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AGENDA

Board of Trustees Workshop
Tuesday, April 23, 2024 | 10:00 AM
-- Virtual Only --

Notice of Public Meeting

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

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

Watch on Zoom: <https://us02web.zoom.us/j/83428124474>

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Accommodations

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

Public Comment

Anyone wishing to make public comment may do so in person at the Board meeting, or by emailing comments to lkolacek@renoairport.com. Comments received **prior to 4:00 p.m. on the day before the meeting** will be given to the Board for review and included with the minutes of this meeting. To make a public comment during the Zoom meeting, please make sure your computer or device has a working microphone. Use the "Chat" feature to submit a request to speak. When the time comes to make public comments, you will be invited to speak. Public comment is **limited to three (3) minutes** per person. No action may be taken on a matter raised under general public comment.

Posting

This agenda has been posted at the following locations:

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

Supporting Materials

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

1. INTRODUCTORY ITEMS

1.1 Pledge of Allegiance

1.2 Roll Call

2. PUBLIC COMMENT

3. INFORMATION / POSSIBLE ACTION ITEMS

3.1 Board Memo No. 04/2024-15 (*For Possible Action*): Review, discussion and potential authorization for the President/CEO to negotiate final terms and execute a settlement agreement with Granite Construction Company, Inc., to resolve potential litigation related to the reconstruction of Runway 17R/35L at the Reno-Tahoe International Airport pursuant to the Contract Agreement dated April 8, 2020, between Granite Construction Company, Inc. and the Reno-Tahoe Airport Authority

3.2 Board Workshop on the Preliminary Budget of the Reno-Tahoe Airport Authority for the Fiscal Year Beginning July 1, 2024 (FY 2024-25) (*Non-Action Item*)

4. PUBLIC COMMENT

5. ADJOURNMENT

Board Memorandum

04/2024-15

In Preparation for the Board Workshop Meeting on April 23, 2024

Subject: Authorization for the President/CEO to negotiate final terms and execute a settlement agreement with Granite Construction Company, Inc., to resolve potential litigation related to the reconstruction of Runway 17R/35L at the Reno-Tahoe International Airport pursuant to the Contract Agreement dated April 8, 2020, between Granite Construction Company, Inc. and the Reno-Tahoe Airport Authority

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

BACKGROUND

On March 4, 2020, the Board authorized the President/CEO to execute a Construction Contract with Granite Construction Company, Inc. (“Granite”) for the reconstruction of Runway 17R/35L (“the Runway”) at the Reno-Tahoe International Airport (“RNO”). The RTAA and Granite subsequently entered into a Contract Agreement dated April 8, 2020 (“the Contract”). Granite completed reconstruction of the Runway on October 16, 2021, and the Runway was open for operations. In early November of 2021, RTAA staff first noted flaking in the concrete surface of the Runway. On November 16, 2021, the RTAA issued a warranty notification to Granite. On November 28, 2022, the RTAA issued a Notice of Failure, Defect or Damage within Warranty Period to Granite. On December 5, 2022, RTAA Staff closed the Runway to evaluate its condition and ensure the safety of operations. In the spring of 2023, the RTAA permitted Granite to perform certain remedial efforts, which Granite proposed and undertook at its sole cost and risk, including grinding and grooving of the Runway’s new concrete surface. The Runway was reopened in July 2023. Since that time, additional concrete issues, including scaling and popouts have continued. It is the opinion of RTAA Staff that no amount of further grinding and grooving remediation efforts will sufficiently resolve the concrete issues in a timely and cost-effective manner. Accordingly, RTAA Staff have been working diligently with Granite to determine alternative steps forward.

DISCUSSION

With the approval of this item, the President/CEO will negotiate final terms and execute a settlement agreement in accordance with the term sheet included as “Exhibit A”. The settlement agreement will be incorporated into a change order to the Contract.

Upon execution of the change order, within ten days of the execution of the change order implementing the terms of the settlement, Granite will pay the RTAA Five Million Dollars (\$5,000,000.00). Granite will also complete additional remediation to the full length and width of the keel section. The remediation will include milling of the new concrete keel section to a depth

of 3” and filling that section with a 3” asphalt mat. Granite will start construction on August 19, 2024, and must complete the remediation work, except for grooving and restriping by November 21, 2024. This will allow for Runway 17R/35L to reopen in time for the Thanksgiving and Christmas Holiday travel seasons.

Granite will be responsible for the complete design, including plans and specifications for the remediation work. All other requirements of the Contract will remain in effect, including a one-year warranty period for the remediation work and liquidated damages if the November 21, 2024 deadline is not met. RTAA’s Engineer of Record and the FAA will review these documents for compliance with FAA Regulations and Standards. Following completion of the remediation work, the RTAA will be responsible for all striping and ongoing maintenance of the Runway, except for warranty items or latent defects.

The RTAA will release Granite from all claims related to the existing concrete, including the quality of the concrete, except for any property or personal injury claims that may arise between execution of the settlement and the start of the remediation work. This release includes the costs the RTAA has incurred to date in clearing foreign object debris (“FOD”) resulting from the existing concrete failure and the various consultants and attorneys the RTAA has retained. The RTAA will also release Granite for design related issues for the remediation work except to the extent liability arises due to a violation of the applicable design standard of care.

In summary, in exchange for release of the claims the RTAA may have against Granite related to the existing concrete, Granite will, at no cost to the RTAA, remove the existing failing concrete, replace it with asphalt, and pay the RTAA \$5,000,000.00. Thereafter, the RTAA will be responsible for maintenance of the Runway. RTAA Staff believe this represents a fair compromise that will guarantee RNO’s longest runway can remain open during our crucial travel months.

FISCAL IMPACT

As part of the RTAA’s release of claims, the RTAA will waive any rights to recover all costs incurred in this matter including consulting fees, inspection fees, attorney fees, and the cost of regularly sweeping the Runway to remove FOD. To date, these fees total over \$1,000,000.00. Granite will also agree to a release of claims against the RTAA, which includes any right to recover Granite’s costs incurred in its remediation efforts to date.

Granite will be responsible for the design and construction of the additional remediation efforts. Maintenance and any additional work for the runway will be RTAA’s responsibility. Because the surface will have changed from a concrete surface to an asphalt surface, additional maintenance considerations have been included in this settlement. Granite will pay the RTAA \$5,000,000.00, which will be used to fund the RTAA’s expenses for maintaining the Runway to the end of its useful life. The \$5,000,000.00 will also be used to pay for the RTAA’s consultants and contractors that will be necessary for a mid-term mill and fill.

COMMITTEE COORDINATION

None

PROPOSED MOTION

“Move to authorize the President/CEO to negotiate final terms and execute a settlement agreement with Granite Construction Company, Inc., to resolve potential litigation related to the reconstruction of Runway 17R/35L at the Reno-Tahoe International Airport pursuant to the Contract Agreement dated April 8, 2020, between Granite Construction Company, Inc. and the Reno-Tahoe Airport Authority.”

GRANITE – RTAA FINAL SETTLEMENT TERMS SHEET

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

SUBMITTAL AND CONSTRUCTION SCHEDULE FOR MILL AND INLAY SCOPE OF WORK

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

CONSTRUCTION DETAILS AND CSPP FOR MILL AND INLAY SCOPE OF WORK

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

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

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

FINAL STRIPING

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

FOD

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

RELEASE OF CLAIMS

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

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

MAINTENANCE AGREEMENT

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

CONSULTANT SERVICES

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

SETTLEMENT AMOUNT

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

Board Memorandum

In Preparation for the Regular Board Meeting on April 23, 2024

Subject: Board Workshop On the Preliminary Budget of the Reno-Tahoe Airport Authority For the Fiscal Year Beginning July 1, 2024 (FY2024-25)

The Board Budget Workshop is the point in the budget process when the Board and staff review the current fiscal status of RTAA and preliminary budget estimates for the upcoming fiscal year that begins on July 1, 2024. This is an important step in the budget process and aids in communicating budget objectives, concerns, and outlooks to be factored into the upcoming budget. The preliminary budget for Fiscal Year (FY) 2024-25 is scheduled for consideration by the Finance & Business Development Committee on May 21 and adoption by Board of Trustees on May 23, 2024.

Accompanying this memorandum is the Executive Summary of the FY 2024-25 preliminary budget. It focuses on the big pieces of developing the budget for next year, including an executive summary, key metrics, analysis and presentations of estimated revenues, expenses, fixed assets/equipment, debt service, and capital improvement projects. We expect the data and analysis contained in this preliminary budget will change based on Board input and adjustments to refine revenue or expense estimates. Any such budget adjustments will be addressed in the final proposed budget during the May Committee and Board meetings.

Airline traffic at RNO has made a tremendous recovery following the COVID pandemic. We celebrated new records of enplaned passengers in some months of FY 2023-24. However, the updated FY 2023-24 traffic forecast has shown some signs of slowing the growth trend this year with a reduction in both landed weight and passenger traffic. Some of the carriers exited the Reno market (Allegiant, Frontier, New Pacific), while new airlines started operating at RNO – Spirit, Sun Country. The existing airlines are still facing operational challenges primarily caused by equipment shortages and safety concerns. As we look at the airline traffic for next fiscal year, we are cautiously optimistic. Our airline partners are forecasting increased landed weight when compared to the current year forecast and expecting the passenger traffic to stabilize next year. RTAA staff is currently in consultation with airlines on the FY 2024-25 traffic forecast and will continue to closely monitor airline traffic changes and the impact this may have on revenues.

FY 2024 is the first year of the new ten-year Airport-Airline Use and Lease Agreement (AAULA or airline agreement) with Alaska Airlines, American Airlines, Delta Air Lines, Federal Express

(FedEx), Southwest Airlines, United Parcel Service (UPS), and United Airlines referred to as Signatory Airlines. The AAULA defines the premises leased by Signatory Airlines and provides the terms and conditions under which they operate at RNO. The airline agreement sets forth the rate methodology by which Signatory Airlines pay for the facilities and services they use.

