



**Reno-Tahoe
Airport Authority**

**FISCAL YEAR
2025-2026**

Annual Budget

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Table of Contents

SECTION 1 – Introduction and Summary

Our Structure and Business Model	1-2
Budget Overview	3-4
RTAA Strategic Plan	4-5

SECTION 2 - Organization Guide

Board of Trustees	6
Organizational Structure	6-11
Personnel Complement	11
Personnel Complement Summary	12
Personnel Complement Detail	13-17
Organization Chart	18

SECTION 3 - Financial and Budgetary Policies

Basis of Accounting/Budgeting	19
Legal Requirements	19
Airline-Airport Use and Lease Agreement	20-23
Liquidity and Working Capital Policy	23-24
Reserve and Fund Balance Policy	24-27
Investment Policy	27-28
Debt Management	28
Budget Process	28-29
Allocation of O&M Expenses (to Airline Rates, Fees and Charges)	30-31

SECTION 4 - Revenues

Revenues	32-33
Revenue Summary by Type	33-40
Airline Rate Calculation	36-39
Non-Airline Revenues	40-42
Concession Revenue	43-47

SECTION 5 - Expenditures

Expenditures	48-52
Departmental O&M Expenditure Pie Chart	53-55
Resources Applied by Organizational Unit	56

SECTION 6 – Property, Plant, & Equipment, Capital Budgets and Debt Service

Property Plant & Equipment Summary	57-59
Capital Projects Summary	60-64
Debt Service	65
Capital Project Budgets	66
Capital Improvement Program	67-71

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Table of Contents

SECTION 7 - Supplemental Data

Supplemental Data and Graphs.....	72-89
-----------------------------------	-------

<u>SECTION 8 - State of Nevada Budget Format</u>	90-100
---	--------

<u>SECTION 9 – Acronym and Glossary</u>	101-117
--	---------

Section 1

Introduction and Summary

**Reno-Tahoe Airport Authority
FY 2025-26 Annual Budget
Section 1 – Introduction**



**Board of Trustees
Reno, Nevada**

The Reno-Tahoe Airport Authority (RTAA) is a quasi-municipal corporation established by the Nevada State Legislature in 1977, with operations commencing on July 1, 1978. This enabling legislation of RTAA calls for annual budget and the information following addresses the operating and capital budget requirements for Fiscal Year (FY) 2025-26 as approved by the Board of Trustees on May 22, 2025. The budget represents the fiscal plan for revenues, expenses, and capital improvements to operate the Reno-Tahoe International Airport (RNO) and Reno-Stead (RTS) general aviation airport for FY 2025-26 (July 1, 2025, through June 30, 2026). The approved budget is balanced; meaning revenues and other resources equal or exceed expenditures and other uses. A balanced budget is an integral part of maintaining RTAA's financial sustainability.

The overall objective for the budget is to provide essential resources for operating, maintaining, and developing safe, convenient, and customer-focused facilities. The budget is structured consistently with conventions and standards as an enterprise fund. As such, RTAA's day-to-day operating and maintenance expenses are funded almost exclusively from revenues generated through cost recovery from the airlines, rents and concession fees paid by airport tenants, and customers of public parking facilities. No state or local property or sales tax dollars are used to meet RTAA's obligations. RTAA is solely responsible for ensuring its financial stability and viability. This budget not only ensures RTAA's sound fiscal operation for the coming year, but also supports the growth and development needed to serve the expanding catchment area for generations to come. RTAA staff remain dedicated and professional, consistently delivering exceptional travel experience for all who use our airports.

The MoreRNO capital program is expected to make continued progress in FY 2025-26 when several projects will transition from design phase to construction phase, including The New Gen A&B concourses, South Remain Overnight (South RON), Centralized Utility Plant (CUP), and New Police and Airport Authority Headquarters (The HQ). Funding for the MoreRNO program is from federal grants, passenger facility charges (PFC), airline rates and charges, RTAA cash, and airport revenue bonds.

Background

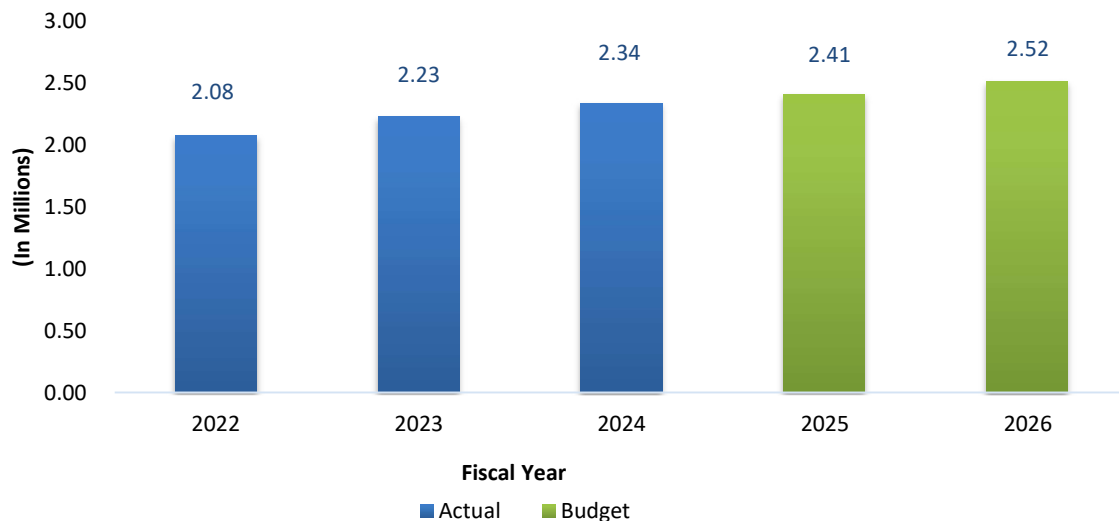
On April 23, 2025, the Board held a workshop on the proposed FY 2025-26 budget. Staff presented an overview of the budget, including passenger traffic, landed weight, revenue and operating expense estimates, and personnel requirements for the upcoming fiscal year to begin on July 1, 2025. The presentation also included information on proposed capital equipment and projects estimates anticipated within the Capital Improvement Plan. On April 30, 2025, the proposed budget, with a focus on airline rates and charges, was reviewed with the Airline Airport Affairs Committee as required by the Airport-Airline Use and Lease Agreement (AAULA or "airline agreement"). On May 12, 2025, pursuant to State law, a notice of the proposed budget and public hearing was published in the Reno Gazette-Journal. On May 22, 2025, the Board opened the public hearing, considered the proposed budget and adopted the FY 2025-26 budget.

Reno-Tahoe Airport Authority
FY 2026-26 Annual Budget
Section 1 – Introduction

Enplaned Passengers

Airline traffic at RNO has made a tremendous recovery following the COVID pandemic. We celebrated new records of enplaned passengers in calendar year 2024. The FY 2024-25 traffic forecast shows continued growth, albeit slower growth than in recent years. FY 2024-25 saw the return of Frontier airlines. As we look at the airline traffic for next fiscal year, we are cautiously optimistic. The FY 2025-26 passenger forecast anticipates 2.517 million enplaned passengers, a 4.2% increase from the FY 2024-25 budget. RTAA staff continues to closely monitor airline traffic changes and the potential impact this may have on RNO operating revenues.

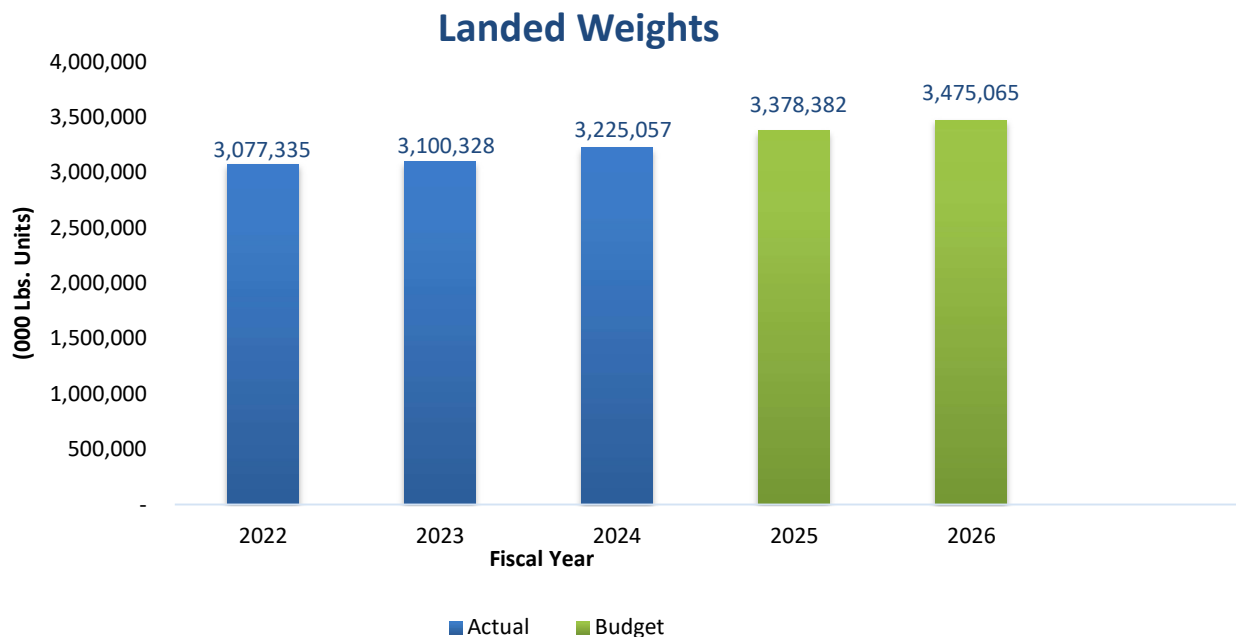
Enplanements



Landed Weights

Landed weight represents the maximum gross certificated landed weight in one-thousand-pound units, as specified in the airline flight operations manual. This metric is used to determine landing fees for both airline and general aviation aircraft operating at the Airport. For FY 2025-26, landed weight is projected to increase by 2.9% compared to the FY 2024-25 Budget, a 7.8% increase from the FY 2023-24 actuals. This increase is attributed to continued growth in demand in the region.

Reno-Tahoe Airport Authority
FY 2026-26 Annual Budget
Section 1 – Introduction



Budget Overview

The FY 2025-26 budget includes total revenues of \$116.664 million to fund airport operating expenses, debt service, equipment, and capital improvements. The tables below provide a financial overview of the FY 2025-26 budget and key metrics.

Budget Category	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Forecast	FY 2025-26 Budget	Budget to Budget	
					\$ Change	% Change
Operating Budget						
Revenues	\$ 84,362,826	\$ 88,408,803	\$ 90,051,730	\$ 98,733,202	\$ 10,324,400	11.7%
Expenses	(62,539,641)	(68,668,035)	(68,988,060)	(73,904,941)	(5,236,906)	7.6%
Revenues over Expenses	21,823,185	19,740,768	21,063,671	24,828,261	5,087,494	25.8%
Other Sources (Uses)						
Property, Plant and Equipment	(1,667,829)	(702,657)	(937,864)	(1,386,956)	(684,299)	97.4%
Debt Service	-	(1,915,560)	(1,863,003)	(1,440,100)	475,460	(24.8%)
Federal Stimulus Funds	778,780	-	-	-	-	
Interest Income	2,937,721	2,696,900	2,148,700	7,681,900	4,985,000	184.8%
Other Non-Operating Revenue	302,499	302,900	302,900	300,000	(2,900)	(1.0%)
Total Other Sources (Uses)	2,351,171	381,583	(349,268)	5,154,844	4,773,261	1,250.9%
Net Sources over Uses	24,174,357	20,122,350	20,714,403	29,983,105	9,860,755	49.0%
Other Revenues:						
Passenger Facility Charges	9,067,927	9,076,700	9,517,449	9,949,128	872,428	9.6%
Customer Facility Charges	7,919,364	-	-	-	-	
Federal Stimulus Funds	778,780	5,000,000	7,600,000	-	(5,000,000)	(100.0%)
Total Other Sources	17,766,071	14,076,700	17,117,449	9,949,128	(4,127,572)	(90.4%)
Capital Budget	58,384,588	100,139,053	100,139,053	204,379,889	104,240,836	104.1%

Reno-Tahoe Airport Authority
FY 2026-26 Annual Budget
Section 1 – Introduction

Key Metrics

Description	FY 2023-24	FY 2024-25	FY 2024-25	FY 2025-26	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Enplaned Passengers	2,344,848	2,414,737	2,469,342	2,516,997	102,260	4.2%
Landed Weight (000's)	3,225,057	3,378,382	3,427,860	3,475,065	96,683	2.9%
Landing Fee (Signatory)	\$ 4.12	\$ 4.19	\$ 4.20	\$ 4.39	\$ 0.20	4.8%
Landing Fee (Non-Signatory)	\$ 4.74	\$ 4.82	\$ 4.83	\$ 5.05	\$ 0.23	4.8%
Terminal Rental Rate (Avg.)	\$ 131.34	\$ 156.40	\$ 155.13	\$ 162.63	\$ 6.23	4.0%
Debt Service Coverage	143.55	16.47	17.52	26.39	9.92	60.2%
Federal Stimulus	\$ 778,780	\$ 5,000,000	\$ 7,600,000	\$ -	\$ (5,000,000)	(100.0%)
Sg. Cost Per Enplanement	\$ 8.28	\$ 10.93	\$ 10.95	\$ 10.76	\$ (0.17)	(1.5%)
Workforce (FTEs)	292	295.5	295.5	273.5	(22.00)	-7.4%

RTAA Strategic Plan

An important guiding foundation for the budget is RTAA's Strategic Plan. The plan was developed with extensive input from the Board of Trustees, RTAA staff and other interested stakeholders. This plan helps to guide RTAA on a path to success as we endeavor to change the future of air travel in the region for generations to come. The purpose and desired outcomes of the RTAA FY 2024-28 Strategic Plan are:

- **Shared Vision** - A strategic vision for the organization that is shared by staff and Board of Trustees.
- **Strategic Direction** - Core strategies that will help guide the RTAA over the next five fiscal years.
- **Roadmap** - A high-level plan to guide priority setting and serve as a helpful road map for staff and the Board of Trustees.
- **Planning Structure** - Long-term goals and performance measures that support strategic priorities and provide a planning structure for objectives setting and annual action plans developed by the Executive Team.
- **Agility/Flexibility** - A living, breathing plan that provides direction, but is also flexible and broad enough to incorporate constant change in the aviation industry.

The strategic priorities of the plan provide the framework for the direction of RTAA over the next five fiscal years. With a holistic focus across the whole organization, the priorities provide clarity on the intent of how the RTAA will achieve this vision.

1. **Safety and Security** - Create a safe and secure environment for everyone who utilizes Reno-Tahoe International Airport and Reno-Stead Airport.
2. **People** - Bolster our employees who are the current and future strength of our organization.
3. **Facilities for the Future** - Optimize existing facilities and construct new infrastructure at both airports to address market demand by implementing the MoreRNO Program and Airport Capital Improvement Program (ACIP).
4. **Air Service and Cargo** - Retain and increase air service and cargo.

Reno-Tahoe Airport Authority
FY 2026-26 Annual Budget
Section 1 – Introduction

5. Financial Stewardship - Establish a culture of fiscal integrity; responsibly manage our business costs, diversify revenues, engage commercial business opportunities, and pursue grant funding, and the prudent use of debt financing for MoreRNO projects.
6. Customer Experience - Provide a positive environment and experience for all.
7. General Aviation - Support and elevate general aviation at both airports.
8. Sustainability - Operate and manage both airports with a holistic approach reflecting sustainability policies and practices along with environmental stewardship.

For an in-depth discussion about the Strategic Plan, the methodology and initiatives, please refer to RTAA's website www.renoairport.com/airport-authority/airport-plans

Section 2

Organization Guide

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 – Organization Guide

BOARD OF TRUSTEES

The Board of Trustees consists of nine members appointed by the City of Reno, City of Sparks, Washoe County, and the Reno-Sparks Convention and Visitors Authority (RSCVA). Each Trustee brings a comprehensive history of community service to the board combined with a wide range of business expertise.



List of Board of Trustees with Appointing Entities*

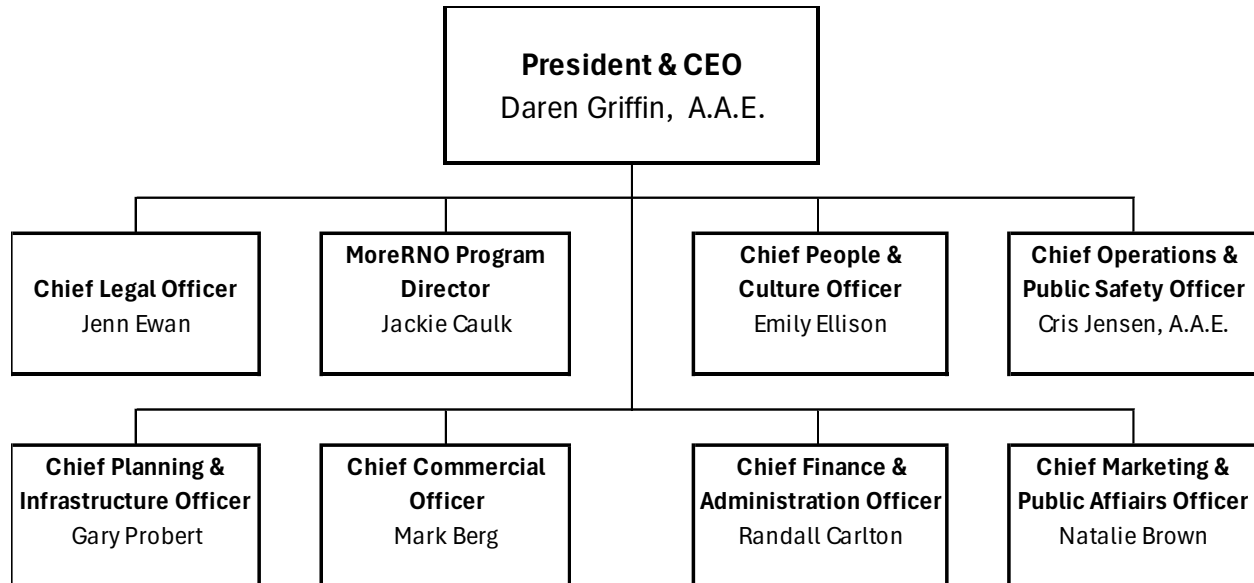
Board of Trustees	Position	Term Expires	Represents
Shaun Carey	Chair	Jun-27	City of Sparks
Adam Kramer	Vice Chair	Jun-29	Washoe County
Kitty Jung	Secretary	Jun-27	City of Reno
Cortney Young	Treasurer	Jun-27	Washoe County
Eddie Ableser	Trustee	Jun-29	City of Reno
Mike Carrigan	Trustee	Jun-29	City of Sparks
Pascal Dupuis	Trustee	Jun-29	Reno-Sparks Convention and Visitors Authority
Joel Grace	Trustee	Jun-27	City of Reno
Brian Kulpin	Trustee	Jun-29	City of Reno

** Trustee positions FY 2025-26. More information on the Board of Trustees can be viewed on the RTAA website at www.renoairport.com or by clicking [RTAA Board of Trustees](#).*

ORGANIZATIONAL STRUCTURE

RTAA's workforce is organized into eight (8) divisions led by a Chief Officer or Program Director who reports directly to the President/CEO. The organizational structure is represented in the following divisional organization chart:

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 – Organization Guide



The Office of the General Counsel, led by the *Chief Legal Officer* plays a crucial role in safeguarding the airport's interests, ensuring legal regulatory compliance, and contributing to the strategic direction and operational efficiency of the organization.

The *MoreRNO Program Director* provides the expertise, leadership, and management skills necessary to navigate the complexities of large-scale construction MoreRNO projects. This role is crucial in delivering the project on time, within budget, and to the highest standards of quality and safety.

The People & Culture Division, led by the *Chief People & Culture Officer*, ensures that the workforce is well-managed, motivated, and aligned with the organization's strategic goals. This contributes to smoother operations and improved employee satisfaction.

The role of the Operations and Public Safety Division is critical in ensuring that the airport operates smoothly, efficiently, and safely, while continuously improving processes and maintaining high standards of service. The division led by the *Chief Operations and Public Safety Officer* incorporates the following departments:

- Operations and Public Safety Administration
- Airside Operations
- Landside Operations
- Airport Fire (contracted through the City of Reno)
- Airport Police
- Airport Communications
- Aviation Compliance
- Terminal Operations
- Reno-Stead Airport

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 – Organization Guide

The Planning & Infrastructure Division ensures that RTAA's infrastructure meets current and future needs, supports operational efficiency, and aligns with RTAA's strategic goals. The *Chief Planning & Infrastructure Officer* plays a key role in driving sustainable growth and development, enhancing the airport's capacity, and ensuring the successful execution of capital projects. The division includes the following departments:

- Planning & Infrastructure Administration
- Facilities & Maintenance Administration
- Planning & Environmental Services
- Engineering & Construction
- Airfield Maintenance
- Building Maintenance & Custodial
- Baggage Handling System

Led by the *Chief Commercial Officer*, RTAA's Commercial Operations Division is responsible for driving the airport's revenue-generating activities through strategic management of commercial development, airline relations, air service development, and tenant partnerships. With the recent integration of the Air Service Development Division, Commercial Operations now includes air service strategy as a key component of its mission to enhance passenger and cargo connectivity. The division focuses on optimizing business performance, expanding route networks, and creating sustainable commercial growth across all facets of airport operations. The division includes the following departments.

- Commercial Business Development
- Air Service Development
- Outside Properties

The role of *Chief Finance & Administration Officer* is critical in ensuring the financial health and operational efficiency of the airport. This officer provides strategic financial leadership, oversees administrative functions, manages investments, and ensures compliance with financial regulatory requirements. By effectively managing the airport's financial and administrative operations, the Chief Finance & Administration Officer helps support the airport's growth and long-term success. The division incorporates the following departments:

- Technology, Information Systems & Cybersecurity
- Finance
- Contracts & Procurement

The role of *Chief Marketing & Public Affairs Officer* is crucial in shaping the airport's public image, enhancing passenger experience, and driving marketing efforts to attract more passengers and business. This officer plays a key role in building strong relationships with stakeholders, managing public perceptions, and ensuring effective communication both internally and externally.

POSITION CHANGES

The Position Updates section offers a detailed account of the approved changes to position duties and responsibilities made during the FY 2025-26 budget process as well as FY 2024-25 mid-cycle

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 – Organization Guide

reclassifications and promotions. This approach ensures transparency and clarity regarding RTAA's structure and staffing. The updates are categorized by department.

PRESIDENT/CEO DIVISION

The President/CEO Division made no organizational or position changes for the FY 2025-26 Budget year.

OFFICE OF GENERAL COUNSEL

The Office of General Counsel Division made no organizational or position changes for the FY 2025-26 Budget year.

MoreRNO PROGRAM

The MoreRNO program reclassified one position and added one limited duration position. The new position is temporary and will end when the MoreRNO Program concludes.

- MoreRNO Program Support Specialist, new limited duration position
- MoreRNO Senior Airport Project Manager – Architect Lead, position reclassified from MoreRNO Senior Project Manager

PEOPLE & CULTURE DIVISION

The People & Culture Division reflect four reclassification changes:

- Director of People Operations, position reclassified from Manager of People Operations
- Benefits Coordinator, position reclassified from People Operations Assistant
- Organizational Development Specialist, position reclassified from People Business Partner
- Talent Acquisition Coordinator, position reclassified from People Operations Generalist

OPERATIONS & PUBLIC SAFETY DIVISION

Operations and Public Safety Administration reflects one change, which is the transfer of personnel to another Department:

- Airport Emergency Manager, reclassified to Manager of Safety Management Systems

Airside Operation Department reflects one change which is the transfer of personnel from Operations and Public Safety Administration

- Manager of Safety Management Systems, reclassified, formerly Airport Emergency Manager

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 – Organization Guide

Airport Fire reflects a net decrease of 25 positions:

- Chief of Airport Rescue Fire Fighters, position was unfilled and was not transferred to City of Reno, remains as an authorized but unfunded position for FY 2025-26
- Battalion Chiefs, three (3) positions transferred to City of Reno
- Fire Captains, six (6) positions transferred to City of Reno
- Engineers, nine (9) positions transferred to City of Reno
- Fire Fighters, six (6) positions transferred to City of Reno

Airport Police added one position:

- Police Officer, added one new position

Aviation Compliance reflects the following change

- Aviation Compliance Specialist, reclassified position from Operations & Public Safety Compliance Coordinator

Reno-Stead Airport reflects one position reclassification:

- Airfield Maintenance Supervisor – Stead, reclassified from Stead Technician V

PLANNING & INFRASTRUCTURE DIVISION

Engineering & Construction department changes in personnel includes:

- Construction Manager, reclassified from Airport Project Manager II

Building Maintenance reflects the following changes:

- Airport Facilities Custodian, one new added position
- Facilities HVAC Technician IV, reclassified position from Facilities Maintenance Technician III

AIR SERVICE DEVELOPMENT DIVISION

Following the retirement of the *Chief Air Service Development Officer*, the Air Service Development Division was integrated into the Commercial Operations Division as a department within Commercial Development. As part of this transition, one position was eliminated, and two positions were reassigned to the Commercial Operations Division.

COMMERCIAL OPERATIONS DIVISION

The Commercial Operations Division has integrated with the Air Service Development Division. Following the retirement of the *Chief Air Service Development Officer*, the Air Service

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 – Organization Guide

Development Division was integrated into the Commercial Operations Division as a department within Commercial Operations. Changes to the combined Division include:

Air Service Development Department reflects the reassignment of the department and the elimination of one position.

- Manager of Air Service & Cargo Business Development, reassigned from Air Service Development Division
- Air Service Development Specialist, reassigned from Air Service Development Division
- Chief Air Service Development Officer, position eliminated

The Commercial Operations Department reflects one change, which is:

- Director of Commercial Business, reclassified from Manager of Economic Development

FINANCE & ADMINISTRATION DIVISION

Finance reclassified two positions:

- Controller, reclassified from Manager of Accounting
- Supervisor of Accounting reclassified from Accountant

MARKETING & PUBLIC AFFAIRS DIVISION

The Marketing & Public Affairs Division made no organizational or position changes for the FY 2025-26 Budget year.

ORGANIZATIONAL CHART AND PERSONNEL COMPLEMENT

This section includes the Personnel Complement Summary, the Personnel Complement, and the Organizational Chart.

- Personnel Complement Summary: Provides the total number of budgeted and/or authorized positions by division for Fiscal Year 2025–26.
- Personnel Complement: Offers a detailed breakdown of all positions by division and department, including position titles and the number of full-time authorized roles per department. It also reflects any additions or removals made to the list of positions.
- Organizational Chart: Presents a visual representation of the divisions and their respective departments, illustrating the overall structure of the organization.

2025-26 PERSONNEL COMPLEMENT

RTAA's total approved and funded personnel complement for FY 2025-26 reflects 273.5 full-time equivalent (FTE) positions, a net decrease of 22 from those approved in the prior budget year.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 – Organization Guide

Personnel Complement Summary

Divisions	Budgeted and/or Authorized 2023-24	Budgeted and/or Authorized 2024-25	Budgeted and/or Authorized 2025-26
*Board of Trustees Division	9.0	9.0	9.0
President/CEO Division	4.0	8.0	9.0
Marketing & Public Affairs Division	8.0	7.0	7.0
Commercial Operations Division	11.0	12.0	11.0
People & Culture Division	6.0	6.0	6.0
Finance & Administration Division	30.0	30.0	30.0
Operations & Public Safety Division	126.0	127.0	103.0
Planning & Infrastructure Division	107.0	105.5	106.5
Authorized Unfunded Position	0.0	0.0	1.0
TOTAL AIRPORT (Excludes Trustees)	292.0	295.5	273.5

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 - Organization Guide

Personnel Complement

	Funded FY 2023-24	Funded FY 2024-25	Funded FY 2025-26
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			
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
General Counsel			
Chief Legal Officer	1.0	1.0	1.0
Associate General Counsel	1.0	1.0	1.0
Total General Counsel	2.0	2.0	2.0
MoreRNO Program			
MoreRNO Program Director	0.0	1.0	1.0
MoreRNO Program Controls Director	0.0	1.0	1.0
MoreRNO Tenant Liaison Manager	0.0	1.0	1.0
MoreRNO Senior Project Manager	0.0	1.0	0.0
MoreRNO Senior Airport Project Manager – Architect Lead	0.0	0.0	1.0
MoreRNO Project Manager Assistant	0.0	0.0	1.0
Total MoreRNO	0.0	4.0	5.0
Total President/CEO Division	4.0	8.0	9.0
Marketing & Public Affairs Division			
Director of Marketing	0.0	1.0	1.0
Chief Marketing and Public Affairs Officer	1.0	1.0	1.0
Manager of Public Affairs	1.0	1.0	1.0
Director of Government Affairs	1.0	1.0	1.0
Art Administrator and Marketing Specialist	0.0	1.0	1.0
Marketing Coordinator	1.0	1.0	1.0
Public Affairs Coordinator	1.0	0.0	0.0
Manager of Community Relations and Cultural Engagement	1.0	1.0	1.0
Administrative Assistant III	1.0	0.0	0.0
Receptionist	1.0	0.0	0.0
Total Marketing & Public Affairs Division	8.0	7.0	7.0
Commercial Operations Division			
Commercial Operations Department			
Chief Commercial Officer	1.0	1.0	1.0
Director of Commercial Business	0.0	0.0	1.0
Manager of Aeronautical Properties	1.0	0.0	0.0
Manager of Economic Development	0.0	1.0	0.0
Manager of Properties	0.0	0.0	0.0
Manager of Aeronautical Properties	1.0	1.0	1.0
Concessions Manager	1.0	1.0	1.0
Aviation Business Program Manager	1.0	1.0	1.0
Property Specialist II	1.0	1.0	1.0
Property Specialist I	1.0	1.0	1.0
Property Technician	2.0	2.0	2.0
Total Commercial Operations Department	9.0	9.0	9.0

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 - Organization Guide

Personnel Complement

	Funded FY 2023-24	Funded FY 2024-25	Funded FY 2025-26
Air Service Development Department			
Chief Air Service Development Officer	0.0	1.0	0.0
Manager of Air Service & Cargo Business Development	1.0	1.0	1.0
Air Service Development Specialist	0.0	1.0	1.0
Air Service Development & Community Engagement	1.0	0.0	0.0
Total Air Service Development Department	2.0	3.0	2.0
Total Commercial Operations Division	11.0	12.0	11.0
People & Culture Division			
People Operations Assistant	0.0	1.0	0.0
Benefits Coordinator	0.0	0.0	1.0
Chief People & Culture Officer	1.0	1.0	1.0
Manager of Labor Relations & Benefits	1.0	1.0	1.0
Director of People Operations	0.0	0.0	1.0
Manager of People Operations	1.0	1.0	0.0
Senior Benefits Specialist	0.0	0.0	0.0
Organizational Development Specialist	0.0	0.0	1.0
Senior People Business Partner	0.0	0.0	0.0
People Business Partner	1.0	1.0	0.0
People Operations Generalist	1.0	1.0	0.0
Talent Acquisition Coordinator	0.0	0.0	1.0
People Coordinator	1.0	0.0	0.0
Total People, Culture & Equity Division	6.0	6.0	6.0
Finance & Administration Division			
Technology and Information Systems			
Senior Business Analyst	0.0	1.0	1.0
IT Business Analyst	0.0	2.0	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	0.0	0.0
Supervisor of IT	1.0	1.0	1.0
Cyber Security Analyst	1.0	1.0	1.0
Security Systems Administrator	1.0	0.0	0.0
Service Desk Administrator	1.0	1.0	1.0
Network Administrator II	2.0	2.0	2.0
Network Administrator I	1.0	1.0	1.0
Total Technology and Information Systems	12.0	12.0	12.0
Finance & Administration Division Continued			
Finance			
Chief Finance & Administration Officer	1.0	1.0	1.0
Senior Internal Auditor	0.0	1.0	1.0
Internal Auditor	1.0	0.0	0.0
Manager of Budget	1.0	1.0	1.0
Financial Analyst	2.0	2.0	2.0
Manager of Accounting	1.0	1.0	0.0
Controller	0.0	0.0	1.0
Supervisor of Accounting	0.0	0.0	1.0
Accountant	1.0	1.0	0.0
Payroll Administrator	1.0	1.0	1.0

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 - Organization Guide

Personnel Complement

	Funded FY 2023-24	Funded FY 2024-25	Funded FY 2025-26
Finance (continued)			
Accounting Technician - AP	1.0	1.0	1.0
Accounting Technician - AR	2.0	1.0	1.0
Senior Accounting Technician	0.0	1.0	1.0
Accounting Specialist	1.0	1.0	1.0
Total Finance	12.0	12.0	12.0
Contracts & Procurement			
Director of Contracts & Procurement	1.0	1.0	1.0
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 Contracts & Procurement	6.0	6.0	6.0
Total Finance & Administration Division	30.0	30.0	30.0
Operations & Public Safety Division			
Operations & Public Safety Administration			
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	0.0
Operations & Public Safety Compliance Coordinator	1.0	0.0	0.0
Total Operations and Public Safety Administration	4.0	3.0	2.0
Airside Operations			
Manager of Airside Operations	1.0	1.0	1.0
Airport Duty Manager	7.0	7.0	7.0
Manager of Safety Management Systems	0.0	0.0	1.0
Total Airside Operations	8.0	8.0	9.0
Landside Operations			
Manager of Landside Operations	1.0	1.0	1.0
Landside Operations Supervisor	2.0	2.0	2.0
Administrative Assistant I/II	1.0	1.0	1.0
Landside Attendant I/II	13.0	13.0	13.0
Landside Shift Leader	6.0	6.0	6.0
Total Landside Operations	23.0	23.0	23.0
Operations & Public Safety Division Continued			
Airport Fire			
Chief of Airport Rescue Firefighters	1.0	1.0	0.0
Battalion Chief	3.0	3.0	0.0
Fire Captain	6.0	6.0	0.0
Engineer	9.0	9.0	0.0
Fire Fighter	6.0	6.0	0.0
Total Airport Fire	25.0	25.0	0.0
Airport Police			
Chief of Airport Police	1.0	1.0	1.0
Airport Police Assistant Chief	1.0	1.0	1.0
Police Sergeant	4.0	4.0	4.0
Police Officer	18.0	18.0	19.0
Police Compliance Specialist	1.0	1.0	1.0
Total Airport Police	25.0	25.0	26.0

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 - Organization Guide

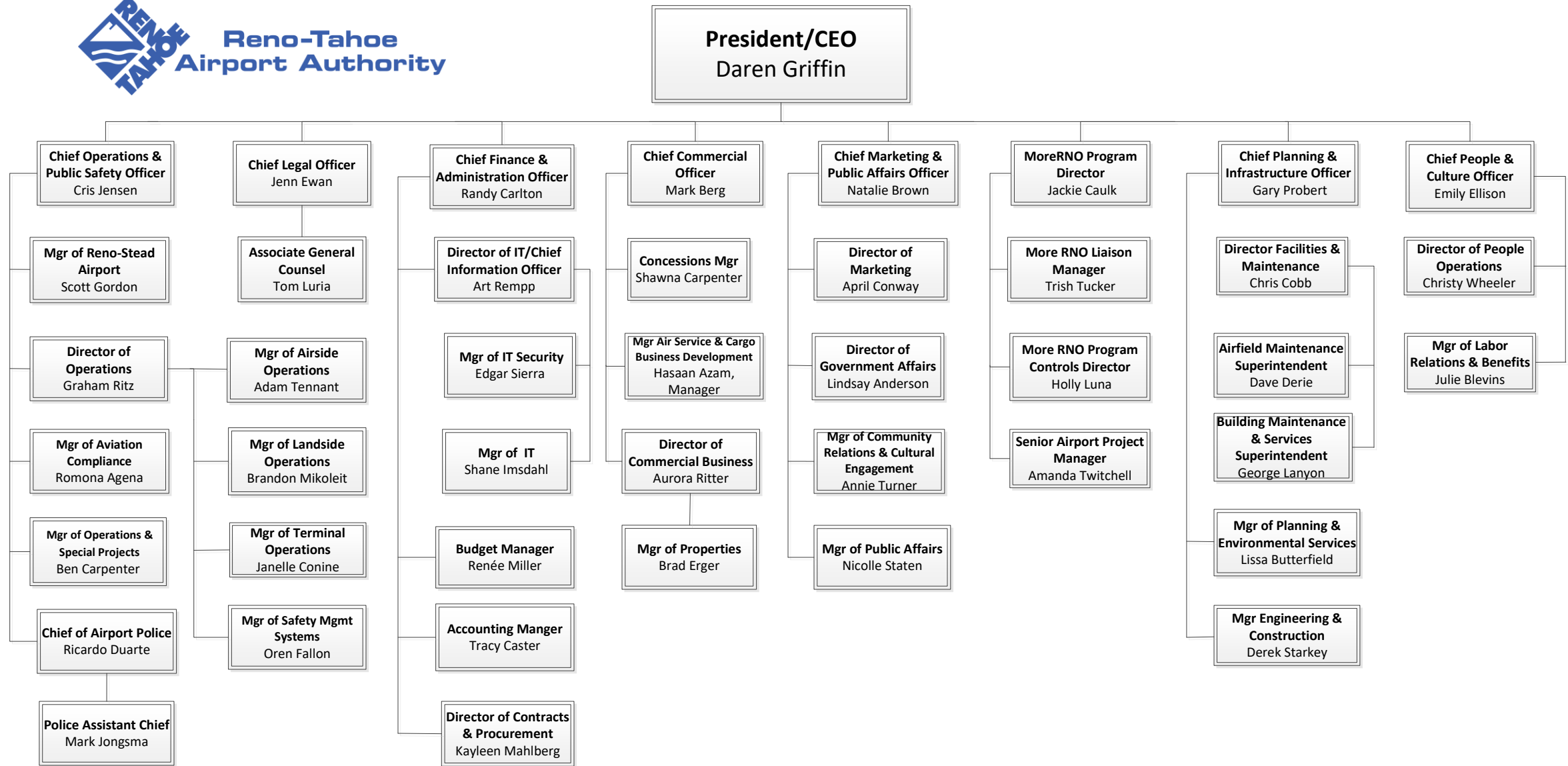
Personnel Complement

	Funded FY 2023-24	Funded FY 2024-25	Funded FY 2025-26
Airport Communications			
Manager of Airport Communications & Special Projects	1.0	1.0	1.0
Airport Communications Supervisor	1.0	1.0	1.0
Airport Communications Specialist I/II	11.0	11.0	11.0
Total Airport Communications	13.0	13.0	13.0
Aviation Compliance			
Manager of Aviation Compliance	1.0	1.0	1.0
Operations & Public Safety Compliance Coordinator	0.0	1.0	0.0
Aviation Compliance Specialist	0.0	0.0	1.0
Airport Security Supervisor	1.0	0.0	0.0
Lead Security Specialist	4.0	0.0	0.0
Airport Security Specialist	11.0	0.0	0.0
Security Compliance Supervisor	1.0	1.0	1.0
Security Compliance Specialist I	1.0	1.0	1.0
Total Aviation Compliance	19.0	4.0	4.0
Terminal Operations			
Airport Operations Specialist	0.0	11.0	11.0
Lead Airport Operations Specialist	0.0	4.0	4.0
Receptionist	0.0	1.0	1.0
Supervisor of Airport Ops	0.0	1.0	1.0
Manager of Terminal Operations	1.0	1.0	1.0
Customer Experience Representatives	1.0	1.0	1.0
Total Terminal Operations	2.0	19.0	19.0
Reno-Stead Airport			
Manager of Reno-Stead Airport	1.0	1.0	1.0
Operations Specialist	1.0	1.0	1.0
Administrative Assistant III	0.0	0.0	0.0
Airfield Maintenance Supervisor - Stead	0.0	0.0	1.0
Stead Technician I/II/III/IV	3.0	4.0	3.0
Stead Technician IV	1.0	0.0	1.0
Stead Technician V	1.0	1.0	0.0
Total Reno-Stead Airport	7.0	7.0	7.0
Total Operations & Public Safety Division	126.0	127.0	103.0
Planning & Infrastructure Division			
Planning & Infrastructure Administration			
Chief Planning & Infrastructure Officer	1.0	1.0	1.0
Administrative Assistant III	1.0	1.0	1.0
Total Planning & Infrastructure Administration	2.0	2.0	2.0
Planning & Environmental Services			
Manager of Planning/Environmental Service	1.0	1.0	1.0
Environmental Program Manager	1.0	1.5	1.5
Airport Planner II	2.0	2.0	2.0
Airport Noise Analyst	1.0	1.0	1.0
Total Planning & Environmental Services	5.0	5.5	5.5

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 2 - Organization Guide

Personnel Complement

	Funded FY 2023-24	Funded FY 2024-25	Funded FY 2025-26
Engineering & Construction			
Manager of Engineering & Construction	1.0	1.0	1.0
Senior Airport Project Manager	2.0	0.0	0.0
Capital Improvements & Grant Coordinator	1.0	1.0	1.0
Facilities Project Manager II	1.0	1.0	1.0
Construction Manager	0.0	0.0	1.0
Airport Project Manager II	2.0	2.0	1.0
Total Engineering & Construction	7.0	5.0	5.0
Facilities and Maintenance Administration			
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	2.0	2.0	2.0
Airfield Maintenance			
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	0.0	1.0	1.0
Airfield Landscape Technician III	1.0	0.0	0.0
Airfield Electrician Technician IV	2.0	2.0	2.0
Airfield Technician I, II, III, IV	11.0	13.0	13.0
Airfield Technician IV	1.0	0.0	0.0
Airfield Automotive Technician III	1.0	1.0	1.0
Airfield Manintenance Technician	1.0	0.0	0.0
Airfield Maintenance Specialist	1.0	1.0	1.0
Total Airfield Maintenance	29.0	29.0	29.0
Planning & Infrastructure Division Continued			
Building Maintenance & Services			
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	8.0	7.0
Facilities Jet Bridge Technician IV	2.0	2.0	2.0
Facilities Maintenance Technician IV	2.0	0.0	0.0
Facilities Plumber Technician IV	1.0	1.0	1.0
Facilities Maintenance Technician V	3.0	3.0	3.0
Facilities HVAC Plant Operator V	1.0	1.0	1.0
Facilities HVAC Technician IV	2.0	2.0	3.0
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	33.0
Total Building Maintenance & Services	62.0	62.0	63.0
Total Planning & Infrastructure Division	107.0	105.5	106.5
Authorized Unfunded Position	0.0	0.0	1.0
TOTAL AIRPORT (Does not include the appointed Board of Trustees)	292.0	295.5	273.5



Section 3

Financial and Budgetary Policies

**Reno-Tahoe Airport Authority
FY 2025-26**

ANNUAL BUDGET

Section 3 – Financial and Budgetary Policies

As a quasi-municipal corporation, the Reno-Tahoe Airport Authority (RTAA) was created by the Nevada Legislature in 1977 to acquire, operate, and finance the Reno-Tahoe International Airport (RNO), the Reno-Stead Airport (RTS), and related facilities. RTAA operates financially as a proprietary enterprise fund, which means its method of accounting is similar to private business.

