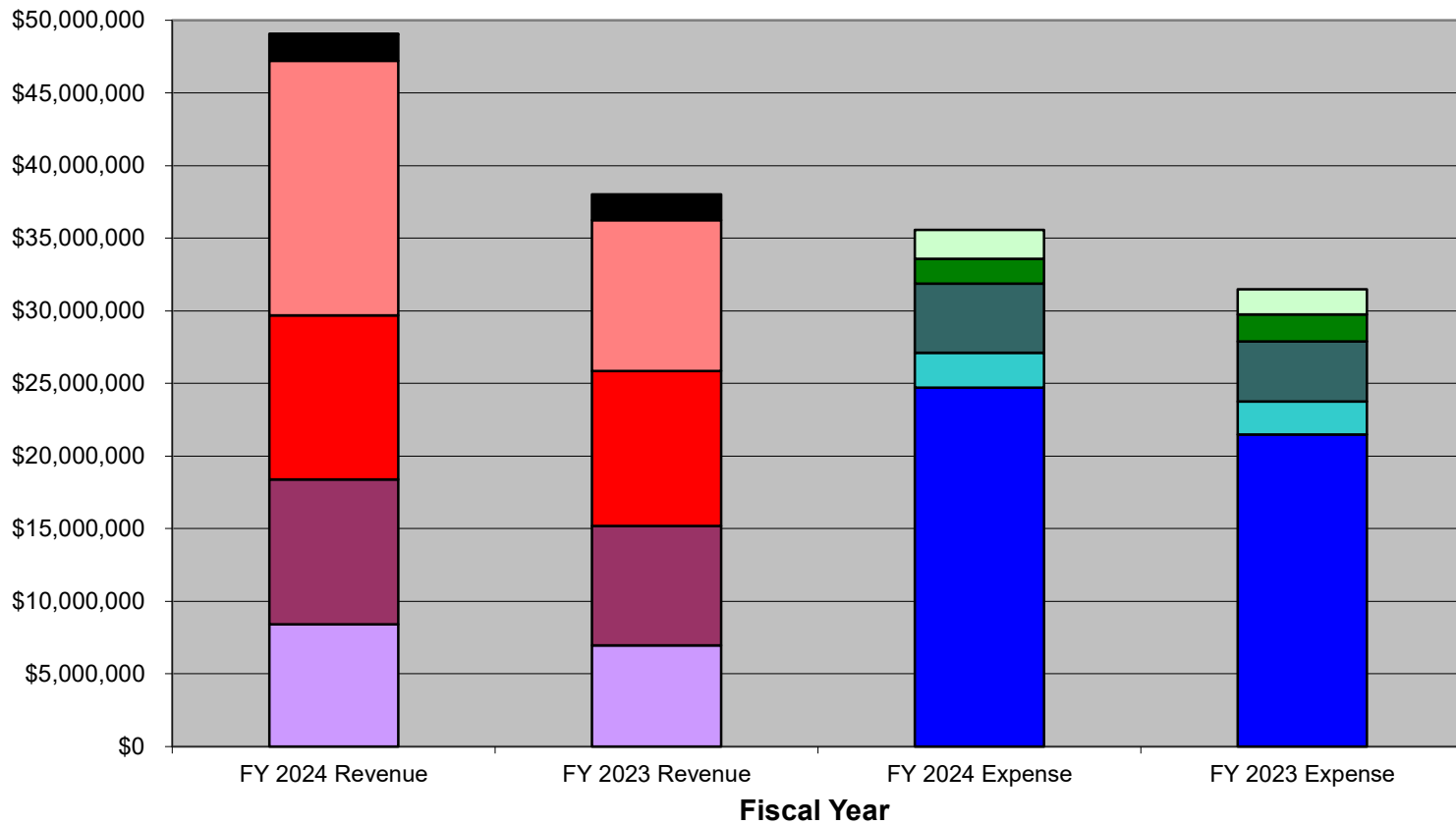
OPERATING STATEMENT
RENO-TAHOE AIRPORT AUTHORITY
For the Seven Months Ending January 31, 2024

