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***** CANCELLATION NOTICE *******Planning & Construction Committee**

**The Reno-Tahoe Airport Authority Planning & Construction Committee Meeting
scheduled for Tuesday, February 10, 2026, at 9:00 a.m. has been canceled.**

For informational purposes, the following documents are attached:

1. MoreRNO Executive Summary
2. Capital Improvement Program Summary
3. Administrative Award of Contracts - Expenditures



Reno-Tahoe Airport Authority Executive Summary

**more+
RNO+**

Vol. No. 13

February 2026

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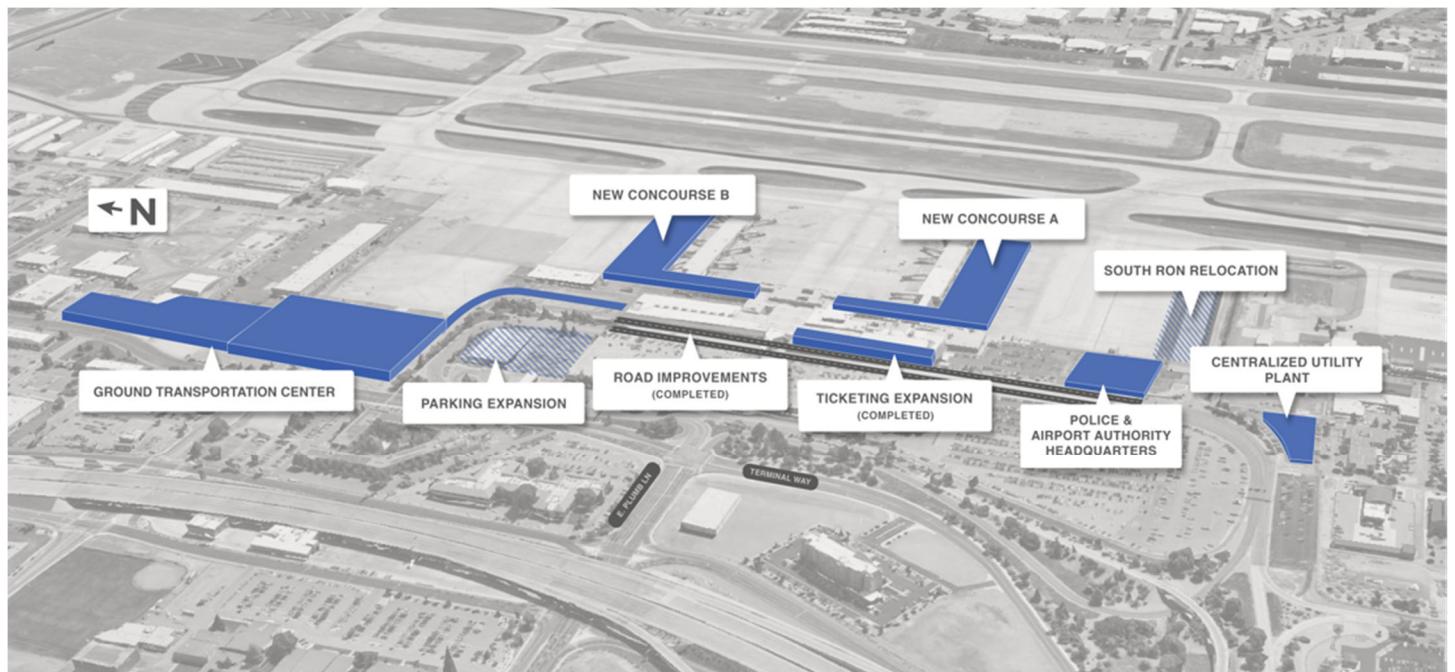
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MORERNO PROGRAM OVERVIEW

The Reno-Tahoe Airport Authority (RTAA) is transforming Reno-Tahoe International Airport (RNO) with a multi-year infrastructure program, MoreRNO, that will bring more space, local restaurants and shops, travel technology, and regionally inspired architecture. Construction of the Ticketing Hall, the Loop Road, and enabling projects for the new consolidated rental car facility have been completed. Additionally, the pre-construction process is nearing completion for the new concourses and construction has begun on the CUP, The HQ, and the Consolidated Rental Car Facility.

Naming Convention of the MoreRNO projects:

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



February Overview

The MoreRNO Program continues to reshape Reno-Tahoe International Airport through a coordinated series of multi-year capital projects designed to improve capacity, upgrade safety systems, and elevate the overall passenger experience. As of February 2026, several major components are already complete, including the Ticketing Hall, Loop Road, South Ron (S.RON), and the enabling work for the Ground Transportation Center (GTC), and the New Gen A&B Concourses.

Progress remains strong across the broader program. Construction is well underway on the Central Utility Plant (CUP) and the Airport Headquarters (HQ) facility. In parallel, Phase 0 (early work) is underway and New Gen A&B will begin on February 17th with the closure of gates B1, B3, B5, B7, and B9 for construction of new Concourse A.

This month's summary highlights key milestones achieved, important decisions requiring attention, and any emerging risks. Overall, the program continues to move forward with purpose, maintaining momentum toward a more modern, reliable, and passenger-focused Reno-Tahoe International Airport.

Key Achievements

- **Completed Projects:** The Ticketing Hall, Loop Road improvements, and enabling projects for the Ground Transportation Center (GTC), and New Gen A&B are now fully complete and operational. Collectively, these upgrades deliver a brighter, more accessible, and safer experience for travelers. The Ticketing Hall offers expanded space, upgraded technology, and the airport's first major public art installation, while the Loop Road enhancements improve safety and ADA accessibility. The GTC enabling work establishes the critical groundwork needed to support the future facility and its integration into the airport campus.
- **GTC Progress:** Construction is now underway on the new Ground Transportation Center (GTC), a \$299 million public-private partnership that will consolidate rental car, taxi, and shuttle operations into a single, efficient facility. Once complete, the GTC will reclaim approximately 600 parking spaces and significantly improve traffic flow and landside efficiency throughout Reno-Tahoe International Airport.
- **The HQ:** Off-site utility tie-ins and foundation work are now underway, marking continued progress toward delivery of the airport's headquarters and police station. The project remains on schedule and on budget.
- **New Gen A&B Development:** Construction of the S. RON Apron Expansion is substantially complete, with the new RON positions opening two weeks ahead of schedule. Construction on the Central Utility Plant (CUP) began in August, with the slab foundation and steel erection work completed. The final GMP was submitted by McCarthy on December 11th for Concourses A & B and approved by the board in January. Construction is scheduled to start on February 17th. The Common-Use Gate Modification and Enabling work, in preparation for the construction of the new concourses, has been completed.

Major Updates

- **Funding:** The first bond issuance was completed September 4, 2024. Several Federal Aviation Administration (FAA) grants have been approved, including multiple Airport Terminal Grants (ATP) and one Airport Infrastructure Grant (AIG). Multiple Passenger Facility Charge (PFC) applications that support the Program have also been approved.
- **Schedule:** All major projects remain on track, with several trending toward earlier completion dates. However, schedules for both the GTC and the New Gen Concourses are subject to change until final baselined schedules are

submitted. Coordination across concurrent projects—particularly the HQ, CUP, and IT infrastructure—continues to be a top priority to ensure timely delivery of New Gen A&B.

- **Enabling Projects:** Critical enabling packages supporting the New Gen A&B Concourses—including emergency egress improvements, long-lead electrical equipment procurement, and Concourse Phase 0—are progressing as planned. Notably, the common-use gate modifications were completed prior to Thanksgiving, helping maintain schedule alignment and ensuring operational continuity as major construction advances.

Critical Decisions

- **Upcoming Board Actions:** There are no items scheduled for the February Board meeting.

Urgent Issues & Risks

- **Schedule Fluidity:** Project schedules remain provisional until baseline schedules are formally approved. This is estimated to happen in February 2026. Delays in permitting, procurement, or coordination could impact overall timelines.
- **Operational Coordination:** Maintaining alignment between The HQ, CUP, and New Gen A&B enabling projects is critical to avoid disruptions. Active management of logistics and long-lead items is ongoing.
- **Budget Vigilance:** While value engineering has yielded significant savings, continued monitoring is required to manage costs and address any unforeseen changes.
- **Federal Funding Status:** The most recent government shutdown has ended, but the FAA remains funded only through a short-term Continuing Resolution (CR) that expires on January 30, 2026. The FAA is operating at FY 2025 funding levels until that date. If Congress does not pass full-year appropriations for the FAA or enact another CR, a lapse in funding could occur. While FAA funds are not formally “held in abeyance,” a significant or extended lapse may cause administrative delays in processing new AIP applications or amendments requiring new obligations. The program team continues to monitor the federal budget process closely and is preparing mitigation measures should delays arise.

Summary

The MoreRNO Program is delivering on its promise to modernize the Reno-Tahoe International Airport, with major projects advancing on schedule and within budget. The focus for the coming months is on finalizing key contracts, maintaining schedule alignment, managing construction, and proactively managing risks to ensure continued progress and operational excellence.

Funding Sources

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

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

Critical Decisions' Schedule

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



Schedule Planning

Unless otherwise noted, all construction start and completion dates are considered planning-level estimates developed to align projects across the overall program using a critical path methodology. These schedules are essential for coordination and sequencing but are inherently subject to change.

In complex, multi-phase construction programs, schedule shifts are common due to evolving design details, permitting timelines, procurement strategy, coordination with parallel projects, and market conditions. As such, each project's schedule remains fluid until a contract with a General Contractor or Construction Manager at Risk (CMAR) is formally awarded and approved – at which point the schedule becomes fixed and enforceable.

MoreRNO Program KPIs

The Key Performance Indicators (KPIs) table shown below reflects both The HQ and the New Gen A&B projects. GTC's KPIs are shown separately in the GTC Project Section. KPIs are reflected as a typical traffic signal to quickly convey the status of performance relative to targets or goals concerning budget and schedule. KPIs will also be reflected on each Project's Status update.

KPIs Legend	
GREEN	This indicates that the KPI is performing well and is on track or exceeding the desired target. It's a positive result, meaning everything is going smoothly.
YELLOW	This signals that the KPI is slightly off target or is approaching a critical threshold. It represents a warning or caution, suggesting that attention may be needed soon to prevent further decline or to get back on track.
RED	This indicates that the KPI is significantly off track, underperforming, or has failed to meet the target. It is a red flag, signaling that corrective actions are urgently needed to improve performance.

Key Performance Indicators

Project Name	Budget	Schedule	Remarks
HQ Design	🟡	🟡	City of Reno permit received late October.
HQ Construction	🟡	🟡	Construction underway on foundation and utilities.
New Gen Design	🟡	🟡	See comments below for each sub-project.
New Gen Construction	🟡	🟡	Overall New Gen A&B on schedule with multiple enabling subprojects underway or completed.
S. RON Design	🟢	🟢	100% complete.
S. RON Construction	🟡	🟡	Punch list items are being completed and project is in closeout.
CUP Design	🟢	🟢	100% complete.
CUP Construction	🟡	🟡	CUP LLE packages are starting to show early delivery; CUP construction continues with the slab and steel topping out ahead of schedule.
Concourse A&B Design	🟡	🟡	All permits received. Design 100% complete.
Concourse A&B Construction	🟡	🟡	CMAR's enabling work, "Phase 0" GMP 1, construction underway. New Gen A&B GMP #2 approved at the January Board Meeting. Construction scheduled to start on Feb. 17th. Groundbreaking scheduled for March 3rd.

GTC

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

As part of a \$299 million public-private partnership (P3) with Conrac Solutions, the project is designed to streamline operations and improve safety and convenience for millions of travelers. A lease agreement between Conrac Solutions and the RTAA was signed April 9, 2024, and construction on the enabling projects is nearly completed. Conrac Solutions has a joint venture (JV) with their construction team, Q&D and Webcor (QDW or Q&D Webcor). A groundbreaking ceremony for the Ground Transportation Center (GTC) project was held on October 22, 2025, marking the official start of construction.

The updates to the GTC project summary are provided by Conrac Solutions. The most recent update was provided on January 20, 2026.

