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AGENDA

Planning & Construction Committee Tuesday, March 10, 2026 | 9:00 AM Reno-Tahoe International Airport, Reno, NV Administrative Offices, Second Floor

Notice of Public Meeting

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Accommodations

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Public Comment

Anyone wishing to make public comment may do by the one of the following methods:

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

Public comment is **limited to three (3) minutes** per person. No action may be taken on a matter raised under general public comment.

Posting

This agenda has been posted at the following locations:

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

Supporting Materials

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

1. INTRODUCTORY ITEMS

- 1.1 Call to Order
- 1.2 Roll Call

2. PUBLIC COMMENT

3. APPROVAL OF MINUTES

- 3.1 January 6, 2026, Planning & Construction Committee meeting

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

- 4.1 RTS future development strategy
Presenter: Aurora Ritter, Commercial Business Director
Gary Probert, Chief Planning & Infrastructure Officer
- 4.2 Public parking plan update
Presenter: Lissa Butterfield, Planning & Environmental Services Manager
- 4.3 NV Energy redundant power cost increase update
Presenter: Gary Probert, Chief Planning & Infrastructure Officer
Jenn Ewan, Chief Legal Officer

5. ITEMS FOR CONSIDERATION BY THE FULL BOARD ON MARCH 12, 2026

- 5.1 Board Memo No. 03/2026-08 Authorization for the President/CEO to execute a Construction Contract with Spanish Springs Construction, Inc. for the Airfield Maintenance Yard Pavement Reconstruction Project – Phase 2 at Reno-Tahoe International Airport, accepting the Base Bid and Bid Alternate No. 1, in the amount of \$1,295,047
(For Possible Action)
Presenter: Dennis LeBaron, Facilities Project Manager
- 5.2 Board Memo No. 03/2026-09 Authorization for the President/CEO to execute a contract with Computer Projection Systems, LLC (dba CCS Presentation Systems) for Integrated Audio-Visual Equipment and Installation for the Headquarters Project at Reno-Tahoe International Airport, in the amount of \$940,000 *(For Possible Action)*
Presenter: Bryce Juzek, Senior Project Manager
- 5.3 Board Memo No. 03/2026-10 Authorization for the President/CEO to execute a Professional Services Agreement for consultant services for the Design and Construction Administration of the Transportation Security Administration Offices at the Reno-Tahoe International Airport with Gensler Architecture, Design & Planning, P.C., in the amount of \$467,248, and authorize an Owner’s Contingency in the amount of \$50,000 *(For Possible Action)*
Presenter: Amanda Twitchell, Senior Project Manager

6. INFORMATIONAL ITEMS

- 6.1 MoreRNO Executive Summary
- 6.2 Capital Improvement Program Summary
- 6.3 Administrative Award of Contracts (Expenditures)

7. MEMBER COMMENTS, QUESTIONS AND REQUESTS

8. PUBLIC COMMENT

9. ADJOURNMENT

COMMITTEE MEMBERS

Joel Grace, Chair
Mike Carrigan, Vice Chair
Brian Kulpin, Member
Cortney Young, Member
Eddie Ableser, Alternate
Shaun Carey, Ex Officio
Staff Liaison
Gary Probert, Chief Planning &
Infrastructure Officer



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

CHIEF LEGAL COUNSEL
Jenn Ewan

BOARD CLERK
Lori Corkery

MINUTES

Planning & Construction Committee
Tuesday, January 6, 2026 | 9:00 AM
Reno-Tahoe International Airport, Reno, NV
Administrative Offices, Second Floor

1. INTRODUCTORY ITEMS

The meeting was called to order at 9:00 a.m.

Members Present: Joel Grace
Mike Carrigan
Brian Kulpin
Cortney Young

Members Absent: None

2. PUBLIC COMMENT

There were no comments from the public.

3. APPROVAL OF MINUTES

3.1 November 10, 2026, Planning & Construction Committee meeting

There being no corrections, the minutes were approved as presented.

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

4.1 Stead Solvent Site update

Presenter: *Todd Welty, Environmental Program Manager*

This presentation provides an update on the Stead Solvent Site at Reno-Stead Airport. Solvent contamination, primarily trichloroethane (TCE), was discovered in 1989 and addressed through extensive investigation and active remediation from 2005 to 2015, followed by natural attenuation, resulting in significant reductions in plume size and contaminant mass. Responsibility and costs are shared among multiple parties under a court-approved consent decree, with total remediation costs originally estimated at approximately \$5.1 million. Based on

remediation performance and groundwater trends, the Nevada Division of Environmental Protection has been requested to grant site closure by exemption, with next steps focused on regulatory approvals, system abandonment, and resolution of the consent decree.