Basis of Accounting/Budgeting

Under Generally Accepted Accounting Principles (GAAP), RTAA's annual audited financial statement is prepared on the accrual basis of accounting. RTAA's budget is also presented on the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

All transactions are accounted for in a single enterprise fund. Enterprise funds are used to account for activities (a) that are financed and operated in a manner similar to private business enterprises – where the intent of the governing body is that the costs of providing goods or services to the general public on a continuing basis be financed or recovered through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

Revenues from landing fees, rents, parking revenue and other miscellaneous sources are reported as operating revenues. Transactions, which are capital, financing or investing related, are reported as non-operating revenues. Revenues from Passenger Facility Charges (PFCs), and American Rescue Plan Act (ARPA) funds are reported as non-operating revenues. Expenses from employee wages and benefits, purchases of services, materials and supplies, and other miscellaneous expenses are reported as operating expenses. Interest expense and financing costs are reported as non-operating expenses.

Legal Requirements

The enabling legislation which created RTAA requires that the budget process complies with the Local Government Budget and Finance Act enacted by the Nevada State Legislature. The purpose of this Act is to establish standard methods and procedures for the preparation, presentation, adoption, and administration of budgets of all local governments.

Additionally, RTAA complies with the Local Government Purchasing Act also enacted by the Nevada State Legislature. This Act controls all government purchasing in Nevada and requires that purchases exceeding \$50,000 must be formally bid on with notices published in local newspapers. The Act also defines certain exceptions to the required bidding process such as professional services, computer equipment, and insurance.

RTAA is also subject to the Local Government Securities Law, which defines the process required by local Nevada governments when issuing short-term and long-term debt. In addition to these state laws, other factors affecting RTAA's budget process are the Airline-Airport Use and Lease Agreement (AAULA) and the Revenue Bond Resolutions.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 3 – Financial and Budgetary Policies

Airline-Airport Use and Lease Agreement

The Airline-Airport Use and Lease Agreement (AAULA) is the contract between the airport operator (RTAA) and its tenant airlines that establishes the rights, privileges, and obligations for each party and defines how RNO is to be used by the airlines. In addition, this Agreement also does the following:

- Establishes the business arrangement/rate-setting methodology with the airlines.
- Identifies the premises and facilities leased by the airlines and defines the degree of control by the lessee (e.g., exclusively leased, preferentially leased, leased in common, etc.).
- Defines the level of control over the expenses at the airport, if any (typically, capital improvement projects are those where the airlines may have some control through a majority-in-interest (MII) or similar type provision).
- Identifies general party responsibilities and obligations regarding indemnification, insurance, environmental issues, and other governmental inclusion.
- Establishes six direct cost centers: Airfield, Terminal, Baggage Handling System (BHS), Ground Transportation, Other, and Reno-Stead Airport.
 - Airfield - Consists of runways, taxiways, aprons, and other areas supporting the activity of aircraft.
 - Terminal - Includes items associated with the terminal building, concourses, and related facilities.
 - Baggage Handling System (BHS) - Includes items associated with the new airport baggage check-in system or baggage handling system.
 - Ground Transportation - Includes the public roadway system, public and employee parking areas, and Consolidate Rental Car Center areas.
 - Other - Areas and facilities for general aviation, cargo, freight and mail facilities, fueling facilities, corporate hangar and basing areas, and other aviation-related and non-aviation-related activities.
 - Reno-Stead Airport-The general aviation reliever airport that is owned and operated by the Authority.

In addition to the above, an agreement symbolizes that the airport operator and airlines have worked together to arrive at a common business relationship.

**Reno-Tahoe Airport Authority
FY 2025-26**

ANNUAL BUDGET

Section 3 – Financial and Budgetary Policies

The two primary rate-setting approaches used in airport-airline business arrangements are the residual and compensatory approaches. A pure residual methodology is where the airlines bear the overall financial risk for the airport operation, and, in turn, receive significant control over financial decisions. In addition, the airlines receive a credit for non-aeronautical revenue which provides for a reduction in rates and charges paid to an airport.

On the opposite end of the spectrum, a pure compensatory rate-making approach is where the airport operator assumes the overall financial risk for the airport operation. As such, the airport operator does not provide any non-aeronautical revenue credits towards the airline rate base and the airlines have limited financial decision-making power.

There is also a third approach, generally called a hybrid methodology, that is any mixture or combination of the prior two approaches and may include a “net revenue sharing” component of excess net revenues after debt service (airport system revenues less operating and maintenance costs less debt service) generated at the airport.

Federal law does not require any single approach to airline rate-setting; however, it does require that the methodology used is applied consistently to similar aeronautical users and conforms to the Department of Transportation’s Policy Regarding Airport Rates and Charges.

The current agreement is hybrid in nature, with net Airfield cost center operating, maintenance and capital improvement costs being 100% recouped via landing fees from the airlines (residual), and the airlines only pay for the space they use in the Terminal building (compensatory). The current AAULA was negotiated with the MoreRNO capital improvement plan at its core, especially the concourse redevelopment project commonly referred to as New Gen A&B which has a total budget of \$650 million. The project will reconstruct the current two concourses, adding much needed space for passengers and concessionaires.

The AAULA rates, charges, and governance provisions are as follows:

Landing Fees

- Residual approach – the fee is set to recover 100% of the cost of operating and maintaining the Airfield cost center.
- The landing fee is calculated by (i) the total cost of the Airfield (operation and maintenance expenses, debt service, fixed asset and capital improvement expenditures, and amortization expense of capital items), less (ii) other revenues generated on the Airfield (fuel flowage fees, aircraft parking, etc.), divided by (iii) total airline landed weight in thousand-pound units.
- Non-signatory airlines pay a 15% premium on top of the signatory rate.

Terminal Rents

- Compensatory approach – the rental rate is meant to recover the cost of operating and maintaining the terminal building. Airlines only pay for the space they use.

Reno-Tahoe Airport Authority

FY 2025-26

ANNUAL BUDGET

Section 3 – Financial and Budgetary Policies

- The calculation of the terminal rental rate is (i) the total cost of the Terminal Building cost center (operation and maintenance expenses, debt service, fixed asset and capital improvement expenditures, and amortization of capital assets) less (ii) in-terminal concession revenue sharing credit (50% of gaming revenues and 100% of in-terminal concessions), and airline reimbursements for disposal fees divided by (iii) total airline rentable square footage. The prior agreement used total rentable space in the calculation.
- There are two airline rentable space categories – conditioned (enclosed heated and cooled space) and unconditioned space. Unconditioned space is billed at 50% of Conditioned space rates.

BHS Fees

- Residual approach – the fee is set to recover 100% of the cost of operating and maintaining the BHS cost center.
- The BHS fee is calculated by (i) the total cost of the BHS (operation and maintenance expenses, debt service, fixed asset and capital improvement expenditures, and amortization expense of capital items), less (ii) Transportation Security Administration (TSA) reimbursement, divided by (iii) total processed bags.
- Non-signatory airlines pay a 10% premium on top of the signatory rate.

Revenue Sharing

- The AAULA provides that the RTAA's net available revenues after satisfying all financial obligations are split equally 50/50 between the signatory airlines and RTAA based on a revenue sharing formula. The calculation takes into account debt service coverage and cash reserves.
- The airline's portion of net revenues is calculated and distributed on a per enplaned passenger basis.

Settlement

- Annual airline rates and charges are calculated based on budgeted revenues, expenses, and airline traffic forecast. At the conclusion of each year, RTAA conducts a reconciliation and settlement process with signatory airlines based on the comparison of budget to actual results. The settlement can result in either reimbursement of overpayments received, or additional billing for uncollected amounts.

Majority in interest (MII)

- The agreement allows airlines to vote to deny cost recovery through airline rates and charges of large capital projects in the three airline cost centers (Airfield, Terminal, and BHS).

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 3 – Financial and Budgetary Policies

- The airlines have 30 days after the budget review meeting to deny a capital project. A Majority-In-Interest (MII) of the airlines must vote to deny a project as provided in the airline agreement.
- The AAULA sets specific limits based on cost center:
 - The first \$1.25 million in capital projects in the Airfield is not subject to a denial vote, up to an annual aggregate of \$2.5 million. The MII for an Airfield project is 60% of the number of signatory airlines that landed at least 50% of the signatory airline landed weight during the immediately preceding fiscal year or 50% of the number of signatory airlines that landed at least 60% of the signatory landed weight for the same period. This type of formula is common in the airport industry to foster a democratic process for the large and small airlines that may have different capital project goals at the airports they serve.
 - In the Terminal Cost center, MII denial voting rights begin at the \$2.5 million threshold, up to an aggregate total of \$5.0 million. The MII for a Terminal Building project is 60% of the signatory airlines that paid at least 50% of the total terminal rents during the immediately preceding fiscal year or 50% of the signatory airlines that paid at least 60% of the total terminal rents for the same period.
 - In the BHS cost center, capital projects less than \$625,000 and an aggregate of \$1.25 million are not subject to a denial vote. The MII for a BHS project is 60% of the signatory airlines that paid at least 50% of the total terminal rents during the immediately preceding fiscal year or 50% of the signatory airlines that paid at least 60% of the total terminal rents for the same period.
 - These thresholds are increased annually by a percentage equal to the percentage change in the consumer price index (CPI).

Capital projects over \$500,000 must be amortized over the useful life of the asset and cannot be included in airline rates and charges in their entirety in the year placed in service.

Comparison of landing fees and rental rates at different airports is difficult because of variations in rate setting mechanisms contained in airline agreements. One financial indicator used to compare airports is airline cost per enplaned passenger (CPE). Airline CPE is equivalent to a municipal or county government's cost per capita as a means of comparing different governments' cost of operation. This is the sum of the airline's costs to operate at RNO (landing fees, terminal rents, BHS fees, and net revenue share credits) divided by the number of enplaned passengers. RNO's budgeted signatory CPE for FY 2025-26 is \$10.76, down 1.5% from the 2024-25 FY budget of \$10.93. Higher revenue share projections are the primary driver of the total reduction in CPE for FY 2025-26.

RTAA seeks to maintain a diversified revenue stream with the goal of keeping airline rates, fees, rentals, and charges as reasonable as possible.

Liquidity and Working Capital Policy

Credit rating agencies evaluate an airport's financial strength using the Days Cash on Hand (DCOH) metric, which reflects the number of days the organization can meet ongoing operating

**Reno-Tahoe Airport Authority
FY 2025-26**

ANNUAL BUDGET

Section 3 – Financial and Budgetary Policies

and maintenance expenses using available cash and investments. DCOH is calculated by dividing the total of unrestricted cash and investments, along with restricted funds held in the Operation and Maintenance Reserve and Renewal and Replacement accounts, by the airport's average daily operating and maintenance budget (annual budget divided by 365). Depreciation is excluded from this calculation, as it represents a non-cash expense and does not impact liquidity.

Airports primarily face the following two revenue risks: (1) Volume: Traffic Base and Carrier Diversity - This risk factor is an airport's underlying market characteristics, such as the size of the catchment area, enplanement base, origin and destination passenger mix, diversity of carriers and competition from other airports or modes of transportation; and (2) the Airline Contractual Framework for Cost Recovery - This risk factor largely focuses on the underlying use and rate-setting agreements between an airport and its airline carriers. See the *"Airline Agreement"* information previously outlined in this section.

Commercial agreements with other users, such as terminal concessionaires, rental car companies and air cargo carriers, may also be relevant if cost recovery is structurally dependent on cash flows covered by such agreements. Airports are typically in a stronger financial position if they possess the contractual ability to recover a large majority of operating costs through airline agreements. RTAA has cost center residual provisions in its airline agreement for the airfield and baggage handling system costs.

Based on an evaluation of these revenue risk factors and RTAA's cash cycle, expense volatility, and operating and capital needs, RTAA has established its policy target to retain the equivalent of 365 DCOH. RTAA has established a minimum ratio of no less than 300 days based on the likelihood that a decrease below this threshold may be the basis for a rating downgrade by the credit rating agencies. As of June 30, 2024, RTAA's cash and liquidity position was 527 days of cash on hand.

In addition, RTAA also monitors working capital (current assets minus current liabilities) with a focus on accounts receivable collections and the investment in inventory and prepaid assets, reasonably expected to be realized in cash or consumed within a year. The RTAA's established policy is to maintain a minimum net working capital of 270 days. This ratio is calculated by dividing current assets less current liabilities by the daily operating and maintenance expenditures (annual operating and maintenance expenses divided by 365 days and excluding depreciation). For fiscal years ending June 30, 2023, and 2024, the net working capital ratio was 676 and 616 days, respectively.

Reserve and Fund Balance Policy

The term fund balance is used to describe the net position of the RTAA enterprise fund as calculated in accordance with Generally Accepted Account Principles (GAAP). Most simply, fund balance or net position is the difference between total assets and deferred outflow of resources less liabilities and deferred inflow of resources. In other words, RTAA Statement of Net Position or balance sheet reports cash and financial resources (such as buildings and land) as assets and amounts owed to others as liabilities. The fund balance or net position is essentially what is left over after the fund's assets have been used to meet its liabilities.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 3 – Financial and Budgetary Policies

Fund balance is required to be reported in three components – net investment in capital assets, reserved, and unreserved. The net investment in capital assets represents RTAA's total capital assets, less revenue bonds and other indebtedness used to fund the acquisition or construction of those assets.

When an account balance is “reserved”, it either means that the resources are in a form that cannot be appropriated and spent or that the resources are legally limited (“restricted”) to being used for a particular purpose. As outlined above, RTAA restricted funds are the following:

1. The Operation and Maintenance Reserve Account, which is a deposit equal to two months of the annual operation and maintenance expense budget.
2. The Renewal and Replacement Account, which maintains funds set aside by management of \$820,000 for unexpected or emergency repairs.
3. The Passenger Facility Charge (PFC) Account, which represents PFC revenues authorized for collection by the Federal Aviation Administration (FAA) in excess of designated capital project expenditures. RTAA is required to segregate and report the use of PFC funds separately from the other funding and operating financial transactions.
4. Other Reserve Purposes Account, which represents an unreserved fund balance not legally limited to any specific purpose; however, RTAA has designated its intention to use available resources in a particular manner.

The following table provides RTAA's fund balance or net position in millions as of June 30, 2024, and June 30, 2023.

	2024	2023	Change	% Change
Net Position (In Millions)				
Invested in Capital Assets, net of debt	\$405.888	\$409.537	(\$3.648)	-0.9%
Restricted				
Operating & Maintenance Reserve	10.919	9.488	1.431	15.1%
Renewal & Replacement Reserve	0.818	0.786	0.032	4.0%
Passenger Facility Charge	23.845	26.222	(2.377)	-9.1%
Other Reserve Purpose	0.033	0.025	0.008	30.4%
Total Restricted	35.614	36.521	(0.907)	-2.5%
Unrestricted	74.319	44.607	29.711	66.6%
Total Net Position	\$ 515.821	\$ 490.665	\$ 25.156	5.1%

Note: In the table, the sum of individual amounts may not total due to rounding

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 3 – Financial and Budgetary Policies

RTAA is responsible for meeting the air transportation needs of the Reno-Tahoe region. Therefore, RTAA must be prepared for unforeseen events or economic uncertainties that could result in additional expenditure requirements or loss of revenue by establishing and maintaining prudent levels of fund balance and reserves.

In addition to the reserve accounts described above, RTAA maintains a portion of the unrestricted balance as an Unrestricted Net Position Reserve that equals a minimum of four months of RTAA operating expenses (which is equivalent to 33.3% of RTAA's Operating Expenses). This policy standard is conservative compared to the Government Finance Officers Association's (GFOA) recommendation to maintain an unrestricted budgetary fund balance of no less than two months or 16.67% of operating expenditures.

With the adoption of Government Accounting Standards Board (GASB) 67, 68 and 82 in FY 2014-15, RTAA was required to recognize net pension liability associated with its participation in the Public Employee Retirement System (PERS) of Nevada. RTAA's annual contribution rates are established by Chapter 286 of Nevada Revised Statutes and only amended through legislation.

For purposes of this policy, however, RTAA has determined that the net pension liability beyond the current year pension contribution represents a future obligation that can be removed from the calculation of the Unrestricted Net Position Reserve. Based on the policy, the following calculations add back the net pension liability figures for the fiscal years ended June 30, 2024, and June 30, 2023:

A significant portion of the increase in deferred inflows from FY 2023 to FY 2024 is the implementation of GASB 87. The objective of GASB 87 is "to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments." Substantially all the property owned by RTAA is subject to non-cancelable leases and concession agreements. RTAA, as lessor, recognizes a lease receivable and the deferred inflow of resources at the commencement of the lease, and as such, the implementation of GASB 87 recognized the deferred inflow from leases of \$145.387 million.

(In Millions)		2024	2023	Change	% Change
Net Position - Unrestricted		\$74.319	\$44.607	\$29.711	66.6%
Net Pension Liability		57.019	50.664	6.356	12.5%
Deferred Inflow of Resources - Pension Contribution after Measurement Date		(1.233)	(1.159)	(0.074)	6.4%
Deferred Inflow of Resources - Leases		(145.387)	(62.008)	(83.379)	134.5%
Unrestricted Net Position (Adjusted)	A	(\$15.282)	\$32.104	(\$47.386)	-147.6%
Total Operating Expenses		65.7451	57.675	8.070	14.0%
Percent Designated for Unrestricted		33.3%	33.3%		
Total of Unrestricted Account Reserve	B	21.893	19.206	2.687	14.0%
Unrestricted Reserve (Adjusted) as % of Policy Requirement	A/B	-69.8%	167.2%		

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 3 – Financial and Budgetary Policies

In conjunction with the Operating and Maintenance Reserve of two months, this designated reserve will provide six months of operating expenses in the case of unforeseen events. This policy will protect RTAA against expenditure and revenue volatility, natural disasters and other unforeseen emergencies, economic downturns, and other issues, which impact fiscal health and stability. In the event this reserve falls below established levels, the Chief Finance and Administration Officer shall present a plan to the President/CEO and, upon approval, the Board of Trustees for restoration of those targeted levels within one to three years.

As of the adoption of FY 2025-26 Budget RTAA has not determined the Net Pension Liability and the associated Deferred Inflow of Resources as of June 30, 2025.

Investment Policy

The investment policy of RTAA states that the primary objectives, in order of priority, shall be safety, liquidity, and yield. The standard of prudence to be used by investment officials shall be the "prudent person" standard and shall be applied in the context of managing an overall portfolio. The "prudent person" standard states the following: "Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived."

Under authority delegated by the Board of Trustees of RTAA, in accordance with chapter 474, Statutes of Nevada, Nevada Revised Statutes (NRS) 354.474 and 355.175, the investment of RTAA funds is the responsibility of the President/CEO. All cash, including bond proceeds received by RTAA will be invested by the Chief Finance and Administration Officer (CFAO). The CFAO will maintain a list of approved brokers/dealers and financial institutions which are authorized to provide investment services to RTAA. Authorized brokers/dealers will be limited to "primary" dealers or other dealers that qualify under Security and Exchange Commission (SEC) Rule 15C3-1, the Uniform Net Capital Rule. Securities purchased by RTAA shall be delivered against payment (delivery vs. payment) and held in a custodial safekeeping account with the trust department of a third-party bank insured by the Federal Deposit Insurance Corporation designated by the CFAO for this purpose in accordance with NRS 355.172.

The CFAO, in accordance with the provisions of NRS 355.170, 355.180, the current bond resolutions, and this investment policy, is authorized to invest in the following: United States Treasury Bills, Notes, Bonds, and Debentures of the United States; United States Government Agency Securities Negotiable & Nonnegotiable Certificates of Deposit; Bankers' Acceptances, Commercial Paper, Money Market Mutual Funds, and the Local Government Investment Pool ("LGIP") as established by the Nevada State Treasurer under NRS 355.167. Effective July 1, 2019, the Nevada Legislature expanded the types of authorized investments, adding options already used in some other states. On June 11, 2021, the Board approved expanding the list of authorized investments to include the following: Supranational Bonds, Corporate Bonds and Notes, Foreign Corporate and Government Securities, Collateralized Mortgage-Backed Securities, and Asset-Backed Securities.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 3 – Financial and Budgetary Policies

The investment policy is reviewed every year by the President/CEO and changes, if any, are presented to the Finance and Business Development Committee of the Board of Trustees.

Debt Management

The debt policy is narrowly defined since RTAA has primarily used direct loans and revenue bond debt to finance airport capital improvement projects. When issuing public debt, the debt limit is established by guidelines outlined in the revenue bond resolutions. They also establish various bond funds. The flow of revenues and expenses through these funds, and the maintenance of the balances in the funds, can affect the rate setting process and budget.

When RTAA finances capital improvement projects by issuing long term debt, it will pay back the bonds within a period not to exceed the estimated useful life of the project. RTAA will not use long term debt for current operations. RTAA will maintain good communications with its bond rating agency regarding its financial condition and will follow a policy of full disclosure in every financial report and offering prospectus.

RTAA regularly evaluates the cost effectiveness of additional refinancing opportunities to take advantage of lower interest rates. The Debt Policy establishes a minimum threshold of three percent (3%) savings (total interest reduction on a net present value basis) to justify refinancing bond issuance.

On September 4, 2024, RTAA issued \$238.260 million of airport revenue bonds to fund airport capital improvements and to refinance \$22.410 million of a non-revolving line of credit obligation for the MoreRNO program. The 2024 Bonds were issued in two series, including Series 2024A (AMT) and Series 2024B (Non-AMT) revenue bonds. “AMT” refers to bonds where the interest earned by the bondholder is subject to the Alternative Minimum Tax reporting requirements of the IRS. AMT bonds are used generally to finance qualified private activity projects, such as terminal facilities associated with the NewGEN A&B project. Non-AMT bonds are not subject to the Alternative Minimum Tax requirements and are generally used to finance government purpose facilities such as the RTAA Headquarters project. The 2024 Bonds are rated A+, A3 and A by Kroll Bond Rating Agency, Moody’s Investor Service, and S&P Global rating, respectively.

Proceeds from the 2024 Bonds are held by a Trustee, U.S. Bank. The fiduciary duties of the Trustee include the safekeeping of bond proceeds, facilitating payments of principal and interest to bondholders, investment oversight, recordkeeping and compliance monitoring to ensure RTAA is adhering to its bond covenants. By fulfilling these duties, the bond trustee plays a vital role in maintaining the structural integrity of the bond issue and protects the interests of both RTAA and the bondholders

Budget Process

RTAA’s definition of a balanced budget is one in which revenues and other resources equal or exceed expenditures and other uses. As an enterprise fund, a balanced budget is an integral part of maintaining RTAA’s financial position and bond rating. Strategies employed to attain this

**Reno-Tahoe Airport Authority
FY 2025-26**

ANNUAL BUDGET

Section 3 – Financial and Budgetary Policies

balance include cost reductions, personnel, and service efficiencies, developing and diversifying non-airline revenues and increasing fees to match program expenditures.

The RTAA Operating Budget is a major factor in establishing the level of airline landing fee and terminal rental rates. Non-airline revenues also affect airline rates through the revenue sharing process contained in the airline agreement. Increasing and diversifying non-airline revenues, such as new concession fees and the rents from the development of land and facilities, remains a strategic goal for RTAA's staff. Another component of airline rates is the debt service included in the airline landing fee and terminal rental rates. Operating Revenues less Operating Expenses or Net Revenues, as mentioned earlier, must equal, or exceed 125% of annual revenue bond debt service.

The President/CEO instructs the management staff to prepare departmental work plans to implement the Board of Trustees' strategic plan as outlined in Section 2 – Strategic Initiatives. Specific department responsibilities and initiatives in support of the strategic plan are outlined in Section 5 – Expenditures. Under the leadership of the President/CEO, staff strives to limit the increases in operating and maintenance expenses by focusing on "mission critical" areas and exploring every opportunity to reduce or maintain the current level of operating costs. The FY 2025-26 Operating Budget of \$73.905 million reflects an increase of \$5.237 million or 7.63% from the FY 2024-25 adopted budget.

During the budgeting process, each proposed new employee, property, plant, and equipment (PP&E), and capital improvement project requires individual department justifications that are reviewed by RTAA Finance staff. The requests are forwarded to People Operations, Purchasing, and Engineering, respectively, for cost estimates. The President/CEO and Executive Team then conduct a series of reviews with each department to analyze the budget requests and associated work plans to ensure alignment with the Strategic Initiatives.

The Finance Department then incorporates the budget requests along with other assumptions for passenger enplanements, landed weights, etc. into a model to calculate the landing fee, terminal rental rates, and baggage handling system fee. Assumptions for revenues are reviewed against historical trends and applied to other factors, including RTAA's economic outlook, changes in operations, new concession agreement terms and other factors that may have an impact on revenues. A public budget workshop is held with the Board of Trustees during the month of April to review the proposed budget and receive direction from the Board.

As required by the AAULA, staff meets with signatory airline representatives to review the proposed airline traffic forecast, rates, fees and charges, and capital improvement projects. As provided for in the agreement, capital improvement projects greater than established dollar thresholds are subject to the MII provision. This provision establishes a process where a voting majority of the airlines may deny a proposed capital improvement project. There was one capital improvement project in the FY 2025-26 Budget subject to the MII review process and that project was approved to move forward. The New Gen A&B project already had approval from the signatory airlines as it was incorporated in the AAULA.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 3 – Financial and Budgetary Policies

Allocation of O&M Expenses to Airline Rate, Fees and Charges

Airport Direct Cost Centers

- Airfield - Consists of runways, taxiways, aprons, and other areas supporting the activity of aircraft.
- Terminal - Includes items associated with the terminal building, concourses, and related facilities.
- Baggage Handling System (BHS) - Includes items associated with the new airport baggage check-in system or baggage handling system.
- Ground Transportation - Includes the public roadway system, public and employee parking areas, and Consolidate Rental Car Center areas.
- Other - Areas and facilities for general aviation, cargo, freight and mail facilities, fueling facilities, corporate hangar and basing areas, and other aviation-related and non-aviation-related activities.
- Reno-Stead Airport-The general aviation reliever airport that is owned and operated by the Authority.

Indirect Cost Center Allocations

Costs attributable to the security, aircraft rescue and firefighting, janitorial, airfield maintenance, and building maintenance and other functional areas are allocated to direct cost centers to the extent possible based on the estimated percentage of total man-hours at each respective direct cost center, and other O&M Expenses that can be directly charged.

Costs attributable to administrative functional areas are allocated to the direct cost centers in proportion to each direct cost center's share of O&M expenses.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 3 – Financial and Budgetary Policies

Cost Center Allocation Percentages FY 2025-26 Budget

Department	Airfield	Terminal	BHS	Landside	Other	Reno Stead	Total
Outside Properties Budget	0%	0%	0%	0%	100%	0%	100%
CFC Operating Expenses	0%	0%	0%	100%	0%	0%	100%
MoreRNO	5%	70%	0%	10%	15%	0%	100%
CONRAC	0%	0%	0%	100%	0%	0%	100%
Reno Stead Airport	0%	0%	0%	0%	0%	100%	100%
Unmanned Aerial Systems	0%	0%	0%	0%	0%	100%	100%
Airside Operations	45%	35%	0%	10%	10%	0%	100%
Landside Operations	0%	0%	0%	100%	0%	0%	100%
Airport Fire	60%	22%	0%	5%	12%	1%	100%
Airport Police	15%	60%	0%	15%	10%	0%	100%
Airport Communications	45%	35%	0%	10%	10%	0%	100%
Aviation Compliance	20%	40%	0%	40%	0%	0%	100%
Terminal Operations	0%	75%	0%	25%	0%	0%	100%
Facilities & Maintenance Admin	14%	65%	0%	9%	12%	0%	100%
Airfield Maintenance	50%	15%	0%	15%	15%	5%	100%
Building Maintenance	0%	89%	0%	5%	5%	1%	100%
Baggage Handling System	0%	0%	100%	0%	0%	0%	100%
Customs and Border Protection	0%	0%	0%	0%	100%	0%	100%
Fuel Tax Expense	0%	0%	0%	0%	100%	0%	100%
Indirect Cost Center Allocation (based on Direct Cost Center Budget)	22%	43%	0%	21%	9%	4%	100%

Section 4

Revenues

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

Total Revenues FY 2025-26

For FY 2025-26, the Reno-Tahoe Airport Authority (RTAA) has budgeted total airport revenues of \$116.664 million, reflecting an increase of \$11.179 million over the adopted FY 2024-25 budget. This total includes both operating and non-operating revenues and reflects sustained demand for air travel, strategic growth in Non-Airline Revenue streams, and strong financial management.

Operating Revenues - Operating Revenues are summarized in two major categories:

- Airline Operating Revenue - Includes landing fees, aircraft fees, and terminal space rentals for airline-occupied premises.
- Non-Airline Operating Revenue - Includes revenue from public parking, ground transportation, concessions (retail, food and beverage, advertising, and gaming), reimbursed services, and other airport-related commercial activities.

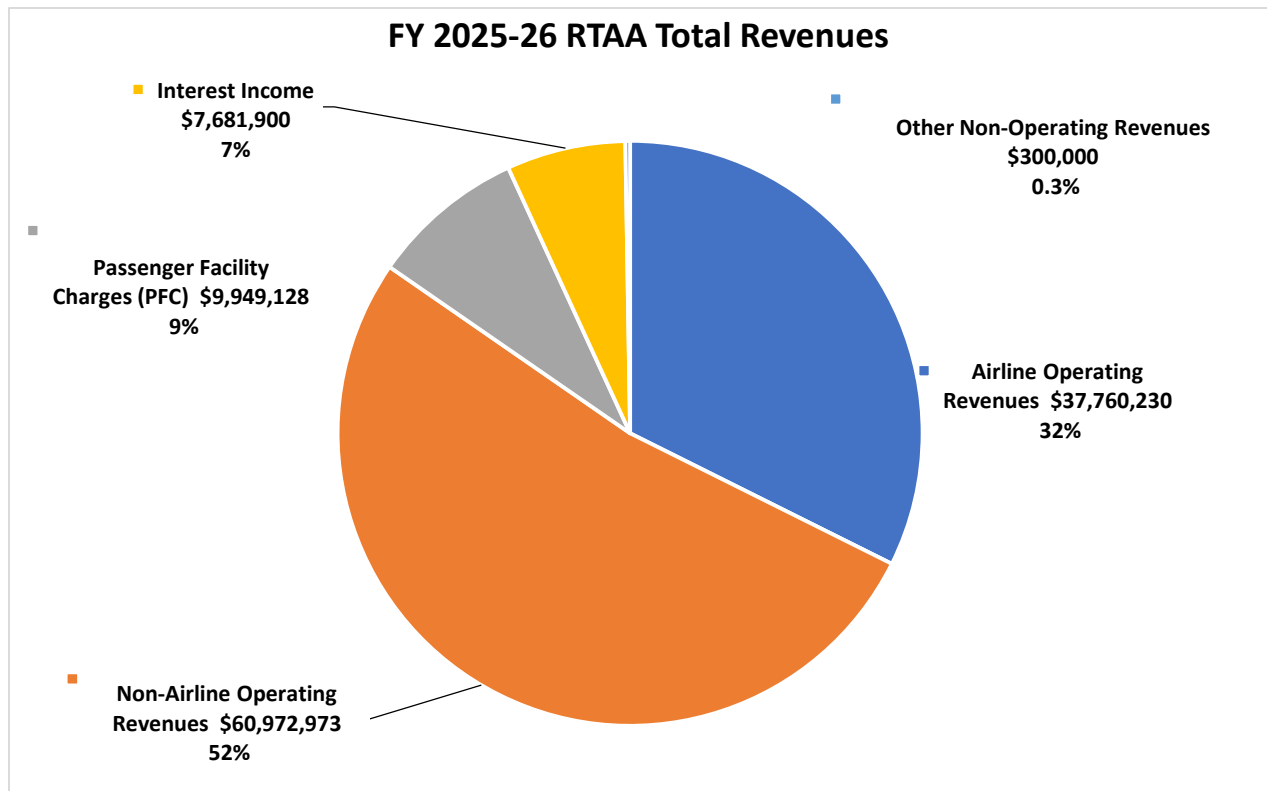
Non-Operating Revenues - Non-operating revenues include:

- Passenger Facility Charges (PFCs)
- Interest and Investment Income
- Federal Stimulus (none projected for FY 2025-26)

Revenue forecasts are developed using key indicators such as passenger and air traffic projections, revenue per enplaned passenger, regional and national economic trends. This strategic approach to revenue forecasting supports the Authority's financial sustainability and long-term planning objectives.