Project Details

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



KPIs

PROJECT NAME	STAGE	KEY PERFORMANCE INDICATORS			Data Date: 1/19/26
		BUDGET	SCHEDULE	SAFETY	
Loop Rd Utility Work	Construction	Green	Yellow	Green	Schedule update pending
Terminal Way Utility Work	Construction	Green	Yellow	Green	Schedule update pending
GTC/ConRAC Site Work	Construction	Green	Yellow	Green	Schedule update pending

Project Status

PROJECT STATUS

- B13 and Taxi Lot punchlist complete
- Textron temp exhaust system installed 1/16/26, permanent exhaust system submitted for permit
- Conrac/GTC site work started
 - Hardscape removal in progress
 - Utility demolition in progress
 - New utility installation in progress
 - TMWA waterline relocations in progress

SCHEDULE	START	FINISH	DURATION (CDs)	2024	2025	2026	2027	2028
Project Summary	4/9/24	10/31/28	1,666					
Taxi Lot (SC)	9/13/24	4/15/25	214					
Building 12 (FC)	7/2/24	6/13/25	346					
Building 13 (SC)	8/5/24	7/24/25	353					
GTC	7/24/25	4/29/27	644					
ConRAC (with RAC TIs)	7/24/25	6/15/28	1,057					
Existing QTA Demo	8/7/28	10/31/28	85					
3-MONTH LOOK AHEAD				DATE	JAN	FEB	MAR	
Terminal Way Utility Work Start				1/29/26	●			
Loop Rd Phase 3 – GTC Normal Operations Start				TBD		●		
Garage Work Start				2/9/26		●		
Site Geo Piers Start				3/6/26			●	
Foundation Excavation				3/16/26			●	
SAFETY – 30 DAYS PRIOR (1/19/26 data date)					MAN HOURS	REPORTABLE	LOST TIME	
Prior Month					5,096	0	0	
This Month					3,870	0	0	
Cumulative					162,918	2	1	

Financial Summary

PROJECT BUDGET	INITIAL BUDGET	APPROVED CHANGES	CURRENT BUDGET	COMPLETED TO DATE	WORK REMAINING
Construction Costs	\$280,546,180	\$534,770	\$281,080,950	\$108,901,712	\$172,179,238
Project Soft Costs	\$18,332,500	\$(534,770)	\$17,797,730	\$2,738,176	\$15,059,554
Total Project Costs	\$298,878,680	-	\$298,878,680	\$111,639,888	\$187,238,792

Construction Progress Pictures



**Waterline Relocation
Work Started**



**Sewer Relocation
Work Started**



**TMWA Waterline Work
Started**



**Site Grading
Continues**

THE HQ

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

Project Details

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



Project Status

The Project secured permit approval from the City of Reno in late October, following the Board's approval of Guaranteed Maximum Price (GMP) Proposal #3 in September. The approved scope encompasses construction of the four-story building, police parking canopy, second-floor terrace and canopy, trough sinks, window shades, and terrazzo flooring in the lobby. The terrazzo flooring will be funded through the Public Art Fund and will feature commissioned artwork.

Construction activities continue to advance. Off-site utility tie-ins for sewer and water service have begun. On-site foundation work has progressed, with foundations poured following completion of site preparation, building pad development, survey, and elevator pit construction. Utility installation remains ongoing. Coordination with concurrent projects, particularly the CUP project, continues to be a key focus to ensure program alignment and mitigate schedule or operational conflicts.

RTAA selected Reno Business Interiors and Haworth as partners for The HQ furniture needs and continues to work with the design team and stakeholders on furniture selections. RTAA is currently reviewing proposals for audiovisual (AV) solutions for the HQ, with the contract anticipated to be presented to the Board in spring 2026. The Art Selection Committee has selected three artists to advance to the design phase for the terrazzo artwork, with a final selection to follow.

PROJECT STATUS

Design

30% Schematic Design delivered 04/29/24
 60% Design Development delivered 01/21/25
 Issued for Bid Documents delivered 06/27/25

Construction

GMP #1, Early Procurement Package for Long Lead Electrical (LLE)
 Board Approval of GMP #1 – 01/09/25
 Executed Contract – 01/15/25
 Issue NTP for Procurement – 01/15/25
 GMP #3, Construction Package
 Board Approval of GMP #3 – 09/11/25
 Executed Contract – 09/16/25
 Issue NTP – 09/22/25

SCHEDULE	Start	Finish	Duration (Days)	2024	2025	2026	2027
Design	11/21/23	08/22/25	641				
GMP #1 LLE	01/17/25	11/13/26	666				
GMP #3 Construction	09/16/25	07/07/27	660				
3-MONTH LOOK AHEAD	Date	Feb	Mar	Apr			
Foundation Work		●	●	●			
Utility Crossing / Long Term Parking		●	●	●			
Structure		●	●	●			
Rough-Ins							

Financial Summary

The following summary reflects The HQ's Construction, Construction Administration, Construction Management and Owner's Contingency only. As a reminder, this data will be updated to reflect Board approved contracts in the month following the approval.

The HQ

Commitments vs Budget



Actuals vs Commitments



Funding	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
NAMT	\$78,840,473	\$72,885,938	\$10,112,020	\$5,954,535
Total	\$78,840,473	\$72,885,938	\$10,112,020	\$5,954,535
Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
Contingency	\$4,517,746	\$3,394,207	\$0	\$1,123,539
CMARCnt	\$1,590,301	\$1,590,301	\$0	\$0
DesCont	\$0	\$0	\$0	\$0
General	\$0	\$0	\$0	\$0
OwnCont	\$2,927,445	\$1,803,906	\$0	\$1,123,539
Total	\$4,517,746	\$3,394,207	\$0	\$5,954,535

Construction Performance Summary



Utility conduit and rebar for footings



Installing rebar for footings



Anchor bolt templates



Utility conduit



Elevator pit



Installing storm drain manhole

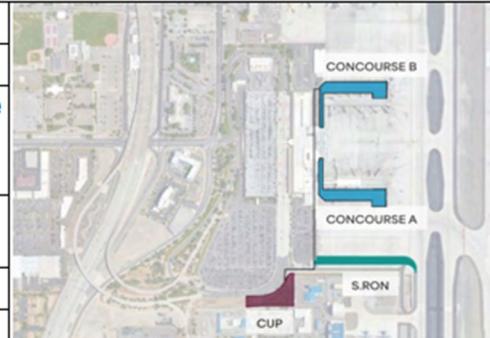
NEW GEN A&B

The New Gen A&B Project incorporates multiple subprojects, including the South Remain Overnight Apron Expansion (S.RON) and Central Utility Plant (CUP), and will be phased over four years. "New Gen A" replaces the existing B Concourse, and "New Gen B" replaces the existing C Concourse. Each new concourse will be 570 feet long and approximately 130,000 square feet. The design provides for larger holdrooms, more concessions space, increased natural light and views, and an overall improved passenger experience.

S.RON Description & Details

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

Project No.	R23007B
Delivery Method	Design / Bid / Build
Design Team	Gensler Architecture Design & Planning, P.C.
General Contractor	Q&D Construction LLC
Funding Source(s)	PFC, AIG
Completion Date	Nov-25



Project Status

Construction of the S. RON Expansion and striping of gates B10, B8, B6, & B4 are substantially complete. The contractor is working to complete punch list items and project closeout. Project highlight: The RTAA, the project team, and the contractor collaborated to expedite the striping of the S. RON positions between periods of inclement weather and constant airfield operations and completed two weeks ahead of schedule.

PROJECT STATUS

Design

30% Schematic Design delivered 12/1/23
60% Design Development delivered 01/26/24
Issued for Bid Documents delivered 08/30/24
Repackaged as Design/Bid/Build; Re-Issued for Bid Documents delivered 02/28/25

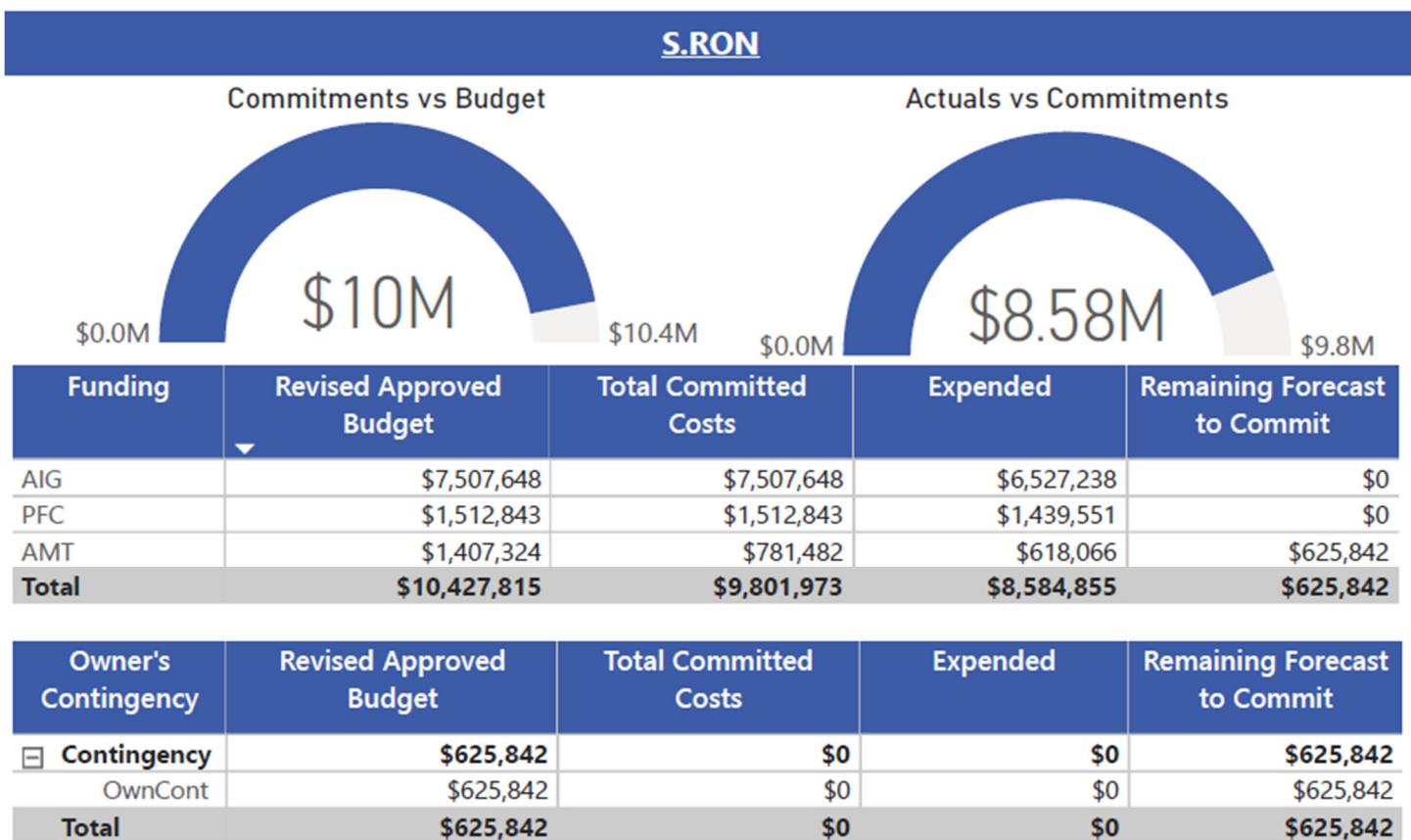
Construction

Solicitation for Hard Bid - 03/04/25
Board approval 04/10/25
Executed Contract: 04/15/25
Issued NTP: 05/14/25

SCHEDULE	Start	Finish	Duration (Days)	2023	2024	2025
Design	06/20/23	04/12/24	298			
Re-Design	02/06/25	02/28/25	23			
Construction	06/23/25	11/07/25	138			
3-MONTH LOOK AHEAD	Date	Feb		Mar	Apr	
Project Close-out						

Financial Summary

The following summary reflects S. RON's Construction, Construction Administration, Construction Management and Owner's Contingency only.



Construction Performance Summary



S. RON - Completed



S. RON - Completed



Ambulance Road



S. RON and Ambulance Road



S. RON - Completed



S. RON - Completed

CUP Description & Details

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

Project No.	R23007B
Delivery Method	CMAR
Design Team	Gensler Architecture Design & Planning, P.C.
General Contractor	Clark & Sullivan Constructors, Inc.
Funding Source(s)	ATP, PFC, AMT Bonds
Estimated Completion Date	Jul-27



Project Status

Construction Manager at Risk (CMAR) mobilization began on August 4, 2025. Construction activities completed to date include traffic control measures, installation of a temporary pedestrian sidewalk, perimeter fencing, site demolition, excavating for structural footings, installation of underslab MEP piping, pouring of footings, stemwalls and slab on grade, insulating stemwalls, electrical housekeeping pads, setting the electrical gear, installation of sanitary sewer, and structural steel erection. Major activities underway include construction of the roof decking, exterior framing, and MEP super structure support and rough-in. The utility trench excavation that began in Area 6C on September 2nd, adjacent to Gate B2, is now complete. Utility trench construction at Area 3, that extends from just south of Gate B1 to the Gate 170 ambulance road, began on October 27th. The contractor is currently finishing installation of utilities and backfilling the trench. Utility trench construction of Area 7D, located east of the headhouse, began on November 17th and will be completed on February 12th. The construction of Area 7E, located adjacent to Gate C1, begins on February 13th. Area 6b began in mid-January and backfill of utilities is currently underway. Delivery of CUP Long Lead Equipment (CUP LLE) components began in April 2025. All pieces of equipment have been delivered, including medium voltage switchgear, transformer, scroll chillers, cooling towers, centrifugal chillers, a substation, and a switchboard.

PROJECT STATUS

Design

- 30% Schematic Design delivered 05/22/24
- 60% Design Development delivered 08/02/24
- Issued for Bid Documents delivered 11/07/24
- Repackaged Bid Documents - Re-Issued for Bid Documents delivered 03/26/25

Construction

- Assignment - Early Procurement Package for CUP Long Lead Equipment
- CUP Construction -
 - GMP #2 board approval 06/26/25
 - Executed Contract: 07/11/25
 - Issued NTP: 07/16/25

SCHEDULE	Start	Finish	Duration (Days)	2023	2024	2025	2026	2027
Design	06/20/23	11/07/24	507					
Re-Design / RePackaged	02/25/25	03/26/25	30					
RTAA assumes LLE POs	03/27/25	01/08/27	653					
Construction	08/04/25	07/02/27	698					
3-MONTH LOOK AHEAD	Date	Feb	Mar	Apr				
Building Foundation Construction								
Steel Erection								
Exterior Stud Framing								
Site Work								
Interior Buildout								
Trenching Area 7D								
Trenching Area 7E								
Trenching Area 6B								
Trenching Area 3								
Roof Work								

Financial Summary

The following summary reflects the CUP and CUP LLE's Construction, Construction Administration, Construction Management and Owner's Contingency only.