5. ITEMS FOR CONSIDERATION BY THE FULL BOARD ON JANUARY 8, 2026

5.1 Board Memo No. 01/2026-01 (*For Possible Action*): Review, discussion and possible authorization for the President/CEO to execute Change Order #2 to the Master Agreement for a Construction Contract for GMP #2 – New Gen A&B at the Reno-Tahoe International Airport, with McCarthy Building Companies, Inc., for the Guaranteed Maximum Price of \$444,337,873, increasing the total Construction Contract amount to \$450,939,737

Presenter: *Amanda Twitchell, Senior Project Manager*

This item seeks Board authorization to advance construction of the New Gen A&B Project at RNO through approval of major construction, design, and construction management contracts. The project will replace the two existing concourses with two new, 570-foot-long concourses totaling approximately 122,000 square feet each and providing 24 aircraft gates, expanded holdrooms, upgraded amenities, outdoor terraces, and resilient, energy-efficient design features. The Board is asked to approve Guaranteed Maximum Price (GMP) #2 with McCarthy Building Companies (Item 5.1), along with contract amendments for construction administration and construction management services with Gensler and Construction Materials Engineers (Items 5.2 and 5.3). The project is funded through a combination of federal grants, passenger facility charges, and RTAA-issued bonds and represents a significant investment in long-term capacity, customer experience, and operational efficiency.

Motion: Recommend that this item be presented to the full Board on January 8, 2026, for consideration and approval of the proposed motion: *“Move to authorize the President/CEO to execute Change Order #2 to the Master Agreement for a Construction Contract for GMP #2 – New Gen A&B at the Reno-Tahoe International Airport, with McCarthy Building Companies, Inc., for the Guaranteed Maximum Price of \$444,337,873, increasing the total Construction Contract amount to \$450,939,737.”*

Moved by: Brian Kulpin

Seconded: Cortney Young

Aye: Trustees Grace, Carrigan, Kulpin, Young

Result: Passed

5.2 Board Memo No. 01/2026-02 (*For Possible Action*): Review, discussion and possible authorization for the President/CEO to execute Amendment #7 to the Professional Services Agreement for consultant services for the design of the Reno-Tahoe International Airport New Gen A&B Project with Gensler Architecture, Design & Planning, P.C., in the amount of \$13,972,535, for the New Gen A&B Construction Administration Services, increasing the total contract amount from \$48,483,074.71 to \$62,455,609.71

Presenter: *Amanda Twitchell, Senior Project Manager*

Motion: Recommend that this item be presented to the full Board on January 8, 2026, for consideration and approval of the proposed motion: *“Move to authorize the President/CEO to*

execute Amendment #7 to the Professional Services Agreement for consultant services for the design of the Reno-Tahoe International Airport New Gen A&B Project with Gensler Architecture, Design & Planning, P.C., in the amount of \$13,972,535, for the New Gen A&B Construction Administration Services, increasing the total contract amount from \$48,483,074.71 to \$62,455,609.71.”

Moved by: Cortney Young

Seconded: Brian Kulpin

Aye: Trustees Grace, Carrigan, Kulpin, Young

Result: Passed

5.3 Board Memo No. 01/2026-03 (For Possible Action): Review, discussion and possible authorization for the President/CEO to execute Amendment #4 to the Professional Services Agreement for Construction Management Services for the Reno-Tahoe International Airport New Gen A&B Project with Construction Materials Engineers, Inc. in the amount of \$11,578,218, for the New Gen A&B Project, increasing the total contract amount from \$4,227,237 to \$15,805,455

Presenter: Amanda Twitchell, Senior Project Manager

Motion: Recommend that this item be presented to the full Board on January 8, 2026, for consideration and approval of the proposed motion: *“Move to authorize the President/CEO to execute Amendment #4 to the Professional Services Agreement for Construction Management Services for the Reno-Tahoe International Airport New Gen A&B Project with Construction Materials Engineers, Inc. in the amount of \$11,578,218, for the New Gen A&B Project, increasing the total contract amount from \$4,227,237 to \$15,805,455.”*

Moved by: Brian Kulpin

Seconded: Mike Carrigan

Aye: Trustees Grace, Carrigan, Kulpin, Young

Result: Passed

6. INFORMATIONAL ITEMS

6.1 MoreRNO Executive Summary

Jackie Caulk, MoreRNO Program Director, briefed the Committee on the MoreRNO project developments.

6.2 Capital Improvement Program Summary

Gary Probert, Chief Planning & Engineering Officer, briefed the Committee on the Capital Improvement project developments.

6.3 Administrative Award of Contracts (Expenditures)

There was no discussion on this item.

7. MEMBER COMMENTS, QUESTIONS AND REQUESTS

Trustee Young requested an update from staff on the parking study.

8. PUBLIC COMMENT

There were no comments from the public.