Total Revenue	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Forecast	FY 2025-26 Budget	Budget to Budget	
					\$ Change	% Change
Operating revenues						
Airline Revenues	\$ 32,754,559	\$ 35,655,792	\$ 35,965,592	\$ 37,760,230	2,104,438	5.9%
Other Operating Revenues	51,608,267	52,753,011	54,091,081	60,972,973	8,219,962	15.6%
Total Operating Revenues	84,362,826	88,408,803	90,056,673	98,733,202	10,324,400	11.7%
Non-Operating Revenues						
Passenger Facility Charges (PFC)	\$ 9,067,927	\$ 9,076,700	\$ 9,517,449	\$ 9,949,128	872,428	9.6%
Customer Facility Charges (CFC)	7,919,364	-	-	-	-	-
Federal Stimulus	778,780	5,000,000	7,600,000	-	(5,000,000)	(100.0%)
Interest Income	2,937,721	2,696,900	2,148,700	7,681,900	4,985,000	184.8%
Other Non-Operating Revenues	302,499	302,900	302,900	300,000	(2,900)	(1.0%)
Total Non-Operating Revenues	21,006,291	17,076,500	19,569,049	17,931,028	854,528	5.0%
TOTAL REVENUES	105,369,117	105,485,303	109,625,722	116,664,230	11,178,927	10.6%

**Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues**



Operating Revenues

Budget Category	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Forecast	FY 2025-26 Budget	Budget to Budget	
					\$ Change	% Change
Operating Revenues:						
Airline Revenues	\$ 32,754,559	\$ 35,655,792	\$ 35,965,592	\$ 37,760,230	\$ 2,104,438	5.9%
Non-Airline Revenues	51,608,267	52,753,011	54,091,081	60,972,973	8,219,962	15.6%
Total Operating Revenues	84,362,826	88,408,803	90,056,673	98,733,202	10,324,400	11.7%

Of the total revenues, \$98.733 million are classified as operating revenues, derived from both Airline and Non-Airline. These operating revenues are forecasted to increase by \$10.324 million, or 11.7%, compared to the FY 2024-25 adopted budget. Under normal circumstances, RTAA's revenues remain relatively predictable due to long-term agreements with both airline and Non-Airline tenants.

RTAA's budget is balanced annually through an airline rate-setting process and a revenue-sharing mechanism defined in the airline agreement. This agreement, along with a well-diversified revenue portfolio, enables RTAA to maintain competitive rates and charges for its signatory airlines compared to peer airports.

Operating revenues are summarized in two major categories:

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

- **Airline revenues** – Airline revenues, which are generated primarily from landing fees and terminal building rents, are forecasted to total \$37.760 million, representing approximately 38.2% of total operating revenues. This reflects a 5.9% increase over the FY 2024-25 adopted budget. The increase is largely attributed to higher costs associated with operating and maintaining the Airfield and Terminal cost centers, which in turn drive up landing fees and terminal rental rates. Additionally, the inclusion of new debt service related to the ticketing hall expansion project has contributed to the upward adjustment in airline rates.
- **Non-Airline Revenues** – Non-Airline Revenues are derived from public parking, rental car operations, retail, food and beverage concessions, advertising, gaming, and other commercial activities. These revenues are projected to total \$60.973 million, accounting for approximately 61.8% of total operating revenues. This represents a 15.6% increase over the FY 2024-25 adopted budget. The growth in Non-Airline Revenues is primarily driven by increases in parking, auto rental, and non-terminal rental income. Parking revenue growth reflects rate adjustments implemented in April 2025. Additionally, non-terminal rental revenues are expected to rise due to the addition of two new facilities scheduled to become operational early FY 2025-26.

Non-Operating Revenues

Budget Category	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Forecast	FY 2025-26 Budget	Budget to Budget \$ Change	Budget % Change
Non-Operating Revenues:						
Passenger Facility Charges	\$ 9,067,927	\$ 9,076,700	\$ 9,517,449	\$ 9,949,128	\$ 872,428	9.6%
Customer Facility Charges	7,919,364	-	-	-	-	0.0%
Federal Stimulus	778,780	5,000,000	7,600,000	-	(5,000,000)	(100.0%)
Interest Income	2,937,721	2,696,900	2,148,700	7,681,900	4,985,000	184.8%
Other Non-Operating	302,499	302,900	302,900	300,000	(2,900)	(1.0%)
Total Non-Operating Revenues	21,006,291	17,076,500	19,569,049	17,931,028	854,528	5.0%

The adopted budget includes non-operating revenues totaling \$17.931 million for FY 2025–26, derived from Passenger Facility Charges (PFCs), investment interest, and aviation gas tax.

Passenger Facility Charges (PFCs) are projected at \$9.949 million, an increase of \$872,400, or 9.6%, over the FY 2024-25 budget. This growth is driven by increased passenger traffic and anticipated interest earnings on PFC balances. PFCs are collected by airlines at a rate of \$4.50 per enplaned passenger, with RTAA receiving \$4.39 net, after the deduction of a \$0.11 administrative fee. PFC revenues are federally regulated and must be used exclusively for approved capital projects and eligible equipment. They cannot be used for airport operation or maintenance and must be segregated from other airport revenues. These projects undergo a review process involving airline consultation and FAA approval.

Customer Facility Charge (CFC) With regard to Customer Facility Charge (CFCs): as of FY 2024-25, CFC revenues are no longer received directly by RTAA, as they are now managed by a third-party trustee who oversees the collection and expenditures. CFCs are collected by auto rental companies and are solely used for the Consolidated Rental Car (CONRAC) facility.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

Federal stimulus funding programs, including CARES and ARPA, have concluded. RTAA will not receive any stimulus funds in FY 2025-26.

Investment interest income is budgeted at \$7.682 million, a significant increase of \$4.985 million, or 184.8%, compared to the FY 2024-25 budget. This rise is primarily due to higher cash balances from the 2024 Bond issuance, which are available for investment, coupled with the expectation of higher interest rates and improved yields.

Airline Cost Recovery and Rate Setting

Airline revenues are generated primarily from landing fees, terminal building rents, and baggage handling system (BHS) charges. These charges are established annually in accordance with the terms of the Airline-Airport Use and Lease Agreement (AAULA) - a ten-year agreement effective July 1, 2023, through June 30, 2033 - between RTAA and its seven signatory airlines.

Airline Rates, Fees, and Charges

Airline rates, fees, and charges are calculated to recover the budgeted costs necessary to operate and maintain the airport's key facilities, including:

- Airfield operations (funded through Landing Fees)
- Terminal facilities (funded through Terminal Rents)
- Baggage Handling System (BHS) (funded through BHS Charges)

The rate-setting methodology is formula-driven and established within the AAULA. These formulas align with industry practices and ensure that RTAA recovers the cost of providing services to the airlines.

At the end of each fiscal year, a “settlement” reconciliation is performed. This process compares the actual costs incurred with the budgeted amounts used to set the rates. If discrepancies are identified—either over-collections or under-collections—they are reconciled in accordance with the agreement's provisions to maintain fairness and accuracy in cost recovery.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

Landing Fee Calculation

Airfield Cost Center	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Forecast	FY 2025-26 Budget	Budget to Budget	
					\$ Change	% Change
Operating Expenses	\$ 13,971,512	\$ 14,175,962	\$ 14,291,689	\$ 15,520,697	\$ 1,344,735	9.5%
Operating Reserve	217,003	122,377	120,075	171,825	49,449	40.4%
Fixed Assets/Equipment	281,089	238,004	210,964	208,421	(29,583)	(12.4%)
Capital Projects	(1,879)	516,180	797,845	-	(516,180)	100%
Amortization of Capital Items	684,427	634,458	634,458	1,090,841	456,383	71.9%
Less: Federal Stimulus	(300,000)	-	-	-	-	-
Less: Non-Signatory Landing Fees	(1,508,847)	(1,283,952)	(1,512,485)	(1,563,192)	(279,240)	21.7%
Less: Airfield Revenues	(1,388,284)	(1,364,311)	(1,463,466)	(1,546,656)	(182,346)	13.4%
Total Requirement (A)	11,955,021	13,038,718	13,079,079	13,881,936	843,218	6.5%
Total Landed Weight	3,225,057	3,378,382	3,427,860	3,475,065	96,683	2.9%
Signatory Landed Weight (000s) (B)	2,898,548	3,111,919	3,114,716	3,165,430	53,511	1.7%
Sig. Landing Fee Rate Per (000s) (A) \$	4.12	\$ 4.19	\$ 4.20	\$ 4.39	\$ 0.20	4.8%
Non-Signatory Landing Fee Rate (15%) \$	4.74	\$ 4.82	\$ 4.83	\$ 5.05	\$ 0.23	4.8%

Landing fees are revenues collected from both passenger and cargo carriers for commercial aircraft landings at the Airport. These fees are assessed based on each aircraft's maximum gross landed weight, ensuring that larger aircraft contribute proportionally to the cost of using and maintaining the airfield.

The Reno-Tahoe Airport Authority (RTAA) currently recovers 100% of the airfield's operating and maintenance costs through these landing fees. The fee rate is determined annually using the methodology defined in the Airline-Airport Use and Lease Agreement (AAULA). Specifically, the landing fee rate is calculated by dividing:

- (i) the total airfield requirement (i.e., net operating cost), by
- (ii) the total forecasted landed weight of Signatory Airlines

Non-signatory airlines are charged a 15% premium above the signatory landing fee rate, as provided for under the AAULA, to reflect the absence of long-term financial commitments and risk-sharing arrangements. For FY 2025-26, the total landed weight is forecasted at 3.475 million thousand pound units, representing a 2.9% increase over the FY 2024-25 adopted budget. This growth reflects expected increases in aircraft operations and sustained air service levels.

In FY 2025-26, the landing fee rate for Signatory Airlines is projected to increase to \$4.39 per thousand pounds, while Non-Signatory Airlines will pay \$5.05 per thousand pounds, reflecting the 15% non-signatory premium. These new rates represent a 4.8% increase over the FY 2024-25 budget. The primary driver of this increase is the higher cost of operating and maintaining the airfield, including inflationary impacts on labor, materials, and contracted services required to support safe and efficient airfield operations.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

Terminal Rent Rate Calculation

Terminal Cost Center	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Forecast	FY 2025-26 Budget	Budget to Budget \$ Change	Budget to Budget % Change
Operating Expenses	\$ 26,259,614	\$ 29,447,538	\$ 29,268,862	\$ 30,666,093	\$ 1,218,554	4.1%
Debt Service	-	1,665,560.00	1,665,560.00	1,440,100	(225,460)	100%
Other Debt Service	242,971.60	-	-	-	-	0%
Debt Coverage	\$ -	166,556	166,556	144,010	(22,546)	100%
Operating Reserve	407,859	254,211	245,909	339,495	85,284	33.5%
Fixed Assets/Equipment	342,140	282,945	396,928	254,631	(28,314)	(10.0%)
Capital Projects	386,026	84,480	84,480	338,100	253,620	300.2%
Amortization of Capital Items	335,800	598,949	598,949	720,841	121,892	20.4%
Less: Federal Stimulus	-	-	-	-	-	-
Less: Gaming Concession (50%)	(742,800)	(724,400)	(740,800)	(780,269)	(55,869)	7.7%
Less: In-Terminal Concessions	(4,459,895)	(4,636,712)	(4,761,738)	(4,807,156)	(170,444)	3.7%
Less: Airline Reimbursements	(371,457)	(350,900)	(355,585)	(415,563)	(64,663)	18.4%
Total Requirement	22,400,258	26,788,228	26,569,121	27,900,282	1,112,054	4.2%
Terminal Square Footage (SF)	170,553	171,275	171,275	171,553	278	0.2%
Average SF Terminal Rental Rate	\$ 131.34	\$ 156.40	\$ 155.13	\$ 162.63	\$ 6.23	4.0%
Signatory Airline Allocated Cost	16,178,100	19,377,800	19,220,500	20,194,900	817,100	4.2%
Less Revenue Sharing Transfer	-	-	-	-	-	-
Net Terminal Requirement	16,178,100	19,377,800	19,220,500	20,194,900	817,100	4.2%
Signatory Airline Leased SF	123,177	123,899	123,899	124,177	278	0.2%
Signatory Airline Terminal Rate SF	\$ 131.34	\$ 156.40	\$ 155.13	\$ 162.63	\$ 6.23	4.0%

Airline terminal rentals are structured to recover the costs associated with maintaining and operating the terminal facilities allocated for airline use. These rental charges are based on the square footage of airline designated terminal space and are calculated annually according to the cost recovery methodology defined in the AAULA.

For FY 2025–26, the proposed average terminal rental rate is \$162.63 per square foot per annum, which represents a 4.0% increase compared to the FY 2024-25 budget. This increase is primarily attributed to rising costs to maintain and operate the Terminal building, including facility upkeep, utilities, custodial services, and security.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

Baggage Handling System (BHS) Rate Calculation

Baggage Handling System	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Forecast	FY 2025-26 Budget	Budget to Budget \$ Change	% Change
Operating Expenses	\$ 2,159,080	\$ 2,406,541	\$ 2,404,964	\$ 2,432,206	\$ 25,665	1.1%
Operating Reserve	33,534	20,775	20,206	26,926	6,151	29.6%
Fixed Assets/Equipment	-	-	-	-	-	-
Capital Projects	-	-	-	-	-	-
Amortization of Capital Items	-	-	-	-	-	-
Less: Federal Stimulus	-	-	-	-	-	-
Less: TSA Reimbursements	(70,141)	(45,900)	(69,290)	(59,600)	(13,700)	29.8%
Less: Airline Reimbursements	(186,640)	(155,300)	(182,000)	(233,600)	(78,300)	50.4%
Total Requirement	1,935,833	2,226,116	2,173,880	2,165,932	(60,184)	(2.7%)
Signatory Airline Bags Processed	1,300,945	1,376,911	1,376,741	1,315,846	(61,065)	(4.4%)
Signatory Airline Rate per Bag	\$ 1.49	\$ 1.62	\$ 1.58	\$ 1.65	\$ 0.03	1.8%
Non-Signatory Airline Rate per Bag	\$ 1.64	\$ 1.78	\$ 1.74	\$ 1.81	\$ 0.03	1.7%

The Baggage Handling System Charge (BHS Charge) is designed to recover the operating, maintenance, and capital costs associated with the Baggage Handling System (BHS) cost center. These costs now include amortization of capital items, reflecting investments made in BHS infrastructure and equipment upgrades. RTAA manages the BHS through a specialized service contract with a third-party vendor responsible for maintaining the system used by all airlines. RTAA sets the BHS rate using a net cost recovery formula, which calculates the rate per checked bag based on the total costs assigned to the BHS cost center and the projected number of checked bags.

For FY 2025–26, the BHS rate is forecasted at:

- \$1.65 per bag for Signatory Airlines
- \$1.81 per bag for Non-Signatory Airlines (non-signatory carriers pay a 10% premium as specified in the Airline-Airport Use and Lease Agreement)

The new rate represents a 1.8% increase compared to the FY 2024-25 budget. This modest increase is primarily driven by a projected decline in the number of checked bags, which increases the per-bag cost due to the fixed nature of many BHS-related expenses.

This cost-sharing model ensures that baggage-related costs are equitably allocated based on airline usage while maintaining the operational reliability of the system.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

Revenue Sharing Calculation

Revenue Sharing	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Forecast	FY 2025-26 Budget	Budget to Budget \$ Change	% Change
Airline Revenue	\$ 32,994,213	\$ 35,704,192	\$ 36,066,092	\$ 37,760,230	\$ 2,056,038	5.8%
Non-Airline Revenue	51,637,524	52,732,811	54,065,938	60,972,973	8,240,162	15.6%
Total Revenue	84,631,737	88,437,003	90,132,030	98,733,202	10,296,200	11.6%
O&M Expense	60,931,405	67,005,134	67,086,759	71,856,851	4,851,717	7.2%
Total Debt Service	729,205	1,915,560	1,863,003	1,440,100	(475,460)	(24.8%)
O&M Reserve Requirement	971,353	592,789	579,619	815,827	223,038	37.6%
Fixed Asset	950,274	702,657	937,864	626,956	(75,701)	(10.8%)
Capital Project	781,718	1,964,500	3,153,005	1,907,850	(56,650)	(2.9%)
Amort of Capital Items	3,014,178	3,284,031	3,284,031	5,019,514	1,735,482	52.8%
Special Fund	519,937	507,095	518,562	546,188	39,094	7.7%
General Purpose Fund Requirement	3,000,000	3,000,000	3,000,000	3,000,000	-	-
Interest Income	(2,592,809)	(2,689,000)	(2,108,700)	(2,229,100)	459,900	(17%)
Federal Stimulus	(778,780)	-	-	-	-	-
Total Requirement	67,526,482	76,282,766	78,314,143	82,984,186	6,701,420	8.8%
Funds Remaining	17,105,255	12,154,236	11,817,888	15,749,016	3,594,780	29.6%
Revenue Share per Enplaned Passeng \$	2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ -	-
Signatory Airline Enplaned Passengers	2,097,098	2,220,824	2,220,551	2,230,247	9,423	0.4%
\$2 per EP Revenue Share	4,194,196	4,441,648	4,441,101	4,460,494	18,846	0.4%
Net Funds Remaining after Rev. Share	12,911,059	7,712,588	7,376,786	11,288,522	3,575,933	46.4%
Total Airline Revenue Sharing Credit	10,649,725	8,297,942	8,129,495	10,104,755	1,806,813	21.8%
Amount to RTAA General Purpose Fund	9,455,529	6,856,294	6,688,393	8,644,261	1,787,967	26.1%
Effective Revenue Share per EP	\$ 5.08	\$ 3.74	\$ 3.66	\$ 4.53	\$ 0.79	21.3%

Under the terms of the Airline-Airport Use and Lease Agreement (AAULA), the Revenue Sharing calculation between the Reno-Tahoe Airport Authority (RTAA) and its Signatory Airlines is based on net funds remaining after the Authority fulfills all its annual financial obligations. These obligations include operating expenses, debt service, capital program commitments, and the required \$3.0 million set-aside for the General Purpose Fund.

Revenue sharing is structured to reward financial performance while ensuring fiscal responsibility. The distribution to signatory airlines is calculated using a tiered Debt Service Coverage (DSC) mechanism:

- If DSC < 1.4: No revenue share is provided
- If DSC is between 1.4 and 1.5: RTAA shares \$2.00 per enplaned passenger with Signatory Airlines
- If DSC > 1.5: 50% of the excess revenue above the 1.5 DSC threshold is shared equally between RTAA and Signatory Airlines

Revenue share distributions are applied monthly on a per enplaned passenger basis as a credit on airline invoices.

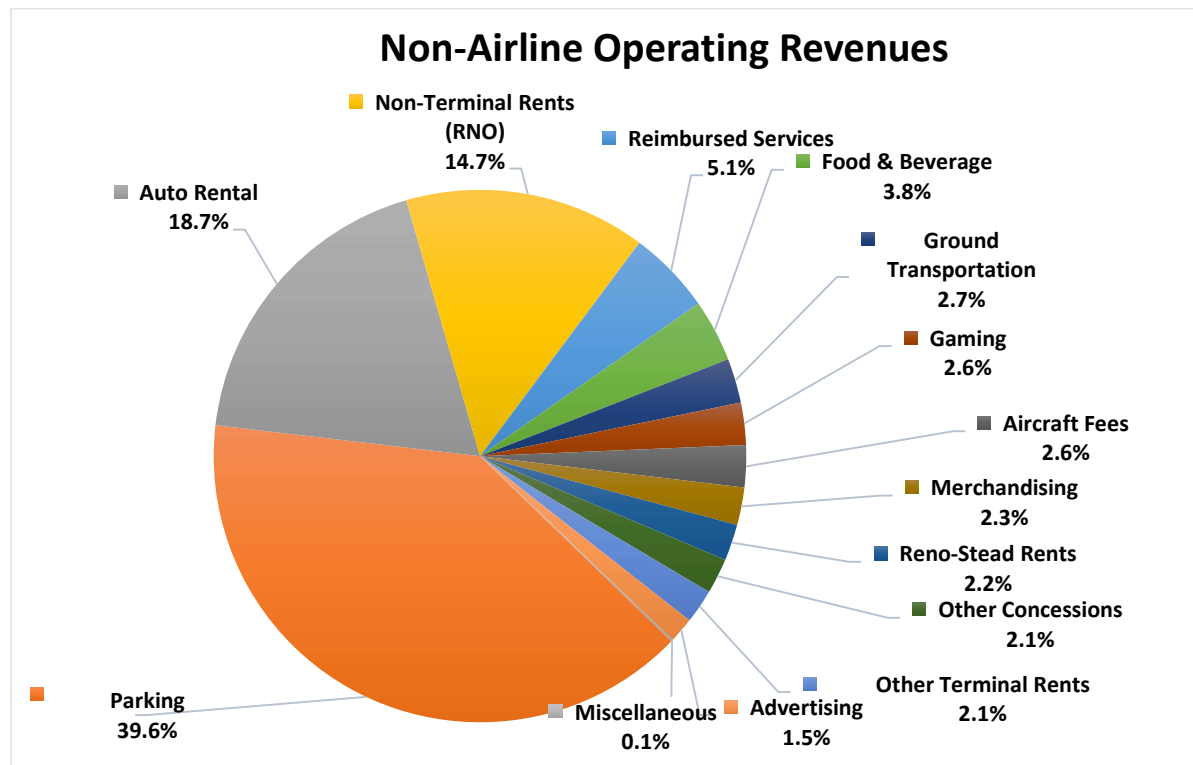
This approach ensures that revenue sharing only occurs when RTAA's financial performance exceeds minimum coverage thresholds, preserving airport financial health while supporting airline partners.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

Cost Per Enplaned Passenger (CPE) – The Cost Per Enplaned Passenger (CPE) is a key industry metric that reflects the average cost incurred by airlines to operate at Reno-Tahoe International Airport (RNO). It is calculated by dividing the total rates and charges paid by signatory airlines by the forecasted number of enplaned passengers.

For FY 2025–26, the forecasted signatory CPE is \$10.76, representing a \$0.17 decrease (or 1.5%) compared to the FY 2024-25 budgeted rate of \$10.93. This decrease in CPE reflects a favorable balance of operating cost control, stable airline activity, and strong performance of Non-Airline Revenues that help offset airline rates. Maintaining a competitive CPE supports RNO’s position as an attractive and cost-effective airport for both incumbent and prospective air carriers. This efficiency in cost per passenger further enhances RNO’s competitive position among small and mid-size U.S. airports.

Non-Airline Revenues



Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

Non-Airline Revenues	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Forecast	FY 2025-26 Budget	Budget to Budget	
					\$ Change	% Change
Auto Parking	\$ 18,428,531	\$ 19,022,147	\$ 19,022,979	\$ 24,159,100	\$ 5,136,953	27.0%
Ground Transportation	1,046,052	1,299,560	1,342,430	1,648,184	348,624	26.8%
Auto Rental	10,493,597	10,319,270	10,930,794	11,390,443	1,071,173	10.4%
Non-Terminal Rents (RNO)	7,559,650	7,936,691	8,267,967	8,956,709	1,020,018	12.9%
Reimbursed Services	3,203,358	3,159,116	3,181,911	3,100,895	(58,221)	(1.8%)
Food & Beverage	2,154,230	2,224,574	2,289,935	2,298,019	73,445	3.3%
Gaming Concession	1,485,535	1,448,842	1,481,605	1,560,538	111,696	7.7%
Merchandising Revenue	1,261,133	1,328,105	1,358,138	1,384,349	56,243	4.2%
Aircraft Fees	1,384,032	1,357,811	1,539,966	1,561,656	203,846	15.0%
Reno Stead Rents	1,396,275	1,404,900	1,492,996	1,346,111	(58,789)	(4.2%)
Other Terminal Rents	1,085,385	1,130,461	1,125,505	1,261,650	131,189	11.6%
Advertising	857,593	900,253	912,261	939,789	39,536	4.4%
Other Concessions	1,134,179	1,121,080	1,079,593	1,305,529	184,449	16.5%
Miscellaneous	118,716	100,200	65,000	60,000	(40,200)	(40.1%)
Total Non-Airline Revenues	51,608,267	52,753,011	54,091,081	60,972,973	8,219,962	15.6%

The FY 2025-26 proposed budget projects Non-Airline Operating Revenues of \$60.973 million, reflecting an increase of \$8.220 million (or 15.6%) over the FY 2024-25 adopted budget. This growth is driven primarily by strong performance in parking, auto rentals, and building and land rental revenues, as well as scheduled CPI-based rental rate adjustments.

Key Revenue Increases

- Parking Revenues: Forecasted at \$24.159 million, an increase of \$5.137 million (27.0%), primarily due to recent rate increases implemented at RNO.
- Ground Transportation: Expected to generate \$1.648 million, up \$348,624 (26.8%), fueled by increased activity from Transportation Network Companies (TNCs).
- Auto Rental Revenues: Projected at \$11.390 million, a gain of \$1.071 million (10.4%), due to rising demand and activity levels.
- Other Terminal Rents (e.g., ground handling/storage space): Estimated at \$1.230 million, increasing \$131,200 (11.6%) due to both higher rates and increased tenant activity.

Key Revenue Declines

- Reno-Stead Rents: Down \$58,789 (4.2%), termination of a lease due to the sale of a hangar.
- Reimbursed Services: Decreasing by \$58,221 (1.8%), reflecting reduced reimbursements for service costs.
- Miscellaneous Revenues: Declining by \$40,200 (40.1%), due to lower anticipated late fees and citation revenues.

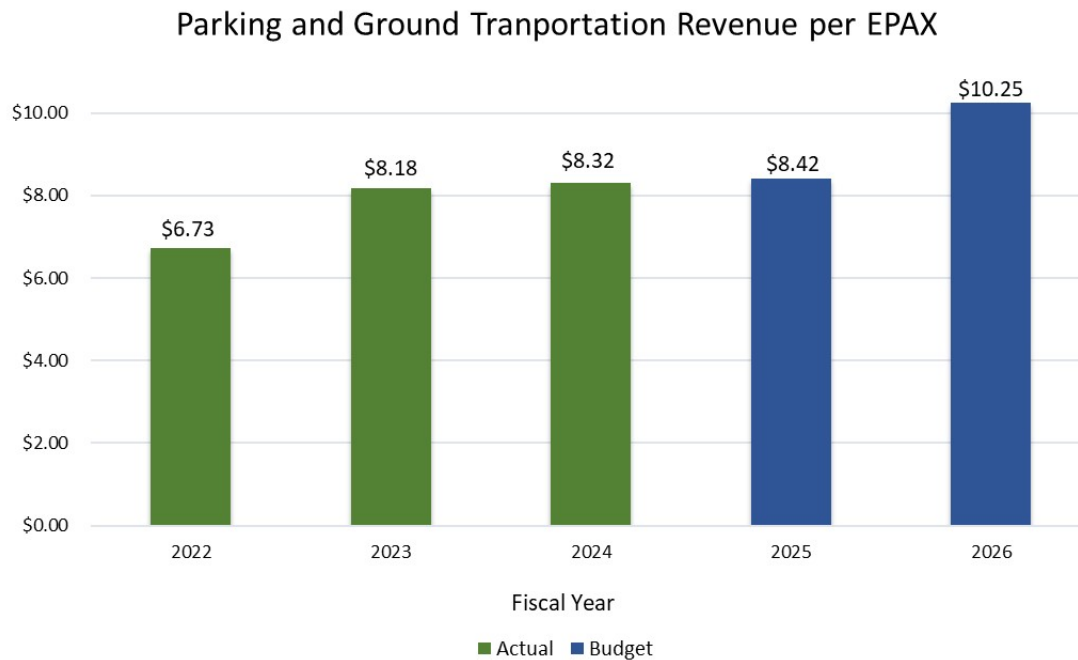
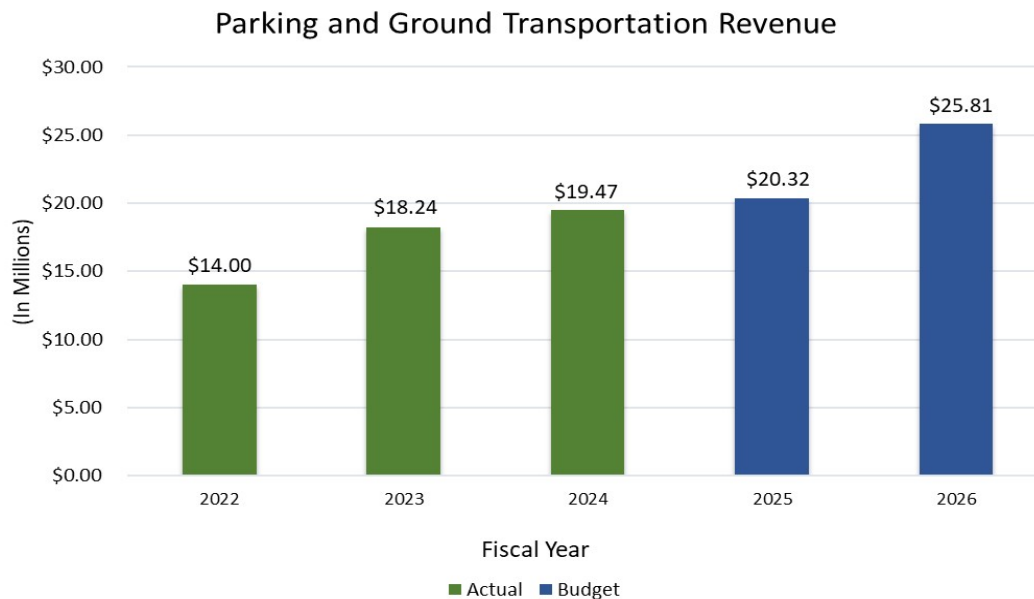
This diversified mix of Non-Airline Revenue sources strengthens RTAA's financial position and supports reduced reliance on airline rates and charges.

Parking and Ground Transportation Revenues

Auto Parking and Ground Transportation revenues are projected to reach \$25.81 million in FY 2025-26, representing a \$5.486 million (27%) increase over the FY 2024-25 budget. Revenue per enplaned passenger (EPAX) is expected to rise by 21.7% during this period. Parking and Ground Transportation continue to be a significant component of Non-Airline Operating Revenue, with

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

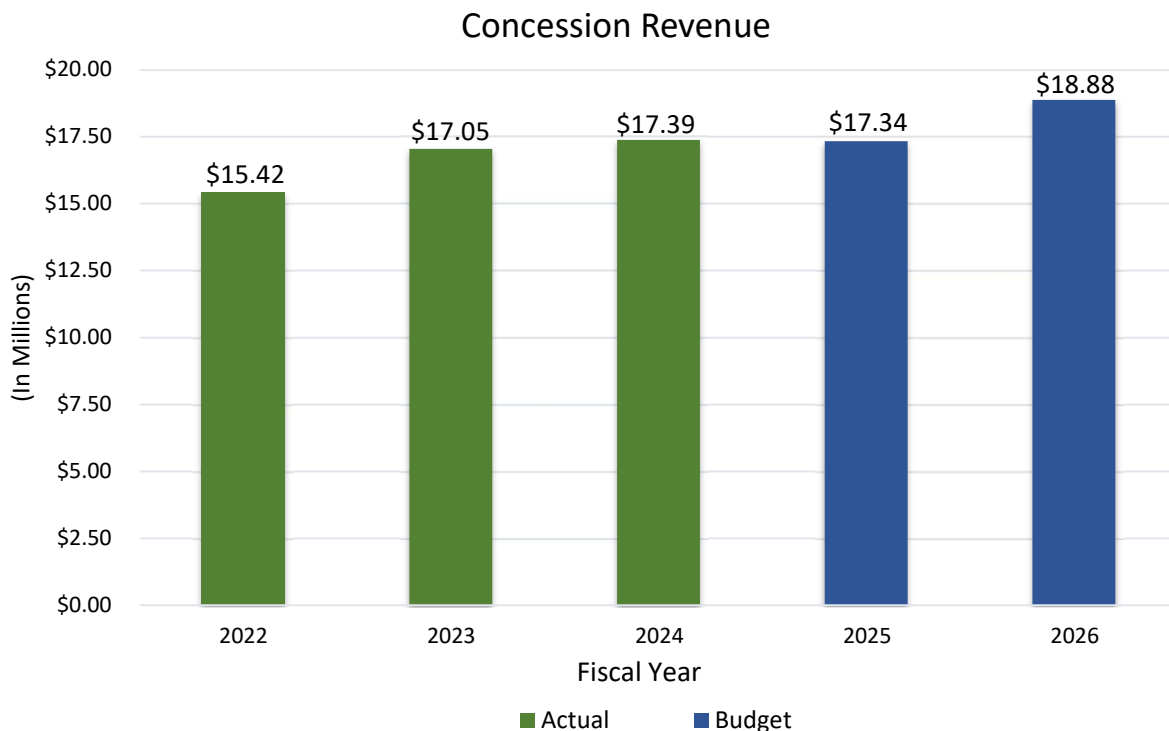
growth primarily driven by higher rates, increased use of Transportation Network Companies, and rising Auto Rental revenues.



Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

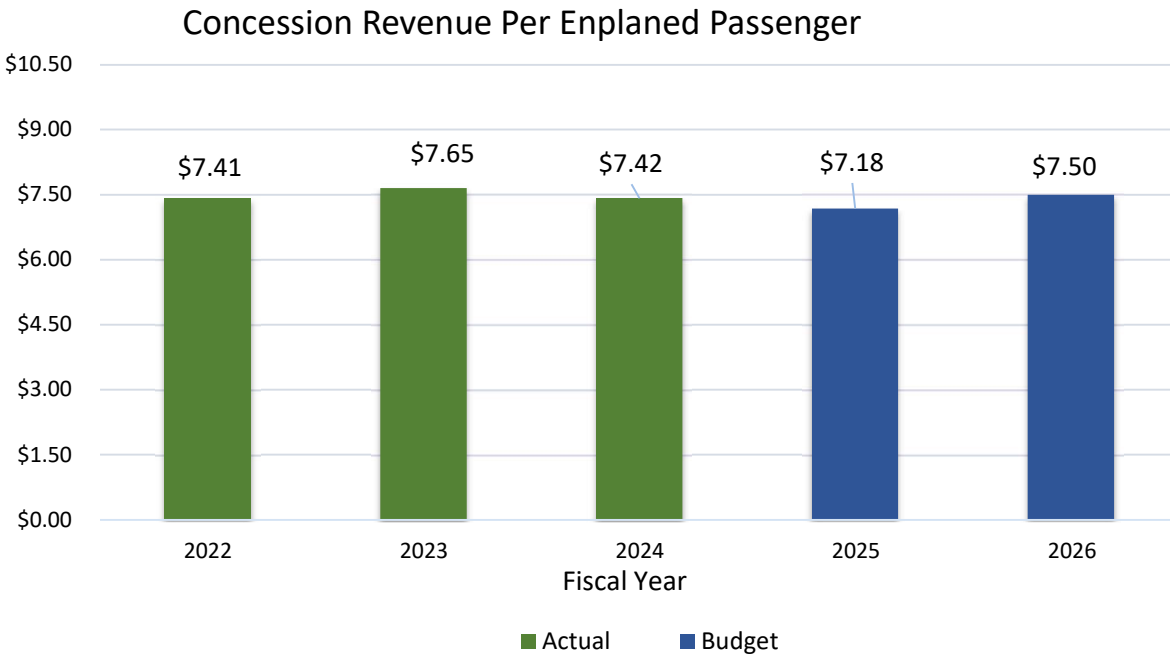
Concession Revenues

Concession revenues of \$18.88 million forecasted for FY 2025-26 are increasing \$1.54 million or 8.86% from the 2024-25 budget. Concession revenues consist of gaming, food and beverage, specialty retail/travel essentials, advertising, car rental, and other concession revenues. Restaurants and concessionaires have returned to pre-pandemic operations. The graph below reflects actual results for the past three fiscal years and the budget forecasts for FY 2024-25 and FY 2025-26.