CUP & CUP LLE

Commitments vs Budget



Actuals vs Commitments



Funding	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
AMT	\$51,334,069	\$45,555,881	\$11,368,486	\$5,778,188
ATP	\$13,000,000	\$13,000,000	\$7,494,720	\$0
PFC	\$2,867,613	\$2,937,543	\$2,018,462	(\$69,930)
NAMT	\$0	\$5,401,758	\$669,131	(\$5,401,758)
Total	\$67,201,682	\$66,895,182	\$21,550,798	\$306,500
Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
Contingency	\$2,997,031	\$2,497,031	\$0	\$500,000
CMARCnt	\$1,218,514	\$1,218,514	\$0	\$0
OwnCont	\$1,778,517	\$1,278,517	\$0	\$500,000
Total	\$2,997,031	\$2,497,031	\$0	\$500,000

Construction Performance Summary



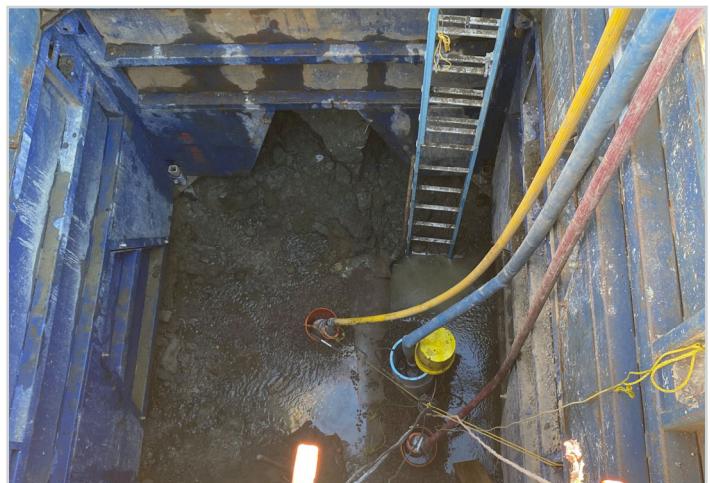
Area 3 trench



Electrical equipment pad



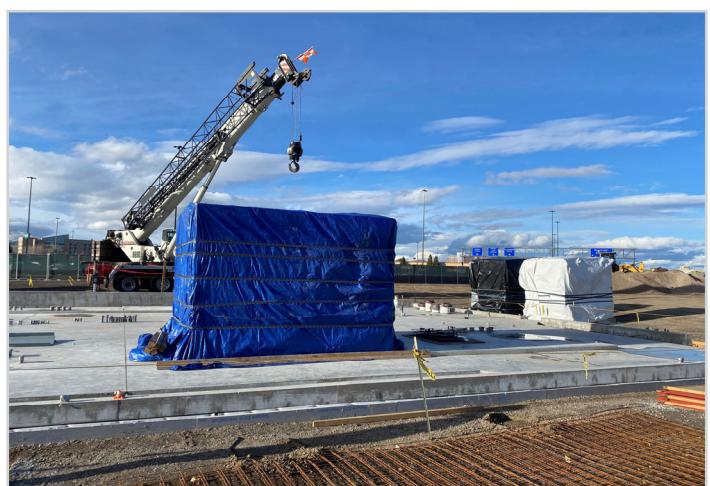
Future geothermal piping



Sewer tie-in and shoring



Structural brace bay



Setting electrical gear

Enabling Projects' Descriptions & Details

To maintain project momentum during the Construction Manager at Risk (CMAR) selection and onboarding process, the Project Team advanced three critical enabling projects from the original New Gen A&B scope. These early work packages are designed to facilitate a seamless transition into full construction and are essential for maintaining alignment with the overall project schedule.

Project Status

Concourse Enabling

Board approved in May and awarded Q&D Construction LLC. This package supports construction of New Gen A by providing required alternate emergency egress due to temporary closure of several existing egress doors. Procurement and delivery of egress stairs and bollards is complete. RTAA issued the Notice to Proceed for Construction on October 6th. Construction is complete for all scopes, including the new matrix 3 overhead door, the new Daifuku tenant access door, the new egress stairs, and demolition of the existing Concourse B southern egress stairs. The project is in close out.

Concourse Long Lead Equipment (LLE)

Also approved in May and awarded to Nelson Electric, this procurement package secures critical electrical equipment required for the new concourses. Procurement activities are in progress. The CMAR for New Gen A&B will coordinate receipt and installation in alignment with overall concourse construction timelines.

Common Use Enabling

Approved in June and awarded to Q&D Construction LLC, this enabling work addresses gate constraints during New Gen A&B construction. With a current inventory of 23 gates and an anticipated reduction of up to 25% during peak construction, transitioning to Common Use operations ensures maximum gate flexibility. Gate modifications have been coordinated closely with impacted airlines to maintain operational continuity. Gate B10 was converted to common use on September 29th. The conversion of the remaining seven gates was completed between November 3rd and November 21st. The project is substantially complete and in closeout.

PROJECT STATUS

Construction

Concourses Enabling approved 05/22/25

Concourses LLE approved 05/22/25

Common Use Enabling approved 06/12/25

SCHEDULE	Start	Finish	Duration (Days)	2025	2026	2027
Concourses Enabling	07/08/25	01/13/26	190			
Concourses LLE	06/16/25	01/20/27	584			
Common Use	07/11/25	11/21/25	134			

3-MONTH LOOK AHEAD

Concourses Enabling Project Closeout

Common Use Enabling Project Closeout

Date	Feb	Mar	Apr
	●	●	
	●		

Financial Summary

The following summary reflects the Enabling Project's Construction, Construction Administration, Construction Management and Owner's Contingency only.

New Gen ENB/COMUSE/LLE

Commitments vs Budget

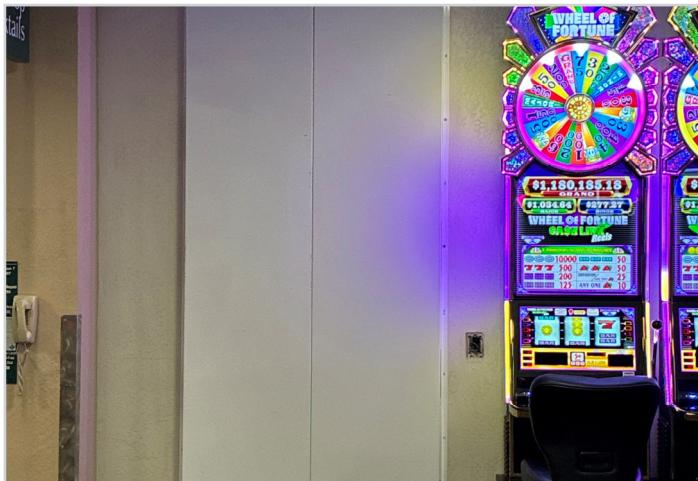


Actuals vs Commitments



Funding	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
AMT	\$7,845,032	\$7,507,144	\$1,225,657	\$337,888
Total	\$7,845,032	\$7,507,144	\$1,225,657	\$337,888
Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> Contingency	\$337,888	\$0	\$0	\$337,888
OwnCont	\$337,888	\$0	\$0	\$337,888
Total	\$337,888	\$0	\$0	\$337,888

Construction Performance Summary



B1 stair demo - door closure



B1 stair demo - exterior door



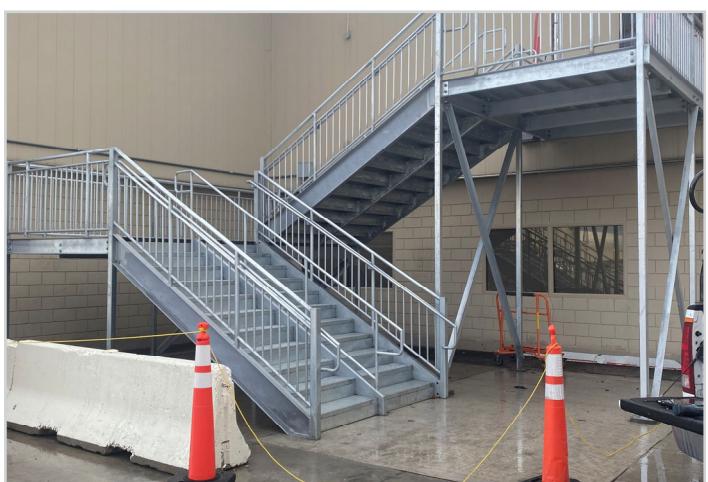
B3 stair demo - door closure



B7 stair demo - door closure



New B2 door



New B2 egress stair

New Gen A&B Description & Details

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

Project No.	R23007B	
Delivery Method	CMAR	
Design Team	Gensler Architecture Design & Planning, P.C.	
CMAR	McCarthy Building Companies	
Funding Source(s)	AIP, PFC, ATP, AIG, AMT Bonds	
Estimated Completion Date	Jul-29	



Project Status

Gensler incorporated City of Reno comments and changes during bidding into the Issued for Construction set and submitted the documents to the RTAA and McCarthy on December 19th.

Phase 0 Guaranteed Maximum Price (GMP) #1 was approved by the Board in November and construction is underway. Completed activities include construction of the medium voltage ductbank, the transformer pad, extension, the new temporary B9 boarding door, and installation of temporary infrastructure for Southwest cameras, PA speakers, and eGSE chargers. GMP #2 for the construction of the concourses, New Gen A&B was approved by the Board in January. The construction is scheduled to start on February 17th.

PROJECT STATUS

Design

30% Schematic Design delivered 06/27/24
60% Design Development delivered 12/19/24
75% Design Development delivery 06/12/25
Issued for Permit Documents 08/28/25
Issued for Bid Documents 09/25/25
Issued for Construction Documents 12/19/25

Construction

CMAR selection completed; board approval 06/12/25
Phase 0 (GMP #1) - board approval 11/13/25
New Gen A&B (GMP #2) & CA/CM Services - Board approval 01/08/25

SCHEDULE	Start	Finish	Duration (Days)	2023 2024 2025 2026 2027 2028 2029						
				2023	2024	2025	2026	2027	2028	2029
Design	06/20/23	12/30/25	925							
Phase 0 Construction (estimated)	11/17/25	07/21/26	247							
Concourse A Construction (estimated)	02/17/26	01/11/28	694							
Concourse B Construction (estimated)	01/11/27	07/09/29	911							

3-MONTH LOOK AHEAD	Date	Feb	Mar	Apr
Phase 0 Construction		●		
New Gen A&B Construction Start	02/17/26	●	●	●
Phase 1 Construction		●	●	●

Financial Summary

New Gen CONA & CONB

Commitments vs Budget



Actuals vs Commitments



(continued next page)

Funding	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
AIG	\$26,705,455	\$0	\$0	\$26,705,455
AIP	\$28,860,970	\$0	\$0	\$28,860,970
AIPE	\$30,438,154	\$0	\$0	\$30,438,154
ATP	\$20,000,000	\$0	\$0	\$20,000,000
AMT	\$353,846,172	\$22,262,353	\$19,927,538	\$331,583,819
PFC	\$47,573,581	\$22,612,404	\$21,336,468	\$24,961,177
Total	\$507,424,332	\$44,874,757	\$41,264,006	\$462,549,574

Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> Contingency	\$335,870	\$0	\$0	\$335,870
CMARCnt	\$143,583	\$0	\$0	\$143,583
OwnCont	\$192,287	\$0	\$0	\$192,287
Total	\$335,870	\$0	\$0	\$335,870

New Gen All

Commitments vs Budget



Actuals vs Commitments



Funding	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
AMT	\$57,101,139	\$20,243,348	\$10,231,531	\$36,857,791
Total	\$57,101,139	\$20,243,348	\$10,231,531	\$36,857,791

Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> Contingency	\$18,015,800	\$0	\$0	\$18,015,800
OwnCont	\$18,015,800	\$0	\$0	\$18,015,800
Total	\$18,015,800	\$0	\$0	\$18,015,800

Construction Performance Summary



Phase 0 - concrete demo



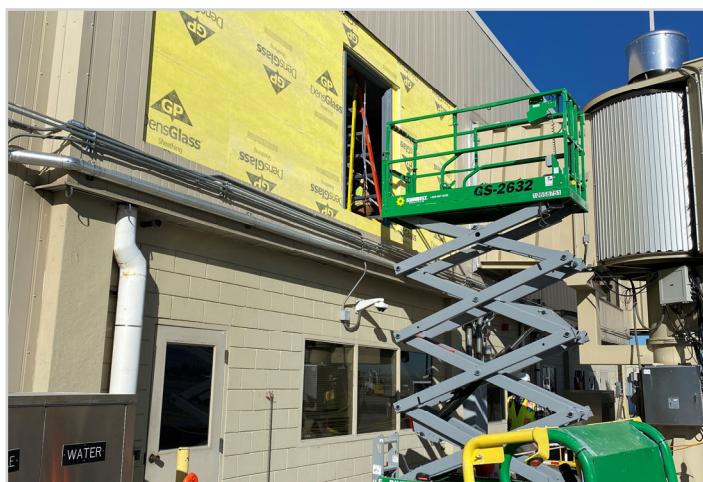
Phase 0 - concrete demo



Phase 0 - concrete demo



Phase 0 - temp B9 door



Phase 0 - temp B9 door

COMPLETED PROJECTS

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

Ticketing Hall

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

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

Project Details

Project was funded in part by the RTAA's Capital Improvement Program (CIP) as well as through federal relief funding, the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