9. ADJOURNMENT

The meeting was adjourned at 10:21 a.m.

Board Memorandum

09/2025-08

Date: March 12, 2026

Subject: Authorization for the President/CEO to Execute a Construction Contract with Spanish Springs Construction, Inc. for the Airfield Maintenance Yard Pavement Reconstruction Project – Phase 2 at Reno-Tahoe International Airport, accepting the Base Bid and Bid Alternate No. 1, in the Amount of \$1,295,047

Presenter: Dennis LeBaron, Facilities Project Manager II

BACKGROUND

The Airfield Maintenance Yard Pavement Reconstruction Project – Phase 2 is a continuation of pavement rehabilitation improvements within the Airfield Maintenance Yard at the Reno-Tahoe International Airport (RNO). Phase 1 of the project, completed in 2019, reconstructed the eastern portion of the maintenance yard, which includes the vehicle fueling facility and is the primary access to the maintenance building bays.

Phase 2 will reconstruct the remaining western portion of the yard, which includes the deicing agent storage tank area, landscape shop area, secondary access to the maintenance bays, and the snow broom storage facility.

The existing pavement has exceeded its service life and exhibits surface distress and structural failure. These conditions affect maneuverability and snow removal operations within the yard. Reconstruction will restore pavement integrity and maintain safe and efficient maintenance activities.

DISCUSSION

The Phase 2 project scope includes reconstruction of approximately 6,900 square yards of pavement in the western portion of the Airfield Maintenance Yard at RNO. Work will include removal of existing pavement, concrete and gravel, and the construction of new aggregate base, asphalt cement (AC), concrete, and storm drain improvements. These improvements will restore pavement integrity, support airfield maintenance operations, maintain safe working environment, and provide efficient access during winter snow removal events and to other additional areas.

The project was publicly advertised on January 2, 2026, through the Reno Gazette Journal, the RTAA website, and the Nevada Government eMarketplace (NGEM). A non-mandatory pre-bid meeting was held on January 12, 2026, and bids were opened on February 3, 2026, with four bids received. Table 1 summarizes the bidders and total bid amounts.

Table 1 – Bid Tabulation

Scope	Engineer's Estimate	Spanish Springs Construction	FW Carson	Q&D Construction	Sierra Nevada Construction
Base Bid	\$1,158,856	\$1,208,767	\$1,547,852	\$1,380,648	\$1,382,623
Bid Alt #1	\$46,944	\$86,280	\$74,716	\$58,352	\$80,384
Total	\$1,205,800	\$1,295,047	\$1,622,568	\$1,439,000	\$1,463,007

The low, responsive, and responsible bidder is Spanish Springs Construction inc., with a bid amount of \$1,295,047. RTAA staff reviewed all bids for compliance with the bid requirements and recommends awarding the construction contract to Spanish Springs Construction inc.

The total project duration is Forty-Five (45) calendar days. The Notice to Proceed will be issued following final approvals. The preliminary schedule desires to issuing the Notice to Proceed on May 1, 2026, with construction of the Airfield Maintenance Yard completed in June 2026. The estimated schedule is summarized in Table 2 – Preliminary Schedule.

Table 2 – Preliminary Schedule

Activity	Date
Board Approval	March 12, 2026
Notice to Proceed	May 1, 2026
Construction	May 1 – June 15, 2026
Notice of Completion	June 17, 2026

FISCAL IMPACT

The Airfield Maintenance Yard Pavement Reconstruction Project – Phase 2 will be funded through the Airside Pavement Maintenance budget as part of the Reno-Tahoe Airport Authority (RTAA) Capital Improvement Program for Fiscal Year 2025–26.

The project budget encompasses the construction contract with Spanish Springs Construction, Inc., construction management services with CME, contract administration with AtkinsRéalis, and contains an Owner’s Contingency. The overall anticipated budget for Phase 2 is \$1,606,980.

Table 4 – Project Estimate at Completion

Scope Contract Administration (AtkinsRéalis)	Construction Management (CME)	Construction (Spanish Springs Construction)	Other Direct Costs	Owner’s Contingency	Estimate At Completion
\$34,200	\$179,771	\$1,295,047	\$7,962	\$90,000	\$1,606,980

STRATEGIC PRIORITIES

Safety and Security

People

Facilities for the Future

COMMITTEE COORDINATION

Planning and Construction Committee

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

“Move to authorize the President/CEO to execute a Construction Contract with Spanish Springs Construction, Inc. for the Airfield Maintenance Yard Pavement Reconstruction Project – Phase 2 at the Reno-Tahoe International Airport, accepting the Base Bid and Bid Alternate No. 1, in the amount of \$1,295,047.”