RTAA has recently entered into a ground lease and a public-private partnership agreement with ConRAC Solutions to build a new consolidated rental car facility. The project will be funded exclusively by customer facility charges (CFCs) paid by rental car customers. After the financial close of the deal all CFCs will be managed by a designated trustee and RTAA will no longer receive those revenues from the rental car companies. A \$150,000 annual administrative fee will be paid to RTAA for the duration of the agreement.

The MoreRNO capital program is expected to make significant progress in FY 2024-25 with the continued design process of the New Gen A&B concourses, South Remain Overnight (RON) pad, Central Utility Plant (CUP), and New Headquarters (HQ). Upon Board approval construction is also expected to start next year on the South RON, CUP, and HQ. Funding for the MoreRNO program is from federal grants, passenger facility charges (PFC), airline rates and charges, RTAA cash, and airport revenue bonds. Staff is currently anticipating issuing bonds in August 2024.

The preliminary budget is balanced, includes necessary cost increases, higher revenues, and required adjustments based on various contractual obligations. Working closely with the Executive Team we are continuing to closely monitor airline traffic, revenues, and expenses and are prepared to make necessary adjustments if the current forecast does not materialize.

FY 2024-25 PRELIMINARY BUDGET

Summary

The FY 2024-25 preliminary budget includes total revenues of \$105.291 million to fund airport operating expenses, debt service, equipment, and capital improvements. This section provides a financial overview of the preliminary FY 2024-25 budget and key metrics.

Budget Category	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Operating Budget						
Revenues	\$ 66,493,459	\$ 85,456,219	\$ 85,836,664	\$ 88,429,772	\$ 2,973,553	3.5%
Expenses	(55,842,097)	(65,144,750)	(65,111,301)	(68,407,035)	(3,262,285)	5.0%
Revenues over Expenses	10,651,362	20,311,469	20,725,363	20,022,737	(288,732)	(1.4%)
Other Sources (Uses)						
Property, Plant and Equipment	(1,667,829)	(894,962)	(920,911)	(702,657)	192,305	(21.5%)
Debt Service	(400,000)	(1,110,519)	(910,609)	(1,665,560)	(555,041)	50.0%
Federal Stimulus Funds	1,520,000	1,160,094	960,184	-	(1,160,094)	(100%)
Interest Income	2,899,224	1,976,400	2,794,600	2,381,800	405,400	20.5%
Other Non-Operating Revenue	300,994	298,400	300,000	302,900	4,500	1.5%
Total Other Sources (Uses)	2,652,389	1,429,413	2,223,264	316,483	(1,112,930)	(77.9%)
Net Sources over Uses	13,303,751	21,740,882	22,948,627	20,339,219	(1,401,663)	(6.4%)
Other Revenues:						
Passenger Facility Charges	8,372,017	9,394,600	9,355,700	8,907,900	(486,700)	(5.2%)
Customer Facility Charges	7,863,374	9,573,000	11,457,400	-	(9,573,000)	(100%)
Total Other Sources	16,235,391	18,967,600	20,813,100	8,907,900	(10,059,700)	(53.0%)
Capital Budget	24,002,427	58,384,588	58,384,588	100,639,053	42,254,465	72.4%

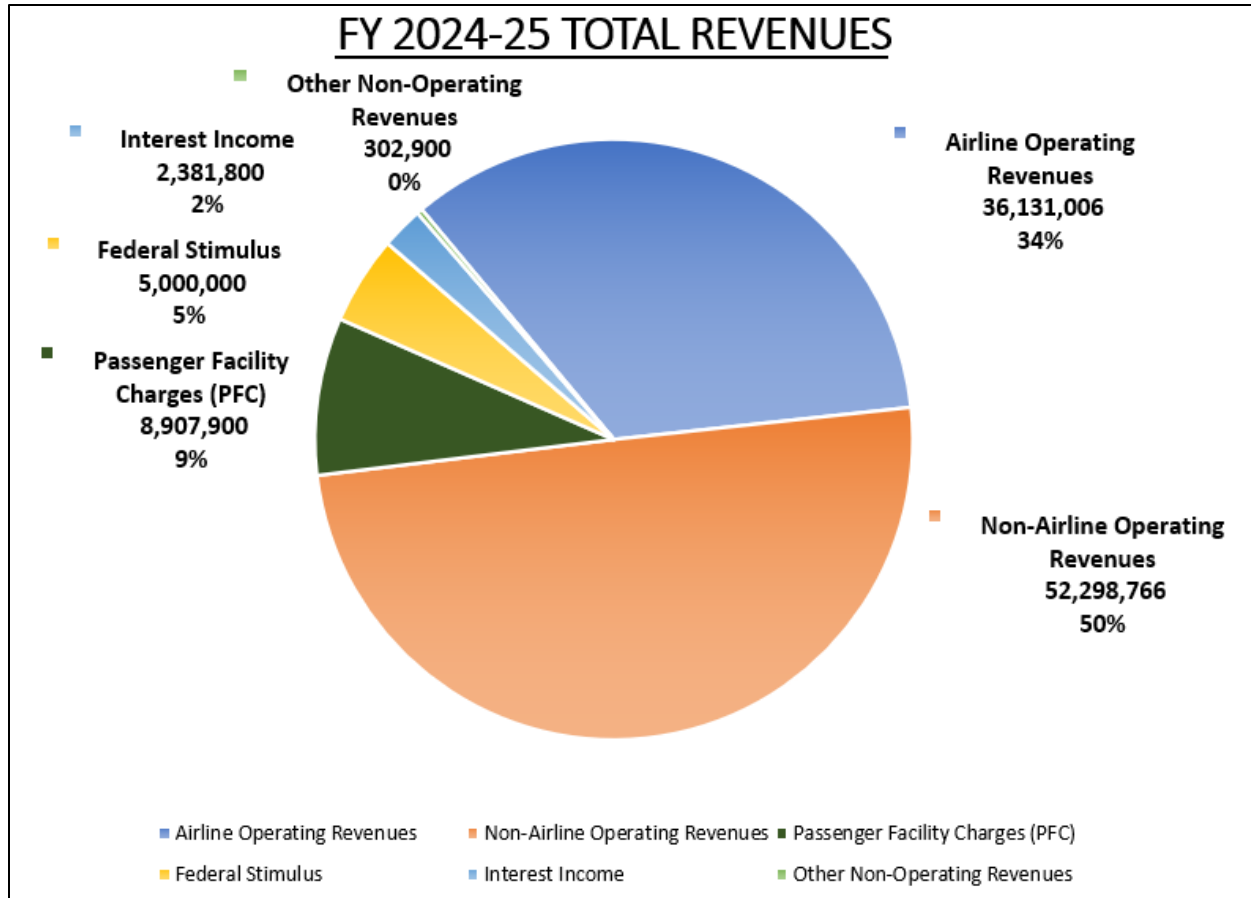
Key Metrics

Description	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Enplaned Passengers	2,229,254	2,496,862	2,387,943	2,387,382	(109,480)	(4.4%)
Sig. Cost Per Enplanement	\$6.33	\$9.65	\$9.72	\$11.04	\$1.40	14.5%
Landed Weight (000's)	3,100,328	3,506,091	\$3,275,282	3,358,215	(147,876)	(4.2%)
Landing Fee (Signatory)	\$3.79	\$3.99	\$4.22	\$4.27	\$0.28	7.0%
Landing Fee (Non-Signatory)	\$3.79	\$4.59	\$4.85	\$4.91	\$0.32	7.0%
Terminal Rental Rate (Avg.)	\$34.47	\$142.44	\$143.07	\$156.80	\$14.36	10.1%
Debt Service Coverage	53.49	27.92	35.88	18.93	(9.00)	(32.2%)

The revenue forecast for next year assumes 2.387 million enplaned passengers, a 4.4% decrease from the current year budget, and 1.4% decrease from the updated forecast. The decrease in enplaned passengers is due to the exit of some carriers from the RNO market, downsizing of equipment by exiting carriers and a lower load factor assumption.

Total Revenues

Total airport revenues, composed of operating and non-operating revenues, forecasted for FY 2024-25 are \$105.291 million, a \$675,000 or 0.6% decrease from the FY 2023-24 adopted budget. Total revenues also include federal stimulus funds.



Operating Revenues

Budget Category	FY 2022-23 Actual	FY 2023-24 Budget	FY 2023-24 Forecast	FY 2024-25 Budget	Budget to Budget \$ Change	Budget to Budget % Change
Operating Revenues:						
Airline Revenues	\$ 17,989,194	\$ 34,223,253	\$ 34,095,481	\$ 36,131,006	\$ 1,907,753	5.6%
Non-Airline Revenues	48,504,266	51,232,966	51,741,183	52,298,766	1,065,800	2.1%
Total Operating Revenues	66,493,459	85,456,219	85,836,664	88,429,772	2,973,553	3.5%

Of the total revenues, \$88.430 million are operating revenues derived from airline and non-airline revenue sources. Operating revenues are forecasted to increase \$2.974 million or 3.5% from the FY 2023-24 adopted budget. Operating revenues are summarized in two major categories:

- **Airline revenues** – generated from landing fees and terminal building rents, are forecasted to be \$36.131 million, approximately 41% of the total operating revenues. The 5.6% increase from the current fiscal year is primarily due to the increase in the cost of operating and maintaining the Airfield and Terminal cost centers resulting in higher landing fees and terminal rental rates.
- **Non-airline revenues** – generated from public parking, car rental, retail, food and beverage, advertising, gaming, and other concessions represent \$52.299 million, or

approximately 59% of total operating revenues. The 2.1% increase from the FY 2023-24 budget is primarily due to ground transportation and land rental revenues.