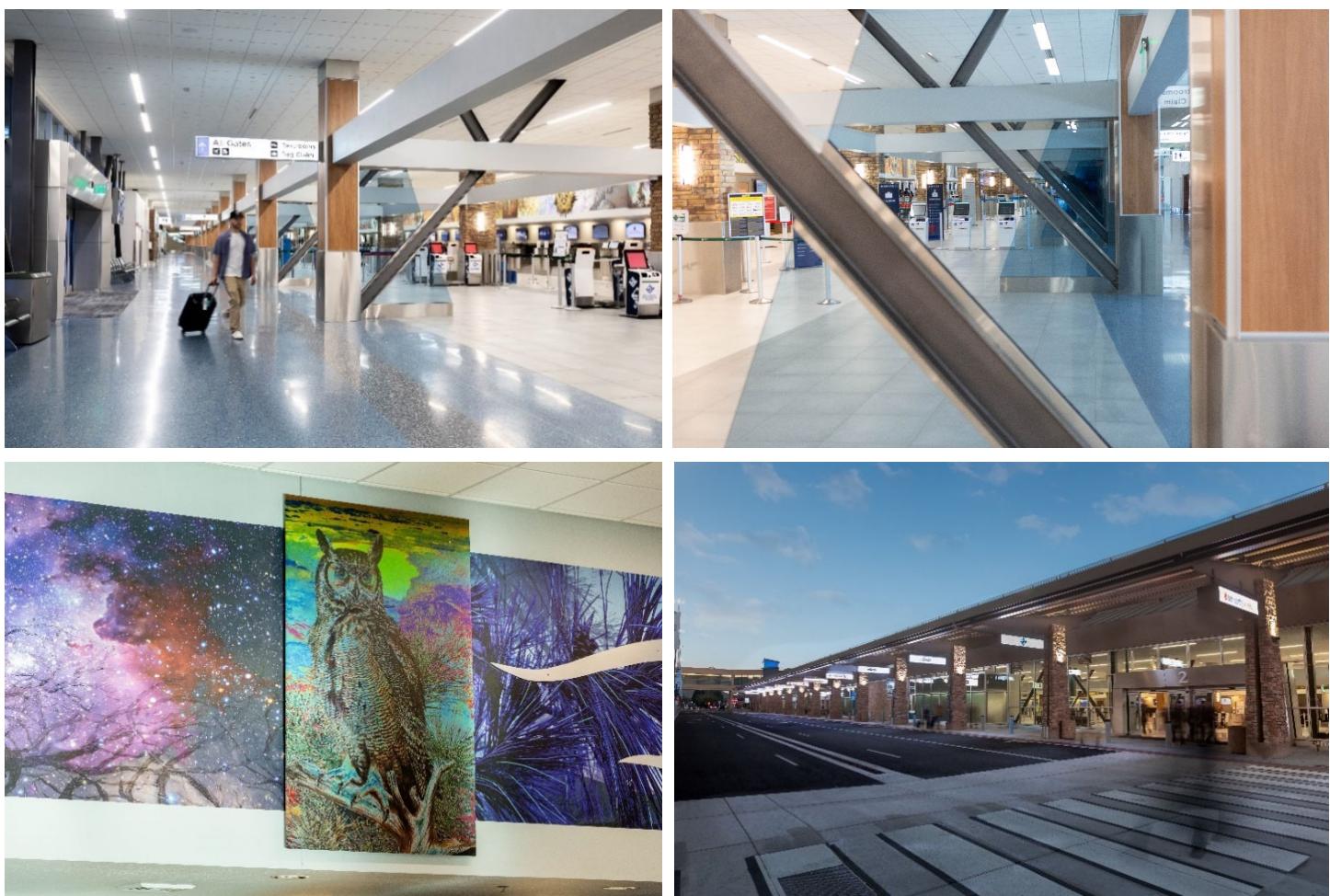
Project No.	R21002B
Delivery Method	CMAR
Design Team	RS&H
CMAR	Genuine McCarthy Enterprises Inc.
Funding Source(s)	CIP, CARES
Completion Date	Apr-24



Project Stats

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

Project Pictures

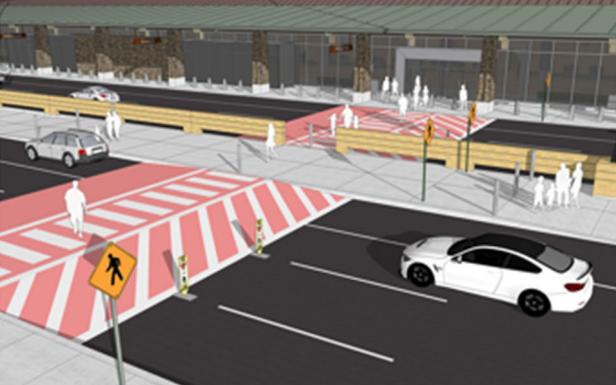


The Loop Road

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

Project Details

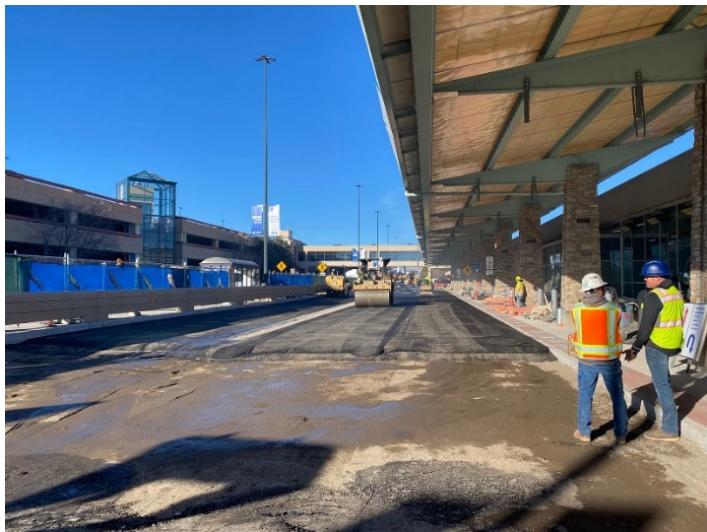
Project was funded in part by a federal earmark, Community Project Funding (CPF) administered under AIP through the FAA, as well as through Passenger Facility Charges (PFC).

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

Stats

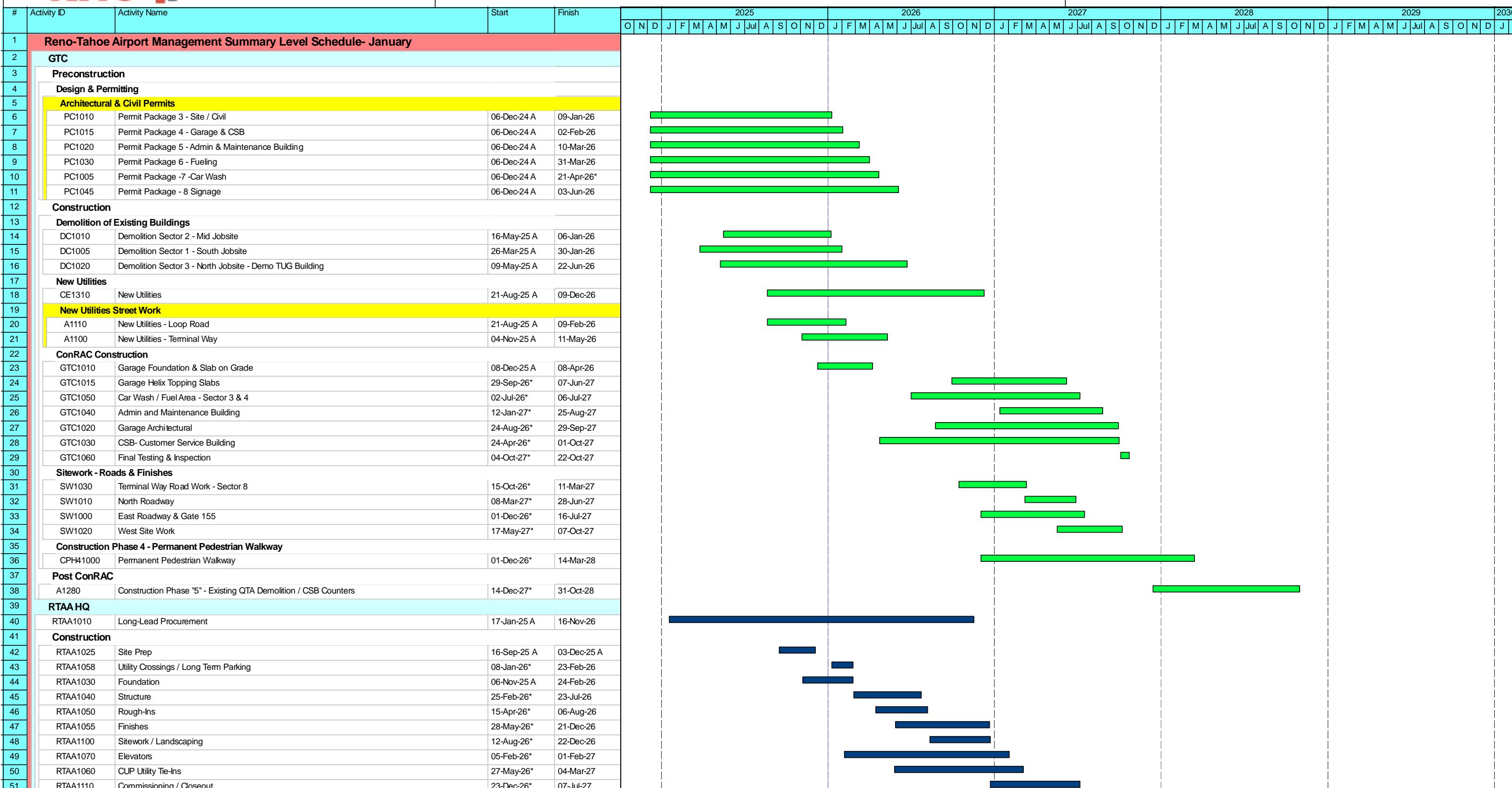
Loop Road Project Stats				
	Start Date	Finish Date	Status	Remarks
Schedule	7/19/2023	9/25/2024	●	Punchlist completed end of December
	Budget	Expended	Status	Remarks
Budget	\$14.5M	\$13.2M	●	Completely paid for by PFCs and AIP grant funds

Project Pictures



APPENDICES

MoreRNO Program Schedule	Pages 31-32
MoreRNO Dashboard Financials	Pages 33-35
MoreRNO Cashflow Projections	Pages 36-38



** The New GEN A&B Concourse Schedule reflected herein is a contractor draft and has not been baselined. It is provisional and subject to change until GMPs are executed and a formal baseline schedule is reported approximately one month in arrears and does not capture all current construction dates. The GTC Schedule is also expected to change over the next month due to permitting and being re-baselined.

Reno-Tahoe International Airport
Summary Level Management Schedule
As of 26-Jan-26

Page 1 of 2



Page 31 of 38

**** The New GEN A&B Concourse Schedule reflected herein is a contractor draft and has not been baselined. It is provisional and subject to change until GMPs are executed and a formal baseline schedule is reported approximately one month in arrears and does not capture all current construction dates. The GTC Schedule is also expected to change over the next month due to permitting and being re-baselined.**

Reno-Tahoe International Airport
Summary Level Management Schedule
As of 26-Jan-26

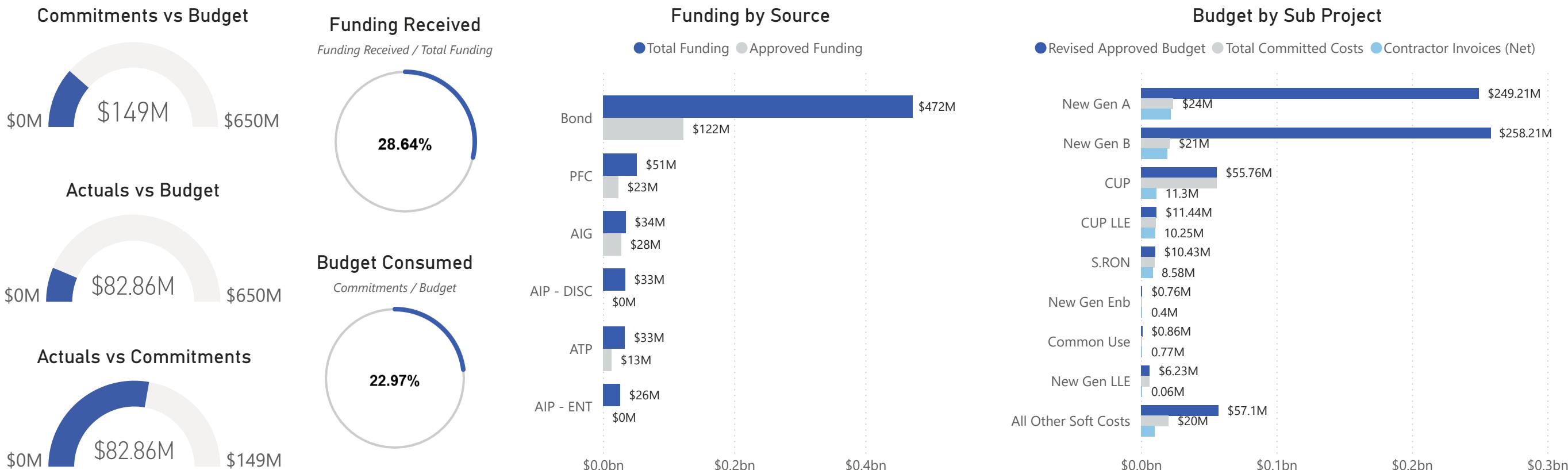


The New Gen Concourse A & B

Data Date - 12/26/2025

more
RNO+

Revised Approved Budget	Funding Received	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	ETC	EAC
\$650.0M	\$186.2M	\$149.3M	\$0.0M	\$149.3M	\$500.7M	\$82.9M	\$0.0M	\$567.1M	\$650.0M