Board Memorandum

03/2026-09

Date: March 12, 2026

Subject: Authorization for the President/CEO to Execute a Contract with Computer Projection Systems, LLC (dba CCS Presentation Systems) for Integrated Audio-Visual Equipment and Installation for the Headquarters Project at Reno-Tahoe International Airport, in the amount of \$940,000

Presenter: Bryce Juzek, P.E. Senior Project Manager

BACKGROUND

The Headquarters (HQ) Project is a purpose-built, approximately 62,000 square foot Police and Administration facility approved by the RTAA Board on September 11, 2025, pursuant to Board Memorandum No. 09/2025-51 (GMP #3 for HQ). The project consolidates Airport Police and Administrative Offices into a single facility designed to support collaboration, operational efficiency, and long-term growth as part of the MoreRNO capital program.

As part of the facility build-out, integrated audio-visual (AV) systems are required to support conference rooms, operational briefing spaces, and a public boardroom within the building. The AV systems will provide standardized meeting room technology, digital room scheduling systems, and a fully integrated board room presentation and broadcast system to support police operations, administrative functions, and public meetings.

A formal Request for Proposals (RFP) was issued for integrated AV equipment, programming, and installation services, on December 4, 2025. Proposals were due January 14, 2026. RTAA received seven responsive proposals from qualified vendors. Proposals were reviewed by the selection committee on February 6, 2026. Four firms were shortlisted for interview:

- CCS Presentation Systems
- Innovative Communications Systems
- INA Display
- ITI Systems

Interviews were conducted on February 18, 2026. The selection committee consisted of three RTAA employees, with input from three Subject Matter Experts.

Based on the evaluation process, Computer Projection Systems, LLC doing business as CCS Presentation Systems, was determined to be the most qualified firm to provide the required services and deliver best overall value to the RTAA.

DISCUSSION

The integrated AV systems include standardized conference room technology and digital room scheduling systems throughout the facility. Meeting rooms will be equipped with integrated display systems, high-definition conferencing cameras, ceiling or table mounted microphones, and touch panel control interfaces allowing users to initiate and manage in-person and virtual meetings through a consistent and user-friendly platform. Digital scheduling panels located outside each conference room will provide real time availability and integrate with the Authority's calendaring system to improve space utilization and operational efficiency.

For the Police Department, these systems will support operational briefings, internal coordination, and training activities within the new Headquarters facility. For Administration, the systems will provide reliable and flexible collaboration tools to support daily meetings, executive functions, and organizational operations.

The public boardroom will include a fully integrated presentation and broadcast system consisting of a large-format LED video wall, distributed audio system, integrated microphones, multiple high-definition cameras, recording capability, and supporting equipment racks and servers. The system is designed to support in-person and hybrid public meetings, formal presentations, and public broadcasting requirements to ensure transparency and accessibility.

The scope of work includes final system coordination, equipment procurement, programming, installation, integration with RTAA's information technology infrastructure, testing, commissioning, and a one-year service agreement and warranty to ensure proper system performance following occupancy. Early engagement of the AV integrator allows coordination of infrastructure requirements--including power, data, mounting supports, and millwork interfaces--during construction and reduces the risk of rework or schedule impacts.

FISCAL IMPACT

This project is included in the RTAA Capital Improvement Program. Construction budget funds were approved in the RTAA's Fiscal Year 2024/25 budget, with the remaining portion programmed for inclusion in the Fiscal Year 2025/26 Capital Improvement Program budget process. It is anticipated that construction will be funded with Non-Alternative Minimum Tax (Non-AMT) Bonds.

The proposed contract amount of \$940,000 is included within the approved Headquarters Project Estimate at Completion (EAC) and does not increase the total project budget.

The current EAC for the Headquarters Project includes soft costs of \$19,626,954, covering design, administration, project management, furniture, fixtures and equipment (FF&E), contingency, and hard costs of \$59,213,519 for construction and long-lead equipment, for a total estimated project cost of \$78,840,473. A summary is provided in Table 1 – HQ Estimate at Completion.

Table 1 – HQ Estimate at Completion

Category	Description	Cost
Soft Costs	-	19,626,954
A/E Design	RS&H Nevada, Inc.	\$7,298,150
Pre-Construction Services	Clark/Sullivan	\$119,500
Construction Administration	RS&H Nevada, Inc.	\$1,999,061
Construction Management	Construction Materials Engineering	\$2,175,218
PMO / All Other	PMO / SMEs and FF&E/AV, etc.	\$6,911,486
Owner’s Contingency	TBD/Misc.	\$1,123,539
Hard Costs	-	\$59,213,519
HQ – Long Lead Equipment	Clark/Sullivan	\$1,351,269
HQ – Final	Clark/Sullivan	\$57,862,250
Total Estimate at Completion	-	\$78,840,473

STRATEGIC PRIORITIES

Safety and Security
 People
 Facilities for the Future
 Customer Experience

COMMITTEE COORDINATION

Planning and Construction Committee

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

“Move to authorize the President/CEO to execute a contract with Computer Projection Systems, LLC (dba CCS Presentation Systems) for integrated audio-visual equipment and installation for the HQ Project at Reno-Tahoe International Airport in an amount not to exceed \$940,000.”