Concession revenue per enplaned passenger is a key performance metric used to assess how effectively concessionaires generate revenue from travelers utilizing Reno-Tahoe International Airport's (RNO) terminal facilities. This metric supports year-over-year performance tracking. For FY 2025-26, concession revenue per enplaned passenger is forecasted at \$7.50, representing a 4.5% increase compared to the FY 2024-25 budget rate of \$7.18. This increase is attributed to higher overall passenger traffic levels, greater utilization of rental cars, and improved spending trends across terminal concessions.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues

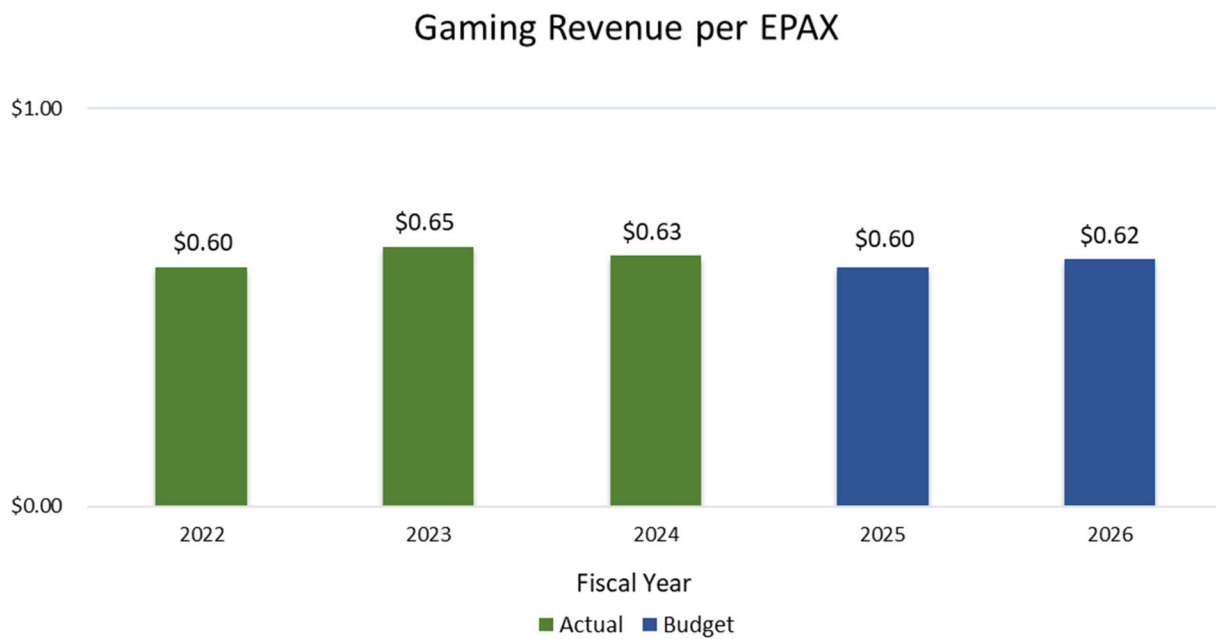
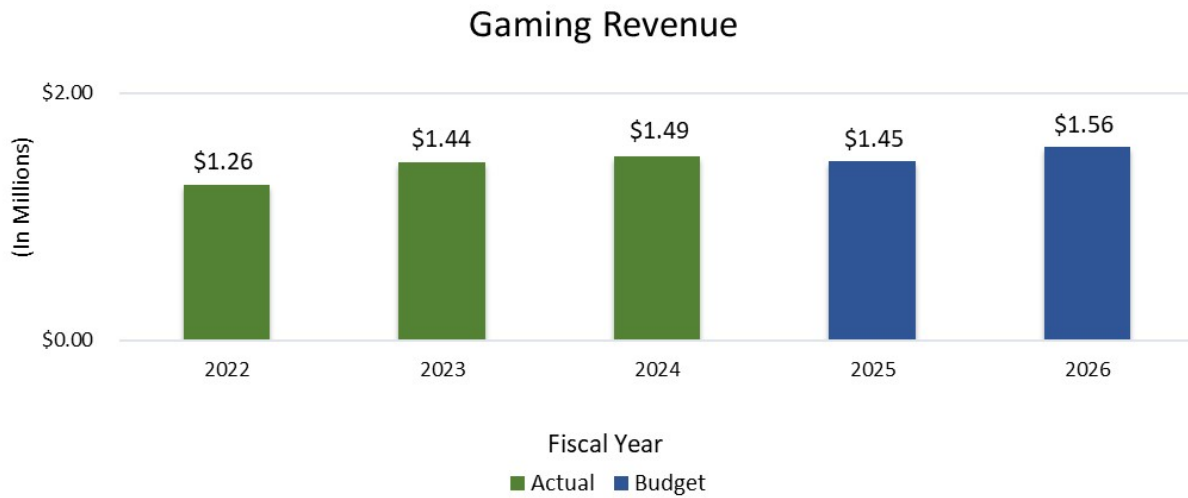


Gaming Revenues

Gaming revenues are forecasted to be \$1.56 million in FY 2025-26, \$111,696 or 7.7% greater than FY 2024-25 budget, and \$78,933 or 5.3% greater than the revised forecast. There is an increase of 3.3% in budgeted gaming revenue per EPAX between FY 2024-25 and FY 2025-26. This growth is expected to increase due to increased rates and passenger traffic.

The uptick in gaming revenue is primarily the result of increased passenger traffic at RNO. This revenue stream is unique and almost exclusive to Nevada Airports. IGT was first awarded the gaming concession at RNO in 1992 with an initial five-year term and multiple one-year options. In 1998, 2003, and 2008 the RTAA entered into new agreements with IGT, and the current agreement commenced December 1, 2015. The current agreement was extended through Board approval in 2020 and 2024 and will expire November 30, 2026. Under this agreement, RTAA receives 30% of net win under \$125,000 per month, 43% of net win between \$125,000 and \$300,000 per month, and 75% of net win greater than \$300,001 per month.

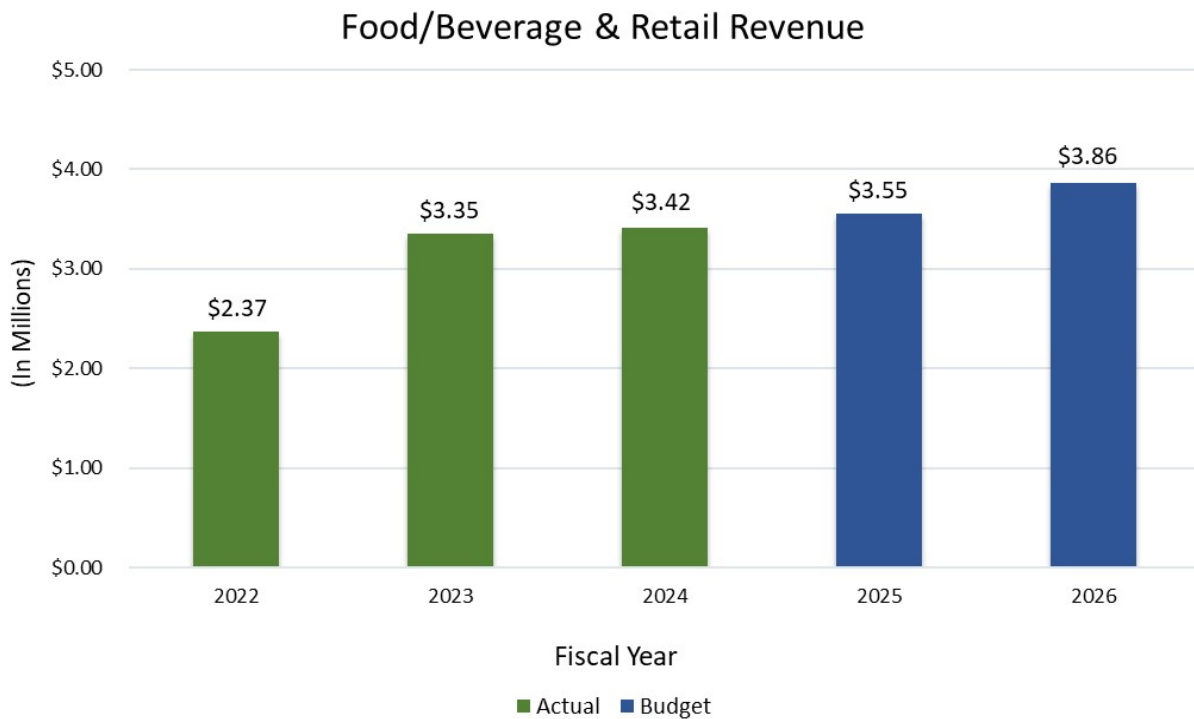
**Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues**



**Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues**

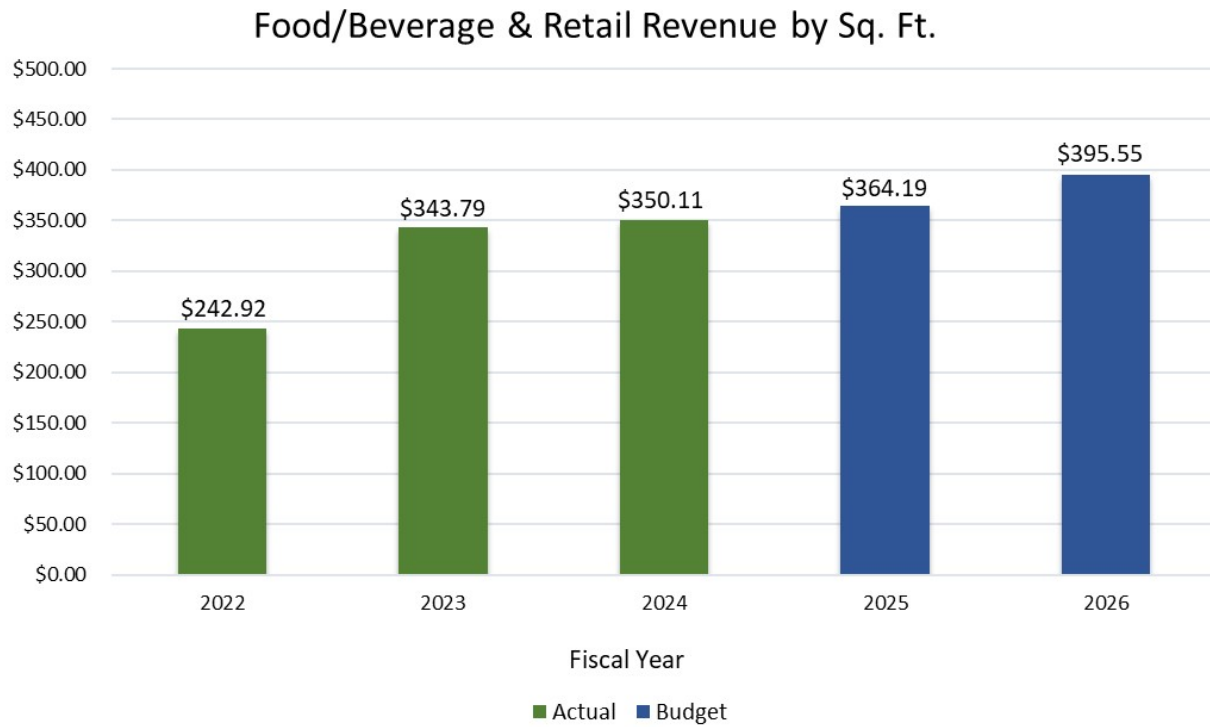
Food and Beverage Revenues

The Food and Beverage revenue forecast for FY 2025-26 is \$3.86 million, \$0.31 million or 8.61% greater than the FY 2024-25 budget, and \$0.44 million or 13% greater than the FY 2023-24 actuals.



The Food and Beverage per Square Foot revenue forecast for FY 2025-26 is \$395.55 annually, \$31.36 (8.6%) greater than the FY 2024-25 budget, and \$45.44 or 13% greater than the FY 2023-24 actuals. These increases in forecasted revenue are due to increased passenger traffic, higher menu item costs, as well as increased minimum annual guarantees (MAGs) based on higher earnings in the previous Fiscal Year.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 4 – Revenues



Section 5

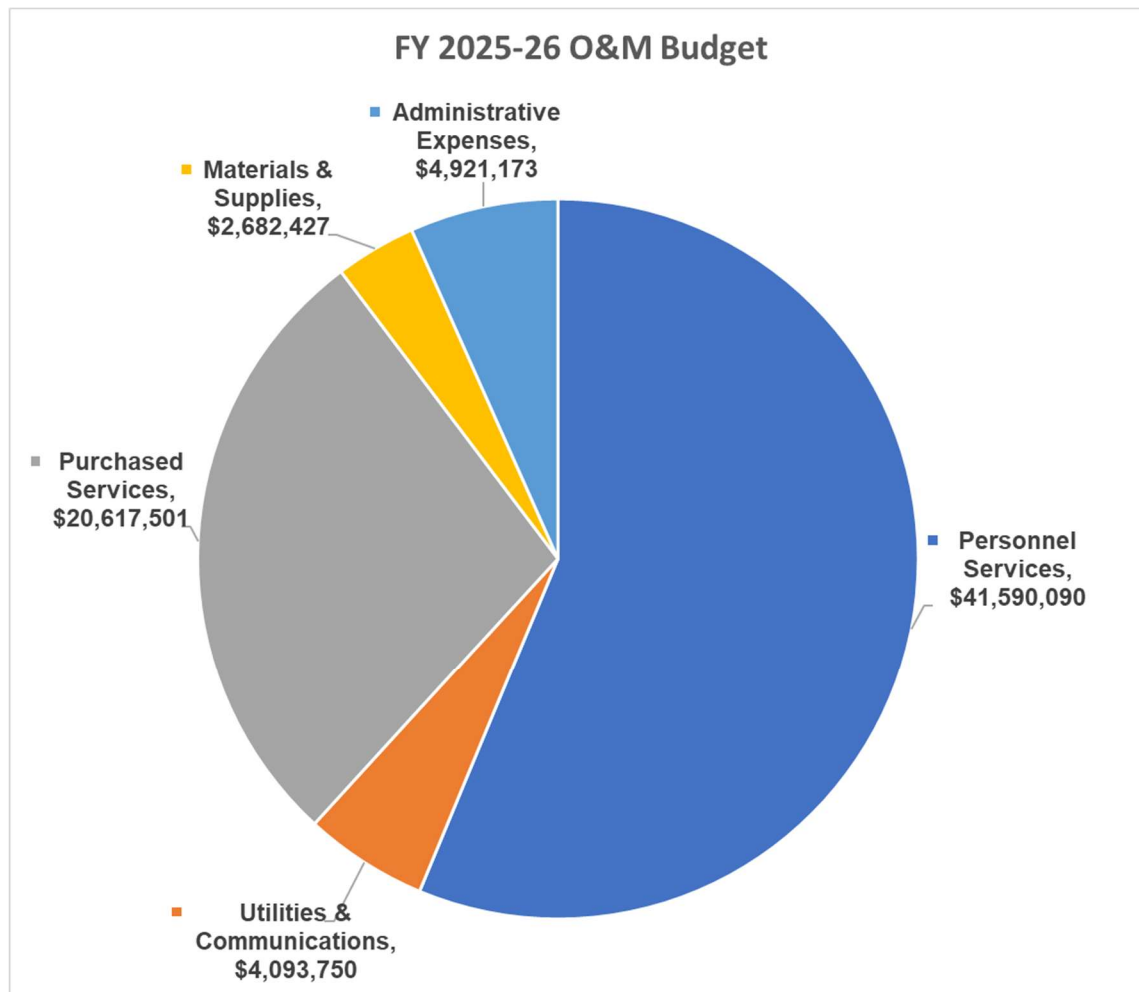
Expenditures

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 5 – Expenditures

Operating and Maintenance Budget Overview

The Fiscal Year 2025-26 Operating and Maintenance (O&M) budget totals \$73.905 million, representing an increase of \$5.237 million, or 7.6%, compared to the FY 2024-25 budget. This increase reflects the RTAA's ongoing expansion as well as rising operating costs attributed to inflation. The O&M budget encompasses the following major categories:

- Personnel Services
- Utilities and Communications
- Purchased Services
- Materials and Supplies
- Administrative Expenses



Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 5 – Expenditures

Budget Category	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Forecast	FY 2025-26 Budget	Budget to Budget	
					\$ Change	% Change
Operating Expenses:						
Personnel Services	\$ 42,975,044	\$ 45,219,168	\$ 44,588,994	\$ 41,590,090	\$(3,629,078)	(8.0%)
Utilities and Communication	4,033,644	4,658,400	4,611,527	4,093,750	(564,650)	(12.1%)
Purchased Services	8,843,500	11,279,064	12,129,112	20,617,501	9,338,437	82.8%
Materials and Supplies	3,013,477	2,983,930	2,979,054	2,682,427	(301,503)	(10.1%)
Administrative Expenses	3,673,976	4,527,473	4,679,373	4,921,173	393,700	8.7%
Total Expenses	62,539,641	68,668,035	68,988,060	73,904,941	5,236,906	7.6%

A detailed discussion of each category is provided in the following section. The accompanying chart and table offer a comprehensive breakdown of the Reno-Tahoe Airport Authority's (RTAA) operating expenses by major expense category.

Personnel Services - The Personnel Services category is estimated at \$41.590 million, accounting for 56.3% of the total O&M budget. This includes salaries, wages, and benefits for the RTAA workforce, which comprises 273.5 full-time equivalent (FTE) positions. The proposed FY 2025–26 personnel budget shows a reduction of (\$3.629) million, or (8.0%), compared to the FY 2024–25 budget.

	FY 2023-24 Actual	FY 2024-25 Budget	FY 2025-26 Budget	Budget to Budget	
				\$ Change	% Change
Salaries and Wages	\$ 25,662,989	\$ 26,310,208	\$ 26,705,475	\$ 395,267	1.5%
Employee Benefits	4,240,600	4,871,660	5,532,715	661,055	13.6%
Retirement Contribution	10,546,137	8,447,400	9,351,900	904,500	10.7%
ARFF Transfer to City of Reno	5,228,154	5,589,900	-	(5,589,900)	-100.0%
Total	\$ 45,677,880	\$ 45,219,168	\$ 41,590,090	\$ (3,629,078)	-8.0%

This decrease is largely due to the transfer of the Airport Rescue Fire Fighter (ARFF) team to the City of Reno, resulting in a reduction of 25 FTE. ARFF services are now handled by the City of Reno, with all associated costs reflected under Purchased Services. The year over year reduction in Personnel Services related to ARFF is approximately (\$5.590 million). For remaining personnel, the budget incorporates salary and wage increases aligned with existing bargaining agreements, merit raises for Management and Civil Service Plan (CSP) staff, and anticipated increases in health insurance and other benefits. Additional increases within the budget include overtime, shift differential, and standby pay. Furthermore, the proposed budget introduces three new positions: an Airport Police Officer, an Airport Facilities Custodian, and a Limited Duration Project Manager Assistant for MoreRNO.

The unrepresented groups of CSP and Management employees are eligible for a merit increase estimated at an average of 5.0% 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 2024-25 is approximately \$630,000.

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 proposed budget includes both a CPI and step increase, resulting in an approximately \$395,000 increase from the current budget.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 5 – Expenditures

Overtime pay, shift differential, and standby budgets across all RTAA departments increased by approximately \$57,000 compared to FY 2024-25.

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 \$691,000. Health insurance premiums for calendar year (CY) 2025 increased by 20% over CY 2024. We anticipate that premiums will increase an additional 12% for CY 2026. Retirement benefit rates through Nevada PERS will increase substantially effective July 1, 2025. The impact of the rate increase to the FY 2025-26 Budget is approximately \$1.2 million including the cost of ARFF Retirement benefits.

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 \$4.093 million, a decrease of (\$564,650) or (12.1%) from the FY 2024-25 budget.

	FY 2023-24	FY 2024-25	FY 2025-26	Budget to Budget	
	Actual	Budget	Budget	\$ Change	% Change
Electricity	\$ 2,353,438	\$ 2,687,050	\$ 2,408,050	\$ (279,000)	-10.4%
Natural Gas	620,836	712,000	524,000	(188,000)	-26.4%
Water/Sewer	393,069	400,250	346,000	(54,250)	-13.6%
Waste Disposal	205,409	244,100	267,700	23,600	9.7%
Communications	460,892	615,000	548,000	(67,000)	-10.9%
Total	\$ 4,033,644	\$ 4,658,400	\$ 4,093,750	\$ (564,650)	-12.1%

This decrease is attributed largely to lower than anticipated rates for electricity and natural gas in FY 2024-25. The rates included in the FY 2025-26 Budget reflect current rates and rate projections provided by NV Energy. The budget allocation for telephone and data communications costs in fiscal year 2025-26 saw a reduction of (\$67,000) compared to FY 2024-25 attributed to renegotiated rates and a reduction in telecommunication services in some departments.

Purchased Services - This expense category accounts for legal and professional services, and specialized service contracts to maintain and repair mechanical systems and equipment. Beginning in FY 2025-26, this category also includes the cost of Airport Rescue Fire Fighting (ARFF) which is now a service provided by the City of Reno. Total Purchased Services costs are estimated at \$20.618 million, an increase of approximately \$9.338 million, or 82.8% from the FY 2024-25 budget.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 5 – Expenditures

	FY 2023-24	FY 2024-25	FY 2025-26	Budget to Budget	
	Actual	Budget	Budget	\$ Change	% Change
Legal Services	\$ 103,104	\$ 80,000	\$ 167,500	\$ 87,500	109.4%
Data Processing	674,373	634,619	640,760	6,141	1.0%
Other Professional Services	1,954,278	2,757,000	3,010,387	253,387	9.2%
Contracted Services	4,628,955	4,716,569	5,865,915	1,149,346	24.4%
Other Repair/Maintenace Svc	603,454	642,610	769,585	126,975	19.8%
Other Purchased Services	1,230,487	2,199,816	2,483,354	283,538	12.9%
ARFF Transfer to City of Reno	199,930	193,450	7,680,000	7,486,550	3870.0%
Total	\$ 9,446,371	\$ 11,279,064	\$ 20,617,501	\$ 9,338,437	82.8%

The proposed increase in the budget encompasses several specific allocations:

- \$7.487 million increase covers Airport Rescue Fire Fighting (ARFF) services charged to Purchased Services. Beginning in April 2025, costs related to ARFF are all included in Purchased Services whereas in prior years, ARFF costs were reflected in Personnel Services, Purchased Services, Materials and Supplies and Administrative Expenses. The total cost of ARFF in the Purchased Services category for FY 2025-26 is \$7.680 million
- \$600,000 increase related to outsourcing of employee shuttle service to a third-party provider.
- \$203,000 will cover additional costs for GTC Project Management as part of the MoreRNO Program. The increase of \$203,000 reflects the impact of a full year of expense at \$550,000 annually.
- \$200,000 is included for a glycol study.
- \$150,000 is included for a grant administration consultant.
- \$100,000 increase in cost associated with expanded hours for common use equipment service.
- \$100,000 increase is included for outside legal opinion and consulting.
- \$85,000 is included for a terminal scanning project to be used to update the terminal space database.
- Approximately \$400,000 increases in ongoing outside services for inflation and contractual increases.

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 \$2.682 million is a decrease of (\$301,500), or (10.1%) from the FY 2024-25 budget.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 5 – Expenditures

	FY 2023-24	FY 2024-25	FY 2025-26	Budget to Budget	
	Actual	Budget	Budget	\$ Change	% Change
Operating Supplies	\$ 704,788	\$ 804,545	\$ 834,945	\$ 30,400	3.8%
Fuel	313,934	347,000	327,000	(20,000)	-5.8%
Repair & Maintenance Supplies	1,024,197	843,084	922,050	78,966	9.4%
Small Tools and Minor Equip	461,661	567,202	490,932	(76,270)	-13.4%
Software	171,232	135,999	107,500	(28,499)	-21.0%
ARFF Transfer to City of Reno	331,888	286,100	-	(286,100)	-100.0%
Total	\$ 3,007,699	\$ 2,983,930	\$ 2,682,427	\$ (301,503)	-10.1%

The budget decrease is due primarily to the reclassification of ARFF Materials and Supplies expenditures of \$286,100 to Purchased Services. Excluding ARFF, the net change in Materials and Supplies is an increase over FY 2024-25 of \$15,400.

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 \$4.921 million is an increase of \$393,700 or 8.7% from the FY 2024-25 budget.

	FY 2023-24	FY 2024-25	FY 2025-26	Budget to Budget	
	Actual	Budget	Budget	\$ Change	% Change
Professional/Educational Fees	\$ 540,883	\$ 663,969	\$ 765,519	\$ 101,550	15.3%
Travel & Reimbursed Expense	246,028	351,604	446,269	\$ 94,665	26.9%
Recruitment	54,945	66,500	51,500	\$ (15,000)	-22.6%
Air Service Development	44,387	333,000	458,400	\$ 125,400	37.7%
Economic Development	6,600	30,000	20,000	\$ (10,000)	-33.3%
Community Outreach	174,794	41,050	41,000	\$ (50)	-0.1%
Advertising/Publications	284,885	427,065	479,225	\$ 52,160	12.2%
Insurance (Airport)	1,452,047	1,706,400	1,764,300	\$ 57,900	3.4%
Credit Card Fees	566,103	548,550	767,360	\$ 218,810	39.9%
Miscellaneous	205,991	153,800	127,600	\$ (26,200)	-17.0%
ARFF Transfer to City of Reno	97,313	205,535	-	\$ (205,535)	-100.0%
Total	\$ 3,673,976	\$ 4,527,473	\$ 4,921,173	\$ 393,700	8.7%

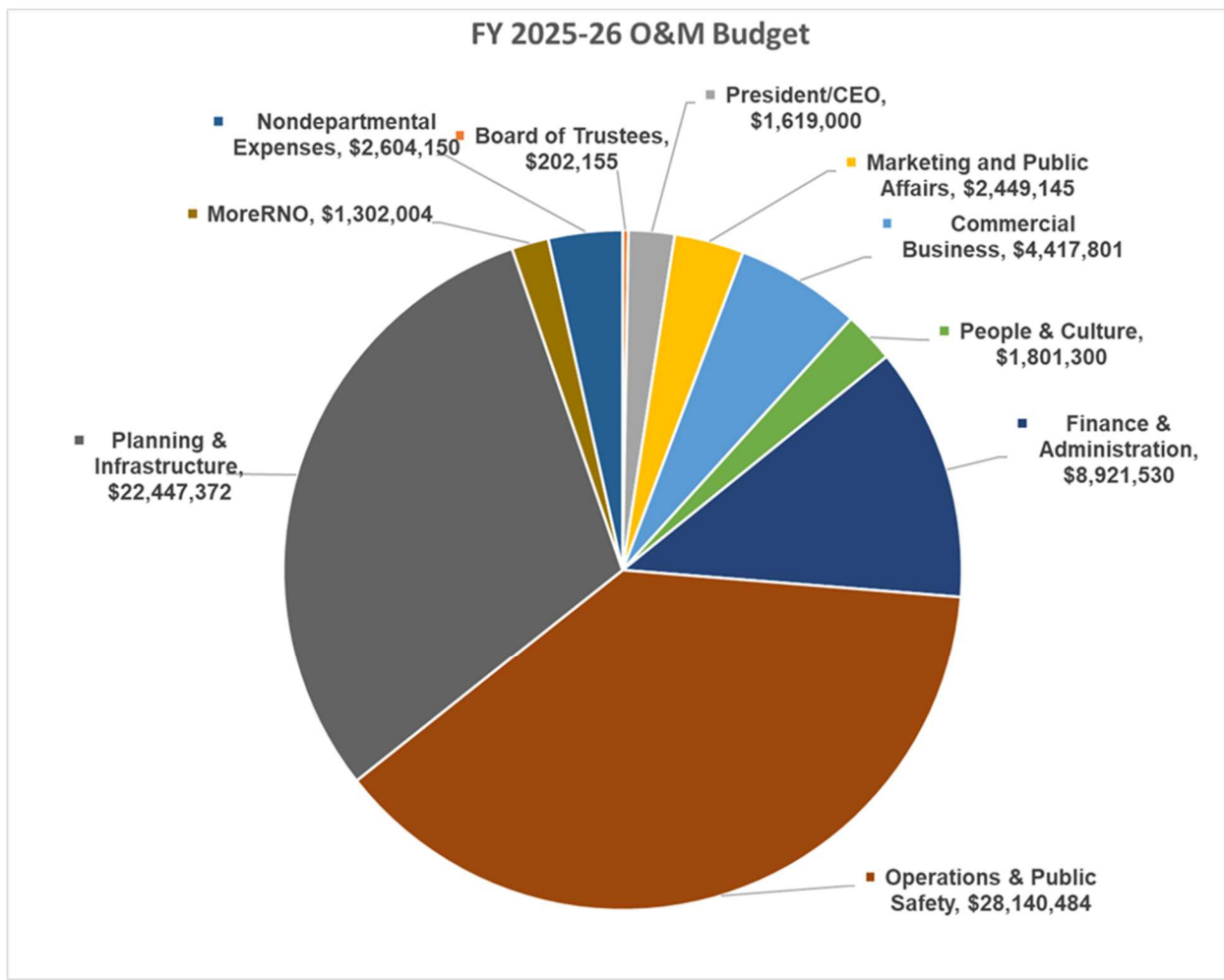
Increases include:

- \$218,800 increase in credit card fees associated with higher parking revenues.
- \$125,400 increase in Air Service Development incentives.
- \$57,000 increase in property and casualty, and liability insurance.
- \$52,000 increase in promotion and advertising.
- \$50,000 for tri-annual disaster preparedness exercise.
- \$40,000 increase in training expenses.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 5 – Expenditures

These increases are offset by a reduction of (\$205,500) related to the transfer of cost for ARFF to Purchased Services.

Budgeted Expenses by Division



Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 5 – Expenditures

O&M By Division	FY 2023-24 Actual	FY 2024-25 Budget	FY 2025-26 Budget	Budget to Budget \$ Change	% Change
Board of Trustees	\$ 145,991	\$ 188,335	\$ 202,155	\$ 13,820	7.3%
President/CEO	1,518,593	1,457,278	1,619,000	161,722	11.1%
Marketing and Public Affairs	2,128,235	2,397,860	2,449,145	51,285	2.1%
Commercial Business	4,366,780	4,886,808	4,417,801	(469,007)	-9.6%
MoreRNO	-	771,900	1,302,004	530,104	68.7%
People & Culture	1,618,023	1,810,970	1,801,300	(9,670)	-0.5%
Finance & Administration	7,135,899	8,575,410	8,921,530	346,120	4.0%
Operations & Public Safety	22,727,868	24,513,833	28,140,484	3,626,651	14.8%
Planning & Infrastructure	20,938,071	21,539,191	22,447,372	908,181	4.2%
Non Departmental	1,960,180	2,526,450	2,604,150	77,700	3.1%
Total Expense	62,539,641	68,668,035	73,904,941	5,236,906	7.6%

Operations and Maintenance Expenses by Department

O&M By Department	FY 2023-24 Actual	FY 2024-25 Budget	FY 2025-26 Budget	Budget to Budget \$ Change	% Change
Board of Trustees	\$ 145,991	\$ 188,335	\$ 202,155	\$ 13,820	7.3%
General Counsel	671,916	668,418	819,465	151,047	22.6%
President/CEO	846,677	788,860	799,535	10,675	1.4%
Air Service Business Develop	751,654	1,117,090	767,010	(350,080)	-31.3%
Marketing and Public Affairs	2,128,235	2,397,860	2,449,145	51,285	2.1%
Airport Economic Development	2,377,115	2,206,529	2,059,751	(146,778)	-6.7%
Outside Properties Budget	1,238,011	1,563,189	1,591,040	27,851	1.8%
MoreRNO	-	771,900	1,302,004	530,104	68.7%
People & Culture	1,618,023	1,810,970	1,801,300	(9,670)	-0.5%
Technology & Information Systems	4,172,706	5,327,395	5,313,995	(13,400)	-0.3%
Reno Stead Airport	1,286,320	1,408,960	1,457,125	48,165	3.4%
Finance	2,153,356	2,373,260	2,699,110	325,850	13.7%
Contract & Procurement	809,837	874,755	908,425	33,670	3.8%
Operations & Public Safety Admin	911,812	872,454	831,600	(40,854)	-4.7%
Airside Operations	1,563,816	1,630,290	1,855,430	225,140	13.8%
Landside Operations	3,322,088	3,487,119	4,565,437	1,078,318	30.9%
Airport Rescue & Fire	5,857,045	6,274,985	7,680,000	1,405,015	22.4%
Airport Police	5,035,605	5,486,750	5,817,700	330,950	6.0%
Airport Communications	1,890,395	1,994,464	2,097,701	103,237	5.2%
Aviation Compliance	2,264,287	764,190	856,150	91,960	12.0%
Terminal Operations	596,501	2,594,621	2,979,341	384,720	14.8%
Planning & Infrastructure	465,259	464,850	504,000	39,150	8.4%
Planning & Environmental Serv	1,272,594	1,381,654	1,694,139	312,485	22.6%
Engineering & Construction	1,322,138	942,395	1,084,455	142,060	15.1%
Facilities & Maintenance Admin	438,715	443,892	514,399	70,507	15.9%
Airfield Maintenance	5,353,712	5,368,164	5,519,519	151,355	2.8%
Building Maintenance & Services	9,926,573	10,531,695	10,698,654	166,959	1.6%
Baggage Handling System	2,159,080	2,406,541	2,432,206	25,665	1.1%
Non Departmental	1,960,180	2,526,450.00	2,604,150	77,700	3.1%
Total Expense	\$ 62,539,641	\$ 68,668,035	\$ 73,904,941	\$ 5,236,906	7.6%

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 5 – Expenditures

Operations and Maintenance Expenses by Category

Division/Department	Personnel Services	Utilities	Purchased Services	Materials & Supplies	Admin Expenses	TOTAL
Board of Trustees	144,505	-	4,100	3,350	50,200	\$ 202,155
General Counsel	608,600	-	167,500	1,600	41,765	\$ 819,465
President/CEO	684,960	-	150	6,750	107,675	\$ 799,535
Air Service Business Development	427,650	-	221,200	11,950	106,210	\$ 767,010
Marketing and Public Affairs	1,335,455	-	341,700	60,300	711,690	\$ 2,449,145
Airport Economic Development	1,416,760	-	532,311	14,500	96,180	\$ 2,059,751
Outside Properties Budget	200,000	235,550	1,125,740	8,650	21,100	\$ 1,591,040
MoreRNO	675,815	-	589,660	13,100	23,429	\$ 1,302,004
People & Culture	1,490,920	-	99,490	7,260	203,630	\$ 1,801,300
Technology & Info Systems	2,145,450	548,000	2,361,345	195,300	63,900	\$ 5,313,995
Reno Stead Airport	990,975	198,200	117,450	132,500	18,000	\$ 1,457,125
Finance	2,089,310	-	564,800	12,700	32,300	\$ 2,699,110
Contracts & Procurement	835,640	-	29,325	13,510	29,950	\$ 908,425
Operations & Public Safety Admin	629,880	-	64,100	10,925	126,695	\$ 831,600
Airside Operations	1,665,995	-	122,085	26,300	41,050	\$ 1,855,430
Landside Operations	2,402,760	-	1,340,791	59,360	762,526	\$ 4,565,437
Airport Rescue & Fire	-	-	7,680,000	-	-	\$ 7,680,000
Airport Police	5,596,000	-	83,850	78,550	59,300	\$ 5,817,700
Airport Communications	1,786,505	-	265,621	22,075	23,500	\$ 2,097,701
Aviation Compliance	691,375	-	96,100	48,875	19,800	\$ 856,150
Terminal Operations	2,216,891	-	704,125	50,875	7,450	\$ 2,979,341
Planning & Infrastructure Admin	493,495	-	-	4,150	6,355	\$ 504,000
Planning & Environmental	1,096,020	-	585,410	-	12,709	\$ 1,694,139
Engineering & Construction	885,325	-	169,610	2,000	27,520	\$ 1,084,455
Facilities & Maintenance Admin	433,425	-	18,000	47,690	15,284	\$ 514,399
Airfield Maintenance	3,940,944	324,000	114,600	1,085,370	54,605	\$ 5,519,519
Building Maintenance	6,894,192	2,153,000	938,475	684,187	28,800	\$ 10,698,654
Baggage Handling System	111,243	635,000	1,613,963	72,000	-	\$ 2,432,206
Non Departmental	(300,000)	-	666,000	8,600	2,229,550	\$ 2,604,150
TOTAL	\$ 41,590,090	\$ 4,093,750	\$ 20,617,501	\$ 2,682,427	\$ 4,921,173	\$ 73,904,941

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 5 – Expenditures

Resources Applied by Organizational Unit

Resources Applied by Organization Unit	FY 2023-24 Actual	FY 2024-25 Budget	FY 2025-26 Budget	Budget % Change
Board of Trustees Division				
Board of Trustees	\$ 145,991	\$ 188,335	\$ 202,155	7.3%
TOTAL	\$ 145,991	\$ 188,335	\$ 202,155	7.3%
President/CEO Division				
President/CEO	846,677	788,860	799,535	1.4%
General Counsel	671,916	668,418	819,465	22.6%
TOTAL	1,518,593	1,457,278	1,619,000	11.1%
Marketing and Public Affairs Division				
Marketing and Public Affairs	2,128,235	2,397,860	2,449,145	2.1%
TOTAL	\$ 2,128,235	\$ 2,397,860	\$ 2,449,145	2.1%
Commercial Business Division				
Air Service Business Develop	751,654	1,117,090	767,010	-31.3%
Airport Economic Development	2,377,115	2,206,529	2,059,751	-6.7%
Outside Properties Budget	1,238,011	1,563,189	1,591,040	1.8%
TOTAL	4,366,780	4,886,808	4,417,801	-9.6%
MoreRNO Division				
MoreRNO	-	771,900	1,302,004	68.7%
TOTAL	\$ -	\$ 771,900	\$ 1,302,004	68.7%
People & Culture Division				
People & Culture	1,618,023	1,810,970	1,801,300	-0.5%
TOTAL	\$ 1,618,023	\$ 1,810,970	\$ 1,801,300	-0.5%
Finance and Administration Division				
Technology & Information Systems	4,172,706	5,327,395	5,313,995	-0.3%
Finance	2,153,356	2,373,260	2,699,110	13.7%
Contract & Procurement	809,837	874,755	908,425	3.8%
TOTAL	7,135,899	8,575,410	8,921,530	4.0%
Operations and Public Safety Division				
Operations & Public Safety Admin	911,812	872,454	831,600	-4.7%
Airside Operations	1,563,816	1,630,290	1,855,430	13.8%
Landside Operations	3,322,088	3,487,119	4,565,437	30.9%
Airport Rescue & Fire	5,857,045	6,274,985	7,680,000	22.4%
Airport Police	5,035,605	5,486,750	5,817,700	6.0%
Airport Communications	1,890,395	1,994,464	2,097,701	5.2%
Aviation Compliance	2,264,287	764,190	856,150	12.0%
Terminal Operations	596,501	2,594,621	2,979,341	14.8%
Reno Stead Airport	1,286,320	1,408,960	1,457,125	3.4%
TOTAL	22,727,868	24,513,833	28,140,484	14.8%
Planning and Infrastructure Division				
Planning & Infrastructure	465,259	464,850	504,000	8.4%
Planning & Environmental Serv	1,272,594	1,381,654	1,694,139	22.6%
Engineering & Construction	1,322,138	942,395	1,084,455	15.1%
Facilities & Maintenance Admin	438,715	443,892	514,399	15.9%
Airfield Maintenance	5,353,712	5,368,164	5,519,519	2.8%
Building Maintenance & Services	9,926,573	10,531,695	10,698,654	1.6%
Baggage Handling System	2,159,080	2,406,541	2,432,206	1.1%
TOTAL	20,938,071	21,539,191	22,447,372	4.2%
Non Departmental O&M Expenses				
Non Departmental	1,960,180	2,526,450.00	2,604,150	3.1%
TOTAL	\$ 1,960,180	\$ 2,526,450	\$ 2,604,150	3.1%
Total Operations and Maintenance Expense	\$ 62,539,641	\$ 68,668,035	\$ 73,904,941	7.6%
Property, Plant & Equipment	1,667,829	702,657	1,386,956	97.4%
TOTAL	\$ 64,207,469	\$ 69,370,692	\$ 75,291,897	8.5%

Section 6

Property, Plant, & Equipment Capital Budgets and Debt Service

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Property, Plant and Equipment

The schedule following this narrative lists the Board approved Property, Plant, and Equipment (PP&E) requests from the RTAA's various departments in the adopted FY 2025-26 Budget. A PP&E item is an asset with a useful life exceeding one year and a cost greater than \$5,000. Purchases greater than \$500,000 are reported as a capital project and amortized in the airline rates and charges over their estimated useful life.