Cost Type	Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	Estimate to Complete	Estimate at Completion
Soft Costs	\$138,769,083	\$77,529,794	\$0	\$77,529,794	\$61,239,290	\$59,237,838	\$0	\$79,531,245	\$138,769,083
Design	\$46,884,417	\$46,884,417	\$0	\$46,884,417	\$0	\$43,305,449	\$0	\$3,578,968	\$46,884,417
CMAR Pre-Con	\$4,576,134	\$4,576,134	\$0	\$4,576,134	\$0	\$4,342,919	\$0	\$233,215	\$4,576,134
CA	\$14,401,356	\$1,598,658	\$0	\$1,598,658	\$12,802,698	\$291,378	\$0	\$14,109,978	\$14,401,356
CM	\$15,806,037	\$4,227,237	\$0	\$4,227,237	\$11,578,800	\$1,066,562	\$0	\$14,739,475	\$15,806,037
PMO/SME/All	\$39,085,339	\$20,243,348	\$0	\$20,243,348	\$18,841,991	\$10,231,531	\$0	\$28,853,808	\$39,085,339
Owner Contingency	\$18,015,800	\$0	\$0	\$0	\$18,015,800	\$0	\$0	\$18,015,800	\$18,015,800
Hard Costs	\$511,230,917	\$71,792,610	\$0	\$71,792,610	\$439,438,306	\$23,619,008	\$0	\$487,611,909	\$511,230,917
Hard Costs	\$508,296,382	\$70,514,093	\$0	\$70,514,093	\$437,782,289	\$23,619,008	\$0	\$484,677,375	\$508,296,382
Owner Contingency	\$2,934,534	\$1,278,517	\$0	\$1,278,517	\$1,656,017	\$0	\$0	\$2,934,534	\$2,934,534
Total	\$650,000,000	\$149,322,404	\$0	\$149,322,404	\$500,677,596	\$82,856,846	\$0	\$567,143,154	\$650,000,000



The HQ

Data Date - 12/26/2025

more
RNO+

Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	ETC	EAC
\$78.8M	\$72.9M	\$0.0M	\$72.9M	\$6.0M	\$10.1M	\$0.0M	\$68.7M	\$78.8M

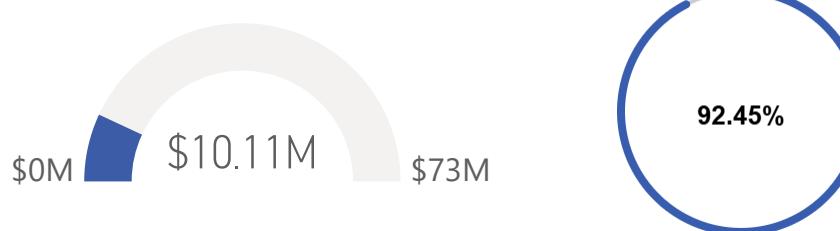
Commitments vs Budget



Actuals vs Budget



Actuals vs Commitments

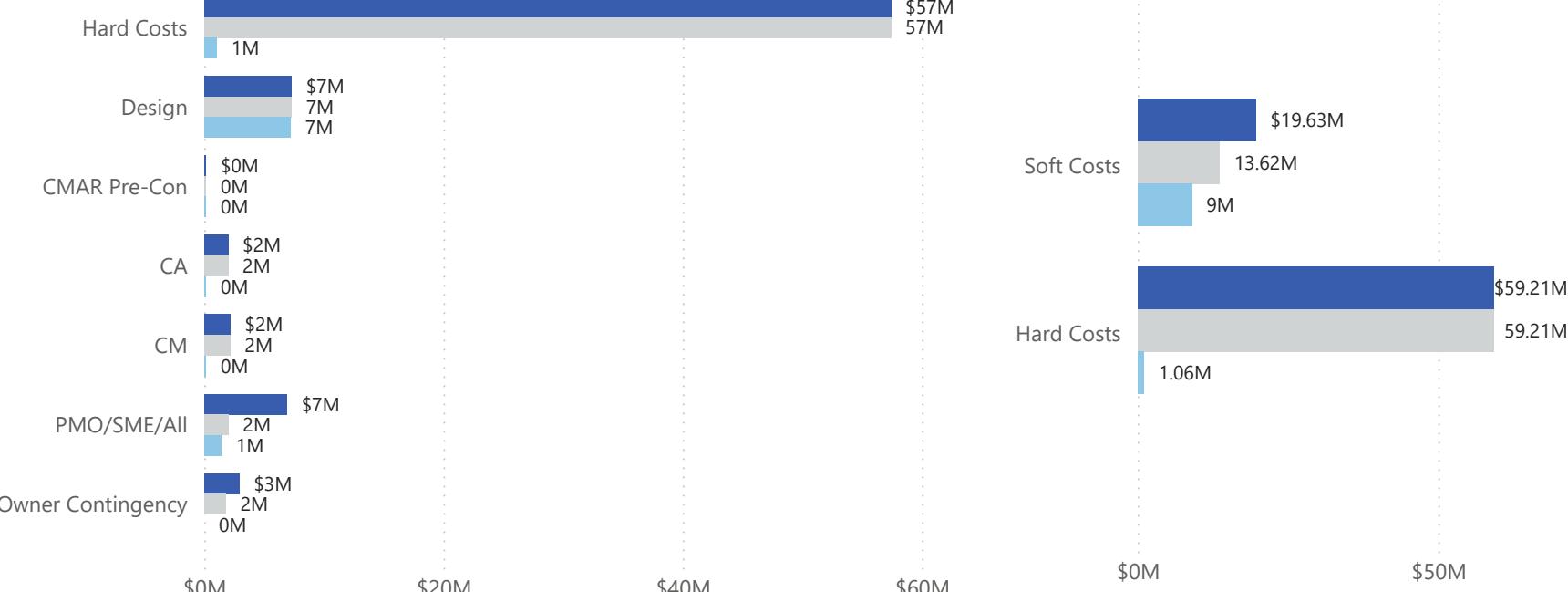


Budget Consumed

Commitments / Budget

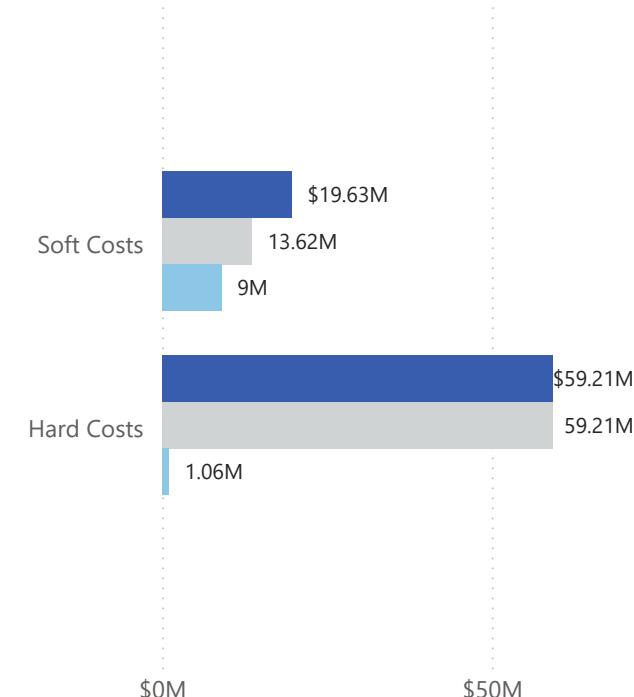
Soft Cost by Category

● Budget ● Commitments ● Invoices



Budget by Cost Type

● Budget ● Commitments ● Invoices



Cost Type Abbreviation	Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	Estimate to Complete	Estimate at Completion
Soft Costs	\$19,626,954	\$13,672,419	\$0	\$13,672,419	\$5,954,535	\$9,056,359	\$0	\$10,570,595	\$19,626,954
Design	\$7,298,150	\$7,298,150	\$0	\$7,298,150	(\$0)	\$7,228,152	\$0	\$69,998	\$7,298,150
CMAR Pre-Con	\$119,500	\$119,500	\$0	\$119,500	\$0	\$119,500	\$0	\$0	\$119,500
CA	\$1,999,061	\$1,999,061	\$0	\$1,999,061	\$0	\$79,625	\$0	\$1,919,436	\$1,999,061
CM	\$2,175,218	\$2,175,218	\$0	\$2,175,218	\$0	\$132,491	\$0	\$2,042,727	\$2,175,218
PMO/SME/All	\$6,911,486	\$2,080,490	\$0	\$2,080,490	\$4,830,996	\$1,496,591	\$0	\$5,414,896	\$6,911,486
Owner Contingency	\$1,123,539	\$0	\$0	\$0	\$1,123,539	\$0	\$0	\$1,123,539	\$1,123,539
Hard Costs	\$59,213,519	\$59,213,519	\$0	\$59,213,519	\$0	\$1,055,661	\$0	\$58,157,858	\$59,213,519
Hard Costs	\$57,409,613	\$57,409,613	\$0	\$57,409,613	\$0	\$1,055,661	\$0	\$56,353,952	\$57,409,613
Owner Contingency	\$1,803,906	\$1,803,906	\$0	\$1,803,906	\$0	\$0	\$0	\$1,803,906	\$1,803,906
Total	\$78,840,473	\$72,885,938	\$0	\$72,885,938	\$5,954,535	\$10,112,020	\$0	\$68,728,453	\$78,840,473



The New Gen Concourse A & B (Hard Cost)

Data Date - 12/26/2025



Cost Type	Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	Estimate to Complete	Estimate at Completion
Hard Costs	\$511,230,917	\$71,792,610	\$0	\$71,792,610	\$439,438,306	\$23,619,008	\$0	\$487,611,909	\$511,230,917
NGCOMU	\$831,264	\$781,949	\$0	\$781,949	\$49,315	\$748,828	\$0	\$82,436	\$831,264
Hard Costs	\$781,949	\$781,949	\$0	\$781,949	\$0	\$748,828	\$0	\$33,121	\$781,949
Owner Contingency	\$49,315	\$0	\$0	\$0	\$49,315	\$0	\$0	\$49,315	\$49,315
NGCONA	\$213,248,745	\$0	\$0	\$0	\$213,248,745	\$0	\$0	\$213,248,745	\$213,248,745
Hard Costs	\$213,152,602	\$0	\$0	\$0	\$213,152,602	\$0	\$0	\$213,152,602	\$213,152,602
Owner Contingency	\$96,144	\$0	\$0	\$0	\$96,144	\$0	\$0	\$96,144	\$96,144
NGCONB	\$224,725,831	\$0	\$0	\$0	\$224,725,831	\$0	\$0	\$224,725,831	\$224,725,831
Hard Costs	\$224,629,687	\$0	\$0	\$0	\$224,629,687	\$0	\$0	\$224,629,687	\$224,629,687
Owner Contingency	\$96,144	\$0	\$0	\$0	\$96,144	\$0	\$0	\$96,144	\$96,144
NGCUPPLE	\$11,443,533	\$10,943,533	\$0	\$10,943,533	\$500,000	\$10,252,933	\$0	\$1,190,600	\$11,443,533
Hard Costs	\$10,943,533	\$10,943,533	\$0	\$10,943,533	\$0	\$10,252,933	\$0	\$690,600	\$10,943,533
Owner Contingency	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$500,000
NGENBL	\$672,868	\$592,534	\$0	\$592,534	\$80,334	\$366,838	\$0	\$306,030	\$672,868
Hard Costs	\$592,534	\$592,534	\$0	\$592,534	\$0	\$366,838	\$0	\$225,696	\$592,534
Owner Contingency	\$80,334	\$0	\$0	\$0	\$80,334	\$0	\$0	\$80,334	\$80,334
NGNCUP	\$45,462,276	\$45,462,276	\$0	\$45,462,276	\$0	\$5,242,122	\$0	\$40,220,154	\$45,462,276
Hard Costs	\$44,183,759	\$44,183,759	\$0	\$44,183,759	\$0	\$5,242,122	\$0	\$38,941,637	\$44,183,759
Owner Contingency	\$1,278,517	\$1,278,517	\$0	\$1,278,517	\$0	\$0	\$0	\$1,278,517	\$1,278,517
NGNLLE	\$6,212,400	\$6,004,161	\$0	\$6,004,161	\$208,239	\$45,900	\$0	\$6,166,500	\$6,212,400
Hard Costs	\$6,004,161	\$6,004,161	\$0	\$6,004,161	\$0	\$45,900	\$0	\$5,958,261	\$6,004,161
Owner Contingency	\$208,239	\$0	\$0	\$0	\$208,239	\$0	\$0	\$208,239	\$208,239
NGSRON	\$8,634,000	\$8,008,158	\$0	\$8,008,158	\$625,842	\$6,962,387	\$0	\$1,671,613	\$8,634,000
Hard Costs	\$8,008,158	\$8,008,158	\$0	\$8,008,158	\$0	\$6,962,387	\$0	\$1,045,770	\$8,008,158
Owner Contingency	\$625,842	\$0	\$0	\$0	\$625,842	\$0	\$0	\$625,842	\$625,842
Total	\$511,230,917	\$71,792,610	\$0	\$71,792,610	\$439,438,306	\$23,619,008	\$0	\$487,611,909	\$511,230,917