Board Memorandum

03/2026-xx

Date: March 12, 2026

Subject: Authorization for the President/CEO to execute a Professional Services Agreement for consultant services for the Design and Construction Administration of the Transportation Security Administration Offices at the Reno-Tahoe International Airport with Gensler Architecture, Design & Planning, P.C., in the amount of \$467,248, and authorize an Owner's Contingency in the amount of \$50,000

Presenter: Amanda Twitchell, Senior Project Manager – Architect Lead

BACKGROUND

The Transportation Security Administration (TSA) offices are currently located on the ground level of existing Concourse B. Concourse B will be demolished as a part of the New Gen A&B Project in May 2028, so the TSA offices need to be relocated.

Early in the Schematic Design phase of New Gen A&B, the Gensler developed plans incorporating the TSA offices into the ground level of new Concourse A. Based on value engineering exercises to bring the New Gen A&B project within budget, evaluations of the highest and best use of all potential locations, and conversations with the TSA regarding preferred locations, the decision was made to remove the TSA offices from the new concourses and design their space in the Reno-Tahoe Airport Authority (RTAA) Administrative Area.

In Spring of 2025, Paul Cavin Architects was selected to execute an Administrative Area Planning Study. The goal of the study was to evaluate the existing conditions of the space, identify modifications needed based on code and ADA requirements, identify opportunities and constraints of the space, and identify locations for potential tenants. One of the tenants that the study specifically focused on accommodating in the space was the TSA. In October 2025, Administrative Area Planning Study recommendations were presented to the Board and were accepted.

DISCUSSION

Since the project began as a part of the New Gen A&B Project, Gensler has familiarity with the scope of work and TSA requirements. In addition, Gensler has experience executing projects for the TSA at other airports.

Gensler will lead the design of the new TSA offices that consists of a tenant fit-out for approximately 5,000–7,000 SF of existing office space on Level 2 of the RTAA Administration area. The basic services include architectural and interior design for the office space, conference rooms, common areas, storage, and code-required signage, based on the program provided by TSA.

To execute the construction phase, Gensler and their subconsultants will need to perform Construction Administration (CA) Services. The CA Services include, but are not limited to, respond to Requests for Information (RFI), review of submittals, attendance at construction meetings, and site observation visits and reports.

FISCAL IMPACT

The project is funded by the FY26 Capital Improvement Program.

Table 1 – Design/CA Contract Summary

Description	Cost
Design	\$304,915
Construction Administration	\$162,333
Owner’s Contingency	\$50,000
Total	\$517,248

STRATEGIC PRIORITIES

Safety and Security
People
Facilities for the Future
Air Service and Cargo

COMMITTEE COORDINATION

Planning and Construction Committee

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

“Move to authorize the President/CEO to execute a Professional Services Agreement for consultant services for the Design and Construction Administration of the Transportation Security Administration Offices at the Reno-Tahoe International Airport with Gensler Architecture, Design & Planning, P.C., in the amount of \$467,248, and authorize an Owner’s Contingency in the amount of \$50,000.”