Airline Rates and Charges

Airline rates and charges primarily refer to landing fees, terminal rents, and baggage handling fees established annually by RTAA. The rates and fees are calculated to recover budgeted costs to operate and maintain the airfield, terminal facilities, and the baggage handling system (BHS). At the end of the fiscal year, a true up is performed to account for the difference between actual costs and the budgeted rates and charges in accordance with the airline agreement between RTAA and seven signatory airlines.

Landing Fee Calculation

Airfield Cost Center	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Operating Expenses	\$ 12,964,388	\$ 14,463,446	\$ 14,298,462	\$ 14,357,420	\$ (106,026)	(0.7%)
Operating Reserve	457,788	266,897	266,897	115,286	(151,611)	(56.8%)
Fixed Assets/Equipment	511,398	240,407	255,559	238,916	(1,491)	(0.6%)
Capital Projects	57,160	-	-	516,180	516,180	100%
Amortization of Capital Items	-	697,355	696,815	634,458	(62,897)	(9.0%)
Less: Federal Stimulus	(1,120,000)	(300,000)	(300,000)	-	300,000	(100%)
Less: Non-Signatory Landing Fees	-	(1,672,489)	(1,508,365)	(1,192,376)	480,113	(28.7%)
Less: Airfield Revenues	(1,133,856)	(1,151,625)	(1,268,915)	(1,364,311)	(212,685)	18.5%
Total Requirement (A)	11,736,878	12,543,990	12,440,453	13,305,573	761,584	6.1%
Total Landed Weight	3,100,328	3,506,091	3,275,282	3,358,215	(147,876)	(4.2%)
Signatory Landed Weight (000s) (B)	2,795,471	3,141,595	2,946,663	3,115,394	(26,201)	(0.8%)
Sig. Landing Fee Rate Per (000s) (A/B)	\$4.20	\$3.99	\$4.22	\$4.27	\$0.28	7.0%
Non-Signatory Landing Fee Rate (15%)		\$4.59	\$4.85	\$4.91	\$0.32	7.0%

Landing fees are charged to passenger and cargo carriers for each aircraft landing based on the aircraft's maximum gross landed weight. RTAA currently recovers 100% of its costs of operating and maintaining the airfield through landing fees. The Landing Fee rate is calculated by dividing (i) the total requirement (net cost) of the airfield by (ii) the total landed weight of Signatory Airlines. Non-signatory airlines pay a 15% premium for the landing fee rate compared to Signatory Airlines. The forecasted total landed weight of 3.358 million thousand pounds is a 4.2% decrease from the current year budget.

Demand for travel through RNO is expected to remain relatively strong in FY 2024-25 with landed weight to exceed the current year updated traffic forecast. Landing fees are forecasted to increase to \$4.27 per thousand pounds for Signatory Airlines and \$4.91 for non-signatory airlines. The new rates represent a 7.0% increase from the current year's budget due to higher costs associated with operating and maintaining the airfield and the 4.2% reduction in the landed weight forecast for FY 2024-25. Also, no federal stimulus funds have been applied to reduce the cost of the airfield.

Terminal Rent Rate Calculation

Terminal Cost Center	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Operating Expenses	\$ 23,417,804	\$ 27,730,434	\$ 27,838,835	\$ 29,526,079	\$ 1,795,645	6.5%
Debt Service	-	-	-	1,665,560	1,665,560	100%
Other Debt Service	-	250,425	250,425	-	(250,425)	(100%)
Operating Reserve	476,149	511,716	511,716	237,086	(274,630)	(53.7%)
Fixed Assets/Equipment	502,906	342,333	348,279	283,693	(58,640)	(17.1%)
Capital Projects	253,566	577,838	577,838	84,480	(493,358)	(85.4%)
Amortization of Capital Items	-	345,586	345,586	598,949	253,363	73.3%
Less: Gaming Concession (50%)	-	(699,100)	(726,100)	(716,200)	(17,100)	2.4%
Less: In-Terminal Concessions	-	(4,421,517)	(4,383,176)	(4,585,792)	(164,275)	3.7%
Less: Airline Reimbursements	(364,192)	(344,350)	(361,600)	(350,900)	(6,550)	1.9%
Total Requirement	24,286,232	24,293,365	24,401,803	26,742,955	2,449,590	10.1%
Terminal Square Footage (SF)	262,114	170,553	170,553	170,553	-	-
Average SF Terminal Rental Rate	\$ 92.66	\$ 142.44	\$ 143.07	\$ 156.80	\$14.36	10.1%
Signatory Airline Allocated Cost	11,698,900	17,545,300	17,622,900	19,314,200	1,768,900	10.1%
Less Revenue Sharing Transfer	(7,347,400)	-	-	-	-	-
Net Terminal Requirement	4,351,500	17,545,300	17,622,900	19,314,200	1,768,900	(89.9%)
Signatory Airline Leased SF	126,256	123,177	123,177	123,177	-	-
Signatory Airline Terminal Rate SF	\$34.47	\$142.44	\$143.07	\$156.80	\$14.36	10.1%

Airline terminal rentals reflect recovery of terminal costs allocated to airline occupied facilities, with total facility costs divided by airline rentable square footage. The average terminal rental rate is calculated by applying the total required cost to operate and maintain terminal facilities, plus debt service, capital improvement projects, and amortization of capital items, minus 50% of Gaming Concession and In-Terminal Concession revenues, divided by the total airline rentable terminal space. The proposed average terminal rental rate is \$156.80, a 10.1% increase from the FY 2023-24 budget. This increase is due to the higher cost to maintain and operate the Terminal building, and the introduction of debt service related to the ticketing hall expansion project.

Baggage Handling System (BHS) Fee Calculation

Baggage Handling System	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Operating Expenses	\$ 2,063,279	\$ 2,093,553	\$ 2,093,553	\$ 2,406,541	\$ 312,988	15.0%
Operating Reserve	36,666	38,633	38,633	19,324	(19,309)	(50.0%)
Less: TSA Reimbursements	(69,694)	(45,240)	(65,000)	(45,900)	(660)	1.5%
Less: Airline Reimbursements	(148,548)	(194,300)	(165,700)	(157,100)	37,200	(19.1%)
Total Requirement	1,881,704	1,892,646	1,901,486	2,222,865	330,219	17.4%
Signatory Airline Bags Processed	1,349,877	1,371,948	1,343,364	1,359,951	(11,997)	(0.9%)
Signatory Airline Rate per Bag	\$ 1.39	\$ 1.38	\$ 1.42	\$ 1.63	\$ 0.25	18.5%
Non-Signatory Airline Rate per Bag	\$ 1.53	\$ 1.52	\$ 1.52	\$ 1.80	\$ 0.28	18.4%

The baggage handling fee is meant to recover the operating, maintenance, and capital costs allocated to the BHS cost center, which now include amortization of capital items. RTAA manages the BHS through a service contract with a specialized vendor for the ongoing maintenance of the system used by the airlines. RTAA establishes a rate per checked piece of luggage based on a net cost recovery formula. The BHS signatory fee is forecasted to be \$1.63 per bag and \$1.80 per bag for non-signatory airlines which pay a ten percent premium per the airline agreement.

The new rate is an 18.5% increase when compared to the FY 2023-24 budget due to a new negotiated maintenance agreement, utility cost increases, and the reduction in passenger traffic.

Revenue Sharing Calculation

Revenue Sharing	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Airline Revenue	\$ 25,664,461	\$ 34,057,053	\$ 33,928,981	\$ 36,072,406	\$ 2,015,353	5.9%
Non-Airline Revenue	48,481,132	51,226,466	51,754,683	52,298,766	1,072,300	2.1%
Total Revenue	74,145,593	85,283,519	85,683,664	88,371,172	3,087,653	3.6%
O&M Expense	55,010,334	64,015,150	64,040,701	67,046,734	3,031,584	4.7%
Total Debt Service	400,000	1,110,519	910,609	1,665,560	555,041	50.0%
O&M Reserve Requirement	1,167,557	1,202,130	1,202,130	549,289	(652,841)	(54.3%)
Fixed Asset	1,667,829	894,962	920,911	702,657	(192,305)	(21.5%)
Capital Project	310,727	1,671,088	1,671,088	1,964,500	293,412	17.6%
Amort of Capital Items	3,455,432	3,081,081	3,030,501	3,284,031	202,950	6.6%
Special Fund	504,916	489,385	508,247	501,350	11,965	2.4%
General Purpose Fund Requirement	-	3,000,000	3,000,000	3,000,000	-	-
Interest Income	(1,546,090)	(956,000)	(1,825,200)	(2,622,000)	(1,666,000)	174%
Federal Stimulus	(1,520,000)	(1,160,094)	(960,184)	-	1,160,094	(100%)
Total Requirement	59,450,703	73,348,221	72,498,803	76,092,122	2,743,901	3.7%
Funds Remaining	14,694,890	11,935,298	13,184,861	12,279,050	343,751	2.9%
Revenue Share per Enplaned Passenger	\$ -	\$ 2.00	\$ 2.00	\$ 2.00	\$ -	-
Signatory Airline Enplaned Passengers	2,008,315	2,212,819	2,166,715	2,193,469	(19,350)	(0.9%)
\$2 per EP Revenue Share	-	4,425,637	4,333,431	4,386,938	(38,699)	(0.9%)
Net Funds Remaining after Rev. Share	14,694,890	7,509,661	8,851,430	7,892,112	382,451	5.1%
Total Airline Revenue Sharing Credit	7,347,445	8,180,468	8,759,146	8,332,994	152,526	1.9%
Amount to RTAA General Purpose Func	7,347,445	6,754,831	7,425,715	6,946,056	191,225	2.8%
Effective Revenue Share per EP	3.66	3.70	4.04	3.80	0.10	2.8%

The revenue share calculation with our signatory airlines is based on funds remaining after satisfying the RTAA's financial obligations for the year and the \$3.0 million set aside for the general-purpose fund. The revenue share is now rolled out monthly on a per enplaned passenger basis to Signatory Airlines and applied as a credit in the billing process. There are specific debt service coverage (DSC) requirements used in the calculation – a minimum 1.4 DSC must be met before revenue sharing with the airlines; between 1.4 – 1.5 DSC \$2/enplanement will be shared, and above 1.5 the excess revenues are shared 50/50 between RTAA and the Signatory Airlines.