CASHFLOW

Data Date - 12/26/2025

more
RNO+

Previous Invoices (Paid)

\$84,436,309

Submitted Invoices (Not Paid)

\$9,481,637

Total Forecast

\$634,922,524

Total Contracts

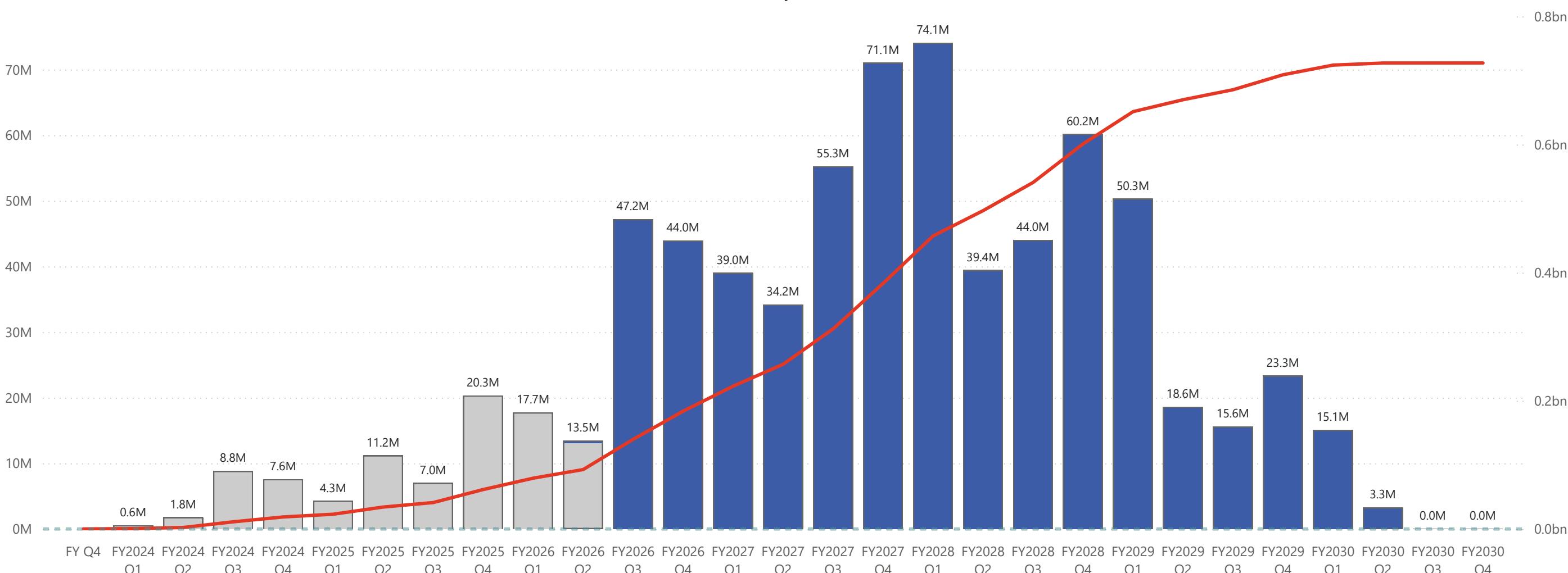
\$728,840,473

Progress

13%

Fund ID	Fund Name	Sum of Invoiced (Paid)	Sum of Invoices (Not Paid)	Forecast	Sum of Total	Progress
AIG	Airport Infrastructure Grant	\$6,662,031	\$552,367	\$26,998,704	\$34,213,103	21.09%
AIP-D	Airport Improvement Project (Discretionary)	\$0	\$0	\$28,860,970	\$28,860,970	0.00%
AIP-E	Airport Improvement Project (Entitlements)	\$0	\$0	\$30,438,154	\$30,438,154	0.00%
ATP	Airport Terminal Program	\$6,357,048	\$1,257,200	\$25,385,751	\$33,000,000	23.07%
Bond-AMT	Bond AMT	\$39,368,084	\$4,573,942	\$427,591,710	\$471,533,737	9.32%
Bond-NAMT	NonAMT Bond	\$9,689,259	\$1,150,332	\$68,000,882	\$78,840,473	13.75%
PFC	Passenger Facility Charges	\$22,359,887	\$1,947,796	\$27,646,353	\$51,954,036	46.79%
Total		\$84,436,309	\$9,481,637	\$634,922,524	\$728,840,473	12.89%

Forecast by Fiscal Qtr





CASHFLOW (The HQ)

Data Date - 12/26/2025

more
RNO+

Previous Invoices (Paid)

\$9,689,259

Submitted Invoices (Not Paid)

\$1,150,332

Total Forecast

\$68,000,882

Total Contracts

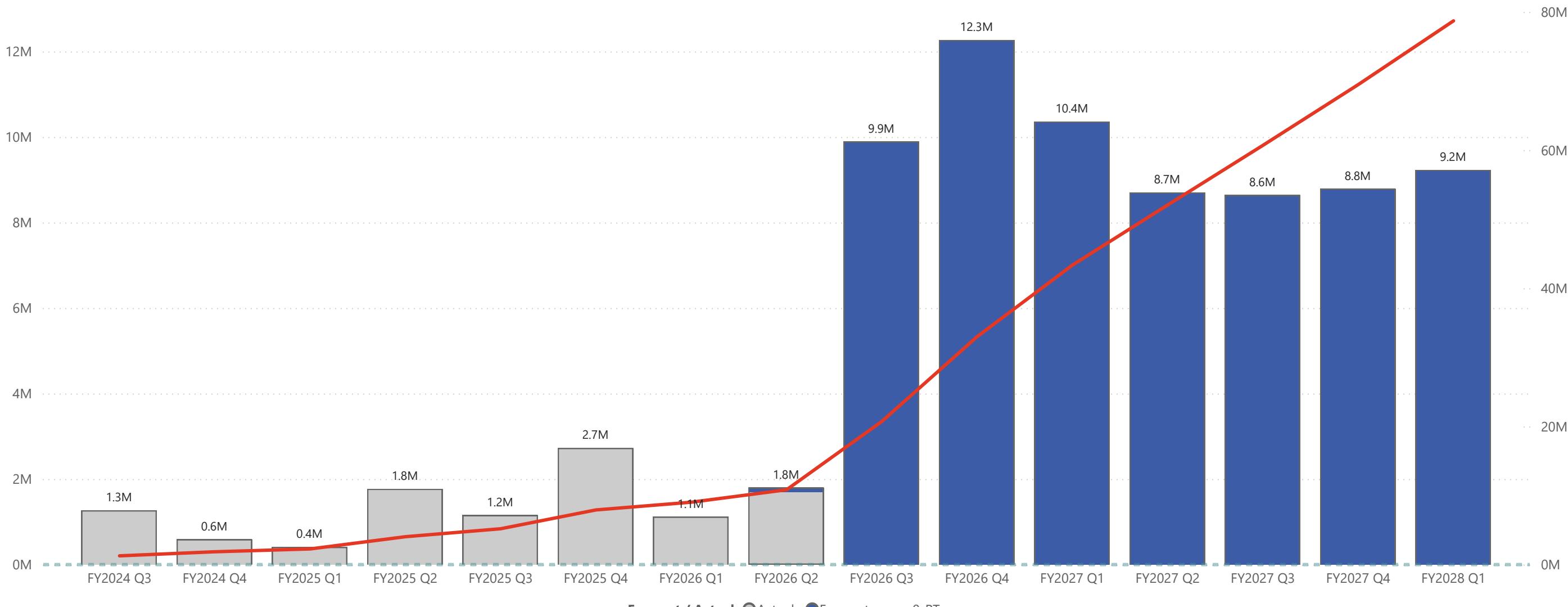
\$78,840,473

Progress

14%

Fund ID	Fund Name	Sum of Invoiced (Paid)	Sum of Invoices (Not Paid)	Forecast	Sum of Total	Progress
Bond-NAMT	NonAMT Bond	\$9,689,259	\$1,150,332	\$68,000,882	\$78,840,473	13.75%
Total		\$9,689,259	\$1,150,332	\$68,000,882	\$78,840,473	13.75%

Forecast by Fiscal Qtr





CASHFLOW (New Gen)

Data Date - 12/26/2025



Previous Invoices (Paid)

\$74,747,050

Submitted Invoices (Not Paid)

\$8,331,305

Total Forecast

\$566,921,642

Total Contracts

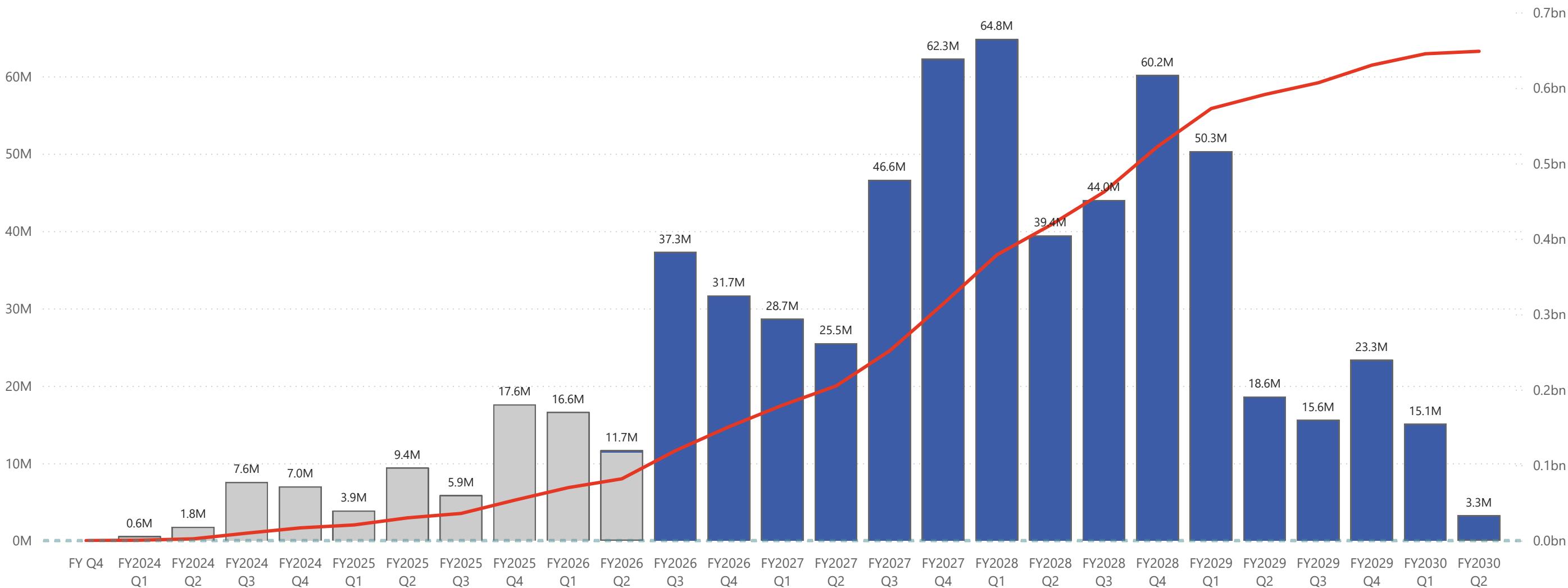
\$650,000,000

Progress

13%

Fund ID	Fund Name	Sum of Invoiced (Paid)	Sum of Invoices (Not Paid)	Forecast	Total	Progress
AIG	Airport Infrastructure Grant	\$6,662,031	\$552,367	\$26,998,704	\$34,213,103	21.09%
AIP-D	Airport Improvement Project (Discretionary)	\$0	\$0	\$28,860,970	\$28,860,970	0.00%
AIP-E	Airport Improvement Project (Entitlements)	\$0	\$0	\$30,438,154	\$30,438,154	0.00%
ATP	Airport Terminal Program	\$6,357,048	\$1,257,200	\$25,385,751	\$33,000,000	23.07%
Bond-AMT	Bond AMT	\$39,368,084	\$4,573,942	\$427,591,710	\$471,533,737	9.32%
PFC	Passenger Facility Charges	\$22,359,887	\$1,947,796	\$27,646,353	\$51,954,036	46.79%
Total		\$74,747,050	\$8,331,305	\$566,921,642	\$650,000,000	12.78%

Forecast by Fiscal Qtr





Planning and Construction Committee Capital Improvement Program Report February 2026

Current Capital Improvement Program Projects:

Engineering & Construction Projects

Reno-Stead Airport (RTS):

Pavement Maintenance 2026
O-Block Utility Extension
Hangar 5 and 6 Fire Line Extension

Reno-Tahoe International Airport (RNO):

General Aviation East Reconstruction Project
Blue Lot Extension Design and Construction
Airfield Signage and Renaming Project
Airside Pavement Maintenance Project 2026
RNO Ticketing Hall Roof Drain Repair
ARFF Roof Replacement Design and Construction
RNO Backflow Prevention Installation Project
RNO Substation 4 Design and Construction
RNO Airfield Maintenance Yard Pavement Reconstruction – Phase 2

Planning & Environmental Projects

Reno-Stead Airport (RTS):

RTS Master Plan and Airport Layout Plan Update

Reno-Tahoe International Airport (RNO):

RTAA Geographic Information System (GIS) Master Plan, Phases 1-5
RNO Landside Public Parking Plan
RNO Stormwater / Drainage Investigation

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

ENGINEERING & CONSTRUCTION PROJECTS

RENO-STEAD AIRPORT (RTS) PROJECTS

RTS Pavement Maintenance 2026

Project Description: This is an annual preventative maintenance project for FY26 that consists of evaluating the condition of selected existing pavement areas, completing necessary design work, and recommending reconstruction or preventive maintenance strategies as appropriate.