Reno-Tahoe Airport Authority Executive Summary



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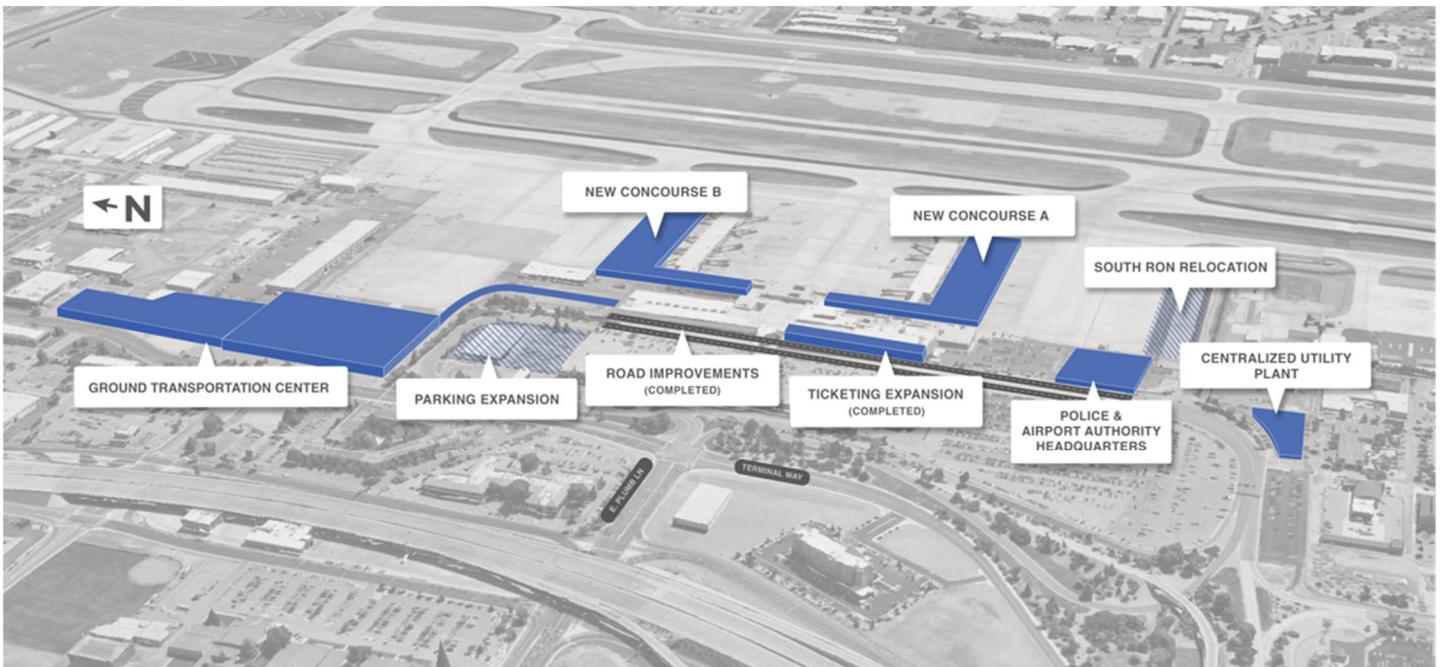
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MORERNO PROGRAM OVERVIEW

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.



March 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 March 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 began 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 have been completed. Clark Sullivan's next big milestone is to pour the first-floor slab and begin placing CMU; 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 began 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:** Baseline schedules have now been established for all active projects comprising the program. Overall, the program remains on track, with several projects trending toward earlier completion. Continued coordination

across concurrent efforts—particularly the HQ, CUP, and IT infrastructure projects—remains critical to support the 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:** At the March Board meeting, the HQ project will request Board authorization to execute an equipment contract for the procurement and installation of integrated audio-visual systems.

Urgent Issues & Risks

- **Schedule Fluidity:** All project schedules have been baselined and approved as of February 2026. While these schedules establish the current program plan, permitting, procurement, and coordination activities will continue to be monitored as potential influences on overall timelines.
- **Operational Coordination:** Maintaining alignment across the HQ, CUP, IT, TSA, and New Gen A&B enabling projects is essential to minimize operational disruptions. Logistics coordination and management of long-lead procurement activities are actively ongoing.
- **Budget Vigilance:** Value engineering continues to yield significant savings; however, continued monitoring remains necessary to manage costs and respond to unforeseen changes.
- **Federal Funding Status:** Under current funding levels, the AIP program remains fully funded; however, the team will continue to monitor potential funding challenges as future federal funding cycles proceed.

Summary

The MoreRNO Program continues to deliver on its commitment to modernize the Reno-Tahoe International Airport, with major projects advancing on schedule and within budget. In the coming months, the focus will be on maintaining schedule alignment, managing construction, proactively addressing program risks, and emphasizing the passenger experience 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.

Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan 2027	Feb 2027
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Mar-2026 **Concourses A&B: Groundbreaking**

Mar-2026 **HQ: AV Procurement approval**

Jun-2026 **HQ: Furniture Procurement approval**

Aug-2026 **New Gen A&B: Phase 2 begins**

Legend
Board Approval
OSC/ESC Approval
Informational Only
NEW ITEM
CHANGE

Schedule Planning

Unless otherwise noted, construction start and completion dates are derived from approved contractor baseline construction schedules coordinated program-wide through a critical path methodology. These schedules define the current program sequencing and coordination, while remaining subject to revision as construction activities advance.

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 and construction on Concourse A underway.
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 also underway with the start occurring 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 February 17, 2026.