The total PP&E budget for FY 2025-26 amounts to \$1,386,956, representing a \$684,299 increase (97.4%) over the FY 2024-25 budget. This growth in fixed assets is primarily driven by the need for vehicle replacements, as well as a focus on routine maintenance and operational efficiencies. The majority of RTAA's capital budget is allocated to key projects under the MoreRNO capital improvement program.

The budget for PP&E in FY 2025-26 is primarily allocated to vehicle purchases, totaling \$976,960, which accounts for 70.4% of the overall budget for the acquisition of three vehicles. Additionally, \$329,000 (23.7% of the budget) is designated for technology acquisitions, while \$81,000 (5.8%) is allocated for equipment purchases. Detailed descriptions of all planned purchases, including vehicles, technology, and equipment, can be found on the following pages.

VEHICLE AND EQUIPMENT ACQUISITION AND ROTATION POLICY
REPLACEMENT EVALUATION CRITERIA

Light Duty Vehicles (includes 3/4 ton or less)

- Replacement evaluation after six years of service **and/or**
- Replacement evaluation when vehicle exceeds 100,000 miles **and/or**
- Replacement evaluation every 5,000 hours **and/or**
- Replacement evaluation when maintenance cost to purchase cost ratio exceeds 35% **and/or**
- Replacement recommendation based on full mechanical and operational assessment of the vehicle by the RTAA Mechanics and Airfield Maintenance Superintendent.

Heavy Duty Vehicles and Equipment (includes one ton or more)

- Replacement evaluation after 10-20 years depending on type of vehicle/equipment **and/or**
- Replacement evaluation when vehicle/equipment exceeds 80,000 miles **and/or**
- Replacement evaluation every 25,000 hours on Hobbs hour meter **and/or**
- Replacement evaluation when maintenance cost to purchase cost ratio exceeds 35% **and/or**
- Replacement recommendation based on full mechanical and operational assessment of the vehicle by the RTAA Mechanics and Airfield Maintenance Superintendent.

Special Purpose Vehicles and Equipment

Police Vehicles

- Replacement evaluation after five years of service **and/or**
- Replacement evaluation when vehicle exceeds 80,000 miles **and/or**
- Replacement evaluation every 4,000 hours **and/or**
- Replacement evaluation when maintenance cost to purchase cost ratio exceeds 35% **and/or**

Reno-Tahoe Airport Authority

FY 2025-26

ANNUAL BUDGET

Section 6 – Property, Plant and Equipment

- Replacement recommendation based on full mechanical and operational assessment of the vehicle by the RTAA Mechanics, Airfield Maintenance Superintendent and Chief of Police or his/her designee.
- Replacement vehicles will be ordered with the current special police packages supplied by the dealer.
- Replacement vehicles will be outfitted by a third-party vendor that specializes in police vehicle modifications such as: prisoner transport cage installations; K-9 cage installations; information technology installations; specialized light package installations; ballistic panel installations (if not installed by the dealer), etc.

Fire Vehicles – Light Duty

- Replacement evaluation after five years of service and/or
- Replacement evaluation when vehicle exceeds 80,000 miles **and/or**
- Replacement evaluation every 5,000 hours **and/or**
- Replacement evaluation when maintenance cost to purchase cost ratio exceeds 35% **and/or**
- Replacement recommendation based on full mechanical and operational assessment of the vehicle by the RTAA Mechanics, Airfield Maintenance Superintendent and Fire Chief or his/her designee.
- Replacement vehicles for the Fire Chief and Battalion Chief(s) will be ordered with the current special purpose packages supplied by the dealer.
- Replacement vehicles will be outfitted by a third-party vendor that specializes in fire department vehicle modifications such as: information technology installations; specialized light package installations; tonneau covers; special equipment shell covers, incident command equipment fixtures (if not installed by the dealer), etc.

Aircraft Rescue & Fire Fighting (ARFF) Crash Vehicles

- Replacement evaluation after five years of service **and/or**
- Vehicle no longer meets FAA FAR 139 requirements **and/or**
- Replacement evaluation when maintenance cost to purchase cost ratio exceeds 20% **and/or**
- Replacement recommendation based on full mechanical and operational assessment of the vehicle by the RTAA Mechanics, Airfield Maintenance Superintendent and Fire Chief or his/her designee.
- Any additional equipment that is needed and was not supplied with the purchase of the vehicle, will be specified by the RTAA Fire Chief, and installed by a third-party vendor that specializes in aircraft rescue and firefighting truck modifications such as: information technology installations; specialized light package installations; tonneau covers; special equipment shell covers, incident command equipment fixtures (if not installed by the dealer), etc.
- At the discretion of the RTAA President/CEO, when ARFF equipment has reached the end of its useful life, can be rotated to back-up service to maintain FAA FAR 139 index requirements when in-service equipment is down for maintenance or repairs.

The schedules below summarize all vehicles, equipment, and technology with a unit cost greater than \$5,000.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Property, Plant and Equipment

Vehicles

Department	FY 2025-26 Budget	Description	Explanation
Airfield Maintenance	\$760,000	Paint striping truck to maintain airport markings on airfields	Ez-Liner Model TS-AL500 airport configured paint striping truck. 2026 Class 7 cab over truck, 43,000# GVWR, with a diesel engine and automatic transmission. Replaces 2002 GMC T8500.
Police Department	\$108,478	SUV type patrol vehicle for daily transportation and public safety functions - cost reflects fully outfitted cost of vehicle and equipment	Replacement of a 2015 Chevy Tahoe with 124,000 miles which will be redeployed to the vehicle pool
Police Department	\$108,478	SUV type patrol vehicle for daily transportation and public safety functions - cost reflects fully outfitted cost of vehicle and equipment	Replacement of a 2017 Chevy Tahoe with 63,000 miles and high wear and tear and that will be redeployed to vehicle pool

Technology

Department	FY 2025-26 Budget	Description	Explanation
Terminal Operations	\$100,000	Portable/desktop Explosives Detector standard kit. This is to fulfill TSA mandate to have explosive detection alert device in place per their Aviation Worker Screening program by April 2026.	Purchasing one Ionscan 600-Portable/Desktop Explosives Detector. The Department of Homeland Security's Transportation Security Administration (TSA) issued a mandate that requires airports to screen badge holders as they enter restricted areas of the airport. The mandate addresses insider threat concerns. Reno-Tahoe International airport will need to have some kind of explosive detection alert device in place by April 2026.
Technology Information Services	\$80,000	Annual Copier Refresh	Replacement of 20 copiers that are over 8 years old and beyond their useful lifespan of 5-7 years.
Technology Information Services	\$70,000	Annual replacement of Common Use and FIDS (Flight Information Display System) computers and monitors over 5 year cycle.	Replacement of approximately 70 Common Use and FIDS (Flight Information Display System) computers and display monitors
Technology Information Services	\$40,000	Camera Replacements	Replacement of aging camera equipment at RNO
Police Department	\$21,000	Axon tasers and electronic control weapons	Axon tasers and electronic control weapons year 3 of 5 year program for materials, support and warranty.
Non-Departmental	\$18,000	Computer Replacement for CBP	Upgrade of eight (8) PC's for U.S. Customs and Border Protection at the Federal Inspection Station located at RNO.

Equipment

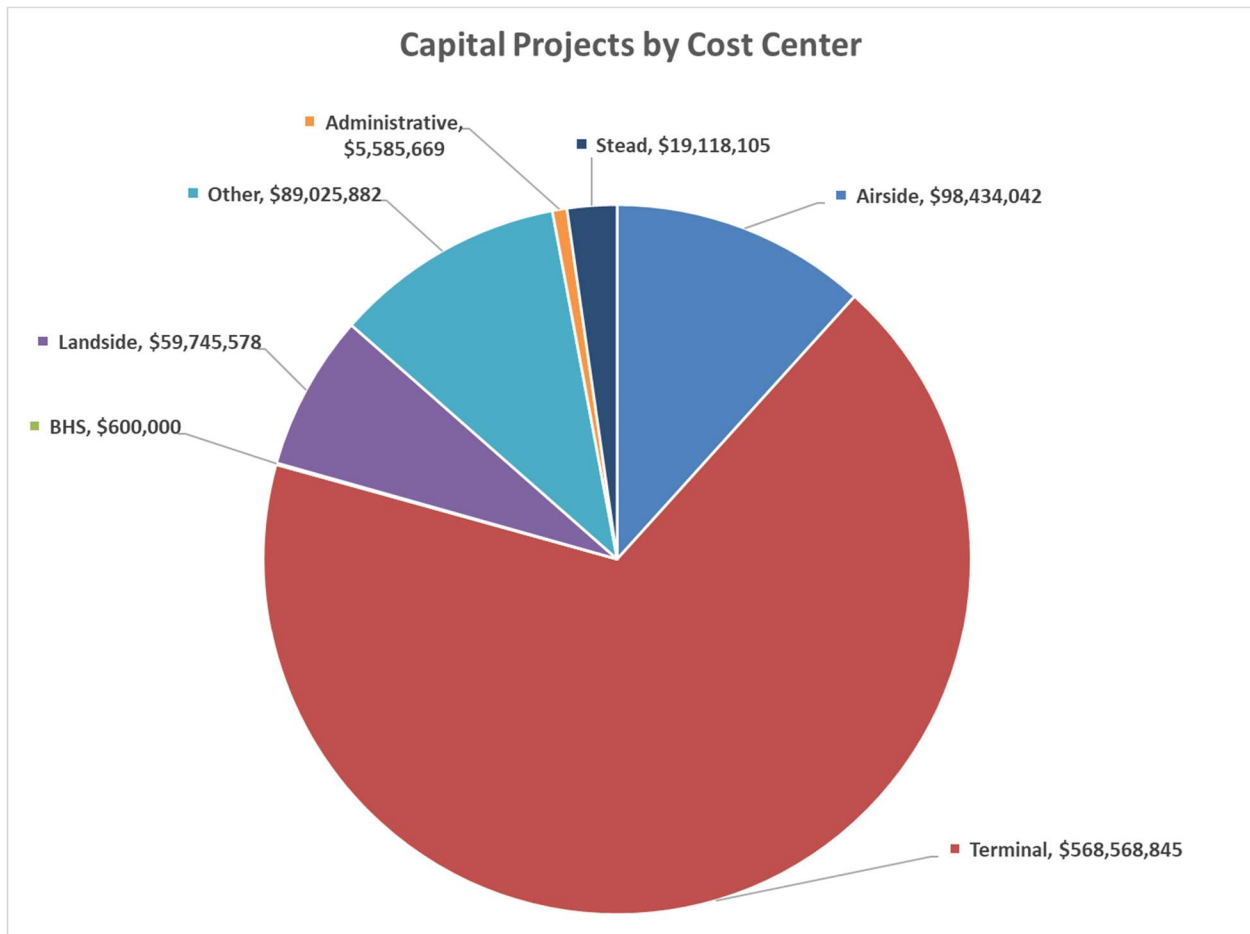
Department	FY 2025-26 Budget	Description	Explanation
Building Maintenance	\$81,000	All-in-one brine machine with anti-icing and de-icing spray systems	Camion Brine Master 3000 with The Ice Master(r) Camion IMS300TE 300-GAL T-Series anti-icing and de-icing spray systems with accessories, setup and training.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service

Capital Improvement Program

The RTAA's Capital Improvement Program (CIP), as updated during the FY 2025-26 budget process, is a rolling five-to-seven-year program that provides for critical improvements and asset preservation. The CIP Program allocates resources to projects created to build, improve, or maintain physical assets and infrastructure. Funding sources for the projects are primarily Federal Airport Administration's (FAA) Airport Improvement Program (AIP) Grants, Federal Stimulus funds, Passenger Facility Charges (PFC), bank loans, bonds, and internal funds generated from RTAA operations. RTAA has the option of issuing airport system debt with repayment sources including PFCs, and Airport system revenues.

The following graph outlines the RTAA's FY 2024-25 to FY 2031-32 Capital Improvement Program of \$841.078 million by cost center.



The specific projects supporting this graph are listed on schedules located at the back of this section.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service

Capital Improvement Program Funding

The RTAA's Capital Improvement Program represents projects funded from AIP grants, Federal Stimulus grants, PFC, short-term borrowing facility, airport revenue bonds, and RTAA cash. Both AIP and PFC dependent projects will not be implemented until the project and specific funding source is approved or awarded by the FAA.

Airport Improvement Program (AIP)

AIP grants are offered to RTAA by the FAA to provide funding assistance to those eligible capital projects that meet the criteria of the federal program. The objective of the program is to assist in the development of a nationwide system of public use airports, to ensure the safe and secure operation of the airport and airway system, and to meet the projected needs of the travelling public. The program not only provides funding for development projects, but also airport planning and noise compatibility programs.

The national AIP program is funded by aviation use fees, which are collected and deposited into the Airport and Airway Trust Fund that generates the revenues in support of the AIP projects. The U.S. Congress authorizes expenditures from this dedicated fund on an annual basis. The AIP program includes entitlement and discretionary funding. Entitlement funds are awarded to eligible sponsors (airports) through a formula based on the number of passengers boarding (enplanements) and cargo tonnage. Discretionary funds are set aside to provide the FAA with flexibility to fund various high priority capital programs.

AIP approved projects are typically funded 93.75% by the FAA at both airports (RNO and RTS). The RTAA's General Purpose and Special Fund are primarily used for the RTAA's share of 6.25%. PFC funds may be used for the local share with FAA approval.

For the 2024 federal fiscal year, which ended on September 30, 2024, RTAA received grants of \$14.063 million in AIP funds for RNO. No funding was received for RTS.

Passenger Facility Charge (PFC)

PFCs were initially authorized through the Aviation Safety and Capacity Expansion Act of 1990. The Act allowed public agencies, which manage commercial airports, to charge each enplaning passenger a facility charge in accordance with FAA requirements. The PFC is levied on the passenger tickets, collected by the airline, and forwarded to the airport (less a handling fee charged by the airlines). PFC revenues are allocated to preserve or enhance safety, security, capacity, to reduce noise, or to enhance competition. The primary difference between AIP and PFC is that the PFC is a fee directly assessed to the passenger, it is administratively retained by the airport and considered local funds versus federal funds.

In October 1993, RTAA received approval from the FAA to impose a PFC of \$3.00 per enplaned passenger. In May of 2001, the PFC was increased to \$4.50 per enplaned passenger with collection beginning August 1, 2001, and continues to be the PFC rate collected in FY 2025-26. Several FAA approved projects are being funded by PFC collections at RNO. As of June 30, 2025, RTAA has received collection authority to be used for open PFC application of \$62.595 million. The FY 2025-26 Budget is forecasting PFC revenues and interest of \$9.949 million.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service

Federal Stimulus

The Bipartisan Infrastructure Law (BIL) provides \$15 billion in airport infrastructure funding. The funds can be invested in runways, taxiways, safety, and sustainability projects, as well as terminal, airport-transit connections, and roadway projects. Two grant subcategories are available to RTAA: the Airport Infrastructure Grant (AIG) and the Airport Terminal Program Grant (ATP). AIG is allocated to airports based on air traffic, while the ATP funds are subject to a highly competitive application process.

Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan Act (ARPA) federal stimulus fund programs have ended. RTAA will not receive any CARES or ARPA funds in FY 2025-26.

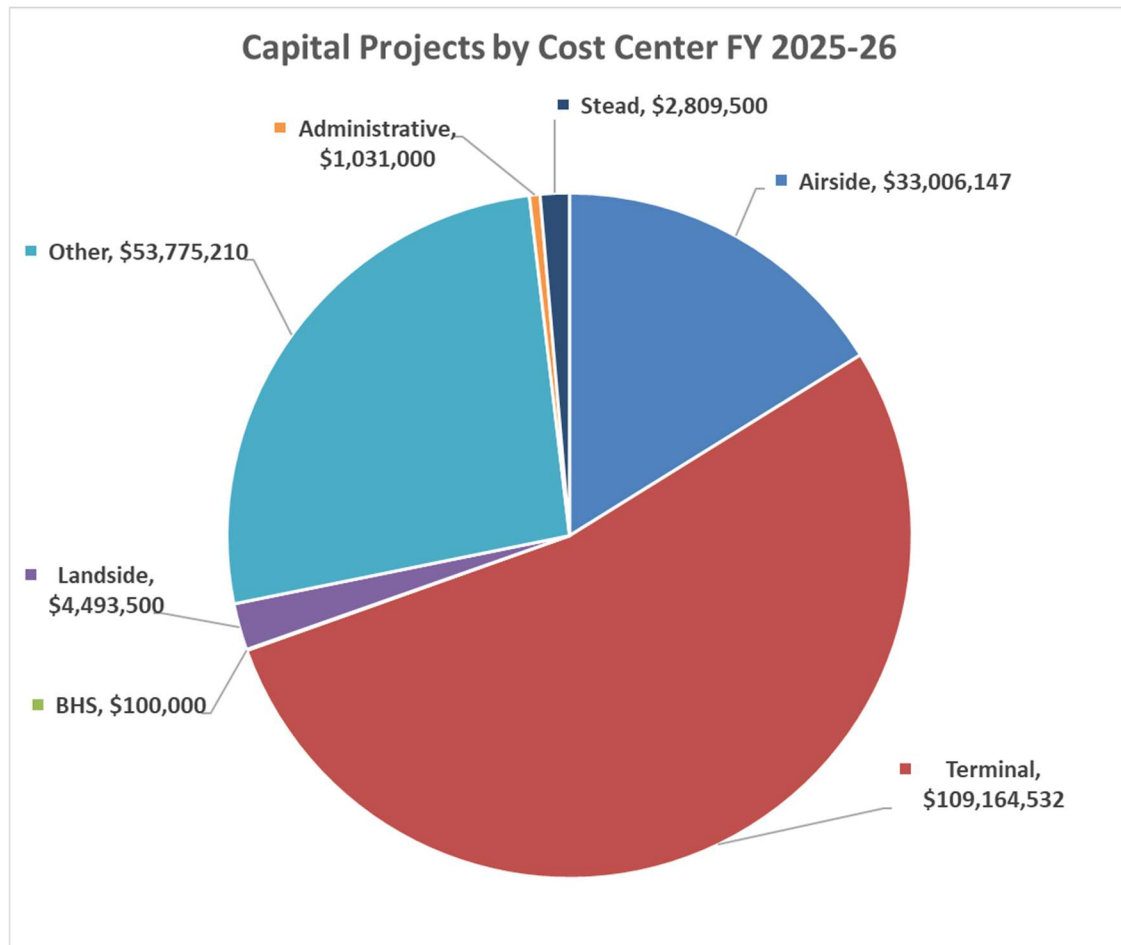
FY 2025-26 Capital Projects

During the budget process, all capital projects were prioritized and evaluated based on the following three criteria:

1. High Priority – Life safety, security, or regulatory requirement
2. Moderate Priority – Preventative maintenance and customer service enhancement.
3. Low Priority – Not urgent. Could be deferred to a future budget year.

The proposed program of capital improvement projects reflects a total budget of \$204.4 million for 29 projects, including the design and construction of some of the MoreRNO projects. Budget amounts for these projects only reflect the forecasted expenses in FY 2025-26. 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 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:

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service



MoreRNO Projects

- \$23,230,000 - New Gen A&B Design and Pre-Construction – 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.
- \$36,300,000 - Concourse A Construction and associated apron work (New Gen A)
- \$21,700,000-Concourse apron construction and associated building demo (design)
- \$3,680,000 - Concourse B and associated apron work (New Gen B)
- \$45,445,000 - Central Utility Plant Construction - 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.

**Reno-Tahoe Airport Authority
FY 2025-26**

ANNUAL BUDGET

Section 6 – Capital Budgets and Debt Service

- \$4,500,000 - South Remain Overnight Construction (RON) – 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.
- \$9,725,000 - RTAA Administration and Police Headquarters Design and Preconstruction Services – 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 2025-26.
- \$33,387,000 - RTAA Administration and Police Headquarters Construction – construction of the new HQ building. The budget includes only work expected in FY 2024-25.
- \$768,000 – MoreRNO Public Art Funding

Capital Improvement Program (CIP) Projects

- \$6,760,000 - General Aviation East Apron Reconstruction
- \$4,500,000 - Airfield Signage Replacement and Taxiway Renaming (Construction)
- \$3,500,000 - RNO Aviation Boulevard and National Guard Way Reconstruction
- \$2,285,000 - Pavement Management System – 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.
- \$1,550,000 - General Aviation East Taxiway Reconstruction
- \$1,000,000 - RTAA Computer Server Upgrade
- \$960,000 - ARFF Roof Replacement Design and Construction
- \$850,000 - General Aviation (GA) East Landside Parking Lot– 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
- \$330,000 - RNO Backflow Prevention Installation Project
- \$300,000 - Mini Warehouse Rehabilitation
- \$195,000 - RNO Ticketing Hall Roof Drain Repair
- \$190,000 - Landside Pavement Maintenance
- \$145,000 - RNO Miscellaneous Electrical Systems Repair Projects
- \$130,000 - RNO Substation 4 Design and Construction
- \$100,000 - Baggage Handling System Renewal Program
- \$1,000,000 – Stead O Block Utilities
- \$460,000 – Stead Fire Suppression Hangar 5 and 6
- \$250,000 - Stead RTS Pavement Maintenance Project
- \$700,000 - Stead Airport Master Plan Study Update, ALP Update, and GIS Data Collection
- \$400,000 - Stead Solvent Site

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service

Debt Service

On September 4, 2024, RTAA issued \$238.260 million of airport revenue bonds to fund airport capital improvements and to refinance \$22.410 million of a non-revolving line of credit obligation for the MoreRNO program. The 2024 Bonds were issued in two series, including Series 2024A (AMT) and Series 2024B (Non-AMT) revenue bonds. “AMT” refers to bonds where the interest earned by the bondholder is subject to the Alternative Minimum Tax reporting requirements of the IRS. AMT bonds are used generally to finance qualified private activity projects, such as terminal facilities associated with the NewGEN A&B project. Non-AMT bonds are not subject to the Alternative Minimum Tax requirements and are generally used to finance government purpose facilities such as the RTAA Headquarters project. The 2024 Bonds are rated A+, A3 and A by Kroll Bond Rating Agency, Moody’s Investor Service, and S&P Global rating, respectively.

Proceeds from the 2024 Bonds are held by a Trustee, U.S. Bank. The fiduciary duties of the Trustee include the safekeeping of bond proceeds, facilitating payments of principal and interest to bondholders, investment oversight, recordkeeping and compliance monitoring to ensure RTAA is adhering to its bond covenants. By fulfilling these duties, the bond trustee plays a vital role in maintaining the structural integrity of the bond issue and protects the interests of both RTAA and the bondholders. As of June 30, 2025, the account balances reported by the Trustee were as follows:

Description	2024A Bonds		2024B Bonds		Total
Principal Outstanding	\$	159,855,000	\$	78,405,000	\$ 238,260,000
Account Balances:					
Capitalized Interest		21,961,817		7,163,338	29,125,154
Project Funds		101,050,151		71,554,994	172,605,145
Common Debt Service Reserve Fund		-		-	16,955,887
Total Balances	\$	123,011,968	\$	78,718,331	\$ 218,686,186

The account balances above are invested under the direction of RTAA in accordance with the Bond Indenture and Investment Policy approved by the RTAA Board. RTAA utilizes the services of Government Portfolio Advisors to assist with the investment of these assets. Investments are structured in a diversified portfolio to align with project delivery milestones and maximize interest earnings on the bond proceeds until they are utilized for project expenses. Interest earned on the bond proceeds augment the project fund account. Additionally, the 2024 Bonds included funding to pay for transactional costs of issuance associated with the bond underwriting, legal expenses, financial advisory and other fees.

The FY 2025-26 operating budget includes \$1.4 million debt service related to the expansion of the ticketing hall. Debt service expenses related to the MoreRNO program will be Capitalized as part of the NewGen project and will be amortized beginning at the time of beneficial occupancy.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service

	Prior Years Actual	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31	FY 2031-32	Total FY25-32 Forecast	Total Actual & Forecast
		Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast		
USES OF FUNDS											
Airside	42,287,583	6,923,514	33,006,147	24,242,855	25,387,490	6,474,036	800,000	800,000	800,000	98,434,042	140,721,625
Terminal	58,326,541	54,559,174	109,164,532	155,792,808	158,868,895	82,854,276	5,029,160	1,150,000	1,150,000	568,568,845	626,895,386
BHS	-	100,000	100,000	100,000	100,000	100,000	100,000	-	-	600,000	600,000
Landside	14,883,662	1,652,078	4,493,500	600,000	15,600,000	25,600,000	10,600,000	600,000	600,000	59,745,578	74,629,240
Other	2,419,986	6,529,936	53,775,210	25,500,662	1,400,000	1,220,074	300,000	300,000	-	89,025,882	91,445,868
Administrative	5,331	54,669	1,031,000	750,000	750,000	750,000	750,000	750,000	750,000	5,585,669	5,591,000
Stead	1,709,948	558,886	2,809,500	5,984,126	9,225,593	180,000	180,000	180,000	-	19,118,105	20,828,053
	119,633,051	70,378,256	204,379,889	212,970,451	211,331,978	117,178,386	17,759,160	3,780,000	3,300,000	841,078,120	960,711,171
SOURCES OF FUNDS											
Federal Grants -Entitlement	1,973,300	2,005,901	2,046,252	2,074,203	2,102,754	2,132,105	2,162,205	-	-	12,523,420	14,496,720
Federal Grants -Discretionary	66,058,110	42,229,882	74,769,068	67,190,724	70,522,837	29,081,819	1,474,508	-	-	285,268,837	351,326,947
Passenger Facility Charges	14,569,245	4,005,235	7,893,723	11,330,226	11,467,129	5,214,999	242,448	-	-	40,153,760	54,723,005
Operating Funds	-	-	-	-	-	-	-	-	-	-	-
General Purpose	33,466,532	3,052,863	9,966,660	5,972,182	6,700,000	10,700,000	3,700,000	3,600,000	3,300,000	46,991,705	80,458,237
Customer Facility Charge	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax Fund	-	-	-	-	-	-	-	-	-	-	-
Special Fund	604,541	341,736	1,753,250	616,445	695,111	180,000	180,000	180,000	-	3,946,542	4,551,084
Consent Degree Fund	1,105,406	83,400	400,000	150,000	803,817	-	-	-	-	1,437,217	2,542,624
Subordinate Lien Revenue Notes	-	-	-	-	-	-	-	-	-	-	-
2024 Bonds	1,855,917	18,659,239	107,550,936	125,636,671	119,040,330	69,869,463	10,000,000	-	-	450,756,639	452,612,556
	119,633,051	70,378,256	204,379,889	212,970,451	211,331,978	117,178,386	17,759,160	3,780,000	3,300,000	841,078,120	960,711,171

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service

CAPITAL IMPROVEMENT PROGRAM
FY2026- Future Years Plan
Reno-Tahoe Airport Authority

	Prior Years Actual	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	FY 2030-31 Forecast	FY 2031-32 Forecast	Total FY25-32 Forecast
AIRSIDE										
10K Gallon Fuel Tank at SRE (Snow Removal Equipment) Bu	-	-	-	-	-	-	-	-	-	-
17R-35L Runway Repairs FY2024	517,894	-	-	-	-	-	-	-	-	-
ADM Office/Base Building Roof Replacement	-	204,200	-	-	-	-	-	-	-	204,200
Airfield Main Shop Bay Expansion	8,205	393,645	-	-	-	-	-	-	-	393,645
Airfield Maintenance Yard Reconstruction Phase 2	-	-	-	1,411,500	-	-	-	-	-	1,411,500
Airfield Pavement Maintenance Program (2027-32)	-	-	-	800,000	800,000	800,000	800,000	800,000	800,000	4,800,000
Airfield Signage Replacement and Twy Renaming (Constructi	37,640	-	4,523,160	-	-	-	-	-	-	4,523,160
Airfield Signage Replacement and Twy Renaming (Planning &	241,625	63,375	-	-	-	-	-	-	-	63,375
Airside Pavement Maintenance Project (2024-25)	27,011	872,989	-	-	-	-	-	-	-	872,989
Airside Pavement Maintenance Project (2025-26) *	-	-	2,285,000	-	-	-	-	-	-	2,285,000
Airside Pavement Management System (2021-22)	514,461	20,444	-	-	-	-	-	-	-	20,444
Airside Pavement Management System (2022-23)	499,613	388	-	-	-	-	-	-	-	388
New Concourse Apron Construction and Associated Building	-	-	-	7,565,381	24,587,490	5,674,036	-	-	-	37,826,907
New Concourse Apron Construction and Associated Building	-	-	21,698,961	14,465,974	-	-	-	-	-	36,164,935
Pavement Inspections for Pavement Maintenance Program	-	200,000	-	-	-	-	-	-	-	200,000
Runway 16R-34L (Phase 2 Const.)	31,609,097	-	-	-	-	-	-	-	-	-
South RON	-	4,640,589	4,499,026	-	-	-	-	-	-	9,139,615
Taxiway Bravo Reconstruction/GA Run-Up Areas/Twy Turnarc	8,832,037	527,885	-	-	-	-	-	-	-	527,885
Total Airfield	\$ 42,287,583	\$ 6,923,514	\$ 33,006,147	\$ 24,242,855	\$ 25,387,490	\$ 6,474,036	\$ 800,000	\$ 800,000	\$ 800,000	\$ 98,434,042

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service

CAPITAL IMPROVEMENT PROGRAM
FY2026- Future Years Plan
Reno-Tahoe Airport Authority

TERMINAL	Prior Years Actual	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31	FY 2031-32	Total
		Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	FY25-32 Forecast
(VALE) Terminal Concourse PC Air & 400Hz GPU Unit Repla	6,744,542	760,126	-	-	-	-	-	-	-	760,126
(VALE) Terminal Concourse PC Air & 400Hz GPU Unit Repla	-	217,034	-	-	-	-	-	-	-	217,034
Access Control Management System Upgrade	399,337	4,413	-	-	-	-	-	-	-	4,413
Automated Exit Lanes- (Sterile Area manned by TSA Personl	787,392	-	-	-	-	-	-	-	-	-
Capital Project Allowance (FY 2028-32)	-	-	-	-	750,000	750,000	750,000	750,000	750,000	3,750,000
Central Utility Plant (CUP) LLE & Construction	-	15,048,111	45,444,995	2,250,894	4,506,000	-	-	-	-	67,250,000
Concourse Remodel New Gen B & C (Design)	17,644,325	36,951,136	23,228,343	15,226,353	15,735,120	17,335,563	3,879,160	-	-	112,355,675
Information Desk Design and Cons	-	30,000	-	-	-	-	-	-	-	30,000
Maximo Phase 2 Update	135,735	38,353	-	-	-	-	-	-	-	38,353
MZ-1, MZ02, OAF-1 Replacement Project	-	-	-	452,000	-	-	-	-	-	452,000
New Concourse A (Replacement of "B") Construction	-	1,000,000	36,344,018	90,822,166	57,740,148	-	-	-	-	185,906,332
New Concourse B (Replacement of "C") Construction	-	-	3,677,476	45,928,395	76,737,627	57,368,713	-	-	-	183,712,211
RNO Substation 4 Design and Construction	-	-	131,600	986,000	-	-	-	-	-	1,117,600
RNO Ticketing Hall Roof Drain Repair	-	-	195,000	-	-	-	-	-	-	195,000
RNO-Miscellaneous Electrical Systems Repair Project	-	-	143,100	-	-	-	-	-	-	143,100
RNO-Miscellaneous HVAC Replacements	-	-	-	127,000	-	-	-	-	-	127,000
Shared Use Phase I	2,033,478	501,522	-	-	-	-	-	-	-	501,522
Terminal Building System Renewal Program (FY 2028-32)	-	-	-	-	400,000	400,000	400,000	400,000	400,000	2,000,000
Terminal Mezzanine Remodel	-	-	-	-	3,000,000	7,000,000	-	-	-	10,000,000
Ticketing Hall Expansion (Construction)	27,266,543	-	-	-	-	-	-	-	-	-
Ticketing Hall Expansion Project (Design)	2,731,521	8,479	-	-	-	-	-	-	-	8,479
Ticketing Hall Roof Replacement Project (CARES)	583,669	-	-	-	-	-	-	-	-	-
Total Terminal	\$ 58,326,541	\$ 54,559,174	\$ 109,164,532	\$ 155,792,808	\$ 158,868,895	\$ 82,854,276	\$ 5,029,160	\$ 1,150,000	\$ 1,150,000	\$ 568,568,845

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service

CAPITAL IMPROVEMENT PROGRAM
FY2026- Future Years Plan
Reno-Tahoe Airport Authority

BAGGAGE HANDLING SYSTEM

Baggage Handling System Renewal Program (FY 2025-30)

Total Baggage Handling Systems (BHS)

Prior Years Actual	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	FY 2030-31 Forecast	FY 2031-32 Forecast	Total FY25-32 Forecast
-	100,000	100,000	100,000	100,000	100,000	100,000	-	-	600,000
\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 600,000

LANDSIDE

Fire Suppression - AVA IT Room
GA East Landside Parking Lot
Garage Fire Standpipe Maintenance
Hyatt Lot Grading and Striping
Landside Pavement Maintenance Program (FY 2027-32)
Landside Pavement Maintenance Project (FY 2025-26)
Landside Pavement Management System
Landside Projects
Loop Road Grant
Loop Road Median Canopy
Old Budget Building Airfield Roof Replacement
Rental Car Service Lot Renewal and Replacement Program (F
RNO Aviation Boulevard and National Guard Way Reconstruc
Taxi/TNC Relocation (GTC Enabling Project)
Terminal Roadway Reconstruction (PFC)

Total Landside

Prior Years Actual	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	FY 2030-31 Forecast	FY 2031-32 Forecast	Total FY25-32 Forecast
55,874	438	-	-	-	-	-	-	-	438
68,236	150,000	850,000	-	-	-	-	-	-	1,000,000
405,175	171,667	-	-	-	-	-	-	-	171,667
-	125,000	-	-	-	-	-	-	-	125,000
-	-	-	-	-	-	-	-	-	-
-	-	190,000	-	-	-	-	-	-	190,000
353,467	206,533	-	-	-	-	-	-	-	206,533
-	-	-	-	15,000,000	25,000,000	10,000,000	-	-	50,000,000
3,723,738	138,672	-	-	-	-	-	-	-	138,672
159,974	254,526	-	-	-	-	-	-	-	254,526
18,243	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	3,453,500	-	-	-	-	-	-	3,453,500
-	75,000	-	-	-	-	-	-	-	75,000
10,098,955	530,242	-	-	-	-	-	-	-	530,242
14,883,662	1,652,078	4,493,500	-	15,000,000	25,000,000	10,000,000	-	-	56,145,578

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service

CAPITAL IMPROVEMENT PROGRAM
FY2026- Future Years Plan
Reno-Tahoe Airport Authority

	Prior Years Actual	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	FY 2030-31 Forecast	FY 2031-32 Forecast	Total FY25-32 Forecast
OTHER										
ARFF Roof Replacement Design and Construction	-	-	960,960	-	-	-	-	-	-	960,960
ARFF Solar Array Inverter Replacement and System Repair	-	55,000	-	-	-	-	-	-	-	55,000
ARFF Vehicle Exhaust Extraction	18,116	24,884	-	-	-	-	-	-	-	24,884
BGP - Internet Resilience	55,051	6,949	-	-	-	-	-	-	-	6,949
GA East Apron and Taxilane Reconstruction (Design)	373,681	72,141	-	-	-	-	-	-	-	72,141
GA East Apron Reconstruction (Construction)	-	-	6,761,242	-	-	-	-	-	-	6,761,242
GA East Taxilane Reconstruction (Construction)	-	-	1,547,588	-	-	-	-	-	-	1,547,588
Mini Warehouse Lot Improvement	117,222	52,778	-	-	-	-	-	-	-	52,778
Mini Warehouse Rehab	-	-	300,000	-	-	-	-	-	-	300,000
Old Budget Building Roof Replacement	-	-	-	445,682	-	-	-	-	-	445,682
Outside Properties Renewal Program (FY 2027-32)	-	-	-	300,000	300,000	300,000	300,000	300,000	-	1,500,000
Peckham and Airway Fencing	-	40,000	-	-	-	-	-	-	-	40,000
RNO Admin Headquarters & Police Station (Design)	1,855,917	6,178,183	9,724,198	2,241,702	-	-	-	-	-	18,144,083
RTAA HQ and Public Safety Center Construction	-	100,000	33,386,722	21,513,278	-	-	-	-	-	55,000,000
RNO Backflow Prevention Installation Project	-	-	326,500	-	-	-	-	-	-	326,500
Art Fund MoreRNO (1% fund)	-	-	768,000	1,000,000	1,100,000	920,074	-	-	-	3,788,074
Total Other	\$ 2,419,986	\$ 6,529,936	\$ 53,775,210	\$ 25,500,662	\$ 1,400,000	\$ 1,220,074	\$ 300,000	\$ 300,000	\$ -	\$ 89,025,882

	Prior Years Actual	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	FY 2030-31 Forecast	FY 2031-32 Forecast	Total FY25-32 Forecast
ADMINISTRATION										
Building 12 Fiber Connectivity	5,331	54,669	-	-	-	-	-	-	-	54,669
Technology and Information Systems Renewal Program (FY 2	-	-	-	750,000	750,000	750,000	750,000	750,000	750,000	4,500,000
Upgrade RTAA Computer Server Environment	-	-	1,031,000	-	-	-	-	-	-	1,031,000
Total Administration	\$ 5,331	\$ 54,669	\$ 1,031,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 5,585,669

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service

CAPITAL IMPROVEMENT PROGRAM
FY2026- Future Years Plan
Reno-Tahoe Airport Authority

	Prior Years Actual	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	FY 2030-31 Forecast	FY 2031-32 Forecast	Total FY25-32 Forecast
RENO STEAD										
Airfield Pavement Program- RTS (2026-2030) - Stead Allowan	-	-	-	120,000	120,000	120,000	120,000	120,000	-	600,000
Landside Pavement Program- RTS (2026-2030) - Stead Allow.	-	-	-	60,000	60,000	60,000	60,000	60,000	-	300,000
Apron Phase 4 Rehabilitation (Construction) AIG	-	-	-	-	310,526	-	-	-	-	310,526
Apron Phase 6 Rehabilitation (Construction) AIG	-	-	-	310,526	-	-	-	-	-	310,526
Apron Phase 6 Rehabilitation (Construction) AIP	-	-	-	4,040,000	-	-	-	-	-	4,040,000
Landside Pavement Program- RTS (2026-2030)	-	-	-	-	-	-	-	-	-	-
Master Plan Study Update, ALP Update, and GIS Data Collec	-	100,000	700,000	400,000	-	-	-	-	-	1,200,000
RTS - Access Control Management System Upgrade (5%)	20,474	-	-	-	-	-	-	-	-	-
RTS - Control Tower Roof Replacement	-	-	-	-	-	-	-	-	-	-
RTS - Fire Suppression Upgrade Hangar 5 & 6	-	30,000	459,500	-	-	-	-	-	-	489,500
RTS - O Block Utilities	-	-	1,000,000	-	-	-	-	-	-	1,000,000
RTS - Pavement Maintenance Project Runway 14/32 and Run	584,067	305,486	-	-	-	-	-	-	-	305,486
RTS - Runway 14/32 Sealing Project	-	-	-	-	-	-	-	-	-	-
RTS - Runway 8/26 North Drainage Basin Analysis & Mitigati	-	-	-	-	-	-	-	-	-	-
RTS - Taxiway A & Apron Phase 5 (Design)	-	40,000	-	-	-	-	-	-	-	40,000
RTS Pavement Maintenance Project	-	-	250,000	-	-	-	-	-	-	250,000
RTS Runway Vault Roof Replacement	-	-	-	26,100	-	-	-	-	-	26,100
RTS Tower Roof Replacement	-	-	-	62,500	-	-	-	-	-	62,500
Stead Solvent Site	1,105,406	83,400	400,000	150,000	803,817	-	-	-	-	1,437,217
Taxiway Bravo and Connectors (Construction Phase I)	-	-	-	-	7,931,250	-	-	-	-	7,931,250
Taxiway Bravo and Connectors (Design)	-	-	-	815,000	-	-	-	-	-	815,000
Truck Mounted Cold Air Blower	-	-	-	-	-	-	-	-	-	-
Total Reno Stead	\$ 1,709,948	\$ 558,886	\$ 2,809,500	\$ 5,984,126	\$ 9,225,593	\$ 180,000	\$ 180,000	\$ 180,000		\$ 19,118,105

Section 7

Supplemental Data

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Reno-Tahoe International Airport (RNO)

In calendar year 2024, Reno-Tahoe International Airport (RNO) served 4,849,976 passengers, marking a 6.0% increase over 2023's total of 4,573,384. Airlines operated 22,098 departures from RNO in 2024, up 8.80% compared to the previous year. Seat capacity also rose, climbing 9.43% to a total of 3,053,867 one-way seats.