A/E Design Firm: **J-U-B ENGINEERS, Inc. - Civil Design**
Construction Materials Engineers, Inc. - Geotechnical Report

Contractor: Not selected.

Current Status: **Staff conducted internal meetings to evaluate the maintenance and reconstruction recommendations provided by RTAA's pavement management consultant, RDM International, based on the most recent pavement evaluations. Staff finalized the 2026 Pavement Maintenance Project, which is being delivered as four separate projects: Project 1A (Mt. Vida St., Mt. Vimbo St., and a section of Alpha Ave.); Project 1B (the Maintenance Yard and pavement between the apron and the north face of the terminal building and Aviation Classics); Project 2 (Hangar Access Road); and Project 3 (preliminary design of pavement south of the apron from the Air Traffic Control Tower to the grandstands). The civil design firm, JUB, and the geotechnical engineering firm are under contract and have completed a project kickoff meeting. Geotechnical field investigations are complete, and the geotechnical report is currently in progress. The scope of work also includes evaluation of existing utility life cycle and capacity to inform future development requirements and capital investment planning.**

Budget:

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

Schedule:

• Consultant Selection	December 2025
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RTS O-Block Utility Extension

Project Description: This project will design and construct electrical and natural gas infrastructure for the O-block apron at RTS. Extending the utilities is the first step in future development of more hangars at the site.

Design Status: NV Energy has completed the design of the gas and electrical extensions.

Contractor: Titan Electrical Contracting, Inc.

Current Status: Staff finalized the schedule with the contractor and executed the contract. The contract for construction management and materials testing services with Cummings Group is executed. Work began late October and substantial completion was completed at the end of December. Completion of punch list items are scheduled for the Spring of 2026.

Budget:

• Proposed Budget	\$1,000,000
• Current Expenditure	\$167,322

Schedule:

• Construction Start	October 2025
• Final Walk Thru and Closeout	April 2026

Hangars 5 and 6 Fire Line Extension

Project Description: This project will design an extension of water main and fire lines to the existing Hangars 5 and 6 at RTS. Both hangars are currently supplied with water for fire suppression from above ground, welded steel storage tank located on site and a fire pump house. The tank and pump house are beyond their useful life and require substantial investment. Connecting into the public water system will ensure reliable fire service for both hangars.

A/E Design Firm: Ainsworth Associates Mechanical Engineers.

Contractor: Not selected.

Current Status: Design for the Hangars 5 and 6 Fire Suppression System Upgrades is nearing completion, with the team preparing to issue the Issue for Bid (IFB) plans in late **February**. RTAA has met with TAC-AIR to develop a coordinated phasing plan, and staff are working with Washoe County Sheriff's Office (WCSO) to finalize the scope of work within their hangar. The project will be delivered in four phases: civil improvements on the exterior of the hangars, Hangar 5 interior work, the north side of the interior work for Hangar 6, and the south side of the interior work for Hangar 6. Construction is targeted to begin in **April**, pending completion of the bidding process.

Budget:

• Proposed Budget	\$489,500
• Current Expenditure	\$29,700

Schedule:

• Design	January 2025
• Invitation to Bid released	February 2026
• Bid Opening	March 2026

RENO-TAHOE INTERNATIONAL AIRPORT (RNO) PROJECTS

General Aviation East Reconstruction Project

Project Description: This project will reconstruct the pavements for the taxilanes, apron, and parking lot at the General Aviation East Facilities (GA East). The GA East apron and taxilanes reconstruction project is funded by an FAA Airport Improvement Program (AIP) grant. The parking lot reconstruction project is funded through the RNO Landside Pavement Maintenance Budget for 2023. The GA East project area is approximately 9.5 acres.

A/E Design Firm: Kimley Horn & Associates.

Contractor: Granite Construction.

Current Status: All asphalt paving has been completed, and tenants have gained access to their hangars. Minor work remaining includes storm drain lining, and the landside trench drain.

Budget:

• Proposed Budget:	\$9,308,830
• Current Expenditure:	\$7,939,709.80

Schedule:

• Phase 2 Complete	January 2026
• Project Closeout	March 2026

Blue Lot Extension Design and Construction

Project Description: The project is to construct a new parking lot for the joint use of RTAA employees and the Air National Guard Base (ANG). The site is located on the northwest portion of the ANG base. The lot will add approximately 192 spaces for employee parking and requires the relocation of the ANG's existing munition storage units to another location within the ANG Base.

A/E Design Firm: Wood Rodgers.

Contractor: A&K Earthmovers.

Current Status: Project is substantially completed. Punch list items include installing the turnstyle and low voltage camera work. Staff continue to coordinate with the ANG as the project progresses. Agreements are still being worked on with the RTAA and ANG. The project has been delayed due to weather, long lead times on remaining equipment, and agreement negotiations.

Budget:

• Proposed Budget	\$2,272,440
• Current Expenditure	\$674,468.78

Schedule:

• Construction Completion	April 2026
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Airfield Signage and Renaming Project

Project Description: This project consists of updating the airport's taxiway naming conventions by updating taxiway signage and markings to reflect the current Airport Layout Plan (ALP). RNO's taxiways naming convention is non-compliant and needs to be renamed using the standard naming convention. New signs and pavement markings will be installed with this project.

A/E Design Firm: Wood Rodgers.

Contractor: Royal Electric.

Current Status: Engineering staff continue to coordinate with RNO Operations and the Air Traffic Control Tower (ACTC) to review the project plans as well as the construction safety phasing plan (CSPP). The ACTC has tentatively scheduled the safety risk assessment process to take place in January 2026.

Budget:

• Proposed Budget	\$4,564,800
• Current Expenditure	\$297,142

Schedule:

• ATCT Safety Risk Assessment Process	January 2026
• Construction Start	April 2026

RNO Airside Pavement Maintenance Project - 2026

Project Description: This is an annual preventative maintenance program for FY26 for the RTAA's airside pavements at RNO.

A/E Design Firm: Varies with projects selected (see below)

Contractor: Varies with project selected (see below)

Current Status: Staff conducts internal meetings to evaluate the maintenance and reconstruction recommendations provided by RTAA's pavement management consultant, RDM International. The project recommendations are derived from RDM's most recent pavement evaluations.

For 2026, The Airfield Maintenance Yard Pavement Reconstruction – Phase 2 project has been selected. Description of project is below.

Airfield Maintenance Yard Pavement Reconstruction – Phase 2

Project Description: This project is part of the RTAA's annual preventative maintenance program for FY26 and will reconstruct the pavement areas west of the maintenance building within the Airfield Maintenance Yard as part of a multi-phase effort to restore pavement sections that have reached the end of their useful life. Phase 2 will address the next set of prioritized pavement sections identified through RTAA's pavement evaluations, improving long-term durability, drainage performance, and operational safety within the maintenance yard while maintaining continuity with the broader airside pavement maintenance strategy.

A/E Design Firm: Atkins

Contractor: Not selected.

Current Status: Design Was completed by Atkins in 2024. The project was put out to bid in January 2026, with a bid opening on February 3, 2026, and construction contract being brought for board approval at the March board meeting.

Budget:

• Proposed Budget	\$1,606,980
• Current Expenditures	\$0.00

Schedule:

• IFB Posting	January 2026
• Bid Opening	February 2026
• Construction Start	April 2026
• Construction Closeout	June 2026

RNO Ticketing Hall Roof Drain Repair

Project Description: This project will repair a leaking cast-iron roof drain above the ticketing hall. During rain and snow events, the drain will leak down into the ticketing hall and near the front desk area.

A/E Design Firm: Design is not required for the scope of work involved.

Contractor: EMCOR

Current Status: EMCOR is proceeding with the Ticket Hall roof repair work and remains on schedule. Project Manager is finalizing coordination for the required testing and repair sequence, with an anticipated duration of four night-shift work windows to complete the effort. Operations impacts are expected to be minimal.

Budget:

• Proposed Budget	\$195,000
• Current Expenditure	\$0

Schedule:

- Construction
- Project Closeout

February 2026
April 2026

ARFF Roof Replacement Construction

Project Description: The project will replace the existing roofing material on the Aircraft Rescue and Fire Fighting, ARFF, station located at RNO. The current roof experiences multiple leaks into the dormitory and training spaces during rain and snow events.

A/E Design Firm: Paul Cavin Architects.

Contractor: Western Single Ply.

Current Status: The project was advertised and bid for construction. Bids were opened and the lowest responsible and responsive bidder is Western Single Ply. All materials have been received. **Preconstruction meeting took place in January, and a construction start date was established for February 2026.**

Budget:

• Proposed Budget	\$400,000
• Current Expenditure	\$0

Schedule:

• Construction Start	February 2026
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RNO Backflow Prevention Installation Project

Project Description: This project will install backflow prevention devices on existing domestic water laterals and fire suppression systems that are currently unprotected. The project is required by the Truckee Meadows Water Authority after an audit of the airport's water service connections. Backflow prevention devices protect the public water system by not allowing harmful waterborne bacteria or other contaminants to flow back into the public water system.

A/E Design Firm: Shaw Engineering.

Contractor: Not selected.

Current Status: Staff observed all project locations with the design engineer to clarify the scope of work for the project. The design has begun.

Budget:

• Proposed Budget	\$326,500
• Current Expenditure	\$0

Schedule:

• Design	November 2025
• Permitting	January 2026
• Construction Start	March 2026

RNO Electrical Substation Design

Project Description: This multi-year project will replace and modernize the electrical substations serving the RNO terminal building, all of which were installed more than 40 years ago and are now beyond their useful life, less efficient than modern equipment, and present safety concerns. The effort will begin with a feasibility study to evaluate system needs and determine the optimal long-term configuration. With the MoreRNO program delivering a new 25 kV feed to the terminal, the team will assess modernization options for Substations 3, 4, 5, and 6, including the potential for strategic consolidation where feasible.

A/E Design Firm: PK Electrical.

Contractor: Not selected.

Current Status: PK Electrical has started work on the feasibility study.

Budget:

• Proposed Budget	\$131,600
• Current Expenditure	\$0

Schedule:

• Feasibility Study Completion	February 2026
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PLANNING & ENVIRONMENTAL PROJECTS

RENO-STEAD AIRPORT (RTS) PROJECTS

RTS Master Plan and Airport Layout Plan Update

Project Description: This 24-month project includes creating a new RTS Master Plan, updating the Airport Layout Plan, and collecting and submitting AGIS aeronautical survey data. Ardurra Inc. is the prime consultant leading this effort. Ardurra is supported by twelve (12) sub-consultants, including five (5) Nevada-based firms. The project schedule runs from September 2025 to September 2027.

Current Status (Outreach): The RTS Master Plan project team commenced regular onsite office hours on Wednesday, November 19. Each Wednesday, with the exception of specific holiday weeks, a project team member will be available in the Stead Terminal Building to talk to airport users, tenants, and community members in-person from 9:00 AM – 4:00 PM. **Additionally, the project team is available for community informational presentations by request. To date, the project team has provided updates and solicited feedback at three (3) community meetings with the fourth meeting scheduled for February 2026.**

Current Status (Master Plan): Three (3) major elements are underway, including the Inventory / Existing Conditions, the Forecast, and **the Environmental Overview. The Environmental Overview draft is under staff review. The Inventory draft is** expected to be ready for staff review by the end of **January 2026**. The Forecast draft is expected to be ready for staff review in March 2026. **The FAA's 90-day review of the Federal Contract Tower program application packet concludes on February 15, 2026.**

Budget:

• Proposed Budget	\$1,926,752
• Current Expenditure	\$452,841

Outreach Schedule:

• Website Go Live	November 10, 2025
• Tenant Meetings	November 12 – 14, 2025
• MPWG Meeting #1	November 13, 2025
• ET Visioning Session	November 14, 2025
• Wednesday Office Hours Began	November 19, 2025
• North Valleys CAB (Washoe)	January 12, 2026
• Ward 4 NAB (Reno)	January 15, 2026
• Silver Knolls HOA	January 19, 2026
• Stead Airport Users Group	February 17, 2026
• Tenant Meetings	March 11-12, 2026
• MPWG #2	March 12, 2026

Project Schedule:

• Notice to Proceed	September 2, 2025
• Contract Tower Application	November 17, 2025

- **Environmental Overview Draft** **January 2026**
- **Inventory / Existing Conditions Draft** **January 2026**
- **Forecast Draft** **March 2026**

RENO-TAHOE INTERNATIONAL AIRPORT (RNO) PROJECTS

RTAA Geographic Information System (GIS) Master Plan, Phases 1-5

Project Description: The RTAA GIS Master Plan is a multi-year effort to identify the best path forward for GIS within the organization, supported by extensive internal stakeholder coordination, and then to implement the recommendations which are aimed at improved system and data maintenance and modernization. Consultant services for the GIS Master Plan are provided by Michael Baker International (MBI). Phase 1 included a GIS Inventory Report, a System Architecture Diagram, and an ArcGIS Enterprise Implementation Plan. Phases 2 & 3 **included** migration of the RTAA GIS platform to an enterprise system (ArcGIS Enterprise) and acquisition of necessary ESRI ArcGIS licensing and maintenance contracts to support the migration. Phase 4 includes migration of the most critical datasets. Phase 5, if needed, includes migration of remaining datasets.