Project Details

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

KPIs

		KEY PERFORMANCE INDICATORS			Data Date: 2/16/26
PROJECT NAME	STAGE	BUDGET	SCHEDULE	SAFETY	REMARKS
Loop Rd Utility Work	Construction	●	●	●	45-day schedule delay
Terminal Way Utility Work	Construction	●	●	●	45-day schedule delay
GTC/ConRAC Site Work	Construction	●	●	●	45-day schedule delay

Project Status

PROJECT STATUS

- B13 and Taxi Lot Final Completion submitted to RTAA 1/27/26
- Textron permanent exhaust system permit revision required, resubmission expected 2/20/26
- Conrac/GTC site work continues
 - Utility demolition in progress
 - New site utilities in progress
 - Terminal Way utilities in progress
 - Site grading in progress

SCHEDULE	START	FINISH	DURATION (CDs)	2024	2025	2026	2027	2028
Project Summary	4/9/24	10/31/28	1,666	[Green bar spanning 2024-2028]				
Taxi Lot (SC)	9/13/24	4/15/25	214	[Green bar]				
Building 12 (FC)	7/2/24	6/13/25	346	[Green bar]				
Building 13 (SC)	8/5/24	7/24/25	353	[Green bar]				
GTC	7/24/25	6/18/27	694		[Green bar]			
ConRAC (with RAC TIs)	7/24/25	6/15/28	1,057		[Green bar]			
Existing QTA Demo	6/15/28	10/31/28	138					[Green bar]

3-MONTH LOOK AHEAD	DATE	FEB	MAR	APR
Fiber Vault Demo at CSB Footprint	2/19/26	●		
Site Geo Piers Mobilization	2/27/26	●		
Loop Rd Phase 3 – GTC Normal Operations Start	3/9/26		●	
Foundation Excavation	4/3/26			●
Terminal Way Sanitary Sewer Work Complete	4/21/26			●

SAFETY – 30 DAYS PRIOR (2/9/26 data date)	MAN HOURS	REPORTABLE	LOST TIME
Prior Month	3,870	0	0
This Month	8,344	0	0
Cumulative	171,262	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	\$113,022,250	\$168,058,700
Project Soft Costs	\$18,332,500	\$(534,770)	\$17,797,730	\$2,869,383	\$14,928,347
Total Project Costs	\$298,878,680	-	\$298,878,680	\$115,891,633	\$182,987,047

Construction Progress Pictures



**Site Grading
Continues**



Mock-up in progress



Terminal Way work



**Sewer Relocation
Work**

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 with foundations poured and the completion of the 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 March Board. The Art Selection Committee has selected three artists to advance to the design phase for the terrazzo artwork, with their submittal to the RTAA at the end of February.

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	Mar	Apr	May
Foundation Work		●		
Structure		●	●	●
CUP Utility Tie-Ins		●	●	●
Mock-Up		●		

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	\$72,885,827	\$11,313,274	\$5,954,646
Total	\$78,840,473	\$72,885,827	\$11,313,274	\$5,954,646
Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> Contingency	\$4,770,111	\$3,646,460	\$0	\$1,123,651
CMARCnt	\$1,590,301	\$1,590,301	\$0	\$0
DesCont	\$0	\$0	\$0	\$0
General	\$0	\$0	\$0	\$0
OwnCont	\$3,179,810	\$2,056,159	\$0	\$1,123,651
Total	\$4,770,111	\$3,646,460	\$0	\$1,123,651

Construction Performance Summary



Sewer main installation



Plumbing installation under building pad



Building pad prep work



Building pad rebar mat & forms



Electrical conduit to floor boxes



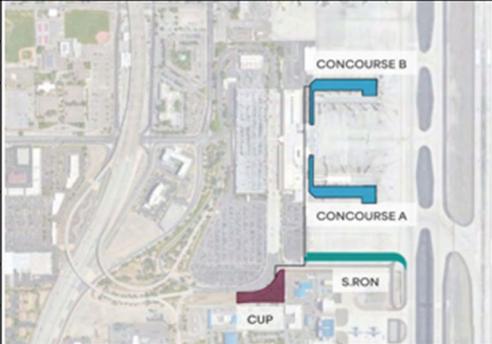
Building pad rebar cage

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	[Green Bar]		
Re-Design	02/06/25	02/28/25	23			[Green Bar]
Construction	06/23/25	11/07/25	138			[Green Bar]

3-MONTH LOOK AHEAD	Date	Mar	Apr	May
Project Close-out		●		

Financial Summary

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

S. RON

Commitments vs Budget



Actuals vs Commitments



Funding	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
AIG	\$7,507,648	\$7,507,648	\$7,045,082	\$0
PFC	\$1,512,843	\$1,512,843	\$1,474,074	\$0
AMT	\$1,407,324	\$781,482	\$643,619	\$625,842
Total	\$10,427,815	\$9,801,973	\$9,162,775	\$625,842

Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> Contingency	\$625,842	\$0	\$0	\$625,842
OwnCont	\$625,842	\$0	\$0	\$625,842
Total	\$625,842	\$0	\$0	\$625,842