	<i>CURRENT MONTH</i>				<i>For the Seven Months Ending January 31, 2024</i>						
	CURRENT YEAR	PRIOR YEAR	VARIANCE	%	CURRENT YEAR	PRIOR YEAR	VARIANCE	%	58.33%	OF FISCAL YEAR	
									Y-T-D BUDGET	VARIANCE	%
REVENUES											
Landing Fees	\$ 1,017,764	\$ 884,253	\$ 133,511	15.1%	\$ 7,617,196	\$ 6,292,264	\$ 1,324,933	21.1%	\$ 8,157,382	\$ (540,186)	-6.6%
Terminal Rent, Airline	1,651,627	720,320	931,307	129.3%	11,831,624	5,181,259	6,650,364	128.4%	11,792,550	39,074	0.3%
Airline Revenue Sharing	(582,524)	0	(582,524)	n.a.	(4,519,824)	0	(4,519,824)	n.a.	(4,714,232)	194,408	-4.1%
Aircraft Fees	112,327	99,414	12,914	13.0%	789,371	668,929	120,441	18.0%	706,024	83,347	11.8%
Concession Revenue	554,971	521,626	33,345	6.4%	3,900,413	2,214,325	1,686,088	76.1%	3,707,080	193,333	5.2%
Auto Rental	727,433	536,311	191,121	35.6%	6,082,305	6,004,946	77,359	1.3%	6,348,573	(266,268)	-4.2%
Parking & Ground Transportation	1,480,022	1,454,007	26,015	1.8%	11,292,139	10,671,728	620,411	5.8%	11,674,221	(382,082)	-3.3%
Reno-Tahoe Building/ Land Rents	746,806	660,951	85,855	13.0%	4,869,044	4,476,976	392,068	8.8%	4,886,676	(17,631)	-0.4%
Reno-Stead Rents	128,791	90,320	38,471	42.6%	815,228	719,878	95,350	13.2%	573,067	242,162	42.3%
Reimbursed Services	257,600	282,916	(25,316)	-8.9%	1,836,355	1,795,403	40,952	2.3%	1,827,423	8,933	0.5%
Miscellaneous	4,948	3,983	966	24%	96,135	35,173	60,963	173.3%	57,633	38,502	66.8%
OPERATING REVENUE	\$ 6,099,765	\$ 5,254,100	\$ 845,665	16.1%	\$ 44,609,987	\$ 38,060,881	\$ 6,549,106	17.2%	\$ 45,016,396	\$ (406,409)	-0.9%
EXPENSES											
Personnel Services	\$ 3,588,598	\$ 3,239,603	\$ 348,996	10.8%	\$ 24,707,945	\$ 21,475,354	\$ 3,232,591	15.1%	\$ 24,808,230	\$ (100,285)	-0.4%
Utilities and Communications	314,106	446,557	(132,451)	-29.7%	2,399,379	2,277,384	121,995	5.4%	2,585,077	(185,698)	-7.2%
Purchased Services	791,069	833,981	(42,912)	-5.1%	4,772,618	4,143,124	629,494	15.2%	6,350,909	(1,578,291)	-24.9%