Phase 1 Status: Completed in November 2024 (Budget \$64,600).

Phase 2 Status: Complete. (Budget \$32,000).

Phase 3 Status: System migration complete in December 2025. Data migration (targeted for Phase 4) has been initiated using Phase 3 budget savings. (Budget \$57,000).

Phase 4 Status: Expedited to FY25-26 based on an accelerated enterprise implementation schedule and budget savings. (Budget \$40,000).

Phase 5 Status: If needed, scheduled for FY26-27 (Estimated Budget \$40,000).

Current Status: Data migration, originally scheduled for FY26-27, has been initiated using Phase 3 budget savings. **Additional funds (\$40,000) from the Planning & Environmental Services Operations & Maintenance FY25-26 budget were transferred to the project to expedite data migration and project completion.**

Data migration is ahead of schedule and underbudget. At this point, staff is confident that no funding for FY26-27 will be requested, and Phase 5 is no longer needed. Data migration will be complete utilizing only the currently allocated funds. Data migration may continue into FY26-27, using rollover funds if not yet complete.

Budget:

- Proposed Budget (Phases 1-4) \$193,600
- Current Expenditure \$146,223

Schedule:

- Phase 4 (Data Migration) Initiated December 2025
- Phase 4 Completion **June 2026 (estimated)**
- Phase 5 Initiation (if needed) **No longer needed.**

RNO Landside Public Parking Plan

Project Description: This project includes updating the RNO Landside Parking Plan to address the continued year-over-year parking demand growth that is occurring despite parking rate adjustments and parking supply increases. The original Professional Services Agreement (PSA) with Walker Consultants has been amended twice to account for the complexities of constructing additional multi-level parking facilities in the constrained area west of the existing RNO terminal facilities. The original PSA was executed on March 11, 2025.

Phase 1 Status: Completed in May 2025 (Budget \$114,600).

Phase 2 Status: Completed in June 2025. (Budget \$58,000).

Phase 3 Status: Initiated in October 2025. (Budget \$264,654).

Current Status: **Deliverables to date include the following: West Expansion Analysis and Off-Site (Hotel Site) Expansion Analysis. The West Expansion Analysis is complete; however, the Off-Site (Hotel Site) Expansion Analysis is still in progress, pending estimated demolition costs.**

Upcoming draft deliverables include the following: Vertical Parking Structure Options Analysis and South Surface Expansion Analysis. The Vertical Parking Structure Expansion Options Analysis is nearly complete, pending constructability input from a local general contractor. The South Surface Expansion Analysis is also nearly complete, pending results of Lean Technology's airspace analysis.

Preliminary results will be presented at the February Planning & Construction Committee, with final recommendations targeted for the March or April Board of Trustees Meeting.

Budget:

• Proposed Budget	\$437,254
• Current Expenditure	\$269,636

Schedule:

• Phase 3 Kick Off	October 21, 2025
• RNO Model for Airspace Analysis	November 2025
• Preliminary Parking Structure Analysis	November 2025
• Preliminary Hotel Site Results	November 2025
• Final West Expansion Analysis	January 2026
• Preliminary Airspace Results	January 2026
• Final Parking Structure Analysis	February 2026
• Final Hotel Site Analysis	February 2026
• Final South Surface Analysis	February 2026
• Phase 3 Completion	March 2026

RNO Stormwater / Drainage Investigation

Project Description: During winter, aircraft at RNO are deiced by the airlines using chemical agents, typically glycol-based fluids, to ensure safe flight operations. Airline

deicing activities occur in designated areas of the terminal ramp (passenger airlines) and the north ramp (cargo airlines), and RTAA Airfield Maintenance staff use glycol recovery vehicles (GRVs) to collect slush, water, and snow contaminated with glycol from those areas. Uncollected glycol can infiltrate the RNO storm drains, travel through the RNO storm drain system, and cause water quality degradation off-airport. DOWL was selected to investigate potential stormwater contamination issues and evaluate possible mitigation measures such as stormwater diversion or increased stormwater recapture.

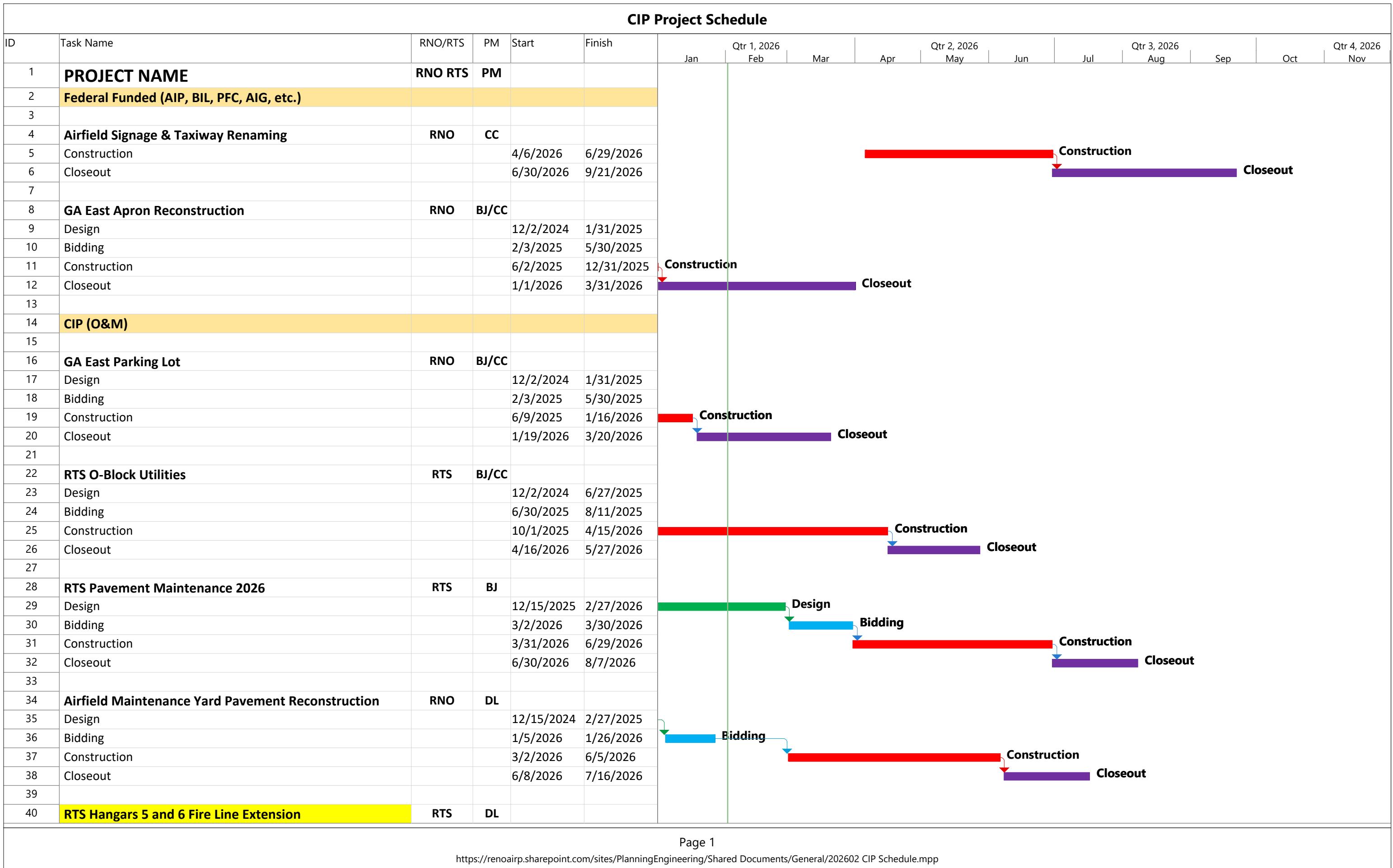
Current Status: Deliverables to date include the following: Deliverable #1 Stormwater Sampling Plan & Procedures and Deliverable #2 Site Evaluation & Gap Analysis of Available Data. Additional onsite site evaluation and sampling will occur February 2026 and March 2026. Upon completion of the final sampling, Dowl's final deliverable will be Deliverable #3 Summary Report of Investigative Findings and Proposed Corrective Actions.

Budget:

• Proposed Budget	\$194,000
• Current Expenditure	\$70,561

Schedule:

• Data Collection & Review	July 2025 - September 2025
• Onsite Investigations #1	August 2025
• Onsite Investigations #2	October 2025
• Deliverable #1	August 2025
• Deliverable #2	September 2025
• Onsite Investigations #3	December 2025
• Onsite Investigations #4	February 2026
• Onsite Investigations #5	March 2026
• Deliverable #3	July 2026



CIP Project Schedule																				
ID	Task Name	RNO/RTS	PM	Start	Finish	Jan	Qtr 1, 2026	Feb	Mar	Apr	Qtr 2, 2026	May	Jun	Jul	Qtr 3, 2026	Aug	Sep	Oct	Qtr 4, 2026	Nov
41	Design			4/1/2025	1/23/2026		Design													
42	Bidding			2/13/2026	3/6/2026			Bidding												
43	Construction			3/9/2026	6/8/2026				Construction											
44	Closeout			6/9/2026	8/6/2026					Closeout										
45																				
46	Blue Lot Extension Design and Construction	RNO	BJ/CC																	
47	Design			6/23/2025	8/15/2025															
48	Bidding			8/18/2025	9/12/2025															
49	Construction			9/15/2025	4/17/2026		Construction													
50	Closeout			4/20/2026	5/11/2026			Closeout												
51																				
52	RNO Ticketing Hall Roof Drain Repair	RNO	DL																	
53	Bidding / Contractor Selection			11/3/2025	12/12/2025		Bidding													
54	Construction			2/18/2026	3/25/2026			Construction												
55	Closeout			3/26/2026	4/16/2026			Closeout												
56																				
57	ARFF Roof Replacement Design and Construction	RNO	DL																	
58	Design			7/31/2025	8/27/2025															
59	Bidding			9/1/2025	10/23/2025															
60	Construction			10/24/2025	3/26/2026		Construction													
61	Closeout			3/27/2026	4/17/2026			Closeout												
62																				
63	RNO Backflow Prevention Installation Project	RNO	CC																	
64	Design			9/1/2025	2/2/2026		Design													
65	Bidding			2/3/2026	3/16/2026			Bidding												
66	Construction			3/17/2026	6/30/2026				Construction											
67	Closeout			7/1/2026	8/14/2026				Closeout											
68																				
69	RNO Electrical Substation Design	RNO	DL																	
70	Design			12/15/2025	5/18/2026		Design													
71																				
72	RTS Master Plan	RTS	JH																	
73	Planning Study			6/2/2025	7/2/2027															
74																				
75	RNO Landside Public Parking Plan	RNO	LB	1/1/2025	1/1/2025															
76	Planning Study			10/13/2025	5/1/2026		Planning													
77																				
78	RTAA GIS Master Plan (Phases 1-5)	RNO	JH																	
79	Planning Study			1/2/2025	6/30/2026		Planning													



Administrative Report

Date: February 10, 2026

Subject: Administrative Award of Contracts – Expenditures

BACKGROUND

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

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

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

DISCUSSION

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

///

Agreements and POs in Excess of \$25,000

Key to abbreviations:

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

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

PO = Purchase Order
PSA = Professional Service Agreement

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
12/16/25	F&S Masonry, LTD	\$30,000.00	Snow Removal Services	FY26 O&M	Landside
12/29/25	AAAE	\$26,750.00	Create Custom IET Training Video	FY26 O&M	Aviation Compliance
12/26/25	CDW	\$25,085.00	Veeam B&R/365 Renewal	FY26 O&M	Technology & Info Systems
1/09/26	J-U-B Engineers	\$105,6000.00	RTS Pavement Maint. 26/27 Design & Utility Eval	FY26 CIP	Engineering & Construction
1/09/26	CME	\$50,894.80	Geotech Report for RTS Pavement Maint.	FY26 CIP	Engineering & Construction
1/12/26	Paul Cavin	\$59,500.00	Concessions Evaluation	FY26 O&M	Commercial Business Development
1/15/26	OAG Aviation Worldwide	\$27,453.00	Flight Status API & SSIM Renewal	FY26 O&M	Technology & Info Systems
1/20/26	Dell Marketing	\$33,059.04	PC Replacements	FY26 CIP	Technology & Info Systems

Change Orders and Amendments

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
12/31/25	SK-JL, LLC	\$5,000.00	CO#1, increase "High-Roller Lot" consulting contract from \$29,850 to \$34,850.00	FY26 CIP	Operations & Public Safety
1/20/26	Vellutini Corp	\$242,959.04	Co#1 increases from \$3,780,000 to \$4,022,961.04 for Construction Signage Replace & TWY Renaming	FY26 CIP	Engineering & Construction
1/23/26	Kone, Inc.	\$10,000.00	C.O. #2 FY26 Emergency Escalator/Elevator Maintenance, increase contract from \$25,000 to \$35,000.	FY26 O&M	Baggage Handling System