Southwest Airlines remained the dominant carrier at RNO, accounting for 41.0% of total passengers in 2024. United Airlines followed with 15.9%, and American Airlines came in close behind at 15.4%.

RNO attracts travelers from a broad region that spans far beyond Northern Nevada. Its reach extends into California, including both the north and south shores of Lake Tahoe, and draws traffic from several counties such as Plumas, Sierra, Nevada, Placer, and El Dorado. To better quantify RNO's regional impact, Air Service Development consultants Mead & Hunt, Inc. conducted a Market Penetration Analysis using GPS mobility data. The results revealed that RNO serves a geographically expansive area with a combined population exceeding one million residents.

The airport's nearest competitor is located approximately 140 miles away in Sacramento, California. Separated from Reno by the Sierra Nevada Mountains, this route can be difficult to traverse during the winter months due to snow and other severe weather conditions.

RNO is also a hub for air cargo operations, served by DHL, FedEx, and United Parcel Service (UPS). In 2024, the airport handled 102,382,081 pounds of cargo, reflecting a 10.5% decline compared to 2023.

Special Community Events

With over four million annual visitors, Reno, Sparks, and Lake Tahoe feature a wide range of fun-filled events that offer something for everyone. In addition to the area's breathtaking beauty, the region offers an amazing mix of history, art, and culture. Tourism and conventions continue to be big business in the Reno-Sparks area.

The Reno-Sparks Convention & Visitors Authority (RSCVA) owns and operates several facilities designed to draw out of town visitors. For example, the National Bowling Stadium hosts national and international bowling tournaments including the United States Bowling Congress (USBC) Open Championships and the Women's Championships. The two tournaments combined historically bring more than 60,000 visitors to town with an estimated economic impact of more than \$100 million.

The Reno Tahoe area draws hundreds of thousands of visitors to northern Nevada for community-wide special events throughout the year. The special event season typically starts with Reno River Festival and is just one reason why tens of thousands of outdoor enthusiasts flock to the Truckee River in downtown Reno. The BBQ, Brews & Blues Festival rocks downtown with live entertainment, amazing food and beer from more than 65 breweries from around the world. The

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Reno Rodeo, a 10-day event in its 106th year, and a Professional Rodeo Cowboys Association (PRCA) sanctioned sporting event. The Reno Rodeo is a non-profit organization made up of nearly 1,000 volunteers with more than 140,000 fans in attendance; it is the 4th largest PRCA tour rodeo. The event impacts the regional economy by approximately \$42 million. This event is held at the Reno-Sparks Livestock Events Center, with an indoor arena seating 6,200 and a lighted outdoor arena seating 9,000.

Reno is home to Artown, a month-long summer arts festival. It features more than 500 events produced by more than 140 organizations and businesses in nearly 100 locations throughout Northern Nevada, including the airport. As noted by the National Endowment for the Arts, Artown is one of the most comprehensive festivals in the country. It brings the arts to Reno each July with a packed calendar of events and over 250,000 attendees.

Imagine your toes in the sand and first-class entertainment during a Lake Tahoe sunset. The Lake Tahoe Shakespeare Festival delivers professional productions of Shakespeare and other theater experiences for more than 33,000 patrons each summer. In addition, the Showcase Series, featuring the best of the region's arts and culture organizations, reaches an additional 6,500 patrons. Lake Tahoe Shakespeare Festival also provides two educational outreach programs, engaging more than 7,000 young people each year in the Lake Tahoe region.

The first week of August is reserved for Hot August Nights, a celebration of the classic car culture and community. More than 500,000 people flock to the event and bring an economic impact of \$100 million. There are more than 5,500 classic cars from 36 states across the nation, including Alaska, Massachusetts, Florida and three Canadian provinces. An estimated 2,500 participating cars are from California and 1,500 cars participate from Nevada.

During the last week of August, the Burning Man Festival, with its focus on community, art, self-expression, and self-reliance, creates Black Rock City 100 miles north of Reno, on the playa of the Black Rock Desert. Burning Man isn't your usual festival, with big acts booked to play on massive stages. In fact, the event is more the creation of a city than a festival, wherein almost everything that happens is created entirely by its citizens, who are active participants in the event. A projected 25,000 of the 80,000 participants travel by air through RNO, including a host of international visitors from more than 34 different countries. During Burning Man, Black Rock City, through careful planning, emerges from the playa dust to become one of Nevada's largest cities for a week.

There are many great events in the area in September and starting things off is the Best in the West Nugget Rib Cook-Off held in the City of Sparks and sponsored by the Nugget Casino Resort. Two dozen of the world's top barbecue competitors serve up more than 240,000 pounds of ribs on Victorian Square. Following the Rib Cook-Off is the Great Reno Balloon Race, the largest free hot air ballooning event in the world. Throughout the event an estimated 150,000 spectators brave the early morning chill to view up to 100 balloons each year.

Street Vibrations is the place to be for those in search of a celebration of music, metal, and motorcycles. An official Northern California Harley-Davidson Dealers Association event, Street Vibrations offers tours, entertainment, parades, ride-in shows, Chrome Alley retail vendors, Camel

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

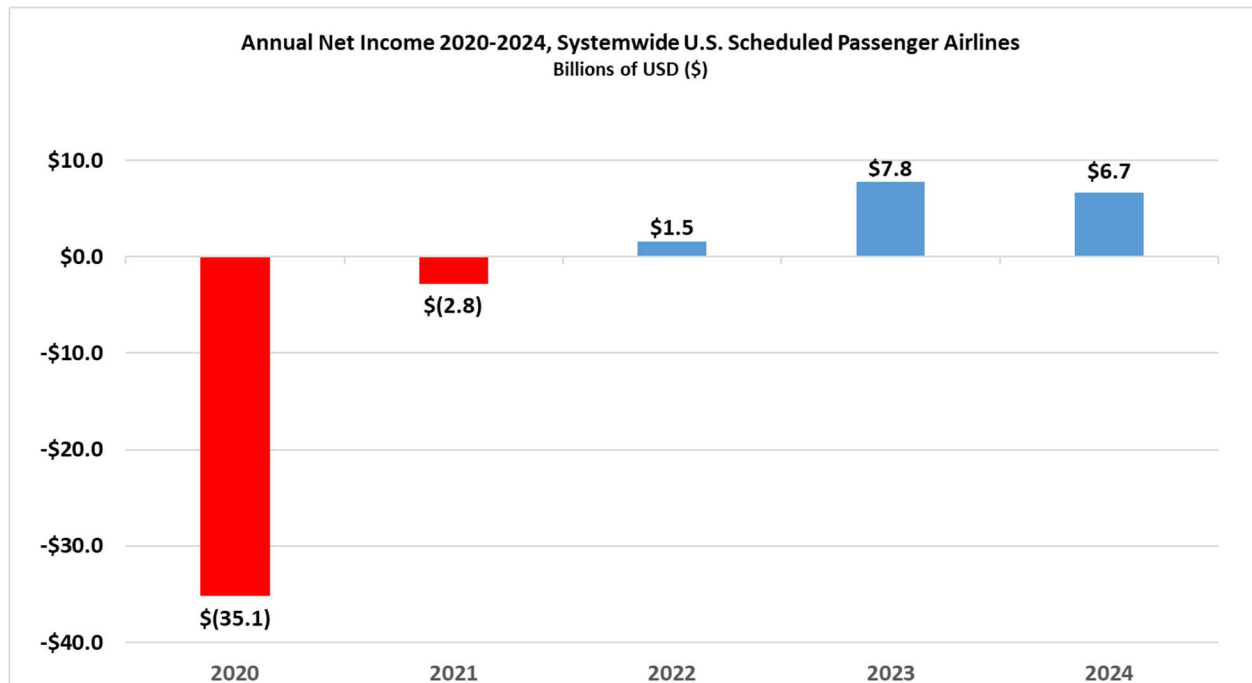
Roadhouse, the Harley-Davidson Factory Store, concerts, and more. The event attracts an estimated 20,000 motorcycle riders to Reno, Carson City and Virginia City, and has an estimated local economic impact of \$114 million. Now ranked the 4th largest motorcycle event in the nation, Street Vibrations combines the best bikes the West has to offer with incredible bands on multiple stages throughout the community.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Airline Industry Economics

2024 Annual Results for All 26 Scheduled Passenger Airlines

U.S. scheduled passenger airlines reported a 2024 after-tax profit (net income) of \$6.7 billion, a reduction of 14.2% compared to \$7.8 billion profit in 2023.

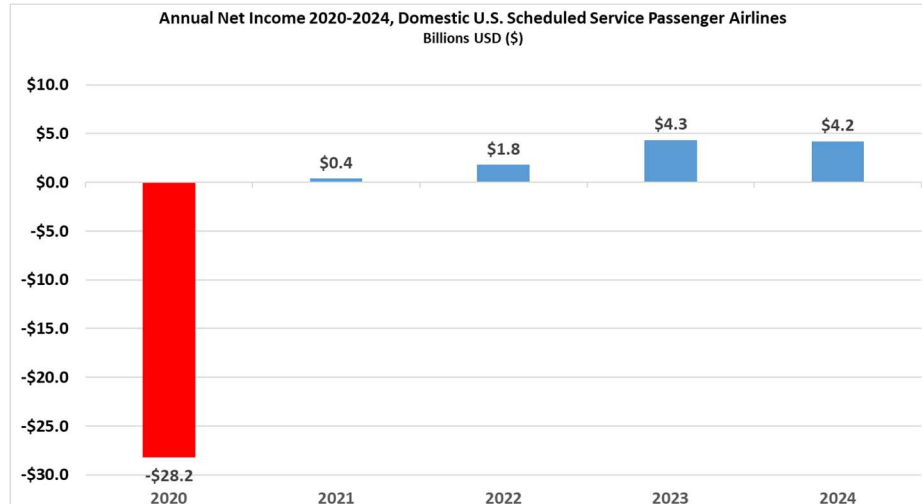


Source: Bureau of Transportation Statistics.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Domestic results for 26 scheduled airlines

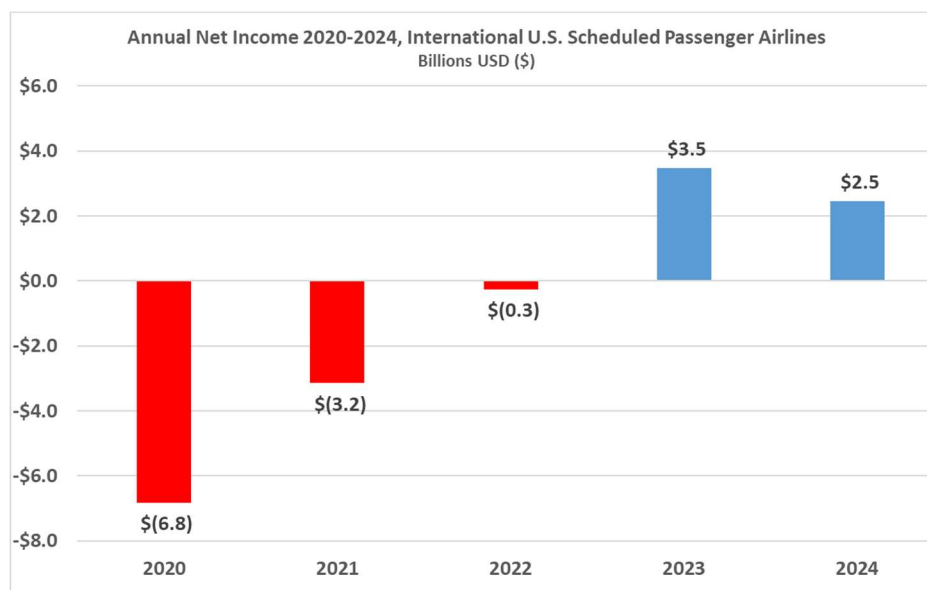
U.S. scheduled passenger airlines reported an annual 2024 after-tax domestic profit (net income) of \$4.2 billion, compared to \$4.3 billion profit in 2023.



Source: Bureau of Transportation Statistics

International results for 20 scheduled U.S. airlines

U.S. scheduled passenger airlines reported an annual 2024 after-tax international profit (net income) of \$2.5 billion profit, compared to \$3.5 billion profit in 2023.



Source: Bureau of Transportation Statistics

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Air Carriers Revenues and Expenses

U.S. Scheduled Passenger Airline Operating Revenues are as follows, with fares and baggage fees making up the majority of Revenues.

Overall (Domestic & International) Revenues (In Billions)			
	2024	2023	% Change
Operating Revenue	\$247.23	\$236.35	4.60%
Fares	\$184.28	\$178.29	3.36%
Baggage Fees	\$7.27	\$7.07	2.79%
Reservation Change Fees	\$1.02	\$1.06	-3.60%

Domestic Revenues (In Billions)			
	2024	2023	% Change
Operating Revenue	\$184.02	\$176.39	4.33%
Fares	\$131.32	\$128.07	2.54%
Baggage Fees	\$5.83	\$5.69	2.56%
Reservation Change Fees	\$0.85	\$0.90	-5.81%

International Revenues (In Billions)			
	2024	2023	% Change
Operating Revenue	\$63.20	\$59.96	5.41%
Fares	\$52.96	\$50.23	5.45%
Baggage Fees	\$1.44	\$1.38	3.77%
Reservation Change Fees	\$0.17	\$0.16	9.00%

Source: Bureau of Transportation Statistics

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Air Carrier 2024 Margins

Net margin is the net income or loss as a percentage of operating revenue. Operating margin is the operating profit or loss as a percentage of operating revenue.

Overall (Domestic & International) Profits/Margins (In Billions)			
	2024	2023	% Change
Pre-Tax Profit	\$17.58	\$14.44	21.73%
Net Income Margin (Net Income/Loss over Operating Rev)	2.7%	3.3%	-18.02%
Operating Margin (Operating Profit/Loss over Operating Rev)	7.1%	6.1%	16.37%

Domestic Profits/Margins (In Billions)			
	2024	2023	% Change
Pre-Tax Domestic Profit	\$14.68	\$12.70	15.61%
Net Income Margin (Net Income/Loss over Operating Rev)	2.3%	2.4%	-6.11%
Operating Margin (Operating Profit/Loss over Operating Rev)	8.0%	7.2%	10.81%

International Profits/Margins (In Billions)			
	2024	2023	% Change
Pre-Tax International Prof	\$2.90	\$1.74	66.34%
Net Income Margin (Net Income/Loss over Operating Rev)	3.9%	5.8%	-32.98%
Operating Margin (Operating Profit/Loss over Operating Rev)	4.6%	2.9%	57.81%

Source: Bureau of Transportation Statistics

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Domestic Airline Passengers

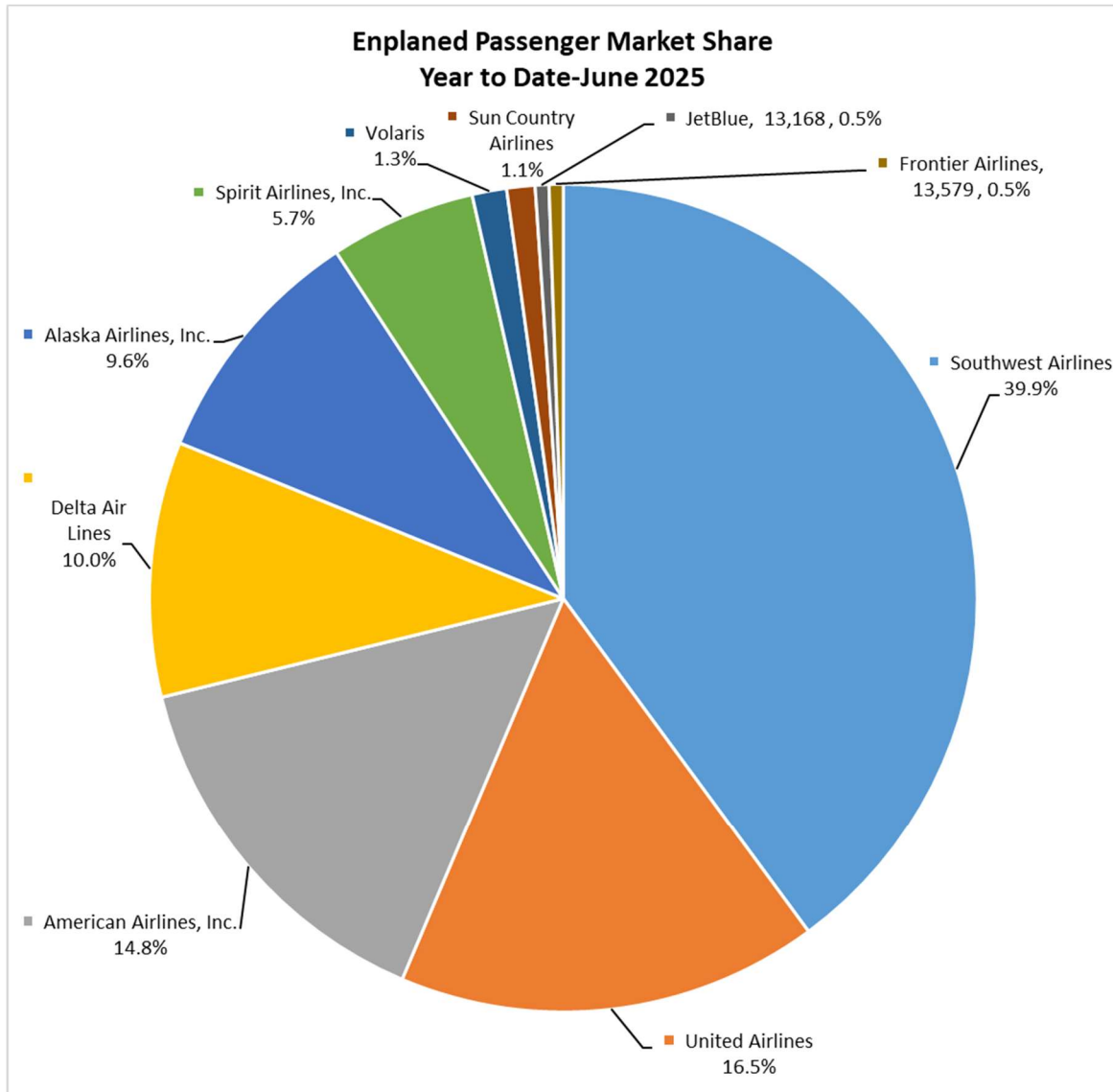
The table below lists the last three calendar years of domestic airline passenger enplanements for the United States. The national statistics mirror the annual passenger peaks for RNO that occur in July and August each year.

Enplanements on U.S. Airlines Unadjusted						
Passenger numbers in millions (000,000)						
	2022-2023 PCT				2024-2025 PCT	
	2022	2023	2024	Change	2025	Change
January	52.12	67.63	70.34	4.00%	71.01	0.96%
February	55.02	65.07	70.67	8.60%	67.42	-4.59%
March	72.76	80.13	85.17	6.29%	83.98	-1.40%
April	72.18	77.87	81.51	4.68%	80.69	-1.01%
May	76.03	82.07	87.36	6.45%		
June	77.65	84.34	90.01	6.72%		
July	80.71	88.15	92.09	4.47%		
August	76.94	83.42	87.09	4.40%		
September	71.78	76.66	77.84	1.53%		
October	76.73	82.99	83.18	0.24%		
November	72.25	78.07	77.41	-0.84%		
December	72.19	78.99	83.64	5.88%		
6 Mo. Total	405.77	457.11	485.06	6.11%	303.10	-37.51%
Yr. Total	856.37	945.39	986.31	4.33%	0.04	-100.00%

Source: Bureau of Transportation Statistics, T-100 Market

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Reno Tahoe International Airport (RNO) Airline Traffic and Market Share



Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

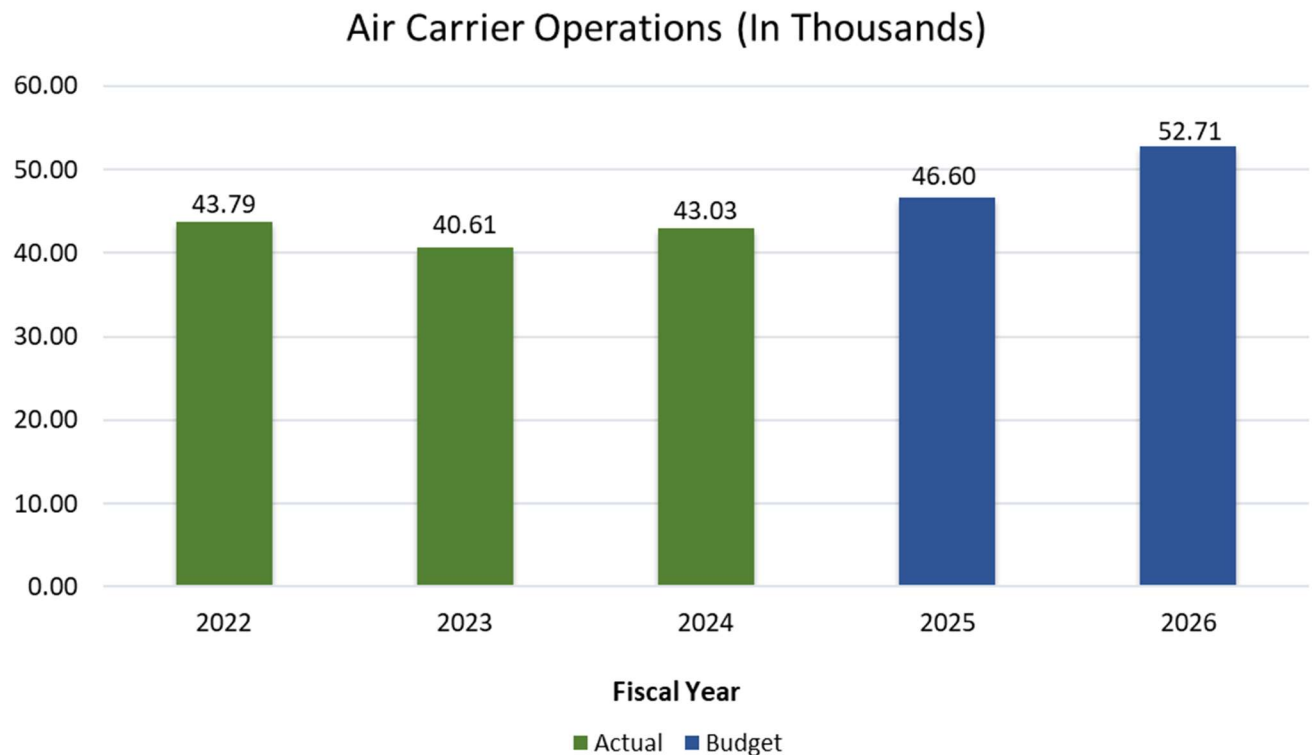
Airline Passenger Market Share -FY 2024-25		
Actual Results		
Airline	Number of Enplaned Passengers	Percent of Market Share
Southwest Airlines	978,412	39.9%
United Airlines	403,605	16.5%
American Airlines, Inc.	363,023	14.8%
Delta Air Lines	244,134	10.0%
Alaska Airlines, Inc.	236,027	9.6%
Spirit Airlines, Inc.	139,718	5.7%
Volaris	33,057	1.3%
Sun Country Airlines	27,082	1.1%
JetBlue	13,168	0.5%
Frontier Airlines	13,579	0.6%
Total	2,451,805	100%

Over the last four (4) years, air travel has gradually returned to pre-pandemic levels. However, variables such as airline schedule adjustments, staff shortages, and other factors contribute to a degree of uncertainty. Generally, airline market diversification is favorable to an airport's stability, as it both increases stability, and dampens the effects of shifting flight activity or financial changes.

This chart shows that RNO has six main carriers providing 97% of the passenger flights with another four (4) carriers making up the balance. This table reflects actual enplaned passenger numbers for the period July 1, 2024, through June 30, 2025. As shown on the table above percentage of market share are as follow: Southwest has 40.1%, United has 16.4%, American has 14.8%, Delta has 9.9%, and Alaska has 9.5%. In FY 2023-24, Southwest had 42.2%, American had 15.4%, United had 15.6%, Delta had 8.7%, and Alaska had 7.5%. Southwest consistently remains the leading carrier at RNO.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Air Carrier Operations

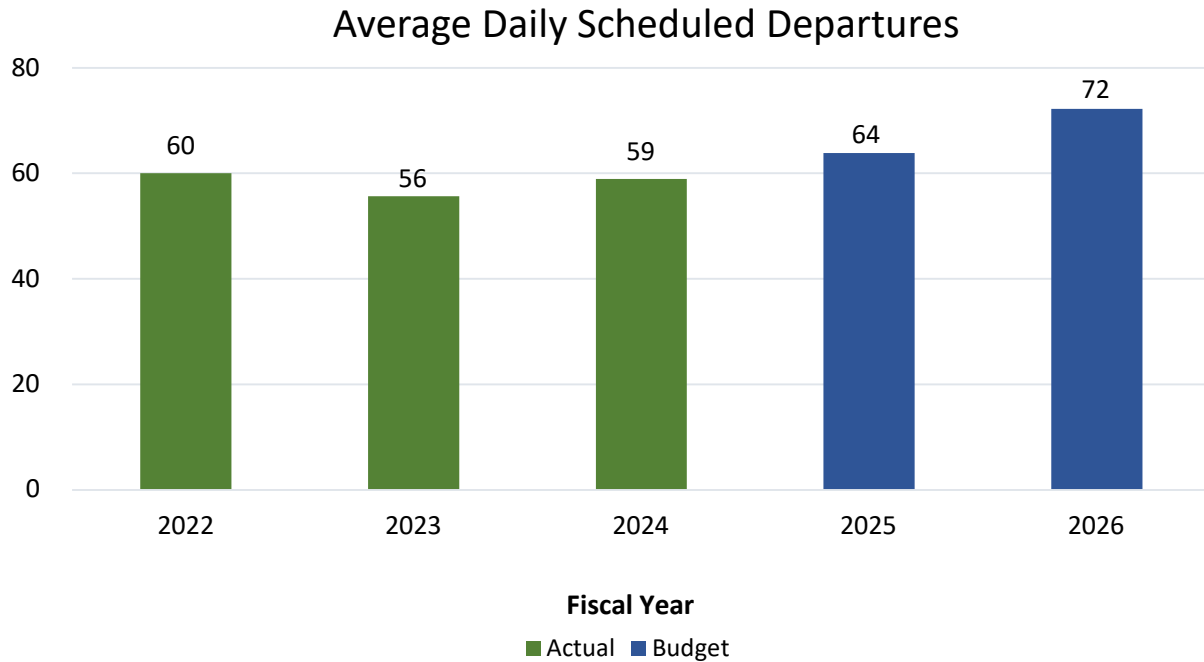


An operation is the term used to describe an aircraft takeoff or landing. Scheduled annual operations are the landings and takeoffs of the scheduled airline flights for an entire year. Operations in FY 2025-26 are projected to be approximately 52,714, an increase of 13.1% over FY 2024-25.

This activity does not include scheduled cargo service or other non-scheduled operations at the airport such as charter flights, military, or general aviation.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

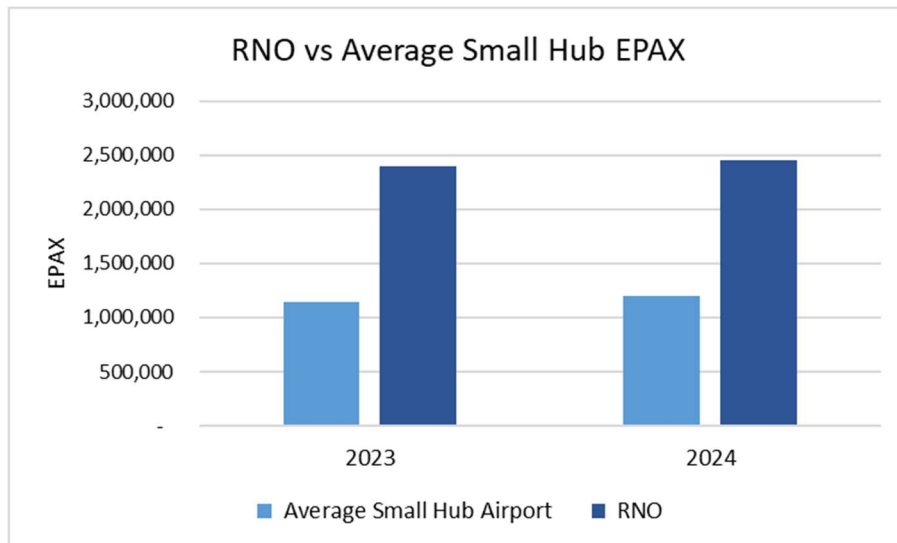
Daily Scheduled Departure Operations



This graph shows the average number of flights departing RNO each day. For FY 2025-26, RNO projects average daily departures at 72, a 12.5% increase compared to FY 2024-25.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

RNO EPAX versus Average Small Hub EPAX



Source: ACI-NA Financial Benchmarking Survey

This graph shows the number of enplaned passengers at RNO versus the average number of enplaned passengers departing other small hub airports in 2023 and 2024. For 2023, the aggregate small hub airport average enplaned passengers was approximately 1,138,239 passengers versus 2,399,239 at RNO. In 2024, those numbers increased by 5.8%, to 1,204,395, from the average small-hub airport, and 2.4%, to 2,456,422 from RNO.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Air Service Area Population

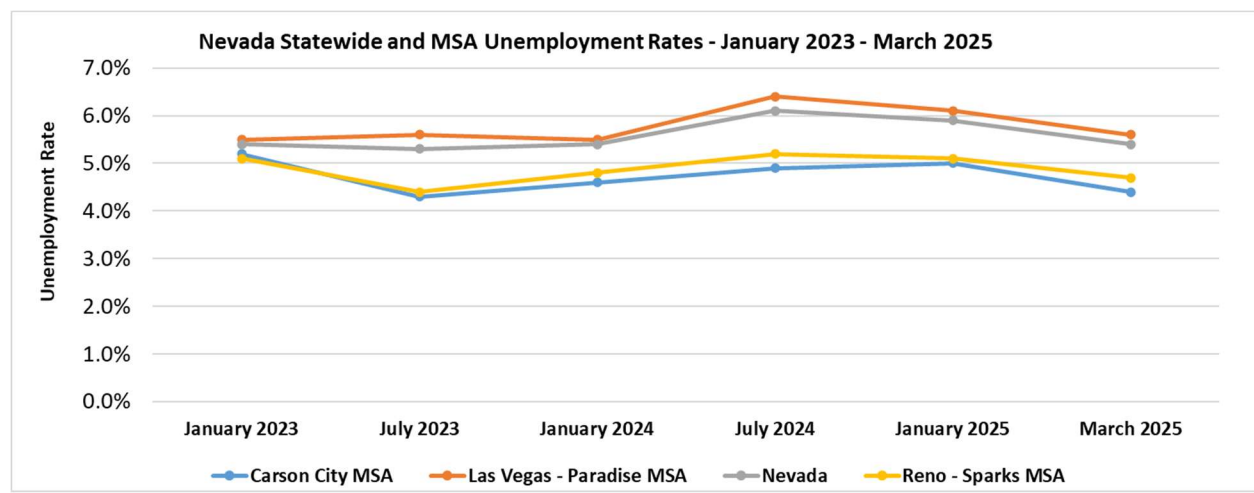
Population in Air Trade Area For the Calendar Years 2015-2024 (unaudited)										
Nevada County	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Churchill	24,200	24,198	24,230	24,440	24,909	25,539	25,723	25,843	25,803	26,033
Douglas	47,710	48,020	48,309	48,467	48,905	49,468	49,870	49,628	49,545	49,564
Humboldt	17,019	16,842	16,826	16,786	16,831	17,823	17,648	17,272	17,136	17,116
Lyon	52,585	53,179	54,122	55,808	57,510	59,431	60,903	61,585	62,583	63,718
Pershing	6,634	6,560	6,508	6,666	6,725	6,639	6,741	6,462	6,364	6,536
Storey	3,987	4,051	4,006	4,029	4,123	4,106	4,143	4,170	4,177	4,112
Washoe	446,903	453,616	460,587	465,735	471,519	487,388	493,392	496,745	498,022	507,280
Carson City	54,521	54,742	54,745	55,414	55,916	58,677	58,993	58,130	58,036	58,148
Subtotal	653,559	661,208	669,333	677,345	686,438	709,071	717,413	719,835	721,666	732,507
California County	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Alpine	1,110	1,071	1,120	1,101	1,129	1,198	1,235	1,190	1,141	1,099
El Dorado	184,452	185,625	188,987	190,678	192,843	191,114	193,221	192,646	192,215	192,823
Lassen	31,345	30,870	31,163	30,802	30,573	32,719	33,159	29,904	28,861	28,340
Mono	13,909	13,981	14,168	14,250	14,444	13,206	13,247	12,978	13,066	12,991
Nevada	98,877	99,107	99,814	99,696	99,755	102,199	103,487	102,293	102,037	102,195
Placer	375,391	380,531	386,166	393,149	398,329	405,741	412,300	417,772	423,561	433,822
Plumas	18,409	18,627	18,742	18,804	18,807	19,769	19,915	19,351	19,131	18,834
Sierra	2,967	2,947	2,999	2,987	3,005	3,228	3,283	3,217	3,200	3,113
Subtotal	726,460	732,759	743,159	751,467	758,885	769,174	779,847	779,351	783,212	793,217
Total	1,380,019	1,393,967	1,412,492	1,428,812	1,445,323	1,478,245	1,497,260	1,499,186	1,504,878	1,525,724
Percent Change	0.88%	1.01%	1.33%	1.16%	1.16%	2.28%	1.29%	0.13%	0.38%	1.39%
Unemployment Rate Washoe County	7.6%	6.3%	5.0%	3.5%	2.3%	3.2%	8.2%	3.5%	4.0%	4.70%

<http://www.census.gov/quickfacts>
<https://nevadaworkforce.com/HOME/DS-Results-LAUS2>

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Employment Statistics

The table above demonstrates Nevada’s increasingly diversified economy. Continuing diversification of the local economy, as outlined in the Introduction section, will help reduce the impact of any future economic downturns and reduce the dependence on gaming. The chart above shows the employment in the largest sectors of the economy. The Education and Health Services, the largest category of employment, shows a 4.1% increase in employment in April 2024 as compared to June 2023.