Materials and Supplies	237,015	328,346	(91,331)	-27.8%	1,698,856	1,870,395	(171,539)	-9.2%	1,922,736	(223,880)	-11.6%
Administrative Expense	277,578	218,294	59,284	27.2%	1,993,779	1,722,699	271,080	15.7%	2,789,680	(795,901)	-28.5%
OPERATING EXPENSES	\$ 5,208,367	\$ 5,066,781	\$ 141,586	2.8%	\$ 35,572,577	\$ 31,488,955	\$ 4,083,621	13.0%	\$ 38,456,632	\$ (2,884,055)	-7.5%
NET OPERATING INC. BEFORE DEPR.	\$ 891,398	\$ 187,319	\$ 704,079	375.9%	\$ 9,037,410	\$ 6,571,926	\$ 2,465,485	37.5%	\$ 6,559,764	\$ 2,477,646	37.8%
Depreciation and Amortization	1,976,587	2,001,483	(24,896)	-1.2%	13,850,175	14,402,454	(552,280)	-3.8%	16,332,680	(2,482,505)	-15.2%
OPERATING INCOME	\$ (1,085,189)	\$ (1,814,164)	\$ 728,975	40.2%	\$ (4,812,764)	\$ (7,830,529)	\$ 3,017,764	38.5%	\$ (9,772,916)	\$ 4,960,151	50.8%
NON-OPERATING INCOME (EXPENSE)											
Interest Income	\$ 421,571	\$ 162,364	\$ 259,207	159.6%	\$ 1,822,376	\$ 856,621	\$ 965,755	112.7%	\$ 706,475	1,115,901	158.0%
Passenger Facility Charge	646,242	874,207	(227,964)	-26.1%	5,404,925	4,933,402	471,523	9.6%	5,480,183	(75,258)	-1.4%
Customer Facility Charge	759,073	524,855	234,217	44.6%	6,152,530	4,424,212	1,728,318	39.1%	5,557,194	595,336	10.7%
Jet Fuel Tax Revenue	23,000	24,581	(1,581)	-6.4%	175,328	186,077	(10,750)	-5.8%	174,067	1,261	0.7%
Federal Grant Revenue	301,219	2,411,298	(2,110,078)	n.a.	6,738,138	4,474,165	2,263,972	50.6%	676,722	6,061,416	895.7%
G/L on Sale of Capital Assets	0	0	0	n.a.	836	2,157	(1,321)	-61.2%	0	836	n.a.
Other Non-Operating Revenue (Expense)	4,629	0	4,629	n.a.	16,598	(135,000)	151,598	-112.3%	(116,662)	133,260	-114.2%
Interest Expense	(66,485)	(9,304)	(57,181)	614.6%	(343,049)	(52,881)	(290,168)	548.7%	(647,777)	304,728	-47.0%
Total	\$ 2,089,248	\$ 3,988,000	\$ (1,898,752)	-47.6%	\$ 19,967,682	\$ 14,688,754	\$ 5,278,928	35.9%	\$ 11,830,202	\$ 8,137,480	68.8%
Net Income Before Capital Contributions	\$ 1,004,059	\$ 2,173,836	\$ (1,169,777)	-53.8%	\$ 15,154,917	\$ 6,858,225	\$ 8,296,692	121.0%	\$ 2,057,286	\$ 13,097,632	636.6%