Cost Per Enplaned Passenger (CPE) – Calculated as all rates and charges paid by the airlines to operate at RNO, divided by the forecasted number of enplaned passengers. The signatory cost per enplaned passenger is forecasted to be \$11.04, a \$1.40, or 14.5% increase from the current year budget rate of \$9.65.

Non-Airline Revenues

The non-airline operating revenues forecasted in the FY 2024-25 preliminary budget include concession fees (e.g., gaming, food & beverage, retail, advertising, etc.), parking, ground transportation, auto rental, reimbursed services, building and land rents, and other rentals. These revenues are estimated to be \$52.299 million, reflecting an increase of \$1.072 million or 2.1%

from the current budget year. This overall increase is primarily attributed to higher building and land rental revenues, and the increase in operating activity for ground handling and support services at RNO. Consumer Price Index (CPI) rental rate adjustments were also factored in the FY 2024-25 budget.

RNO concession revenue from security services and ground handling services is expected to increase significantly by 159% and 49%, respectively, driven by the increase in operational activity. Ground transportation revenues are anticipated to increase by \$321,000, or 32% due to the increased activity expected for Transportation Network Companies (TNCs) and higher fees. Other terminal rents, including ground handling office/storage space, are expected to increase by \$80,000, or 7.6% due to rate adjustments. Retail, advertising, and gaming revenues are forecasted to experience a slight uptick of approximately 5.3% compared to the current year's budget. The significant increase in Reno Stead land rental revenue of \$422,000, or 43%, is primarily driven by the annual option payment from Dermody Properties.

Despite these increases, certain revenue streams face declines, notably auto rental and auto parking revenues impacted by the decrease of passenger traffic and passenger behavior. The decrease in auto rental revenue is driven by on-airport rentals expected to generate slightly less revenue per enplaned passenger in FY 2024-25 and the exit of Payless from RNO, resulting in an overall loss of approximately \$1.036 million. This is partially offset by the peer-to-peer rental revenue increase estimated at \$300,000. Auto parking is expected to decrease by \$318,000, or 2%, due to less passenger traffic and reduced utilization of the public parking lot in favor of TNCs. Lastly, RTAA will no longer receive federal funds for the Law Enforcement Officer (LEO) and Canine program, resulting in a revenue loss of approximately \$436,000 for FY 2024-25.

Non-Operating Revenues

The preliminary budget includes non-operating revenues of \$16.593 million to be received from Passenger Facility Charges (PFCs), federal stimulus funds, investment interest, and aviation gas tax. In the forthcoming fiscal year, PFCs are estimated to decrease by \$486,700 or 5.2% from the current year budget attributable to reduced passenger traffic and a slight decrease in the proportion of passengers paying PFCs. Furthermore, RTAA will no longer receive CFCs revenue directly, as it will be managed by a designated trustee. The forecasted Federal Stimulus funds of \$5.000 million are designated to fund RTAA Capital Improvement Projects in FY 2024-25.

Budget Category	FY 2022-23 Actual	FY 2023-24 Budget	FY 2023-24 Forecast	FY 2024-25 Budget	Budget to Budget \$ Change	% Change
Non-Operating Revenues:						
Passenger Facility Charges	\$ 8,372,017	\$ 9,394,600	\$ 9,355,700	\$ 8,907,900	\$ (486,700)	(5.2%)
Customer Facility Charges	7,863,374	9,573,000	11,457,400	-	(9,573,000)	(100%)
Federal Stimulus	1,520,000	1,160,094	960,184	5,000,000	3,839,906	331%
Interest Income	2,899,224	1,976,400	2,794,600	2,381,800	405,400	20.5%
Other Non-Operating	300,994	298,400	300,000	302,900	4,500	1.5%
Total Non-Operating Revenues	20,955,609	22,402,494	24,867,884	16,592,600	(5,809,894)	(25.9%)

Operations and Maintenance (O&M) Expenses

The preliminary budget for operating and maintenance (O&M) costs in FY 2024-25 amounts to \$68.407 million, a \$3.262 million or 5.0% increase compared to the FY 2023-24 budget. The table below outlines the RTAA's operating expenses, categorized by major expense groups.

Budget Category	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Operating Expenses:						
Personnel Services	\$ 37,414,401	\$ 42,186,109	\$ 41,886,109	\$ 44,943,168	\$ 2,757,059	6.5%
Utilities and Communications	3,962,745	4,543,050	4,543,050	4,758,400	215,350	4.7%
Purchased Services	7,861,870	9,992,704	10,195,255	11,109,564	1,116,860	11.2%
Materials and Supplies	3,234,273	3,674,957	3,686,957	2,983,930	(691,027)	-18.8%
Administrative Expenses	3,368,807	4,747,930	4,799,930	4,611,973	(135,957)	-2.9%
Total Expenses	55,842,097	65,144,750	65,111,301	68,407,035	3,262,285	5.0%

Personnel Services – This expense category is estimated at \$44.943 million, representing 65.7% of the total O&M budget. It includes expenses related to salaries, wages, and benefits for the RTAA's workforce consisting of 294 full-time equivalent (FTE) positions. The preliminary FY 2024-25 personnel budget is an increase of \$2.757 million, or 6.5% over the FY 2023-24 budget. This increase is primarily attributed to the salary and wage increases per the existing bargaining agreements and anticipated health insurance and other benefit increases. Increases in overtime pay, shift differential, and standby pay also contributed to the higher budget. In addition, the preliminary budget includes two new positions, totaling 1.5 FTEs: an Environmental Program Manager (budgeted for 6 months) and a Chief Air Service Development Officer.

The unrepresented groups of Civil Service Plan (CSP) and Management employees are eligible for a merit increase estimated at an average of 4.8% in base salary and an average of 5.6% in performance-based incentives. The budget increase for merit and performance-based incentive increase compared to FY 2023-24 is approximately \$228,000.

The International Brotherhood of Teamsters (Teamsters) are eligible for a Consumer Price Index (CPI) increase not to exceed 2.75% and a step increase. The preliminary budget includes both a CPI and step increase, resulting in an approximately \$435,000 increase from the current budget.

Overtime pay, shift differential, and standby budgets across all RTAA departments increased by approximately \$359,000 compared to FY 2023-24. This increase includes \$49,000 for the Airport Fire Department, \$96,000 for the Airport Police Department, and \$214,000 for other departments with hourly-paid staff qualified to earn these types of additional compensation.

Employee benefits, including group health insurance premiums for medical, dental, vision, workers' compensation, and other employer-paid benefits (except retirement contributions) are projected to increase by approximately \$392,000.

Utilities and Communications – This expense category includes costs for electricity, water, sewer, natural gas, and telephone and data communications services for RTAA-owned facilities. These costs are estimated to be \$4.758 million, an increase of \$215,000 or 4.7% from the FY 2023-24

budget. This increase is attributed largely to the telephone and data communications costs and the increasing sewer, water, and natural gas costs.

The budget allocation for telephone and data communications costs in fiscal year 2024-25 saw a notable increase of \$180,000 compared to FY 2023-24. Additionally, \$35,000 was allocated to the Utilities and Communications category to cover expenses related to sewer, water, and natural gas. These funds were deemed necessary to ensure comprehensive coverage of utility expenses within the budget.

Purchased Services – This expense category accounts for legal and professional services, and specialized service contracts to maintain and repair mechanical systems and equipment. These costs are estimated at \$11.110 million, an increase of approximately \$1.117 million, or 11.2% from the FY 2023-24 budget.

The proposed increase in the budget encompasses several specific allocations:

- \$439,000 will cover additional costs for maintenance of common-use equipment, fire prevention, building inspections, hardware maintenance support, custodial services for common-use ticket counters, and BHS services.
- Subscription-based software service agreements were moved from the Materials and Supplies expense category to Purchased Services.
- \$155,000 of advertising contracted services were moved from Administrative Expenses
- Approximately \$100,000 will supplement already established contracts.

Materials and Supplies – This category includes estimates to obtain needed supplies and materials, primarily for the Facilities and Maintenance staff, to maintain all RTAA facilities and airfield. The requested budget of \$2.984 million is a decrease of \$691,000, or 18.8% from the FY 2023-24 budget.

In addition to the budget reclassification described above, the budget decrease is also due to reductions in:

- Machinery maintenance and supplies - \$30,000
- Runway taxiway lighting expenses - \$41,000
- Thermoplastic markings - \$55,000
- Telephone equipment and labor expenses - \$20,000
- Pavement treatment supplies - \$41,000

These adjustments were made based on the review of the current and prior year actual expenses.

Administrative Expenses – The administrative expenses category is used to account for training, conference registration fees, travel, air service development, airport economic development, conference sponsorship, airport community relations, insurance premiums, and credit card processing fees. The budget estimate for this category of \$4.612 million is a decrease of \$136,000 or 2.9% from the FY 2023-24 budget.

In addition to the budget transfers outlined above, a decrease of \$92,000 is noted in the community outreach budget related to the Air Races. These reductions are partially offset by insurance premium increases and air service promotion budget allocations.