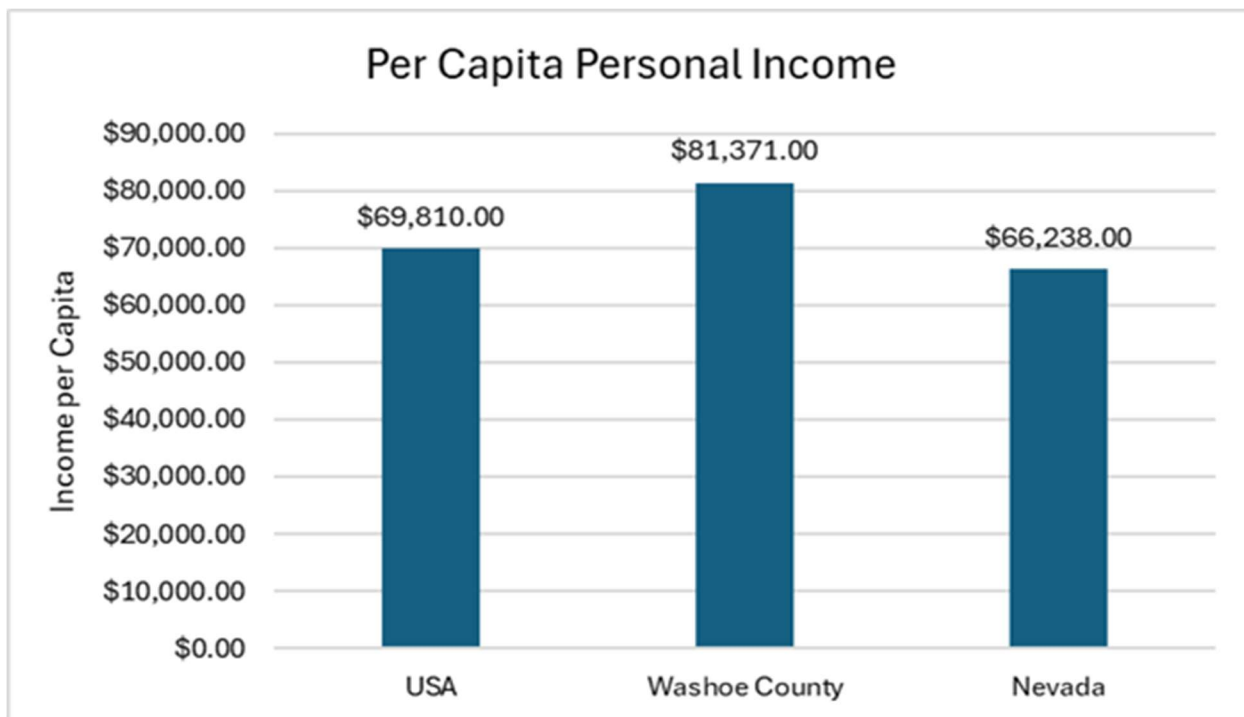
Source: <https://www.nevadaworkforce.com/Home/DS-Results-LAUS2>

This graph shows the Reno-Tahoe area unemployment rate of 4.7% in March 2025 as compared to the rest of the state. The Reno - Sparks MSA unemployment rates trend consistently below the Las Vegas MSA and the State as a whole.

**Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data**

Per Capita Personal Income

Another aspect of Reno-Tahoe area employment is strong per capita personal income.



Source: U.S. Department of Commerce – Bureau of Economic Analysis
www.bea.gov/Regional/Reis

As the latest data available as of 2023 demonstrates, the Reno-Tahoe service area of Washoe County not only has a higher per capita personal income than the rest of Nevada but has also surpassed the national average per capita personal income level as well.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Reno-Tahoe MSA Principal Employers

Principal Employers Within Air Trade Area For the Calendar Year ended 2024 (Unaudited)				
Calendar Year 2024 Employer	Calendar Year 2024 Rank	Calendar Year 2024 Employees	Calendar Year 2014 Rank	Calendar Year 2014 Employees
Nugget Casino Resort	1	1000-4999	-	1000-4999
Renown Health	2	1000-4999	3	1000-4999
Peppermill Inc	3	1000-4999	5	1000-4999
Grand Sierra Resort & Casino	4	1000-4999	9	1000-4999
St. Mary's Regional Medical Center	5	1000-4999	10	1000-4999
Peppermill Casinos Inc	6	1000-4999	5	1000-4999
El Dorado Resort Casino	7	1000-4999	11	1000-4999
Silver Legacy	8	1000-4999	7	1000-4999
University of Nevada, Reno	9	1000-4999	2	1000-4999
U-Haul Holding Co	10	1000-4999	-	1000-4999

Source: https://www.nevadaworkforce.com/_docs/Top-Employers/20242/Top-Employers-in-Washoe-County

Nevada Revised Statute Chapter 612 stipulates that actual employment for individual employers may not be published.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 7 – Supplemental Data

Nevada Statewide Industrial Employment

Nevada Statewide 2025 Industrial Employment				
	Apr-25	Apr-24	Change	% Change
Total All Industries				
(Estimates in Thousands)	1,579.6	1,570.1	9.5	0.6%
Goods Producing	191.1	192.1	-1.0	-0.5%
Natural Resources & Mining	14.7	14.8	-0.1	-0.7%
Construction	108.8	110.0	-1.2	-1.1%
Manufacturing	67.6	67.3	0.3	0.4%
Services Producing	1,388.5	1,378.0	10.5	0.8%
Private Service Providing	1,203.5	1,196.1	7.4	0.6%
Trade, Transportation & Utilities	292.5	296.7	-4.2	-1.4%
Information	20.3	20.2	0.1	0.5%
Financial Activities	79.5	80.0	-0.5	-0.6%
Professional and Business Service	218.1	219.6	-1.5	-0.7%
Education and Health Services	178.4	171.4	7.0	4.1%
Leisure and Hospitality	368.4	363.4	5.0	1.4%
Other Services	46.3	44.8	1.5	3.3%
Government	185.0	181.9	3.1	1.7%

Source: <https://nevadaworkforce.com/area-profiles/Nevada>

Data may not sum due to rounding. Employment by place of work. Does not coincide with labor force concept. Includes multiple jobholders.

Section 8

State of Nevada Budget Format



Reno-Tahoe Airport Authority

P.O. Box 12490 • Reno, NV 89510-2490 • (775)328-6400 • (775)328-6510

Nevada Department of Taxation
3850 Arrowhead Dr., 2nd Floor
Carson City, NV 89706

Reno-Tahoe Airport Authority _____ herewith submits the FINAL budget for the
fiscal year ending June 30, 2026

This budget contains 0 funds, including Debt Service, requiring property tax revenues totaling \$ 0

The property tax rates computed herein are based on preliminary data. If the final state computed revenue limitation permits, the tax rate will be increased by an amount not to exceed 1%. If the final computation requires, the tax rate will be lowered.

This budget contains 0 governmental fund types with estimated expenditures of \$ 0 and
1 proprietary funds with estimated expenses of \$ 116,184,729

Copies of this budget have been filed for public record and inspection in the offices enumerated in NRS 354.596 (Local Government Budget and Finance Act).

CERTIFICATION

I Randall O. Carlton
(Print Name)
Chief Finance & Administration Officer
(Title)

certify that all applicable funds and financial
operations of this Local Government are
listed herein

Signed: 

Dated: 6/9/2025

Phone: 775.328.6432

APPROVED BY THE GOVERNING BOARD

Only necessary for FINAL Budget

(Signature by DocuSign is acceptable)

SCHEDULED PUBLIC HEARING:

(Must be held from May 19, 2025 to May 31, 2025)

Date and Time: 5/22/25 9:00 AM

Publication Date: 5/12/2025

Place: Reno-Tahoe Airport Authority - Board Room

Page: 1
Schedule 1

FULL TIME EQUIVALENT EMPLOYEES BY FUNCTION

	ACTUAL PRIOR YEAR YEAR 06/30/24	ESTIMATED CURRENT YEAR YEAR 06/30/25	BUDGET YEAR YEAR 06/30/26
General Government			
Judicial			
Public Safety			
Public Works			
Sanitation			
Health			
Welfare			
Culture and Recreation			
Community Support			
TOTAL GENERAL GOVERNMENT			
Utilities			
Hospitals			
Transit Systems			
Airports	291	286	273.5
Other			
TOTAL			

POPULATION (AS OF JULY 1)	501,635	508,759	513,854
SOURCE OF POPULATION ESTIMATE*			
Assessed Valuation (Secured and Unsecured Only)			
Net Proceeds of Mines			
TOTAL ASSESSED VALUE			
TAX RATE			
General Fund			
Special Revenue Funds			
Capital Projects Funds			
Debt Service Funds			
Enterprise Fund			
Other			
TOTAL TAX RATE			

* Use the population certified by the state in March each year. Small districts may use a number developed per the instructions (page 6) or the best information available.

RENO-TAHOE AIRPORT AUTHORITY
(Local Government)

SCHEDULE S-2 - STATISTICAL DATA

Page: 2
Schedule S-2

SCHEDULE A-2 PROPRIETARY AND NONEXPENDABLE TRUST FUNDS

Budget For Fiscal Year Ending June 30, 2026

Budget Summary for

RENO-TAHOE AIRPORT AUTHORITY
(Local Government)

FUND NAME	*	OPERATING REVENUES (1)	OPERATING EXPENSES (2) **	NONOPERATING REVENUES (3)	NONOPERATING EXPENSES (4)	OPERATING TRANSFERS		NET INCOME (7)
						IN (5)	OUT(6)	
Airport		\$ 98,733,202	\$ 103,904,941	\$ 18,931,028	\$ 12,279,788	-	-	\$ 1,479,501
TOTAL		\$ 98,733,202	\$ 103,904,941	\$ 18,931,028	\$ 12,279,788	\$ -	\$ -	\$ 1,479,501

* FUND TYPES: E - Enterprise
I - Internal Service
N - Nonexpendable Trust

** Include Depreciation

Page: 3
SCHEDULE A-2

PROPRIETARY FUND	(1)	(2)	(3) (4) BUDGET YEAR ENDING 06/30/26	
	ACTUAL PRIOR YEAR ENDING 6/30/2024	ESTIMATED CURRENT YEAR ENDING 6/30/2025	TENTATIVE APPROVED	FINAL APPROVED
OPERATING REVENUE				
Landing and Aircraft Fees	\$ 10,792,911	\$ 15,934,258	\$ 16,511,002	\$ 16,621,086
Gaming Concession	1,485,535	1,481,605	1,560,538	1,560,538
Food & Beverage Concession	2,068,838	2,289,935	2,298,019	2,298,019
Merchandise Concession	1,245,205	1,358,138	1,384,349	1,384,349
Auto Rental Concession	10,349,700	10,930,794	11,390,443	11,390,443
Parking/Ground Transportation	19,474,450	20,365,409	25,807,284	25,807,284
Rents	22,362,432	32,452,868	34,520,677	34,265,271
Other Concessions/Reimbursed Svcs/Misc.	5,286,553	5,238,722	5,555,537	5,406,213
Total Operating Revenue	\$ 73,065,624	\$ 90,051,730	\$ 99,027,849	\$ 98,733,202
OPERATING EXPENSE				
Personnel Services	\$ 45,677,880	\$ 44,588,994	\$ 41,484,290	\$ 41,590,090
Utilities and Communications	4,033,644	4,611,527	4,088,750	4,093,750
Purchased Services	9,446,371	12,129,112	20,576,601	20,617,501
Materials and Supplies	3,007,699	2,979,054	2,702,427	2,682,427
Administrative Expenses	3,579,526	4,679,373	4,921,173	4,921,173
Depreciation/Amortization	24,043,881	23,000,000	30,000,000	30,000,000
Total Operating Expense	\$ 89,789,001	\$ 91,988,060	\$ 103,773,241	\$ 103,904,941
Operating Income or (Loss)	\$ (16,723,377)	\$ (1,936,329)	\$ (4,745,392)	\$ (5,171,739)
NONOPERATING REVENUES				
Interest Earned	4,345,634	6,764,961	8,892,600	7,681,900
Jet Fuel Tax Revenue	302,499	302,900	300,000	300,000
Passenger Facility Charge Revenue	9,067,927	9,517,449	9,482,428	9,949,128
Gain (Loss) on sale of capital assets	84,065	5,000	-	-
Customer Facility Charge Revenue	7,919,364	-	-	-
Federal Stimulus Funds	11,271,352	7,670,327	-	-
Gain (Loss) on Value of Investments	1,753,114	1,000,000	1,000,000	1,000,000
Misc Income	2,300,000	5,000,000	-	-
Total Nonoperating Revenues	37,043,956	30,260,637	19,675,028	18,931,028
NONOPERATING EXPENSES				
Interest Expense	(746,316)	(10,142,375)	(12,279,788)	(12,279,788)
Total Nonoperating Revenues (Expenses)	36,297,640	20,118,262	7,395,240	6,651,240
Net Income before Operating Transfers	\$ 19,574,263	\$ 18,181,933	\$ 2,649,848	\$ 1,479,501
Transfers (Schedule T)				
In	-	-	-	-
Out	-	-	-	-
Net Operating Transfers	-	-	-	-
CHANGE IN NET POSITION	\$ 19,574,263	\$ 18,181,933	\$ 2,649,848	\$ 1,479,501

RENO-TAHOE AIRPORT AUTHORITY
(Local Government)

SCHEDULE F-1 REVENUES, EXPENSES AND NET POSITION

FUND AIRPORTS

PROPRIETARY FUND	(1)	(2)	(3) (4) BUDGET YEAR ENDING 06/30/26	
	ACTUAL PRIOR YEAR ENDING 6/30/2024	ESTIMATED CURRENT YEAR ENDING 6/30/2025	TENTATIVE APPROVED	FINAL APPROVED
A. CASH FLOWS FROM OPERATING ACTIVITIES:				
Operating Income (Loss)	\$ (16,723,377)	\$ (1,936,329)	\$ (4,745,392)	\$ (5,171,739)
Depreciation/Amortization	24,043,881	23,000,000	30,000,000	30,000,000
Provision for Bad Debt	-	-	-	-
Loss on Sale of Property and Equipment	-	-	-	-
Changes in Current Assets and Liabilities	13,845,010	-	-	-
a. Net cash provided by (or used for) operating activities	21,165,515	21,063,671	25,254,608	24,828,261
B. CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:				
Jet Fuel Tax Revenue	302,499	302,900	300,000	300,000
Federal Stimulus Funds	11,271,352	7,670,327	-	-
b. Net cash provided by (or used for) noncapital financing activities	11,573,851	7,973,227	300,000	300,000
C. CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:				
Misc. Income	2,300,000	5,000,000	-	-
Capital contributions	13,200,306	6,911,138	81,185,056	76,815,320
Proceeds from sale of Capital Assets	84,065	5,000	-	-
Customer Facility Charge Revenue	7,919,364	-	-	-
Acq. & Const. of Capital Assets	(88,849,746)	(122,399,080)	(207,129,284)	(204,379,889)
Principal/Interest Payments	(10,342,346)	(3,995,481)	(12,629,788)	(\$12,629,788)
Passenger Facility Charge Revenue	9,067,927	9,517,449	9,482,428	9,949,128
Proceeds from bond issuance	28,683,349	238,260,000	-	-
Non-Operating Expenses	-	-	-	-
Jet Fuel Activity	-	-	-	-
Insurance Settlement Proceeds	-	-	-	-
c. Net cash provided by (or used for) capital and related financing activities	(37,937,081)	133,299,026	(129,091,588)	(130,245,229)
D. CASH FLOWS FROM INVESTING ACTIVITIES:				
Receipt of Interest	4,795,943	6,764,961	8,892,600	7,681,900
Purchase/Sale of Investments	3,088,471	3,000,000	3,000,000	3,000,000
d. Net cash provided by (or used in) investing activities	7,884,414	9,764,961	11,892,600	10,681,900
NET INCREASE (DECREASE) in cash and cash equivalents (a+b+c+d)	2,686,700	172,100,885	(91,644,379)	(94,435,068)
CASH AND CASH EQUIVALENTS AT JULY 1, 2024	21,445,912	24,132,612	196,233,497	196,233,497
CASH AND CASH EQUIVALENTS AT JUNE 30, 2024	24,132,612	196,233,497	104,589,117	101,798,429

RENO-TAHOE AIRPORT AUTHORITY
(Local Government)

SCHEDULE F-2 STATEMENT OF CASH FLOWS

FUND AIRPORT

ALL EXISTING OR PROPOSED
GENERAL OBLIGATION BONDS, REVENUE BONDS,
MEDIUM-TERM FINANCING, CAPITAL LEASES AND
SPECIAL ASSESSMENT BONDS

* - Type
1 - General Obligation Bonds
2 - G.O. Revenue Supported Bonds
3 - G.O. Special Assessment Bonds
4 - Revenue Bonds
5 - Medium-Term Financing

6 - Medium-Term Financing - Lease Purchase
7 - Capital Leases
8 - Special Assessment Bonds
9 - Mortgages
10 - Other (Specify Type)
11 - Proposed (Specify Type)

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
NAME OF BOND OR LOAN List and Subtotal By Fund	TYPE *	TERM	ORIGINAL AMOUNT OF ISSUE	ISSUE DATE	FINAL PAYMENT DATE	INTEREST RATE	BEGINNING OUTSTANDING BALANCE 7/1/2025	REQUIREMENTS FOR FISCAL YEAR ENDING 06/30/26 INTEREST PAYABLE	PRINCIPAL PAYABLE	(9)+(10) TOTAL
Series 2024B	4	30yr	\$78,405,000	9/4/2024	6/30/2054	5%	\$78,405,000	\$3,977,438	-	\$3,977,438
Series 2024A	4	30yr	\$159,575,000	9/4/2024	6/30/2054	5%	\$159,575,000	\$8,302,350	\$350,000	\$8,652,350
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
							\$	\$	\$	\$
TOTAL ALL DEBT SERVICE										\$12,629,788

SCHEDULE C-1 - INDEBTEDNESS
RENO-TAHOE AIRPORT AUTHORITY
(Local Government)

SCHEDULE OF EXISTING CONTRACTS
Budget Year 2025-2026

Local Government: Reno-Tahoe Airport Authority
Contact: Renée Miller
E-mail Address: rmiller@renoairport.com
Daytime Telephone: 775-328-6435

Total Number of Existing Contracts: 205

Line	Vendor	Effective Date of Contract	Termination Date of Contract	Proposed Expenditure FY 2025-26	Proposed Expenditure FY 2026-27	Reason or need for contract:
1	QSI Specialists	11/1/2013	ongoing	\$4,500	\$4,500	Mystery Shopper program
2	Airport Concession Consultants	7/1/2019	ongoing	\$5,700	\$5,700	Airport Concessions Disadvantage Business Enterprise (ACDBE) compliance
3	VRC		ongoing	\$2,850	\$2,850	File storage, records retention, and shredding services
4	FetchyFox	7/1/2024	ongoing	\$2,400	\$2,400	Concession planning; Landing Page Survey
5	AVIUS	7/1/2024	ongoing	\$3,490	\$3,490	Concession planning; Passenger Kiosk Survey
6	Paslay Group - Concessions Consultant (Multi-year contract)	2/1/2022	ongoing	\$400,000	TBD	Concessions Consultant Multi Year contract
7	Ricondo	TBD	TBD	\$10,000	\$0	Consultant for RAC Bid
8	Unknown	7/1/2025	6/30/2026	\$20,000	\$20,000	Other Air Service Development Projects (Fuel Tax)
9	Mead & Hunt	7/1/2025	6/30/2026	\$180,000	\$189,000	Air Service Consultant
10	Cirium, Dlio	7/1/2025	6/30/2026	\$31,800	\$32,754	Dlio. Data Intelligence
11	Airline Data Inc.	7/1/2025	6/30/2026	\$7,800	\$7,800	Airline Data Inc. Leakage Module
12	Waters Vacuum Truck Service	7/1/2025	6/30/2026	\$33,000	\$35,000	State mandated servicing of sand oil separators
13	Les Schwab Tires	7/1/2025	6/30/2026	\$40,000	\$44,000	Replacement tires for 80 fleet vehicles
14	Syn-Tech Systems (Fuel Master)	9/1/2025	8/30/2026	\$4,500	\$4,750	Software license and Service Agreement
15	RTA Fleet Software (Ron Turley Associates)	7/1/2025	6/30/2026	\$9,900	\$10,500	Fleet Management Software license
16	Sani Hut Portable Restroom Rental	7/1/2025	6/30/2026	\$1,800	\$1,900	Portable trailer restroom rental and service
17	American Equipment Inc	7/1/2025	6/30/2026	\$1,600	\$1,800	Lift and crane inspections/certifications
18	Mohawk Lift	7/1/2025	6/30/2026	\$800	\$800	Mohawk Vehicle lift inspections
19	Safety Clean	7/1/2025	6/30/2026	\$3,300	\$114	Equipment Shop solvent tank services
20	Nevada Recycling & Salvage	7/1/2025	6/30/2026	\$14,000	\$16,000	Intermittent Refuse Disposal
21	Gas and Diesel Smog Inspections	7/1/2025	6/30/2026	\$2,200	\$2,300	Required by state for light duty vehicles
22	Exacom	10/28/2023	10/28/2028	\$11,443	\$11,443	Exacom Contract from IT. For the Recording of Radio and Phone calls.
23	Washoe County Radio System		6/30/2030	\$221,621	\$221,621	Contract for participation in Washoe County Public safety Radio System
24	Everbridge Emergency Notification System	7/1/2020	6/30/2027	\$10,500	\$10,500	Emergency Notification System for Aircom to communicate issues to Airport
25	Moetivations PSAP Monitoring	11/1/2024	6/30/2025	\$8,000	\$11,000	Monitoring service for Aircom calls and dispatches
26	Lexipol - PoliceOne Academy		Annual renewal	\$2,500	\$2,500	online training - meets state and accreditation compliance
27	Lexipol - Policy and KMS		Annual renewal	\$13,700	\$13,700	policy support and writing
28	Your Brand Clothing		Annual renewal	\$19,000	\$19,000	uniforms and equipment
29	Baring Blvd Veterinary Hospital		Annual renewal	\$6,000	\$6,000	K9 care
30	Leids Dry Cleaning		Annual renewal	\$4,400	\$4,400	uniform cleaning
31	WCSC - RPSTC		Annual renewal	\$2,000	\$2,000	range rental
32	WCSC - Crime Lab		Annual renewal	\$5,000	\$5,000	evidence processing services
33	Lehr Upfitters		Annual renewal	\$2,000	\$2,000	electronics on patrol and k9 vehicles
34	Motorola BWC		Annual renewal	\$15,000	\$15,000	body worn camera evidence library and support
35	Motorola LPR		Annual renewal	\$2,000	\$2,000	two license plate readers on front road
36	Whooster		Annual renewal	\$1,200	\$1,200	property lookup and tracking
37	Tyler Tech RMS		Annual renewal	\$24,000	\$24,000	Tyler Records Management System - part of overall CAD / RMS package
38	Vital Records Storage		Annual renewal	\$3,000	\$3,000	storage of paper records
39	Technical Medical		Annual renewal	\$5,000	\$5,000	blood testing and evidence support
40	RAC Guns		Annual renewals	\$1,000	\$1,000	Rent indoor range for certifications
41	USDA Wildlife Services		Annual renewals	\$60,000	TBD	Part 139 Wildlife Services
42	AeroSimple		Annual renewals	\$25,000	TBD	Part 139 Ops Data Base
43	Vaisala		Annual renewals	\$20,585	TBD	Surface Condition Monitoring System
44	DTN		Annual renewals	\$1,500	TBD	Weather Feed
45	TSC Fingerprinting	8/31/2016	auto annual renewal	\$33,000	TBD	Background checks on badge applicants per TSA regulations
46	Interactive Employee Training Maintenance Agreement: AAAE	7/1/2024	6/30/2025	\$19,500	TBD	Maintenance and content/system updates for IET system
47	Dunseath CLIQ Airfield Gate Electronic Key System Maintenance	1/31/2025	12/31/2025	\$2,000	TBD	License for airfield electronic lock/key system
48	Daifuku Services America Corporation	7/1/2024	6/30/2025	\$1,567,463	\$1,634,059	Specialized Baggage Handling System (BHS) Equipment service and repair
49	Western States Fire Protection	7/1/2025	6/30/2026	\$40,100	\$43,000	State certification requirements
50	One Call Maintenance	7/1/2024	6/30/2025	\$415,164	\$429,720	Heavy duty cleaning services and equipment
51	EMCOR Services-BCS	7/1/2024	6/30/2025	\$17,500	\$19,000	Specialized training and equipment expertise
52	Chemtreat International-Cooling Towers	7/1/2024	6/30/2025	\$10,524	\$12,000	Cooling Tower Equipment and chemical servicing
53	Emerson Network Power-UPS	7/1/2024	6/30/2025	\$56,079	\$60,000	Specialized training and equipment servicing
54	Linen Service	7/1/2024	6/30/2025	\$2,000	\$2,000	Linen Services needed for our PR dept. support for table clothe cleaning
55	KoneElevator-Escalator Repair and Maintenance	7/1/2024	6/30/2025	\$104,420	\$120,000	State certification requirement
56	Stanley Access-Assa Abloy Certified door Service	7/1/2024	6/30/2025	\$6,000	\$6,500	Specialized equipment and repair service

57	Tennant Company-Ridding Scrubbers	7/1/2024	6/30/2025	\$18,500	\$19,000	Specialized training and equipment service
58	Trane Company-Chillers	7/1/2024	6/30/2025	\$65,411	\$68,000	Specialized equipment repair and service
59	ADT Alarm Services- GAOB Building	7/1/2024	6/30/2025	\$4,200	\$4,200	Security monitoring to support outlying RTAA facilities
60	IonWave	7/1/2025	6/30/2026	\$25,725	\$26,025	Nevada eGovernment Marketplace is a web-based solicitation subscription
61	Aqua 1	7/1/2025	6/30/2026	\$2,500	\$2,500	Water Cooler/ Rentals
62	Vital Records Storage	7/1/2025	6/30/2026	\$600	\$600	Monthly Records Storage Fee
63	Wood Rodgers	7/1/2025	6/30/2026	\$10,000	\$10,000	Annual-On Call Services for Airfield/Gate Diagrams
64	TBD	7/1/2025	6/30/2026	\$20,000	\$20,000	Annual-General Construction Management Workorder (Non AIP Assistance)
65	ACC Consulting	7/1/2025	6/30/2026	\$9,750	\$9,750	DBE Program general services - Fee Increase
66	LCP Tracker	7/1/2025	6/30/2026	\$8,000	\$8,000	LCP Tracker - Program for All Prevailing Wage Projects (Fee is for projects not grant funded)
67	Vital Records	6/22/1997	On-going	\$24,000	\$24,000	Records Retention & Storage- For all of RTAA
68	Wells Fargo Bank	N/A	N/A	\$35,000	\$35,000	Banking Services
69	Wells Fargo Bank	N/A	N/A	\$365,000	\$365,000	Merchant Services Credit Card Processing
70	Crowe LLP (maybe)	N/A	N/A	\$72,000	\$70,000	External Audit Services
71	MacLeod Watts	7/1/2022	7/1/24	\$1,550	\$3,250	OPEB & GASB Actuarial
72	Government Portfolio Advisors	7/1/2022	7/1/2027	\$52,000	\$52,000	Investment Advisors Contract
73	Landrum Brown		6/30/2028	\$60,000	\$90,000	Airport Consultant Contract
74	PFM		6/30/2028	\$0	\$40,000	Financial Advisory Contract
75	Fisher Phillips	7/1/2025	6/30/2026	\$50,000	TBD	Assistance on at least one labor related arbitration/grievance, continued support on a current personnel matter, and miscellaneous guidance on labor issues.
76	Kaplan Kirsch	7/1/2025	6/30/2026	\$37,500	TBD	Assistance with various regulatory issues and contracts, including land use and MoreRNO
77	Fennemore	7/1/2025	6/30/2026	\$10,000	TBD	Assistance with state law matters, including gaming and OML
78	Kaempfer Crowell	7/1/2025	6/30/2026	\$45,000	TBD	Assistance with Lyten deal and other land development issues
79	Wadhams Black	7/1/2025	6/30/2026	\$5,000	TBD	Provide an opinion on state law issue
80	Scheidt and Bachmann	7/1/2024	6/30/2028	\$254,491	\$264,671	Parking Revenue Control System Maintenance Agreement
81	Windcave	7/1/2025	6/30/2026	\$25,000	\$27,000	Processor for EMV and Credit Card Trx's for new PARCS Equipment.
82	Gatekeeper - Current System	7/1/2022	6/30/2026	\$50,500	\$54,700	GT Tracking Software Support Agreement
83	Summit Line(Snow Removal)	7/1/2023	6/30/2027	\$30,000	\$30,000	Snow Removal for Parking
84	Loomis	1/16/2024	1/30/2027	\$12,000	\$13,000	SafePoint Safe and Armed Car Service
85	KPS3 - Agency of Record	7/1/2022	6/30/2025	\$350,000	\$350,000	Agency of record and paid advertising costs
86	KPS3 - Website Maintenance	7/1/2022	6/30/2025	\$9,600	\$9,600	RenoAirport.com Website Maintenance Agreement
87	The Griffin Company	11/1/2020	10/31/2025	\$72,000	\$72,000	State executive and legislative advocacy on behalf of RTAA
88	Van Scoyoc Associates	6/1/2024	6/30/2026	\$72,000	\$72,000	Federal advocacy on behalf of RTAA
89	The Time Collector - Holly Hayden	10/1/2024	9/30/2029	\$62,820	\$62,820	MoreRNO Art Consulting
90	Gensler Architecture Design & Planning, P.C.	6/16/2023	6/30/2030	\$8,623,700	\$4,046,512	Architect for New Gen Project; will also include CA Svcs
91	AvAirPros, Inc.	8/10/2023	6/30/2030	\$629,135	\$567,175	ATR Svcs for New Gen Project
92	Construction Materials Engineering	4/26/2024	6/30/2030	\$5,888,500	\$4,835,214	SME for Pre-Construction Svcs as well as CM for the MoreRNO Program
93	Jacobs Solutions Inc.	5/20/2024	6/30/2030	\$7,070,606	\$1,297,878	PMO Svcs for MoreRNO Program; PM Svcs for GTC; SME Svcs for Design Docs Rvw
94	Converse Consultants	11/6/2024	6/30/2027	TBD		Hazardous Materials Testing for New Gen Project
95	Barich, Inc.	9/12/2024	6/30/2030	\$693,500	\$653,620	IT Liaison Review Svcs for the MoreRNO Program
96	Mead & Hunt	11/14/2024	6/30/2030	\$171,513	\$294,035	Commissioning Services for the MoreRNO Program
97	Chrysalis	1/9/2025	6/30/2030	\$528,815	\$733,333	ORAT services for New Gen Project
98	LCP Tracker	4/1/2025	6/30/2030	\$117,000	\$117,000	Software utilized for tracking NV or DBA prevailing wage requirements
99	Arthur J. Gallagher & Co.	4/1/2024	6/30/2030	\$25,000	\$25,000	External Risk Mgmt consultant for the MoreRNO Program
100	Carahsoft Technology Corporation	7/29/2024	6/30/2030	\$227,493	\$227,493	Procore Software used for the MoreRNO Program
101	RS&H Nevada, Inc.	11/9/2023	6/30/2026	\$617,516	\$0	Architect for The HQ Project
102	Clark & Sullivan Constructors, Inc.	1/11/2024	6/30/2026	\$16,280	\$0	CMAR Pre-Construction Services for The HQ Project
103	Alliant Insurance Services	2/1/2025	2/1/2030	\$70,000	\$70,000	Broker for RTAA insurance policies
104	LP Insurance	7/1/2024	6/30/2025	\$60,000	TBD	Insurance broker
105	Johnson Controls Hangar B		ongoing	\$1,500		Fire Alarm Monitoring-485 S Rock Hangars
106	Trophy Peak Hangar E and F		ongoing	\$1,500		Fire Alarm Monitoring-485 S Rock Hangars
107	Detailed Cleaning		ongoing	\$4,200		Janitorial Service for East T-Hangar restrooms
108	Stellar Aviation T-hangar Management		ongoing	\$85,800		Manages RNO T-hangars for RTAA
109	MVI Facility Services		12/31/2027	\$748,090	\$770,533	QTA Facility Management - per Board Memo 09/2023-63
110	Mountain Alarm		ongoing	\$2,500	\$2,500	Fire Alarm Monitoring - 1200 Terminal
111	Mountain Alarm		ongoing	\$3,000	\$3,000	Fire Alarm Monitoring-601 S Rock
112	Mountain Alarm		ongoing	\$500	\$0	Fire Alarm Monitoring - 1250 Terminal
113	Midwest Heating		ongoing	\$4,000	\$4,000	HVAC Quarterly PM-1500 Terminal
114	Mountain Alarm		ongoing	\$1,000	\$0	Fire Alarm Monitoring-1500 Terminal
115	Mountain Alarm		ongoing	\$2,000	\$2,000	Fire Alarm Monitoring-2750 Vassar
116	Midwest Heating		ongoing	\$10,000	\$10,000	HVAC Quarterly Maintenance-1280 Terminal
117	Western Exterminator		ongoing	\$500	\$500	Pest Control-1280 Terminal
118	T&T Lawns Plus		ongoing	\$900	\$0	Landscaping-1280 Terminal
119	T&T Lawns Plus		ongoing	\$5,000	\$5,000	Snow Removal-1280 Terminal
120	A Natural Sparkle		ongoing	\$6,500	\$6,500	Janitorial Service-1280 Terminal
121	Mountain Alarm		ongoing	\$1,000	\$0	Fire Alarm Monitoring-1280 Terminal
122	Mountain Alarm		ongoing	\$750	\$750	Fire Extinguisher Service-1280 Terminal