OPERATING STATEMENT
RENO-TAHOE AIRPORT AUTHORITY
For the Seven Months Ending January 31, 2024

	CURRENT MONTH				YEAR TO DATE				ANNUAL BUDGET	
	ACTUAL	BUDGET	VARIANCE		ACTUAL	BUDGET	VARIANCE		TOTAL	ANNUAL BUDGET % TO DATE
			\$	%			\$	%		
REVENUES										
Landing Fees	\$ 1,017,764	\$ 1,144,298	\$ (126,534)	-11.1%	\$ 7,617,196	\$ 8,157,382	\$ (540,186)	-6.6%	\$ 14,007,453	54%
Terminal Rent, Airline	1,651,627	1,684,650	(33,023)	-2.0%	11,831,624	11,792,550	39,074	0.3%	20,215,800	59%
Airline Revenue Sharing	(582,524)	(671,679)	89,155	-13.3%	(4,519,824)	(4,714,232)	194,408	-4.1%	(8,180,400)	55%
Aircraft Fees	112,327	100,861	11,467	11.4%	789,371	706,024	83,347	11.8%	1,210,326	65%
Concession Revenue	554,971	526,862	28,109	5.3%	3,900,413	3,707,080	193,333	5.2%	6,378,460	61%
Auto Rental	727,433	900,795	(173,363)	-19.2%	6,082,305	6,348,573	(266,268)	-4.2%	10,936,255	56%
Parking & Ground Transportation	1,480,022	1,656,872	(176,850)	-10.7%	11,292,139	11,674,221	(382,082)	-3.3%	20,106,733	56%
Reno-Tahoe Building/ Land Rents	746,806	698,097	48,710	7.0%	4,869,044	4,886,676	(17,631)	-0.4%	8,377,158	58%
Reno-Stead Rents	128,791	81,867	46,924	57.3%	815,228	573,067	242,162	42.3%	982,400	83%
Reimbursed Services	257,600	259,888	(2,288)	-0.9%	1,836,355	1,827,423	8,933	0.5%	3,142,836	58%
Miscellaneous	4,948	8,233	(3,285)	-39.9%	96,135	57,633	38,502	66.8%	98,800	97%
OPERATING REVENUE	\$ 6,099,765	\$ 6,390,743	\$ (290,978)	-4.6%	\$ 44,609,987	\$ 45,016,396	\$ (406,409)	-0.9%	\$ 77,275,821	58%
EXPENSES										
Personnel Services	\$ 3,588,598	\$ 3,515,369	\$ 73,230	2.1%	\$ 24,707,945	\$ 24,808,230	\$ (100,285)	-0.4%	\$ 42,186,759	59%
Utilities and Communications	314,106	419,454	(105,348)	-25.1%	2,399,379	2,585,077	(185,698)	-7.2%	4,543,050	53%
Purchased Services	791,069	810,253	(19,184)	-2.4%	4,772,618	6,350,909	(1,578,291)	-24.9%	9,917,771	48%
Materials and Supplies	237,015	263,797	(26,782)	-10.2%	1,698,856	1,922,736	(223,880)	-11.6%	3,220,834	53%
Administrative Expense	277,578	394,733	(117,155)	-29.7%	1,993,779	2,789,680	(795,901)	-28.5%	4,716,531	42%
OPERATING EXPENSES	\$ 5,208,367	\$ 5,403,605	\$ (195,239)	-3.6%	\$ 35,572,577	\$ 38,456,632	\$ (2,884,055)	-7.5%	\$ 64,584,945	55%
NET OPERATING INC. BEFORE DEPR.	\$ 891,398	\$ 987,137	\$ (95,739)	-9.7%	\$ 9,037,410	\$ 6,559,764	\$ 2,477,646	37.8%	\$ 12,690,876	71%
Depreciation and Amortization	1,976,587	2,333,333	(356,746)	-15.3%	13,850,175	16,332,680	(2,482,505)	-15.2%	28,000,000	49%
OPERATING INCOME	\$ (1,085,189)	\$ (1,346,196)	\$ 261,007	19.4%	\$ (4,812,764)	\$ (9,772,916)	\$ 4,960,151	50.8%	\$ (15,309,124)	31%
NON-OPERATING INCOME (EXPENSE)										
Interest Income	\$ 421,571	\$ 100,925	\$ 320,646	317.7%	\$ 1,822,376	\$ 706,475	\$ 1,115,901	158.0%	1,211,100	150%
Passenger Facility Charge	646,242	782,883	(136,641)	-17.5%	5,404,925	5,480,183	(75,258)	-1.4%	9,394,600	58%
Customer Facility Charge	759,073	788,507	(29,434)	-3.7%	6,152,530	5,557,194	595,336	10.7%	9,573,000	64%
Jet Fuel Tax Revenue	23,000	24,867	(1,867)	-7.5%	175,328	174,067	1,261	0.7%	298,400	59%
Federal Stimulus	301,219	96,675	204,545	211.6%	6,738,138	676,722	6,061,416	895.7%	1,160,094	581%
G/L on Sale of Capital Assets	0	0	0	n.a.	836.00	0	836	n.a.	0	n.a.
Other Non-Operating Revenue (Expense)	4,629	(16,667)	21,295	-127.8%	16,598	(116,662)	133,260	-114.2%	(200,000)	-8%
Interest Expense	(66,485)	(92,543)	26,058	-28.2%	(343,049)	(647,777)	304,728	-47.0%	(1,110,519)	31%
Total	\$ 2,089,248	\$ 1,684,646	\$ 404,602	24.0%	\$ 19,967,682	\$ 11,830,202	\$ 8,137,480	68.8%	\$ 20,326,675	98%
Net Income Before Capital Contributions	\$ 1,004,059	\$ 338,450	\$ 665,609	196.7%	\$ 15,154,917	\$ 2,057,286	\$ 13,097,632	636.6%	\$ 5,017,551	302%