Property, Plant and Equipment

The Property, Plant and Equipment category includes estimated acquisition costs for assets with a useful life exceeding one year and a cost greater than \$5,000. The cost of items greater than \$500,000 are amortized over the estimated useful life of the asset and included in the rate base paid by airline and non-airline revenues. The total preliminary budget for this category is \$702,700, a decrease of \$192,300 or 21.5% from the FY 2023-24 budget. Items included in this category are as follows:

- Computer Hardware Refresh (\$84,650) – replacement of existing 25% of laptops and 20% of desktops within the organization. This is part of the RTAA refresh cycle program, which is conducted annually to ensure the organization has access to up-to-date technology.
- Twenty (20) Camera Replacement (\$80,000) – replacement of 20 security cameras and cable supporting infrastructure that have aged beyond their life expectancy.
- Two (2) 2025 Chevrolet Tahoe Special Service Vehicle 4WD (\$150,533) – These vehicles are replacements for the Airside Operations, Operations and Public Safety vehicles due to high mileage and operating costs.
- 2025 Chevrolet Silverado 1500 Standard Cab 4WD Pickup (\$47,275) – a replacement of the Building Maintenance vehicles due to high mileage and operating cost
- Two (2) Hali-Brite RCM-D-L-893L-Lighted X (\$55,573) – replacement of the LED Xs that have aged and are failing. The lighted Xs are necessary to meet Part 139 regulations and are used as markers when closing a runway.
- PEG-203EE Stallion (\$89,895) – replacement of air compressor for Airport Rescue and Fire due to the current air compressor for the SCBAs is outdated and showing signs of wear. Furthermore, the unit's computer module is experiencing malfunctions.
- Snow Blower Modification Components (\$47,000) – Purchasing components from Larue to modify the existing snow blower. This upgrade will significantly enhance operator flexibility, enabling them to distribute snow more evenly and reduce the formation of high snow piles on the airfield, which can affect aircraft operations and may not comply with Advisory Circular recommendations.

Six (7) other categories below \$40,000 are also included in the FY 2024-25 preliminary budget totaling \$147,731: four (4) air respirators, four (4) 4500 psi air bottles, virtual runway camera

project, 2025 Chevrolet Colorado pickup, tasers, workstations and chairs, and the new interactive employee training.

Debt Service

On July 14, 2022, the Board approved a non-revolving credit agreement with Wells Fargo Bank to provide a short-term financing facility for its capital program. Funds can be drawn in any amount as needed, up to a maximum of \$50 million. RTAA is using short-term borrowing for expenses primarily related to the MoreRNO capital program. As of February 2024, a total of \$35.272 million has been drawn, leaving a balance of \$14.728 million available for future capital financing needs. Repayment of a portion of the drawn funds, along with interest and fees, is from federal stimulus funds.

As we move forward with the design and construction of the projects included in the MoreRNO capital program, staff intends to issue airport revenue bonds to pay for a portion of the project cost. Bond issuance is currently planned for August 2024. The FY 2024-25 budget includes \$1.666 million debt service related to the expansion of the ticketing hall.

Capital Improvement Projects

The proposed program of capital improvement projects reflects a total budget of \$100.639 million for 19 projects, including the design and construction of some of the MoreRNO projects. Budget amounts for these projects only reflect the forecasted expenses in FY 2024-25. The proposed projects are to be funded with federal grants, PFC, airport bonds, and internal funds generated from airline and non-airline revenue sources. For the purpose of the airline rates and charges calculation, projects with a cost greater than \$500,000 are amortized over the estimated useful life of the asset. Descriptions of the proposed capital projects are as follows:

- New Gen A&B Design and Pre-Construction (\$15,300,000) – the continuation of the design of the New Gen A&B projects through completion, estimated at 2027-2028. The budget reflects only work expected for the 2024-25 fiscal year. A significant portion of this project is intended to be funded through the collection of PFCs. The project consists of four individual projects:
 - Concourse A and associated apron work (New Gen A).
 - Concourse B and associated apron work (New Gen B).
 - South Remain Overnight (S. RON) - expansion of the south apron.
 - Central Utility Plant (CUP) - new CUP serving the concourses.
- Central Utility Plant Construction (\$45,000,000) – construction of a new central utility plant in conjunction with the New Gen A&B project. The requested budget amount only reflects the work expected to be done in FY 2024-25. The project will be completed in FY 2025-26.
- South Remain Overnight Construction (RON) (\$5,000,000) – reconstruction and expansion of the current South RON pad parking area to the south by approximately 100 feet to accommodate five aircraft parking spaces. Funding for this project is through federal grants and PFCs.

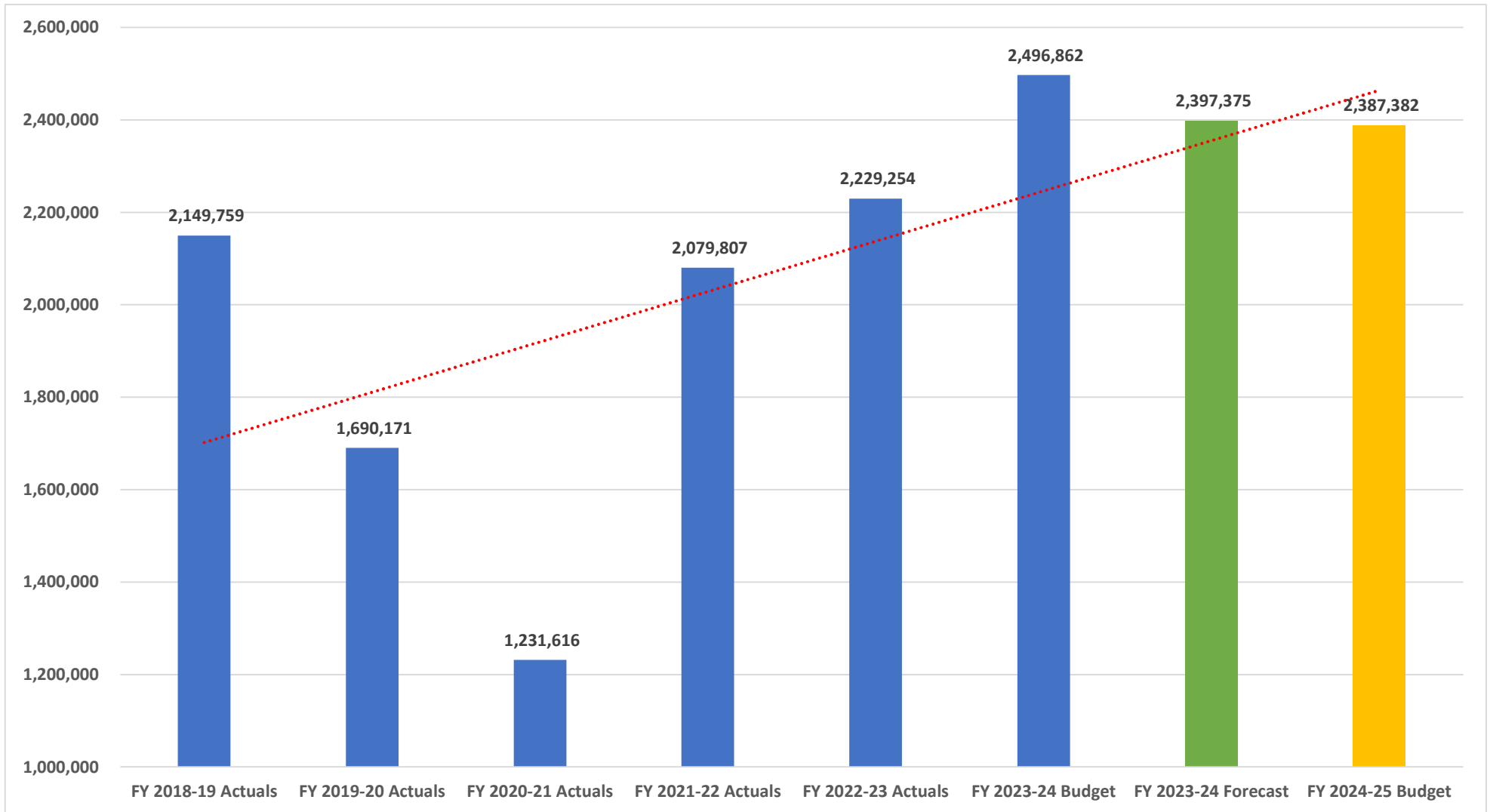
- RTAA Administration and Police Headquarters Design and Preconstruction Services (\$5,000,000) – design and preconstruction. The design is based on the recommendations by the Workspace Study prepared by H+K Architects. The design is currently in progress and expected to be completed in FY 2024-25.
- RTAA Administration and Police Headquarters Construction (\$25,300,000) – construction of the new HQ building. The budget includes only work expected in FY 2024-25.
- Pavement Management System – Airside (\$900,000) – airside pavement and maintenance projects identified by RTAA Engineering and Maintenance staff based on the pavement management reports and field observations that may not qualify for federal Airport Improvement Project (AIP) grant funds. Additionally, the project will pay for the annual Pavement Condition Index (PCI) inspections and report as required to receive FAA AIP grant funding for airside projects.
- Base Building Roof Replacement (\$122,100) – this project is for a complete roof replacement of the Base Building. The roof size is approximately 7,200 square feet. The project will include some masonry parapet wall repair and rebar replacement.
- Runway 17R-35L Runway Concrete Repairs (\$500,000) – analysis, design, construction management, and construction repairs of runway 17R-35L. The costs associated with this project may be reimbursable in the future.
- General Aviation (GA) East Landside Parking Lot (\$665,000) – the primary objective of this project is the reconstruction of the landside parking lot for GA East, situated off Rock Boulevard. The initiative aims to enhance the functionality, safety, and aesthetics of the parking facility.
- Airfield Main Shop Alteration (\$309,600) – this request is to modify/alter the existing maintenance shop to make better use of existing space by removing walls, adding a 30X14 roll up door, and removing two columns with structural reinforcement to accommodate the changes to the existing structure. The post removal allows for the new wide door to be installed and more space in the center of the building for large equipment to pull inside.
- Roof Replacement of 1600 National Guard Way (\$324,360) – the project consists of demolition and disposal of existing roofing system and light weight concrete down to existing metal deck, mechanically attach new rigid insulation, and install new 60 mil TPO roofing membrane, fabricate and install new 24-gauge parapet caps.
- Replace Microwave Antenna Network (\$253,440) – the project consists of the upgrade and replacement of the current Siklu microwave antennae with newer technology. The existing equipment is approaching ten years of service.