123	CEI Alarm		ongoing	\$500	\$500	Burglar Alarm Monitoring-Mini Warehouse
124	T&T Lawns Plus		ongoing	\$6,000	\$6,000	Snow Removal-Mini Warehouse
125	Midwest Heating		ongoing	\$4,300	\$4,300	HVAC PM-Mini Warehouse
126	Western Exterminator		ongoing	\$1,200	\$1,200	Pest Control-Mini Warehouse
127	Mountain Alarm		ongoing	\$2,000	\$2,000	Fire Alarm Monitoring-Mini Warehouse
128	Mountain Alarm		ongoing	\$1,000	\$1,000	Fire Extinguisher Service-Mini Warehouse
129	ESI Security		ongoing	\$5,000	\$5,000	Security Patrol-Mini Warehouse
130	TNT Lawns Plus		ongoing	\$3,000	\$3,000	Landscape maintenance of Grassy Knolls parcel
131	ComPsych	8/1/2019	7/31/2026	\$6,000	\$6,200	Employee Assistance Program Services
132	LP Insurance	7/1/2022	6/30/2027	\$60,000	\$60,000	Insurance Brokerage Services
133	United Health Care	1/1/2025	12/31/2025	\$4,535,000	\$5,080,000	Employee Medical, Dental, and Vision Benefit Plans
134	Kansas City Life	1/1/2024	12/31/2026	\$160,600	\$173,500	Employee Life & Long Term Disability Benefit Plans
135	Navia Benefits	1/1/2017	12/31/2026	\$7,600	\$7,600	Third Party Administration Services (HSA/Flex Plan Claims)
136	Affirmity	9/1/2019	12/31/2026	\$7,500	\$8,000	Third Party Affirmative Action Analysis
137	Envirosuite	4/14/2022	6/30/2027	\$120,885	\$122,094	Contract - Airport Noise & Operations Monitoring System (ANOMS) Annual Maintenance & Repair (5-Year Contract)
138	ESRI	5/1/2025	4/30/2026	\$31,000	\$40,000	Information & Data Account Services - ArcGIS Applications & Use Agreements
139	HMMH	7/1/2022	6/30/2027	\$26,300	\$28,400	Consultant Services - Acoustical Consulting Services associated with ANOMS (5-Year Contract)
140	Lean Engineering	7/1/2025	6/30/2026	\$45,000	\$30,000	Consultant Services - Aircraft Noise and Flight Procedure Consultant Services
141	Michael Baker International	7/1/2025	6/30/2026	\$35,000	\$58,000	Consultant Services - GIS-Related Repair Work, Programming, and Staff Training
142	Michael Baker International	7/1/2025	6/30/2026	\$57,000	\$40,000	Consultant Services - GIS Master Plan
143	Sierra Environmental Monitoring	7/1/2025	6/30/2026	\$20,000	\$22,000	Consultant Services - Stormwater Sampling
144	Stantec	7/1/2025	6/30/2026	\$27,000	\$0	Consultant Services - RTAA Landscaping Guidelines
145	TBD	7/1/2025	6/30/2026	\$1,500	\$1,500	Consultant Services - On-Call Water Rights Consulting Services
146	TBD	7/1/2025	6/30/2026	\$200,000	\$0	Consultant Services - RNO Stormwater Drainage Analysis & Deicing Recommendations
147	VelocityEHS	2/1/2025	1/31/2026	\$3,570	\$3,800	Information & Data Account Services - Online Material Safety Data Sheets
148	Wood Rodgers	4/13/2023	6/30/2025	\$35,000	\$35,000	Consultant Services - RNO ALP Update
149	Trophy Peak Fire Service	2/1/2024	12/31/2027	\$7,500	\$7,500	Fire system/equipment inspections, alarm monitor, and services
150	All Weather - DBT Transports	6/1/2022	6/1/2025	\$5,900		AWOS Verification and service
151	One Call Maintenance	7/1/2024	6/3/2027	\$27,100	\$28,997	Janitorial Service and window cleaning - Stead portion per George
152	VCOM Solutions Inc.	7/1/2024	6/30/2025	\$87,782	\$72,000	Telecommunications Billing Management
153	AAAE	6/1/2024	5/31/2025	\$4,400	\$4,400	AAAE Digticast Airport News and Training Network
154	CDW Government LLC	2/8/2025	2/7/2026	\$500	\$3,300	Meraki SmartNet
155	Darktrace	1/1/2025	12/31/2025	\$47,500	\$47,500	Antigena Network Monitoring Software
156	PPT Holdings I, LLC, DBA: Park Place Technologies, LLC	8/1/2024	7/31/2025	\$12,000	\$12,000	Virtual Server Maintenance: VxRail Administrative
157	PPT Holdings I, LLC, DBA: Park Place Technologies, LLC	1/1/2025	12/31/2025	\$6,000	\$6,000	Virtual Server Maintenance: VxRail AirComm
158	Extreme	7/1/2024	6/30/2025	\$49,800	\$49,800	HW / SW Administrative Maintenance all Extreme Products
159	Incline Technology Consulting, LLC	2/19/2025	2/18/2026	\$56,000	\$71,529	VMWare License Annual Support
160	Incline Technology Consulting, LLC	5/31/2024	5/30/2025	\$74,680	\$99,426	Genetec Advantage Camera License support fees (Omnicast Enterprise Camera & Synergis Enterprise Reader)
161	Maise Group LLC	3/22/2024	3/22/2025	\$58,080	\$0	Maise 3-2-1 backups: Maise Technology (Onsite and M365)
162	Maise Group LLC	6/1/2025	5/31/2026	\$44,000	\$0	Server Assistance - M365 Environment Assistance
163	OAG Aviation Worldwide LLC	2/28/2025	2/27/2026	\$15,000	\$15,000	Flight Status API for Airports
164	OAG Aviation Worldwide LLC	3/1/2025	2/28/2026	\$9,000	\$9,450	SSIM Seasonal Flight Schedule
165	System Studies, Inc.	1/1/2025	12/31/2025	\$23,000	\$26,475	Annual Pressurized Cable Maint
166	Vox Network Solutions	8/1/2024	7/31/2025	\$40,000	\$40,000	Avaya Support: CBP & RTAA Data Comm Admin Network Maint Agmt
167	Vox Network Solutions	4/16/2025	4/15/2024	\$9,000	\$9,000	Oracle audit for re-certification of SSG / WT-SSP-AV-SUB Oracle Certification
168	Knowbe4, Inc.	6/13/2024	6/12/2025	\$6,998	\$6,998	Cyber Security Training
169	CDW Government LLC	1/3/2025	1/2/2026	\$56,770	\$56,770	CrowdStrike Falcon Complete, endpoint security software, annual renewal
170	Canon Solutions America, Inc.	2/1/2025	1/31/2026	\$5,000	\$5,000	Ricoh PaperCut Software Maintenance & Support
171	Tyler Technologies	4/1/2025	3/31/2026	\$48,500	\$0	Computer-Aided Dispatch New World CAD
172	Powercomm Solutions	7/1/2024	6/30/2025	\$500	\$500	CBP Alarm System Monitoring (Quarterly)
173	Valcom Salt Lake City, LC	7/11/2024	7/10/2025	\$47,000	\$47,000	Adiumin - Security Operations Center (SOC) Services
174	EASE Airport Ops LLC	5/1/2024	4/30/2025	\$78,000	\$78,000	Data warehouse/BI Services Implementation Services
175	Shorely Cyber LLC	2/5/2025	6/30/2025	\$18,040	\$18,040	Cyber Security Maturity Assessment Annual Update
176	Achilleus, Inc.	2/5/2025	6/30/2025	\$5,000	\$5,000	Pen testing
177	Incline Technology Consulting, LLC	4/1/2023	3/30/2025	\$101,260	\$101,260	Aircomm/EOC 7x24 System Maintenance
178	Ricoh	7/1/2024	6/30/2025	\$17,200	\$19,000	Maintenance Copier Service (looking for contract docs)
179	Ease Airport Ops LLC	5/15/2025	5/14/2026	\$80,000	\$80,000	SaaS Fees for EASE Dashboard
180	Agilebits Inc	10/3/2024	10/2/2025	\$19,630	\$19,630	1Password
181	Breezy HR	11/29/2024	11/29/2025	\$12,000	\$12,000	Applicant Tracking online system for hiring
182	Virtower	6/1/2024	5/30/2025	\$24,000	\$24,000	ADS-B System
183	John F. Connell Jr.	5/13/2024	5/12/2025	\$78,346	\$78,346	Maximo CMMS Software Support
184	Tyler Technologies	2/26/2025	2/25/2026	\$76,183	\$186,000	Enterprise (Munis), HCM Automated Time and Attendance, Payroll, Executime
185	Yardi Systems	7/1/2024	6/30/2025	\$7,300	\$7,300	Airport Property Management
186	Box.net	8/31/2024	8/30/2025	\$6,500	\$6,500	Public FTP and Security Plan Repository
187	CDW Government LLC	12/21/2024	12/21/2025	\$37,550	\$37,550	MimeCast Email Protection and Archival - 5 different licenses
188	ONEBOX SERVICES	7/1/2024	6/30/2025	\$1,100	\$1,100	Internet Hosted Voicemail, Monthly, Noise, CBP, Public Affairs, WiFi Support
189	WP ENGINE	7/1/2024	6/30/2025	\$1,200	\$1,200	Marketing Word Press Managed Hosting Provider (annual license and monthly charges)

190	Ricoh	7/17/2024	7/16/2025	\$7,000	\$7,000	eFax Solution for Copiers
191	Freshworks Inc. & Subsidiaries	12/23/2024	12/22/2025	\$19,700	\$19,700	FreshDesk TIS Helpdesk Software, hosted license
192	HRN Performance Solutions	6/1/2024	5/31/2025	\$7,200	\$7,200	Employee Performance Evaluation System
193	Maise Group LLC	6/1/2024	5/31/2025	\$200,000	\$200,000	Microsoft Office 365; G3 Subscription - 7 different licenses
194	MuniMetriX Systems Corporation	7/1/2024	6/30/2025	\$2,900	\$2,900	ImageSilo Board document archival (monthly)
195	Retarus Inc. C/O Carr Workplaces	7/1/2024	6/30/2025	\$3,200	\$3,200	Internet Faxing Solution
196	Darktrace	1/8/2025	1/7/2026	\$65,000	\$65,000	Antigena Antigena Enterprise Immune System
197	SITA Information Networking Computing USA Inc.	10/1/2024	9/30/2025	\$139,272	\$139,272	Airport Management System (AMS) & all SITA prods 5 Yrs Svc Agmnt
198	TADERA	1/1/2025	12/31/2025	\$76,875	\$76,875	Civix Airport Revenue Software: ABRM
199	Valcom Salt Lake City, LC	7/11/2024	7/10/2025	\$47,000	\$47,000	Adlumin - SIEM Software License
200	GovConnection, Inc.	7/15/2024	7/14/2025	\$14,000	\$14,000	Adobe License Subscription: Acrobat, Creative Cloud
201	GovConnection, Inc.	5/22/2025	5/21/2026	\$4,582	\$5,300	Bluebeam
202	CDW Government LLC	2/7/2025	2/6/2026	\$2,500	\$2,500	CDW NVIDIA RTX 8 licenses AirComm
203	XOP Networks	2/16/2025	2/15/2026	\$4,200	\$4,200	FAA ATC Crash Reporting System
204	Maise Group LLC	9/21/2024	9/20/2025	\$20,000	\$20,000	Microsoft SQL Server & Remote Desktop license renewals
205	Trophy Peak Fire Service - Cellular commuincations with fire system		Ongoing	\$1,500	\$1,500	Cellular communications upgrade for fire monitoring
206	TBD	TBD	TBD	\$7,000		Risk Management (Preliminary plan - no contract is currently in place)
207	TBD	TBD	TBD	\$5,000		COOP (Preliminary plan - no contract is currently in place)
208	TBD	TBD	TBD	\$40,000		SMS (Preliminary plan - no contract is currently in place)
Total Proposed Expenditures				\$38,317,989	\$26,195,773	

Additional Explanations (Reference Line Number and Vendor):

SCHEDULE OF PRIVATIZATION CONTRACTS
Budget Year 2025-2026

Local Government: Reno-Tahoe Airport Authority
Contact: Renée Miller
E-mail Address: rpmiller@renoairport.com
Daytime Telephone: 775-328-6435

Total Number of Privatization Contracts: 2

Line	Vendor	Effective Date of Contract	Termination Date of Contract	Duration (Months/ Years)	Proposed Expenditure FY 2025-26	Proposed Expenditure FY 2026-27	Position Class or Grade	Number of FTEs employed by Position Class or Grade	Equivalent hourly wage of FTEs by Position Class or Grade	Reason or need for contract:
1	One Call Maintenance	7/1/2024	6/30/2027	3yr	415,164	429,720	18	Max 10	\$22.00	Heavy duty cleaning services and equipment
2	One Call Maintenance	7/1/2024	6/30/2027	3yr	27,100	28,997	18	Max 10	\$22.00	Janitorial Service and window cleaning - RTS portion
3										
4										
5										
6										
7										
8	Total									

Attach additional sheets if necessary.

Section 9

Acronym and Glossary

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

ACRONYMS TERMS	DEFINITIONS
RTAA	Reno-Tahoe Airport Authority
RNO	Reno-Tahoe International Airport
RTIA	Reno-Tahoe International Airport
RTS	Reno-Stead Airport
Airlines	
AS	Alaska Airlines
AA	American Airline
DL	Delta Air Lines
F9	Frontier Airlines
QX	Horizon Air
B6	JetBlue
JSX	JetSuiteX
WN	Southwest Airlines
NK	Spirit Airlines
SY	Sun Country
UA	United Airlines
Y4	Volaris Airlines
OO	SkyWest Airlines
YV	Mesa Airlines
Airport Codes	
AUS	Austin, TX
ATL	Atlanta
MDW	Chicago Midway
ORD	Chicago O'Hare
DFW	Dallas Fort Worth
DAL	Dallas Love Field
DEN	Denver
GDL	Guadalajara
IAH	George Bush Intercontinental
LAS	Las Vegas
LGB	Long Beach
LAX	Los Angeles
MSP	Minneapolis/St Paul
JFK	New York City
OAK	Oakland
PHX	Phoenix
PDX	Portland
SLC	Salt Lake City
SAN	San Diego

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

SFO	San Francisco
CLD	Carlsbad
BUR	Burbank
SJC	San Jose
SEA	Seattle
SNA	Orange County

Regulations

77	FAA Part 77 Imaginary Protection Services
107	FAA Part 107 – A section of the Federal Aviation Regulations having to do with an airport operator’s responsibilities for airport security.
139	FAA Part 139 – A section of the Federal Aviation Regulations having to do with the certification of an airport’s airfield.
150	FAA Part 150 Study – A noise study defined by a section of the Federal Aviation Regulations, that when completed, makes an airport eligible for noise insulation and related land acquisition grants. The Study produces two documents, the Noise Exposure Map and the Noise Compatibility Program.
333	Code of Federal Regulations Section for Exempting a Commercial UAS from needing a COA
1542	TSA Part 1542, Airport Security

All Other

A/E	Architect/Engineer
AAA	American Arbitration Association – Arbitrators are required under some collective bargaining agreements
AAAE	American Association of Airport Executives
AAE	Accredited Airport Executive
AAPOPA	Airport Authority Police Officers Protective Association
AAPSPA	Airport Authority Police Supervisors Protective Association
AAC	Art Advisory Committee
AAU	Airport Authority University
AAULA	Airline-Airport Use and Lease Agreement
AC	Asphaltic Concrete
AC	FAA Advisory Circular
ACAMS	Access Control and Alarm Monitoring System
ACDBE	Airport Concession Disadvantaged Business Enterprises
ACEP	Airport Capacity Enhancement Plan
ACI-NA	Airports Council International - North America
ACIP	Airport Capital Improvement Program for FAA
ACL	Aviation Classics Ltd. - Reno-Stead Airport
ACM	Airport Certification Manual
ACN	Aircraft Certification Number

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

ACR	Aircraft Condition Report
ACS	Airport Communications Specialist
Accrual Basis of Accounting	Recognizing revenue when it is earned and recognizing expenses in the period incurred, without regard to the time of receipt or payment of cash.
ADA	Americans with Disability Act - U.S. law governing employment and treatment of persons with a qualified disability
AD&D	Accidental Death & Dismemberment Insurance
ADAAP	Americans with Disabilities Act Advisory Panel
ADG	Airplane Design Group
ADM	Airport Duty Managers
ADPM	Average Day Peak Month
ADO	FAA Airport District Office
AED	Airport Economic Development
AEP	Airport Emergency Plan
AFV	Alternative Fuel Vehicles
AFFF	Aqueous Film Forming Foam
AGL	Above Ground Level
AirCom	Airport Communications Center
AIG	Airport Infrastructure Grant
AIM	Aeronautical Information Manual
AIP	Airport Improvement Program - A Federal Aviation Administration program periodically reauthorized by Congress which distributes the proceeds of the federal tax on airline tickets to airports through grants for eligible construction projects and land acquisition.
AirComm	Airport Communications Center
Aircraft Operation	The landing or take off of an aircraft.
Airline Load Factor	The percentage of seats occupied on an aircraft.
Airline Yield per Mile	Airlines' ticket revenues for a given airport divided by the air miles flown to that airport for those tickets.
Airside	The airfield side of an airport used by aircraft, runways, taxiways, and aircraft parking aprons.
AKA	Also Known As
ALP	Airport Layout Plan - A blueprint of an airport required by the Federal Aviation Administration which shows current and future airport development.
ALPA	Air Line Pilots Association
ALS	Approach Lighting Systems
AMASS	Airport Movement Area Safety Systems - Federal Aviation

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

Amortization	Administration Program for runway incursions A term that refers either to the gradual paying off of a debit in regular installments over a period of time or to the depreciation of an asset over a period of time.
AMP	Airport Master Plan
AMSL	Above Mean Sea Level
ANCA	Airport Noise and Capacity Act of 1990
ANTN	Airport News & Training Network (AAAE)
ANOMS	Aircraft Noise and Operations Monitoring System
ANAP	Airport Noise Advisory Panel
AOA	Air Operations Area
AODB	Airport Operational Database
AOPA	Aircraft Owners and Pilots Association
APD	Airport Police Department
APHIS	Animal and Plant Health Inspection Services
APU	Auxiliary Power Unit
ARC	Airport Reference Code
ARP	Airport Reference Point
ARPA	The American Rescue Plan Act of 2021, also known as the COVID-19 Stimulus Package, is a \$1.9 trillion economic stimulus bill passed by the 117 th U.S. Congress and signed into law by President Joe Biden in March 2021 to speed up the recovery from the economic and health effects of the COVID-19 pandemic and the ongoing recession in the United States.
ARTCC	Air Route Traffic Control Center
ARTS	Automated Radar Terminal System
ASD	Air Service Development
ASDA	Accelerate Stop Distance Available
ASDE	Airport Surface Detection Equipment
ASP	Airport Security Program
Asset	A single item of ownership having exchange value.
AFSD	Assistant Federal Security Director
ASM	Available Seat Mile
ASOS	Automated Surface Observing System
ASR	Airport Surveillance Radar
ATA	Air Transport Association
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
ATIS	Automated Terminal Information System
ATM	Automated Teller Machine
ATO	Airline Ticket Office
ATP	Airport Terminal Program

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

ATS	Applicant Tracking System
ATSI	Airport Training & Safety Institute (AAAE)
AUA	Airline-Airport Use and Lease Agreements
AUVSI	Association of Unmanned Vehicle Systems International
AV	Audio-Visual
AVA	Airport Vassar Annex
AVGAS	Aviation Gasoline
AVIS	Automatic Vehicle Identification System - An electronic system that counts vehicle entrances, exits and dwell time at a location.
AWOS	Automated Weather Observing System
AWP	FAA's Western Pacific Region Balanced
Budget	A budget in which receipts are equal to or greater than outlays. A further test for the RTAA is that Net Pledged Revenues must exceed 125 percent of that year's revenue bond debt service.
BAFO	Best and Final Offer
BCS	Building Control System
BHS	Baggage Handling System
BIDS	Baggage Information Displays System - Electronic displays to inform passengers which baggage conveyor will be used for their flight's luggage.
BIL	Bipartisan Infrastructure Law
BLM	Bureau of Land Management
BMP	Best Management Practices
BMU	Bag Make-Up
Bond	A security issued by a corporation or public body and usually carrying a fixed rate of interest and a set date, called the bond's maturity, for redemption of the principal.
Bond Covenant	An agreement with the bond holders, which defines, among other things, the priority of the payment of debt service in the use of revenues.
BRL	Building Restriction Line
BTS	Bureau of Transportation Statistics
Budget	An estimate, often itemized, of expected income and expense for a given period in the future.
Budget Deficit	A budget deficit occurs when outflows (spending) exceed inflows (revenue) during a defined period.
CAD	Computer Aided Dispatch
CADD	Computer Aided Design and Drafting
CAFR	Comprehensive Annual Financial Report
CALCS	Computerized Airfield Lighting Control System
CALEA	Commission on Accreditation for Law Enforcement
CAP	Civil Air Patrol
Capital Project	Construction projects that will have a useful life exceeding one

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

year and a cost greater than \$5,000 and are paid under multiple invoices. These projects may be done either in-house or by an outside contractor.

CARES Act	Coronavirus Aid, Relief, and Economic Security Act, also known as the CARES Act, is a \$2.2 trillion economic stimulus bill passed by the 116 th U.S. Congress and signed into law by President Donald Trump in March 2020 in response to the economic fallout of the COVID-19 pandemic in the United States.
CASM	Cost per Available Seat Mile
CAT	Instrument Landing System Category - Category I, II, III
CATEX	Categorical Exclusion
CBA	Collective Bargaining Agreement - Written contract or agreement between the employee and a recognized employee organization
CBO	Congressional Budget Office
CBP	Customs and Border Protection
CCM	Consecutive Calendar Months
CD	Calendar Days
CCR	Central Control Room (for BHS)
CCTV	Closed Circuit Television - Video cameras used for surveillance to maintain security and safety.
CTAF	Common Traffic Advisory Frequency
CE	Civil Engineer
CES	Current Employment Statistics
CFC	Customer Facility Charge
CFR	Code of Federal Regulations
CIP	Capital Improvement Project (in airport budget)
COA	Certificate of Authorization - form of approval for UAS operations
COBRA	Consolidated Omnibus Budget Reconciliation Act of 1985 - Benefit granted to employees to continue their health and other benefit coverage after terminating employment for a specified period of time.
COC	Community Outreach Committee
CPA	Certified Public Accountant
CPI	Consumer Price Index
CM	Construction Management
CMAQ	Congestion Mitigation Air Quality
CNG	Compressed Natural Gas
COLA	Cost of Living Adjustment
Competition Plan	A plan required by the FAA of large and medium hub airports at which 50 percent or more of their passengers are handled by two or fewer airlines.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

Compensatory Rate Setting	Compensatory rate setting is one in which a sponsor assumes all liability for airport costs and retains all airport revenue for its own use. Aeronautical users are charged only for the costs of the facilities they use. A compensatory rate structure may be imposed on users by ordinance.
ConRAC	Consolidated Rental Car Facility
Cost Centers	Geographic locations on an airport such as the airfield or terminal building use for rate setting purposes.
COVID-19	Coronavirus disease 2019 (COVID-19) is a respiratory illness that can spread from person to person. There are many types of human coronaviruses, including some that commonly cause mild upper-respiratory tract illnesses. COVID-19 is a new disease, caused by a novel (or new) coronavirus that has not previously been seen in humans.
CPE	Cost Per Enplanement – The airlines’ airport costs, landing fees and rents, divided by the total number of passengers enplaned at the airport.
CRJ	Canadair Regional Jet
CSP	Civil Service Plan
CT	Circuit Tester
CTR	Click Through Rate
CUP	Central Utility Plant
CUPPS	Common Use Passenger Processing System
CUTE	Common Use Terminal Equipment
CVR	Cockpit Voice Recorder “Black Box”
CY	Calendar Year
DAD	Deputy Area Director (Transportation Security Administration/TSA)
dB	Decibel
Daily Departure Seats	The total of all the seats on all the scheduled airline flights leaving an airport each day.
DBE	Disadvantaged Business Enterprise - The Department of Transportation (DOT) has a policy of helping small businesses owned and controlled by socially and economically disadvantaged individuals, including minorities and women, in participating in contracting opportunities created by DOT financial assistance programs. At airports, DBE's are encouraged to participate in airport concession programs and FAA grant funded projects.
DETR	Nevada Department of Employment, Training, and Rehabilitation
DEI	Diversity, Equity, and Inclusion

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

DEIS	Draft Environmental Impact Statement
Depreciation	A non-cash expense that accounts for the value of assets which decreases over time as a result of use, age, or obsolescence.
DGPS	Differential Global Positioning System
DH	Decision Height
DHS	Department of Homeland Security
DME	Distance Measuring Equipment
DP	DP RTA Stead, LLC
DP	Deplaning Passenger -An arriving passenger.
DR	Disaster Recovery
DRI	Desert Research Institute
DTP	Digital Transformation Plan
DVR	Digital Video Recorder
EA	Environmental Assessment
EAA	Experimental Aircraft Association
EAM	Enterprise Asset Management
EAP	Employee Assistance Program
EAS	Essential Air Service
EDS	Explosive Detection System - TSA screening equipment
EDAWN	Economic Development Authority of Western Nevada
EIS	Environmental Impact Statement
EEO	Equal Employment Opportunity
EEOC	U.S. Equal Employment Opportunity Commission - Agency that enforces various laws i.e., Civil Rights and ADA
ELS	Elite Line Service (BHS Maintenance Contractor) - Contractor that provides Operations and Maintenance on the BHS
ELT	Emergency Locator Transmitter
EMRB	Employee Management Relations Board - State of Nevada
EMS	Environmental Management System
EOC	Emergency Operations Center
Enterprise Fund	A form of accounting that utilizes a separate fund or cost center for a specific purpose. Enterprise fund expenditures are generally paid by the revenues generated within the operation of that purpose.
EP	Enplaned Passenger - A departing passenger.
EPA	Environmental Protection Agency
EPM	Executive Program Management
ERP	Enterprise Resource Planning
ESS	Employee Self Service
ETD	Explosive Trace Detection - TSA Screen Equipment
Expenditure	The act of expending something, especially funds; disbursement; consumption.
FAA	Federal Aviation Administration (FAA) – A component of the Department of Transportation with primary responsibility for the

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

	safety of civil aviation.
FAR	Federal Aviation Regulations
FBI	Federal Bureau of Investigation
FBO	Fixed Base Operator – Businesses on airports that sell fuel to private plane owners, provide aircraft parking, as well as aircraft maintenance and mechanical services.
FCAD	Facility Condition Assessment Database
FCC	Federal Communication Commission
FDR	Flight Data Recorder “Black Box”
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FIDS	Flight Information Displays System - Electronic displays to inform passengers of the status of their flight, such as arrival time, and terminal building gate number.FIS Federal Inspection Service
FLOW	Passengers Connecting
FMCS	U.S. Federal Mediation and Conciliation Service - A source of mediator and arbitrators required under some collective bargaining agreements.
FMLA	Family and Medical Leave Act— U.S. law governing requirements for Leave Granting
FOD	Foreign Object Debris or trash on the airfield.
FONSI	Finding of No Significant Impact
FSD	Federal Security Director
FSDO	Flight Standards District Office
FSS	Flight Service Station
FTE	Full Time Equivalent - PTE is Part Time Equivalent
FTZ	Foreign Trade Zone
Fund Balance	The net position of governmental funds calculated in accordance with generally accepted accounting principles (GAAP).
FY	Fiscal Year – A 12-month period, other than a calendar year, used for financial reporting purposes. The RTAA’s fiscal year begins July 1 st and ends June 30 th .
GA	General Aviation- The activities of privately owned aircraft that are not used for commercial purposes, such as the movement of passengers or freight.
GAAP	General Accepted Accounting Principles
GAMS	General Aviation Minimum Standards
GAO	U.S. General Accounting Office
GASB	Governmental Accounting Standards Board
GDP	Gross Domestic Product
GFOA	Governmental Finance Officers Association

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

GIS	Geographical Information System
GMP	Guaranteed Maximum Price
GNSS	Global Navigation Satellite System
GOED	Governor's Office of Economic Development
GPS	Global Positioning System
GPU	Ground Power Unit
GSE	Ground Service Equipment
GT	Ground Transportation
GTC	(GTC) Ground Transportation Center will be used when referring to the new ground transportation and consolidated rental car facility project
HAN	Hot August Nights
HDQ	Headquarters
HID	High Intensity Discharge
HIRL	High Intensity Runway Lights - (Medium Intensity MIRL)
HIPAA	Health Insurance Portability & Accountability Act
HRA	Health Reimbursement Account
HSA	Health Savings Account
HVAC	Heating Ventilation and Air Conditioning
Hybrid Rate Setting	A combination of the "residual" and "compensatory" methods of airline rate calculation.
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ICS	Incident Command System
ID	Identification
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
INM	Integrated Noise Model
IP	Internet Protocol
IRS	Internal Revenue System
IT	Information Technology
ITB	Invitation to Bid
Jet Bridge	A mechanical tunnel used by passengers to pass from the terminal building to an aircraft.
JD	Jurisdictional Determination
JMA	JMA Reno Holding, LLC
K9	Police Working Dog
KCM	Known Crew Member
KKOH	Radio AM 780
KOLO	TV 8 (ABC Affiliate)
KRNV	TV 4 (NBC Affiliate)
KTF	Kindness Takes Flight
KTVN	TV 2 (CBS Affiliate)

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

KREN	TV 27 (Univision, Spanish programming)
KSA	Knowledge, Skills and Abilities
L3	Manufacturer of TSA provided screening equipment
LAN	Local Area Network (computer network system)
Landed Weight	The maximum gross certificated landed weight of an aircraft, or all aircraft landing at an airport in a fiscal year, which is not dependent on the number of passengers on board.
Landing Fee	The rate charged by an airport to commercial aircraft operators per thousand pounds of landed weight.
Landside	All areas of land owned and maintained by the RTAA outside of the airfield areas perimeter fence.
LCC	Life Cycle Costs
LCD	Liquid Crystal Display; flat-panel, large-format displays - Flat panel displays for use at the checkpoints and FIDS/BIDS locations
LDA	Landing Distance Available
LED	Light-Emitting Diode
LEO	Law Enforcement Officer
LGIP	Local Government Investment Pool
LIBOR	London Interbank Offered Rate
LMR	Labor Management Relations
LOA	Letter of Agreement
LOC	Letter of Credit
LOC	Localizer
LOI	Letter of Intent / Letter of Investigation
LPG	Liquefied Propane Gas
LTD	Long Term Disability
LTVA	Lake Tahoe Visitors Authority
LVIED	Large Vehicle Improvised Explosive Device
MAG	Minimum Annual Guarantee - A minimum amount to be paid by an airport concessionaire. Concessionaires pay the greater of the minimum annual guarantee or a percentage of their gross revenues.
MagVar	Magnetic Variation
MALSF	Medium-Intensity Approach Lighting Systems with Sequence Flashers
MALSR	Medium-Intensity Approach Lighting System with Runway Alignment Indicator
MDA	Minimum Descent Altitude
MDF	Main Distribution Frame
Medium Hub Airport	An airport defined by the Federal Aviation Administration as handling 0.25% to 1% of the country's annual passenger boardings.

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

MGT	Management Guidelines
MII	Majority In Interest - A method, defined in an airport's airline agreement, of determining an airline majority for purposes of approving capital projects.
MISER	Hangar development on west side of ramp at Reno-Stead Airport
MOA	Military Operations Area
MOU	Memorandum of Understanding
MOU/A	Memorandum of Understanding/Agreement
MSA	Minimum Safe Altitude
MRO	Maintenance and Repair Overhaul
MVA	Minimum Vectoring Altitude
NAE	Nevada Association of Employers
NANG	Nevada Air National Guard
NASA	National Aeronautics and Space Administration
NATCA	National Air Traffic Controllers Association
NAVAIDS	Navigational Aids (FAA equipment)
NCAR	National Championship Air Races
NCIC	National Crime Information Center
NCOT	Nevada Commission of Tourism
NCP	Noise Compatibility Plan
NDA	National Defense Area
NDOT	Nevada Department of Transportation
NEM	Noise Exposure Map
NEPA	National Environmental Policy Act
Net Pledged Revenues	Operating Revenues less Operating Expenses pledged to pay debt service as defined in a bond covenant.
Net Win	The difference between gaming wins and losses before deducting costs and expenses.
New Gen B	New Gen B individual new concourse to be built.
New Gen C	New Gen C individual new concourse to be built.
New Gen B&C	New Generation Concourses B and C will be used when referring to the new concourse build; New Gen B and New Gen C can be used for the individual concourse.
NGEM	Nevada Government E-Market Place
NIAS	Nevada Institute of Autonomous Systems
NIBRS	National Incident-Based Reporting System
NIMS	National Incident Management System
NLA	New Large Aircraft
NLR	Noise Level Reduction
NNDA	Northern Nevada Development Authority
NNHC	Northern Nevada Health Consortium
NNKK	Northern Nevada Kart Klub
NM	Nautical Mile
NOAA	National Oceanic and Atmospheric Administration

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

Noise Compatibility Plan	A portion of a Part 150 Study which outlines how an airport will mitigate, through aircraft operations, structural noise insulation or land acquisition, the airport noise impact within certain average noise levels.
Noise Exposure Map	A map that identifies and quantifies the noise impacted areas surrounding the airport.
Non-Airline Revenue	Airport revenue earned from sources other than airlines, such as concession revenues: Merchandise, Food and Beverage, Rental Car, etc. Airports try to maximize non airline revenue to help reduce the amounts they collect from the airlines.
Non-Rate Base Revenue	Revenue not included in the airline rate calculations due to provisions of a revenue bond covenant or an airline agreement.
Non-Signatory Airline	Airlines that have not signed an agreement with an airport committing to rent an airport leasehold for a fixed period of time.
NOTAM	Notice to Airmen
NPIAS	National Plan of Integrated Airport Systems
NPRM	Notice of Proposed Rule Making
NRA	National Rifle Association
NRS	Nevada Revised Statute
NTE	Not to Exceed
NTP	Notice to Proceed
NTSB	National Transportation Safety Board
NUCP	Nevada United Certification Program
NVBGH	Nevada Business Group on Health
NWS	National Weather Service
O & D	Origin and Destination
O & M	Operations & Maintenance - Usually refers to cost
O/S	Oversized belt system (Baggage Handling System)
OAG	Official Airline Guide
OFA	Object Free Area
OFZ	Object Free Zone
OSHA	Occupational Safety & Health Administration - Federal Agency responsible for work environment
OSR	On-Screen Resolution Room (TSA area)
OTA	Other Transaction Agreement (with TSA)
P4P	Paws 4 Passengers
PAPI	Precision Approach Path Indicator
PARCS	Parking Revenue Control System
PAX	Passenger
PBX	Private Building Exchange - Private telephone system
PC	Personal Computer
pCard	Purchasing Card
PCI	Pavement Condition Index and/or Payment Card Industry/ Purchasing Card Industry

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

PCCP	Portland Cement Concrete Pavement
PCN	Pavement Condition Number
PCN	Position Control Number
PDEW	Passenger Daily Each Way
PEBP	Public Employee Benefits Program
PEHP	Post-Employment Health Plan
PERS	Public Employees' Retirement System
PFC	Passenger Facility Charge - A \$4.50 charge per passenger per airport levied by the airlines that is sent to the respective airport, less an \$0.11 administrative fee. The PFC may not be levied until after an airline review and FAA approval process.
PIDS	Perimeter Intrusion Detection System
PIO	Public Information Officer
PM/CM	Program Management/Construction Management
PMO	Program Manager Office
PP& E	Property, Plant & Equipment - Items that will have a useful life exceeding one year and a unit cost greater than \$5,000 and are paid under one invoice.
P.O.S.T.	Nevada Peace Officer Standard and Training
PRCS	Parking Revenue Control System
Proprietary Fund	In governmental accounting, a fund having profit and loss aspects, which under generally accepted accounting principles, must use the accrual basis rather than a modified accrual basis of accounting. The two types of proprietary funds are the Enterprise Fund and the Internal Service Fund.
PSA	Professional Services Agreement
PSAP	Public Safety Answering Points
QTA	Quick Turn Around
RABC	Reno Airport Battalion Chiefs
RAC	Rent-a-Car
RADAR	Radio Detection & Ranging
RAFFA	Reno Airport Fire Fighters Association
RARA	Reno Air Racing Association
RASC	Regional Air Service Corporation
RASM	Revenue per Available Seat Mile
RAVEN	Regional Aviation Enforcement - Sherriff & Reno Police Department
REIL	Runway End Identifier Lights
REOI	Request for Expression of Interest
Residual Rate Setting	An airline rate setting method that permits aeronautical users to receive a cross-credit of non-aeronautical revenues to reduce air carrier fees; in exchange the air carrier agrees to cover any shortfalls in revenues to cover airport costs either as a whole or by

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

	cost center. A residual rate structure may be accomplished only with agreement of the users.
RFB	Request for Bids
RFI	Request for Information
RFID	Radio Frequency Identification
RFP	Request for Proposal
RFQ	Request for Qualifications
RI	Runway Incursion
RIAT	Runway Incursion Action Team
RIF	Reduction in Force
RIM	Runway Incursion Mitigation
RJ	Regional Jet
RMS	Record Management System
ROD	Record of Decision
RON	Remain Overnight
ROTC	Reserve Officer Training Corps
RPZ	Runway Protection Zone – A zone, defined by the FAA, at each end of a runway that is to be protected from development that might affect the operation of the runway.
RSA	Runway Safety Area
RSCVA	Reno-Sparks Convention and Visitor's Authority
RSAT	Runway Safety Action Team
RTAG	Reno Tahoe Aviation Group
RVR	Runway Visual Range
RWY	Runway - RWY or R/W
SaaS	Software as a service
SBE	Small Business Enterprise
SCCA	Sports Car Club of America
SEC	Securities Exchange Commission
SID	Standard Instrument Departure
SIDA	Security Identification Area - Secure areas of the airport in which identification badges are required to be displayed.
Signatory Airline	An airline that has signed an agreement with an airport committing to rent terminal leased space and pay landing fees for a fixed period of time.
SIP	Sound Insulation Program
SLA	Service Level Agreement
Small Hub Airport	An airport defined by the Federal Aviation Administration as handling 0.05% to 0.25% of the country's annual passenger boardings.
SMEs	Subject Matter Experts
SMS	Safety Management System

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

SNJC	Sierra Nevada Job Corps
SOFR	Secured Overnight Financing Rate
SOP's	Standard Operating Procedure
SRMP	Safety Risk Management Panel
sUAS	Small Unmanned Aircraft System
SSI	Sensitive Security Information
SSP	Select Service Partners - Airport food vendor
STAR	Standard Terminal Arrival Route
SWAAAE	Southwest Chapter of the American Association of Airport Executives
T1	A High Capacity Data Telephone Circuit
TAF	Terminal Area Forecast
TERPS	Terminal Instrument Procedures
TFR	Temporary Flight Restriction
T-Hangar	A small hangar that resembles a "T" when viewed from above. T hangars are placed next to each other, and interlocked back-to-back, to maximize the number that can be placed in an area which minimizes the land rental component of their cost.
The HQ	(The HQ) will be used when referring to the new building for RTAA Administration and Police Headquarters
The Loop	(The Loop) will be used when referring to the Loop Road renovation and construction.
THRIVE	RTAA Values - Teamwork for Results, Honesty & Integrity, Respect & Recognition, Inspire & Innovate, Versatility, Enthusiasm
TIS	Technology and Information Systems
TMSTR	Teamsters Union
TNC	Transportation Network Company - Uber and Lyft
TNVCB	Tahoe North Visitors and Convention Bureau
TORA	Takeoff Run Available
TOD	Transit Oriented Development
TODA	Takeoff Distance Available
TRACON	Terminal Radar Approach Control
TRAFFIC	Passengers
TRS	Transportation Security Regulation
TSA	Transportation Security Administration - A component of the Department of Homeland Security with primary responsibility for the security of civil aviation.
TSR	Transportation Security Regulations
TWY	Taxiway - TWY or T/W
UAS	Unmanned Aircraft System
UAV	Unmanned Aerial Vehicle
ULP	Unfair Labor Practice - A change or determination made against an employer or an organized employee organization that required certain actions, decided by the Nevada Employee Management

Reno-Tahoe Airport Authority
FY 2025-26
ANNUAL BUDGET
Section 9 – Acronym and Glossary

	Relations Board
UNR	University of Nevada, Reno
UPS	Uninterruptable Power Supply/United Parcel Service
US	United States of America
USC	United States Code
USACE	United States Army Corps of Engineers
USAF	United States Air Force
USDA	United States Department of Agriculture
USDOD	United States Department of Defense - USDOD or DOD
USDOT	United States Department of Transportation - USDOT or DOT
USFS	United States Forest Service (Dept. of Interior)
USF&WS	United States Fish and Wildlife Service - or USFWS
VASI	Visual Approach Slope Indicator
VBIED	Vehicle Borne Improvised Explosive Device
VIP	Very Important Person
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VOIP	Voice Over IP (Internet Protocol)
VOR	Very High Frequency Omni-directional Range
VOR/DME	Very High Frequency Omni-directional Range collocated with Distance Measuring Equipment
VORTAC	Very High Frequency Omni-directional Range/Tactical Air Navigation
WAN	Wide Area Network
WC	Workers Compensation
WebEOC	Incident Management Software
WED	West End Development at Reno-Stead Airport
WHMP	Wildlife Hazard Management Plan
Wi-Fi	Wireless Fidelity (wireless Internet access)
Working Capital	A financial metric that is the difference between a company's current assets and current liabilities.
WWW	World Wide Web
WX	Weather
YIELD	Cents per mile based on airfare & mileage



**Reno-Tahoe
Airport Authority**

PO Box 12490
Reno, NV 89510-2490

**FISCAL YEAR
2025-2026**