Operating Revenue and Expense YTD through January 31, 2024



SUMMARY OF NON-AIRLINE REVENUES

Reno-Tahoe Airport Authority

	1/31/2024 YTD Actual	1/31/2023 YTD Actual	Over (Under) Prior Year	% Variance	1/31/2024 Year to Date Budget	Over (Under) Budget	% Variance	2023-24 Annual Budget	% of Annual Budget
Aircraft Fees - Reno	\$ 777,160	\$ 656,568	\$ 120,591	18.4%	671,782	\$ 105,378	15.7%	1,151,625	67.5%
Aircraft Fees - Stead	12,211	12,361	(150)	-1.2%	34,242	(22,031)	-64.3%	58,700	20.8%
Gaming Concession	824,903	451,638	373,265	0.82646845	811,690	13,213	1.6%	1,398,243	59.0%
Food & Beverage	1,183,740	574,275	609,465	106.1%	1,289,589	(105,850)	-8.2%	2,221,488	53.3%
Retail/Merchandise	751,384	227,201	524,183	230.7%	710,250	41,134	5.8%	1,223,500	61.4%
Advertising	506,970	473,265	33,706	7.1%	485,312	21,658	4.5%	831,964	60.9%
Other Concessions	101,517	51,496	50,022	97.1%	84,330	17,188	20.4%	144,565	70.2%
FBO and Ground Handlers	505,165	407,467	97,698	24.0%	305,667	199,498	65.3%	524,000	96.4%
Stead Concessions	26,733	28,982	(2,249)	-7.8%	20,242	6,491	32.1%	34,700	77.0%
Auto Rental	6,082,305	6,004,946	77,359	1.3%	6,348,573	(266,268)	-4.2%	10,936,255	55.6%
Ground Transportation	597,416	399,248	198,168	49.6%	568,545	28,871	5.1%	977,700	61.1%
Auto Parking	10,694,723	10,272,480	422,243	4.1%	11,105,676	(410,953)	-3.7%	19,129,032	55.9%
Other Terminal Rents	641,902	478,351	163,551	34.2%	611,858	30,044	4.9%	1,048,900	61.2%
Reno-Tahoe Building Rents	2,010,137	1,926,047	84,091	4.4%	1,825,350	184,788	10.1%	3,129,171	64.2%
Reno-Tahoe Land Rents	2,217,004	2,072,578	144,427	7.0%	2,449,467	(232,463)	-9.5%	4,199,087	52.8%
Reno-Stead Rents	815,228	719,878	95,350	13.2%	573,067	242,162	42.3%	982,400	83.0%
Reimbursed Services	1,836,355	1,795,403	40,952	2.3%	1,827,423	8,933	0.5%	3,142,836	58.4%
Miscellaneous	96,135	35,173	60,963	173.3%	57,633	38,502	66.8%	98,800	97.3%
Total Non-Airline Operating Revenue	29,680,991	26,587,358	3,093,633	11.6%	29,780,696	(99,706)	-0.3%	51,232,966	57.9%
Non Operating Revenue (a)	2,015,138	1,044,855	970,283	92.9%	734,183	1,280,955	174.5%	1,258,600	160.1%
TOTAL NON-AIRLINE REVENUE	\$ 31,696,129	\$ 27,632,213	\$ 4,063,916	14.7%	\$ 30,514,880	\$ 1,181,249	3.9%	\$ 52,491,566	60.4%
						(99,706)			
Year to Date Enplaned Passengers	1,368,622	1,308,313			1,449,446			2,496,862	
Non-Airline Revenue Per EPAX (b)	\$ 20.35	\$ 18.95			\$ 19.29			\$ 19.26	
Non-Airline Revenue Per EPAX (c)	\$ 11.45	\$ 10.25			\$ 10.70			\$ 10.68	

(a) Excludes PFC and CFC revenues

(b) Total Non-Airline Revenue less Reimbursed Services divided by enplaned passengers