- Taxi/TNC Relocation Ground Transportation Center (GTC) Enabling Project (\$75,000) – this project will replace existing outdated Transcore readers. This is an enabling project for the GTC P3 development. The readers are essential to identify and track the transponders issued to ground transportation operators.
- Reno Stead Airport (RTS) Runway 8/26 Sealing (\$380,000) – the project scope is preservation and marking renewal for the RTS Runway 8/26. The runway measures 7,600 feet in length by 150 feet in width, which is 128,000 square yards of asphalt pavement. Sealing RWY 8/26 and the associated require restriping will preserve the runway and enhance the existing runway infrastructure.
- RTS Runway 14/32 Sealing (\$509,553) – the project scope is preservation and marking renewal for the RTS Runway 14.32. The runway measures 9,100 feet in length by 150 feet in width and is 156,000 square yards of asphalt pavement. The primary objective of this project is to address the extensive network of over 100,000 linear feet of cracks present on RWY 14/32 by crack sealing. In addition, applying a P-608 surface treatment to seal the pavement surface will ensure the longevity and optimal condition of the asphalt pavement. These preservation measures are intended to extend the pavement's life significantly over the next several years.
- RTS O Block Utilities (\$1,000,000) – the scope of this project includes the establishment of gas and electric utilities in the O-block area of Stead Airport to encourage the development of new aircraft hangars.

Attached additional budget information:

- Bar Chart Reflecting Enplaned Passengers
- Total Revenues – Operating and Non-Operating
- Operating Revenues – Non-Airline Revenues
- Operations and Maintenance Expenses by Department
- Operations and Maintenance Expenses by Department by Expense Category
- RTAA Organizational Chart
- RTAA Listing of Positions by Department

Enplaned Passengers



Reno-Tahoe Airport Authority
 FY 2024-25
 ANNUAL BUDGET
 Total Revenues

	FY 2022-23 Actual	FY 2023-24 Budget	FY 2023-24 Forecast	FY 2024-25 Budget	% Change 2024-25 Budget to 2023-24 Budget 2023-24 Forecast	
Operating revenues						
Airline Revenues	\$ 17,989,194	\$ 34,223,253	\$ 34,095,481	\$ 36,131,006	5.6%	6.0%
Other Operating Revenues	48,504,266	51,232,966	51,741,183	52,298,766	2.1%	1.1%
Total Operating Revenues	66,493,459	85,456,219	85,836,664	88,429,772	3.5%	3.0%
Non-Operating Revenues						
Passenger Facility Charges (PFC)	\$ 8,372,017	\$ 9,394,600	\$ 9,355,700	\$ 8,907,900	(5.2%)	(4.8%)
Customer Facility Charges (CFC)	7,863,374	9,573,000	11,457,400	-	(100%)	(100%)
Federal Stimulus	1,520,000	1,160,094	960,184	5,000,000	331%	421%
Interest Income	2,899,224	1,976,400	2,794,600	2,381,800	20.5%	(14.8%)
Other Non-Operating Revenues	300,994	298,400	300,000	302,900	1.5%	1.0%
Total Non-Operating Revenues	20,955,609	22,402,494	24,867,884	16,592,600	(25.9%)	(33.3%)
TOTAL REVENUES	\$ 87,449,068	\$ 107,858,713	\$ 110,704,548	\$ 105,022,372	(2.6%)	(5.1%)

Reno-Tahoe Airport Authority
 FY 2024-25
 ANNUAL BUDGET
 Non-Airline Revenues

Non-Airline Revenues	FY 2022-23 Actual	FY 2023-24 Budget	FY 2023-24 Forecast	FY 2024-25 Budget	% Change 2024-25 Budget to 2023-24 Budget 2023-24 Forecast	
Auto Parking	17,566,153	19,129,032	\$ 18,824,212	\$ 18,811,140	(1.7%)	(0.1%)
Ground Transportation	671,811	977,700	976,447	1,299,060	32.9%	33.0%
Auto Rental	10,536,423	10,936,255	10,991,012	10,199,456	(6.7%)	(7.2%)
Non-Terminal Rents (RNO)	6,669,437	7,328,258	7,210,200	7,893,829	7.7%	9.5%
Reimbursed Services	3,384,894	3,142,836	3,301,286	3,157,665	0.5%	(4.4%)
Food & Beverage	2,213,720	2,221,488	2,154,000	2,199,341	(1.0%)	2.1%
Gaming Concession	1,442,617	1,398,243	1,452,135	1,432,429	2.4%	(1.4%)
Merchandising Revenue	1,139,908	1,223,500	1,306,921	1,313,060	7.3%	0.5%
Aircraft Fees	1,128,234	1,210,325	1,263,415	1,357,811	12.2%	7.5%
Reno Stead Rents	1,100,805	982,400	1,279,900	1,404,900	43.0%	9.8%
Other Terminal Rents	901,799	1,048,900	1,092,600	1,128,985	7.6%	3.3%
Advertising	753,108	831,964	751,270	890,131	7.0%	18.5%
Other Concessions	960,651	703,265	1,024,984	1,110,760	57.9%	8.4%
Miscellaneous	34,708	98,800	112,800	100,200	1.4%	(11.2%)
Total Non-Airline Revenues	48,504,266	51,232,966	51,741,183	52,298,766	2.1%	1.1%

Reno-Tahoe Airport Authority

FY 2024-25

ANNUAL BUDGET

Operations and Maintenance Expenses by Department

Division/Department	FY 2022-23	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Budget	\$ Change	% Change
Board of Trustees	\$ 129,890	\$ 190,095	\$ 188,235	\$ (1,860)	(1.0%)
Legal	527,374	685,613	668,418	(17,195)	(2.5%)
President/CEO	786,477	840,120	788,760	(51,360)	(6.1%)
Air Service Business Develop	622,184	823,080	1,117,090	294,010	35.7%
Marketing and Public Affairs	1,937,553	2,423,291	2,456,260	32,969	1.4%
Airport Economic Development	1,846,142	2,186,065	2,206,529	20,464	0.9%
Outside Properties Budget	609,068	691,421	831,388	139,967	20.2%
CFC Operating Expenses	535,537	592,600	726,301	133,701	22.6%
People, Culture, & Equity	1,412,481	1,734,460	1,810,970	76,510	4.4%
Technology & Information Systems	4,168,299	5,662,431	5,577,895	(84,536)	(1.5%)
Reno Stead Airport	1,123,926	1,337,000	1,408,960	71,960	5.4%
Finance Administration	1,958,399	2,230,100	2,373,260	143,160	6.4%
Purchasing & Materials Mgmt	734,614	815,360	873,855	58,495	7.2%
Operations & Public Safety Admin	817,789	1,044,248	918,754	(125,494)	(12.0%)
Airside Operations	1,411,384	1,697,209	1,630,290	(66,919)	(3.9%)
Landside Operations	2,928,063	3,201,318	3,476,619	275,301	8.6%
Airport Fire	5,082,819	6,143,692	6,257,285	113,593	1.8%
Airport Police	4,308,398	4,967,439	5,245,350	277,911	5.6%
Airport Communications	1,596,171	1,845,405	1,989,164	143,759	7.8%
Airport Security	1,933,668	2,101,310	764,190	(1,337,120)	(63.6%)
Terminal Operations	276,535	736,621	2,585,721	1,849,100	251.0%
Planning & Infrastructure	701,451	462,625	464,850	2,225	0.5%
Planning & Environmental Serv	1,016,970	1,158,999	1,381,654	222,655	19.2%
Engineering & Construction	1,318,571	1,275,949	1,342,895	66,946	5.2%
Facilities & Maintenance Admin	377,772	447,892	443,892	(4,000)	(0.9%)
Airfield Maintenance	4,750,324	5,115,647	5,335,564	219,917	4.3%
Building Maintenance & Serv	9,186,083	10,308,981	10,520,395	211,414	2.1%
Baggage Handling System	2,063,279	2,093,553	2,406,541	312,988	15.0%
Non Departmental	1,384,650	1,795,226.00	2,074,350	279,124	15.5%
Customs Border Protection	197,428	198,000	216,000	18,000	9.1%
Fuel Tax Expenses	98,798	339,000	325,600	(13,400)	(4.0%)
Total Expense	55,842,097	65,144,750	68,407,035	3,262,285	5.0%

Reno-Tahoe Airport Authority

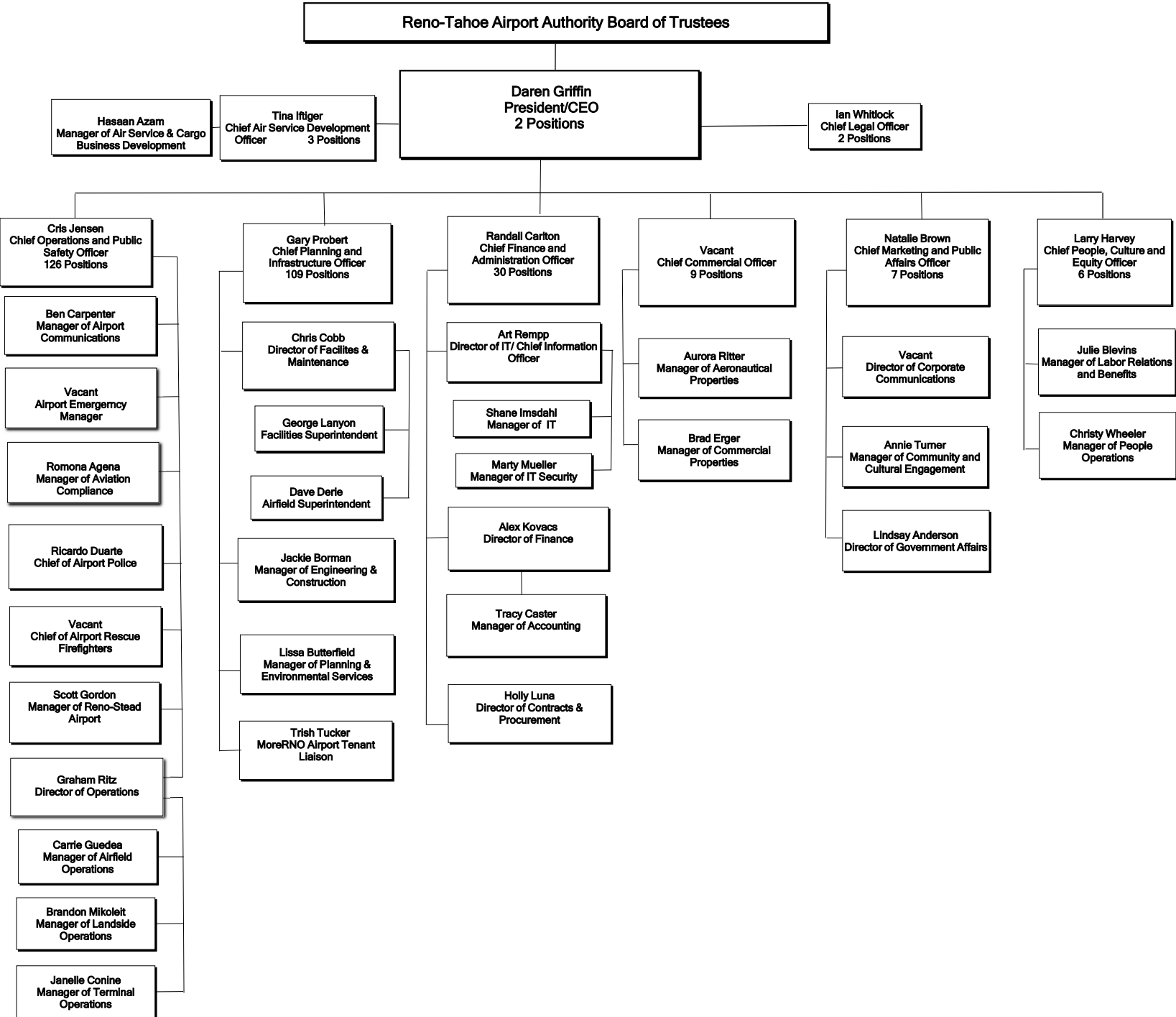
FY 2024-25

ANNUAL BUDGET

Operations and Maintenance Expenses by Expense Category

Division/Department	Personnel Services	Utilities	Purchased Services	Materials & Supplies	Admin Expenses	TOTAL
Board of Trustees	\$ 132,240	\$ -	\$ 3,100	\$ 3,350	\$ 49,545	\$ 188,235
Legal	570,200	-	70,000	900	27,318	668,418
President/CEO	678,000	-	150	6,700	103,910	788,760
Air Service Business Develop	759,100	-	219,400	11,950	126,640	1,117,090
Marketing and Public Affairs	1,306,800	-	415,880	43,050	690,530	2,456,260
Airport Economic Development	1,315,300	750	808,569	8,020	73,890	2,206,529
Outside Properties Budget	189,750	293,050	324,788	3,900	19,900	831,388
CFC Operating Expenses	-	-	726,301	-	-	726,301
People, Culture, & Equity	1,436,685	-	139,310	7,200	227,775	1,810,970
Technology & Information Systems	2,105,100	715,000	2,472,647	226,300	58,848	5,577,895
Reno Stead Airport	929,600	193,100	132,810	137,950	15,500	1,408,960
Finance Administration	1,991,600	-	317,600	12,700	51,360	2,373,260
Purchasing & Materials Mgmt	802,700	-	31,100	10,350	29,705	873,855
Operations & Public Safety Admin	768,500	-	68,500	16,150	65,604	918,754
Airside Operations	1,449,800	-	108,690	35,750	36,050	1,630,290
Landside Operations	2,263,743	-	594,600	75,810	542,466	3,476,619
Airport Fire	5,572,200	-	193,450	286,100	205,535	6,257,285
Airport Police	5,082,800	-	52,300	91,850	18,400	5,245,350
Airport Communications	1,674,500	-	268,565	40,299	5,800	1,989,164
Airport Security	652,700	-	54,400	48,225	8,865	764,190
Terminal Operations	2,123,450	-	375,021	78,650	8,600	2,585,721
Planning & Infrastructure	446,900	-	2,650	5,150	10,150	464,850
Planning & Environmental Serv	1,028,100	-	335,969	2,500	15,085	1,381,654
Engineering & Construction	1,251,600	-	64,110	2,000	25,185	1,342,895
Facilities & Maintenance Admin	407,200	-	11,000	16,865	8,827	443,892
Airfield Maintenance	3,727,100	347,500	105,500	1,114,414	41,050	5,335,564
Building Maintenance & Serv	6,483,600	2,519,000	869,013	625,797	22,985	10,520,395
Baggage Handling System	93,900	690,000	1,550,641	72,000	-	2,406,541
Non Departmental	(300,000)	-	593,500	-	1,688,450	1,981,950
Customs Border Protection	-	-	200,000	-	-	200,000
Fuel Tax Expenses	-	-	-	-	434,000	434,000
Total Expense	44,943,168	4,758,400	11,109,564	2,983,930	4,611,973	68,407,035

FY 2024-25



Reno-Tahoe Airport Authority
FY 2024-25
ANNUAL BUDGET
Preliminary Personnel Complement

	FY 2022-23 Funded	FY 2023-24 Funded	FY 2024-25 Funded
Board of Trustees Division			
Board of Trustees *	9.0	9.0	9.0
Total Board of Trustees Division *	9.0	9.0	9.0
President/CEO Division			
President/CEO Section			
President/CEO	1.0	1.0	1.0
Executive Assistant/Board Assistant	1.0	1.0	1.0
Total President/CEO	2.0	2.0	2.0
Legal Section			
Chief Legal Officer	1.0	1.0	1.0
Legal Secretary	1.0	0.0	0.0
Associate General Counsel	0.0	1.0	1.0
Total Legal Section	2.0	2.0	2.0
Total President/CEO Division	4.0	4.0	4.0
Marketing & Public Affairs Division			
Director of Marketing	0.0	0.0	1.0
Chief Marketing and Public Affairs Officer	1.0	1.0	1.0
Director of Corporate Communications	1.0	1.0	1.0
Director of Government Affairs	0.0	1.0	1.0
Marketing Coordinator	2.0	1.0	1.0
Public Affairs Coordinator	0.0	1.0	1.0
Manager of Community and Cultural Engagement	1.0	1.0	1.0
Customer Service Supervisor	1.0	0.0	0.0
Administrative Assistant III	1.0	1.0	0.0
Receptionist	1.0	1.0	0.0
Total Marketing and Public Affairs Section	9.0	8.0	7.0
Total Marketing & Public Affairs Division	9.0	8.0	7.0
Air Service Business Development Division			
Chief Air Service Development Officer	0.0	0.0	1.0
Manager of Air Service & Cargo Business Development	1.0	1.0	1.0
Air Service Development Specialist	0.0	0.0	1.0
Air Service Development & Community Engagement	1.0	1.0	0.0
Total Air Service Business Development Division	2.0	2.0	3.0

Reno-Tahoe Airport Authority
FY 2024-25
ANNUAL BUDGET
Preliminary Personnel Complement

	FY 2022-23 Funded	FY 2023-24 Funded	FY 2024-25 Funded
Airport Economic Development Division			
Chief Commercial Officer	1.0	1.0	1.0
Manager of Aeronautical Properties	0.0	1.0	0.0
Manager of Economic Development	1.0	0.0	1.0
Manager of Properties	1.0	0.0	0.0
Manager of Commercial Properties	0.0	1.0	1.0
Concessions Manager	1.0	1.0	1.0
Aviation Business Program Manager	0.0	1.0	1.0
Property Specialist II	2.0	1.0	1.0
Property Specialist I	1.0	1.0	1.0
Contract Manager	1.0	0.0	0.0
Property Technician	2.0	2.0	2.0
Total Economic Development Division	10.0	9.0	9.0
People, Culture & Equity Division			
People Operations Assistant	0.0	0.0	1.0
Chief People, Culture & Equity Officer	1.0	1.0	1.0
Manager of Labor Relations & Benefits	1.0	1.0	1.0
Manager of People Operations	0.0	1.0	1.0
Senior People Business Partner	1.0	0.0	0.0
People Business Partner	2.0	1.0	1.0
People Operations Generalist	0.0	1.0	1.0
People Coordinator	1.0	1.0	0.0
Total People, Culture, & Equity Section	6.0	6.0	6.0
Total People, Culture & Equity Division	6.0	6.0	6.0
Finance & Administration Division			
Technology and Information Systems Section			
Senior Business Analyst	0.0	0.0	1.0
IT Business Analyst	0.0	0.0	2.0
Director of IT/ Chief Information Officer	1.0	1.0	1.0
Manager of Information Technology	1.0	1.0	1.0
Manager of IT Security	1.0	1.0	1.0
Project Manager	2.0	2.0	0.0
Supervisor of IT	0.0	1.0	1.0
Cyber Security Analyst	0.0	1.0	1.0
Security Systems Technician	1.0	0.0	0.0
Security Systems Administrator	1.0	1.0	0.0
Network Administrator II	2.0	2.0	2.0
Service Desk Administrator	0.0	1.0	1.0
Database Administrator	1.0	0.0	0.0
Systems Analyst	1.0	0.0	0.0
Network Administrator I	1.0	1.0	1.0
Total Technology and Information Systems Section	12.0	12.0	12.0