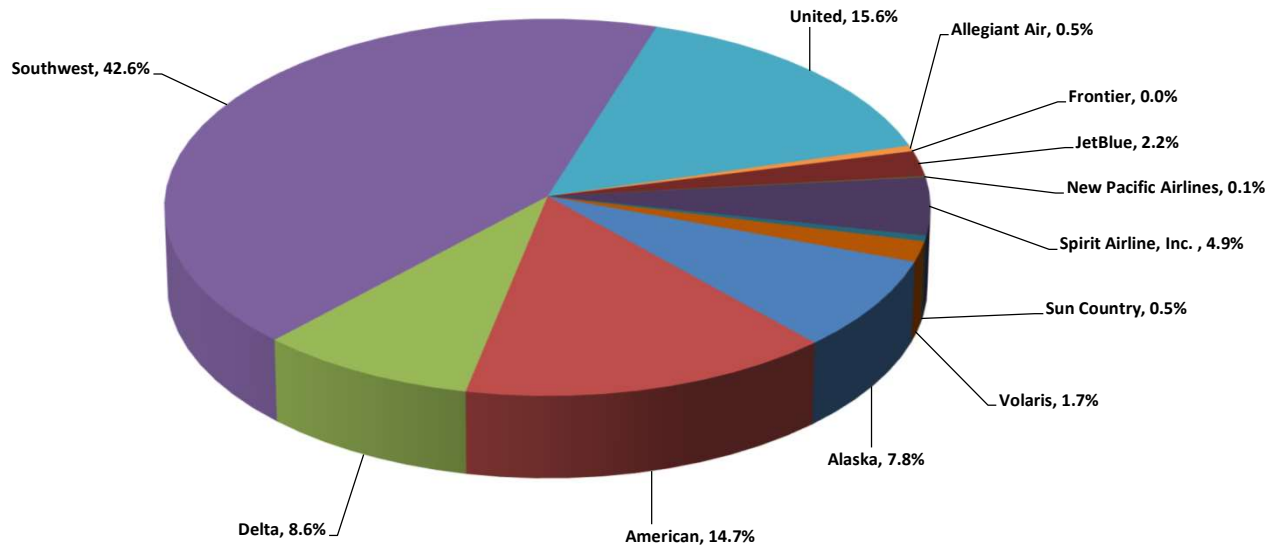
(c) Non-Airline Revenue (Concessions, Rental Car, Other Rents) Per Enplaned Passenger (Strategic Plan Measure)

SUMMARY OF ENPLANED PASSENGERS BY AIRLINE

Reno-Tahoe International Airport

Enplaned passengers by Airline	Month			Year-to-date		
	Jan-24	Jan-23	Percent change	YTD 2023-24	YTD 2022-23	Percent change
Major/national carriers (Signatory)						
Aha!	0	0	n.a.	0	5,407	-100.0%
Alaska	9,862	10,813	-8.8%	106,234	95,130	11.7%
American	27,252	26,711	2.0%	201,597	203,294	-0.8%
Delta	15,494	16,054	-3.5%	118,221	113,323	4.3%
Southwest	75,623	73,271	3.2%	582,559	562,585	3.6%
United	29,548	26,594	11.1%	213,303	198,363	7.5%
Total	157,779	153,443	2.8%	1,221,914	1,178,102	3.7%
Non-Signatory and Charter						
Allegiant Air	226	711	-68.2%	6,753	9,545	-29.3%
Frontier	0	1,693	-100.0%	0	14,191	-100.0%
JetBlue	2,385	3,494	-31.7%	29,985	30,859	-2.8%
New Pacific Airlines, Inc.	492	0	n.a.	979	0	n.a.
Spirit Airlines	7,322	7,223	1.4%	67,237	45,259	48.6%
Sun Country Airlines	0	0	n.a.	6,659	0	n.a.
Volaris	3,395	3,237	4.9%	23,773	19,060	24.7%
Other Charters	1,369	1,573	-13.0%	11,322	11,297	0.2%
Total	15,189	17,931	-15.3%	146,708	130,211	12.7%
Total enplaned passengers	172,968	171,374	0.9%	1,368,622	1,308,313	4.6%

**Enplaned Passenger Market Share
Year to Date January 2024**



RTAA Liquidity Position