Reno-Tahoe Airport Authority
FY 2024-25
ANNUAL BUDGET
Preliminary Personnel Complement

	FY 2022-23 Funded	FY 2023-24 Funded	FY 2024-25 Funded
Finance Section			
Chief Finance & Administration Officer	1.0	1.0	1.0
Senior Internal Auditor	0.0	0.0	1.0
Internal Auditor	1.0	1.0	0.0
Director of Finance	1.0	1.0	1.0
Senior Financial Analyst	1.0	0.0	0.0
Financial Analyst	1.0	2.0	2.0
Manager of Accounting	1.0	1.0	1.0
Accountant	1.0	1.0	1.0
Payroll Administrator	1.0	1.0	1.0
Accounting Technician - AP	1.0	1.0	1.0
Accounting Technician - AR	2.0	2.0	1.0
Senior Accounting Technician	0.0	0.0	1.0
Administrative Assistant III	1.0	1.0	1.0
Total Finance Section	12.0	12.0	12.0
Purchasing & Materials Management Section			
Director of Contracts & Procurement	0.0	1.0	1.0
Manager of Purchasing & Materials Management	1.0	0.0	0.0
Senior Buyer	1.0	1.0	1.0
Buyer	1.0	1.0	1.0
Materials Management Supervisor	1.0	1.0	1.0
Materials Control Technician	1.0	1.0	1.0
Warehouse Assistant/Driver	1.0	1.0	1.0
Total Purchasing & Materials Management Section	6.0	6.0	6.0
Total Finance & Administration Officer Division	30.0	30.0	30.0
Operations & Public Safety Division			
Operations and Public Safety Administration Section			
Chief Operations & Public Safety Officer	1.0	1.0	1.0
Director of Operations	1.0	1.0	1.0
Airport Emergency Manager	1.0	1.0	1.0
Operations & Public Safety Compliance Coordinator	0.0	1.0	0.0
Operations Specialist	1.0	0.0	0.0
Total Operations and Public Safety Administration	4.0	4.0	3.0
Airside Operations Section			
Manager of Airside Operations	1.0	1.0	1.0
Airport Duty Manager	7.0	7.0	7.0
Total Airside Operations Section	8.0	8.0	8.0
Landside Operations Section			
Manager of Landside Operations	1.0	1.0	1.0
Landside Supervisor	2.0	2.0	2.0
Administrative Assistant I/II	1.0	1.0	1.0
Landside Attendant	13.0	13.0	13.0
Landside Shift Leader	6.0	6.0	6.0
Total Landside Operations Section	23.0	23.0	23.0

Reno-Tahoe Airport Authority
FY 2024-25
ANNUAL BUDGET
Preliminary Personnel Complement

	FY 2022-23 Funded	FY 2023-24 Funded	FY 2024-25 Funded
Airport Fire Section			
Chief of Airport Rescue Firefighters	1.0	1.0	1.0
Battalion Chief	3.0	3.0	3.0
Fire Captain	6.0	6.0	6.0
Engineer	9.0	9.0	9.0
Fire Fighter	3.0	6.0	6.0
Total Airport Fire Section	22.0	25.0	25.0
Airport Police Section			
Chief of Airport Police	1.0	1.0	1.0
Police Captain	1.0	1.0	1.0
Police Sergeant	4.0	4.0	4.0
Police Officer	18.0	18.0	17.0
Police Compliance Specialist	1.0	1.0	1.0
Total Airport Police Section	25.0	25.0	24.0
Airport Communications Section			
Manager of Airport Communications	1.0	1.0	1.0
Airport Communications Supervisor	1.0	1.0	1.0
Airport Communications Specialist	11.0	11.0	11.0
Total Airport Communications Section	13.0	13.0	13.0
Aviation Compliance			
Manager of Airport Security	1.0	1.0	1.0
Operations & Public Safety Compliance Coordinator	0.0	0.0	1.0
Airport Security Supervisor	1.0	1.0	0.0
Lead Security Specialist	4.0	4.0	0.0
Airport Security Specialist	11.0	11.0	0.0
Security Compliance Supervisor	0.0	1.0	1.0
Security Compliance Specialist II	1.0	0.0	0.0
Security Compliance Specialist I	1.0	1.0	1.0
Total Airport Security Section	19.0	19.0	4.0
Terminal Operations			
Airport Operations Specialist	0.0	0.0	11.0
Lead Airport Operations Specialist	0.0	0.0	4.0
Receptionist	0.0	0.0	1.0
Supervisor of Airport Ops	0.0	0.0	1.0
Manager of Terminal Operations	0.0	1.0	1.0
Customer Service Representatives	0.0	1.0	1.0
Total Terminal Operations	0.0	2.0	19.0

Reno-Tahoe Airport Authority
FY 2024-25
ANNUAL BUDGET
Preliminary Personnel Complement

	FY 2022-23 Funded	FY 2023-24 Funded	FY 2024-25 Funded
Reno-Stead Airport Section			
Manager of Reno-Stead Airport	1.0	1.0	1.0
Operations Specialist	0.0	1.0	1.0
Administrative Assistant III	1.0	0.0	0.0
Stead Technician I/II/III	3.0	3.0	2.0
Stead Technician IV	1.0	1.0	2.0
Stead Technician V	1.0	1.0	1.0
Total Reno Stead Airport Section	<u>7.0</u>	<u>7.0</u>	<u>7.0</u>
Total Operations & Public Safety Division	<u>121.0</u>	<u>126.0</u>	<u>126.0</u>
Planning & Infrastructure Division			
Planning & Infrastructure Section			
MoreRNO Airport Tenant Liaison	0.0	0.0	1.0
Chief Planning & Infrastructure Officer	1.0	1.0	1.0
Director of Program Manager	1.0	0.0	0.0
Administrative Assistant III	1.0	1.0	1.0
Total Planning & Infrastructure Section	<u>3.0</u>	<u>2.0</u>	<u>3.0</u>
Planning and Environmental Services Section			
Manager of Planning/Environmental Service	1.0	1.0	1.0
Environmental Program Manager	1.0	1.0	2.0
Airport Planner II	2.0	2.0	2.0
Airport Noise Analyst	1.0	1.0	1.0
Total Planning and Environmental Services Section	<u>5.0</u>	<u>5.0</u>	<u>6.0</u>
Engineering and Construction Section			
Manager of Engineering & Construction	1.0	1.0	1.0
Senior Airport Project Manager	2.0	2.0	2.0
Capital Improvements & Grant Coordinator	1.0	1.0	1.0
Senior Facilities Project Manager	1.0	1.0	1.0
Airport Project Manager II	2.0	2.0	2.0
Total Engineering and Construction	<u>7.0</u>	<u>7.0</u>	<u>7.0</u>
Facilities and Maintenance Administration Section			
Director of Facilities and Maintenance	1.0	1.0	1.0
Facilities Project Manager	1.0	1.0	1.0
Total Facilities and Maintenance Administration Section	<u>2.0</u>	<u>2.0</u>	<u>2.0</u>

Reno-Tahoe Airport Authority
FY 2024-25
ANNUAL BUDGET
Preliminary Personnel Complement

	FY 2022-23 Funded	FY 2023-24 Funded	FY 2024-25 Funded
Airfield Maintenance Section			
Airfield Maintenance Superintendent	1.0	1.0	1.0
Airfield Maintenance Supervisor	2.0	2.0	2.0
Airfield Technician V	5.0	5.0	5.0
Airfield Equipment Mechanic IV	3.0	3.0	3.0
Airfield Landscape Technician IV	1.0	0.0	1.0
Airfield Landscape Technician III	1.0	1.0	0.0
Airfield Electrician Technician IV	2.0	2.0	2.0
Airfield Technician I, II, III	11.0	11.0	11.0
Airfield Technician IV	0.0	1.0	2.0
Airfield Automotive Technician III	1.0	1.0	1.0
Airfield Manintenance Technician	0.0	1.0	0.0
Airfield Maintenance Specialist	0.0	1.0	1.0
Administrative Assistant II	1.0	0.0	0.0
Total Airfield Maintenance Section	28.0	29.0	29.0
Building Maintenance and Services Section			
Facilities Superintendent	1.0	1.0	1.0
Assistant Facilities Superintendent	1.0	1.0	1.0
Facilities Supervisor	5.0	5.0	5.0
Facilities Maintenance Technician I, II, III	6.0	6.0	7.0
Facilities Jet Bridge Technician IV	2.0	2.0	2.0
Facilities Maintenance Technician IV	2.0	2.0	1.0
Facilities Plumber Technician IV	1.0	1.0	1.0
Facilities Maintenance Technician V	3.0	3.0	4.0
Facilities HVAC Plant Operator V	1.0	1.0	0.0
Facilities HVAC Technician IV	2.0	2.0	2.0
Facilities Electrician Technician IV	3.0	3.0	3.0
Maintenance Scheduler/Planner	1.0	1.0	1.0
Senior Airport Facilities Custodian	2.0	2.0	2.0
Airport Facilities Custodian	32.0	32.0	32.0
Total Building Maintenance and Services Section	62.0	62.0	62.0
Total Planning & Infrastructure Division	107.0	107.0	109.0
TOTAL AIRPORT (Does not include the appointed Board of Trustees)	289.0	292.0	294.0

* Appointed positions