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. Recently completed construction activities include roof decking, exterior framing, MEP super structure support and rough-in, and exterior wall sheathing and insulating. Major activities underway include construction of the roofing, envelope waterproofing, interior framing and interior MEP rough-in. The utility trench Area 6C, adjacent to Gate B2; Area 3, that extends from just south of Gate B1 to the Gate 170 ambulance road; Area 7D, located east of the headhouse; and Area 6B, south of Matrix 3 are complete. The construction of Area 7E, located adjacent to Gate C1, began on February 13th. Area 1 & 2, located adjacent to the CUP site, began in February and excavation 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

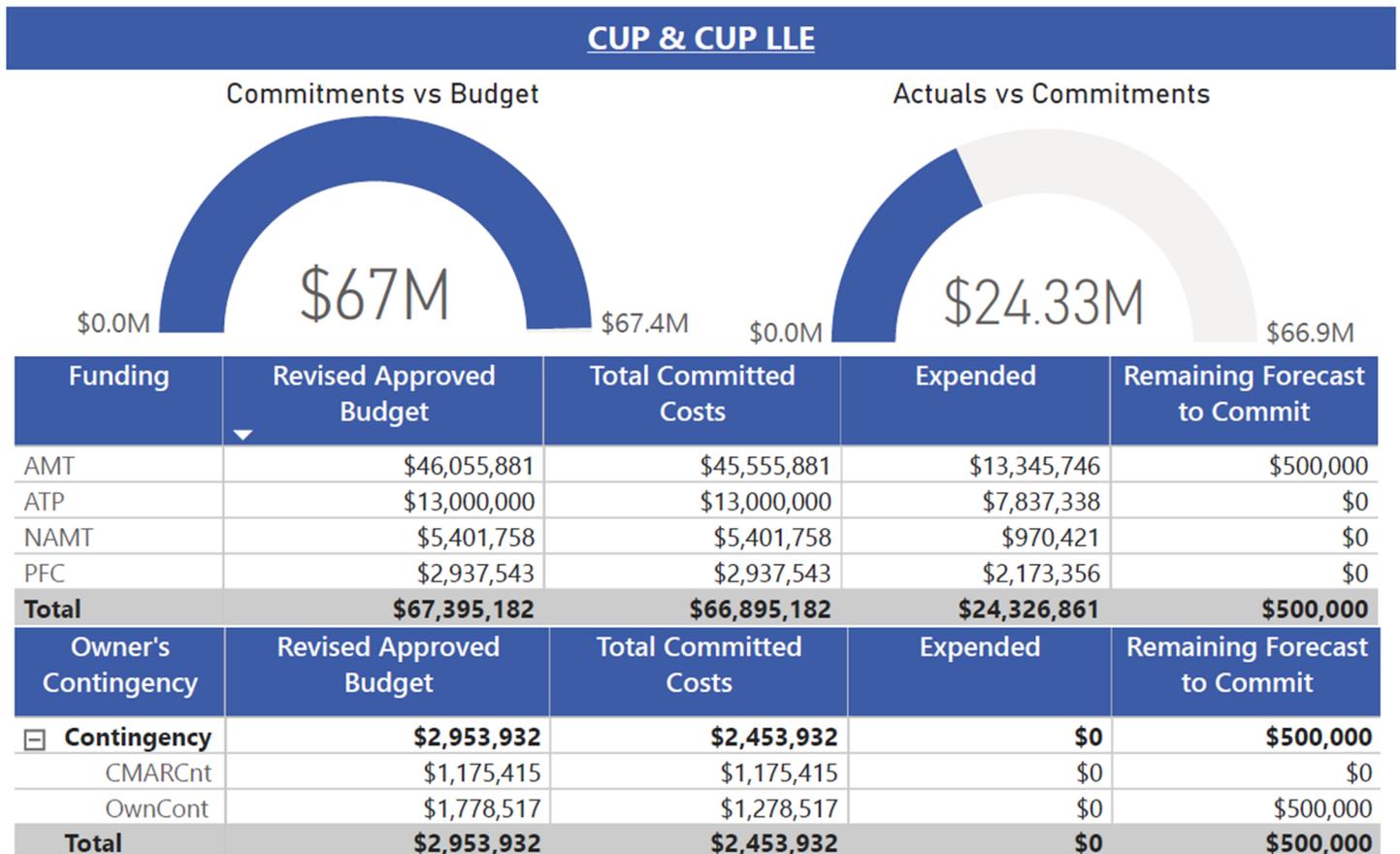
Issued NTP: 07/16/25

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	Mar	Apr	May
Exterior Stud Framing		●		
Site Work		●	●	●
Interior Buildout		●	●	●
Trenching Area 7E		●	●	
Roof Work		●	●	
Metal Wall Panels			●	●
Trenching Areas 1 & 2		●	●	●

Financial Summary

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



Construction Performance Summary



Area 6B hydronic piping



Area 6B hydronic piping



Area 7D concrete



CUP exterior framing



CUP steel topping off



CUP steel & metal deck

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

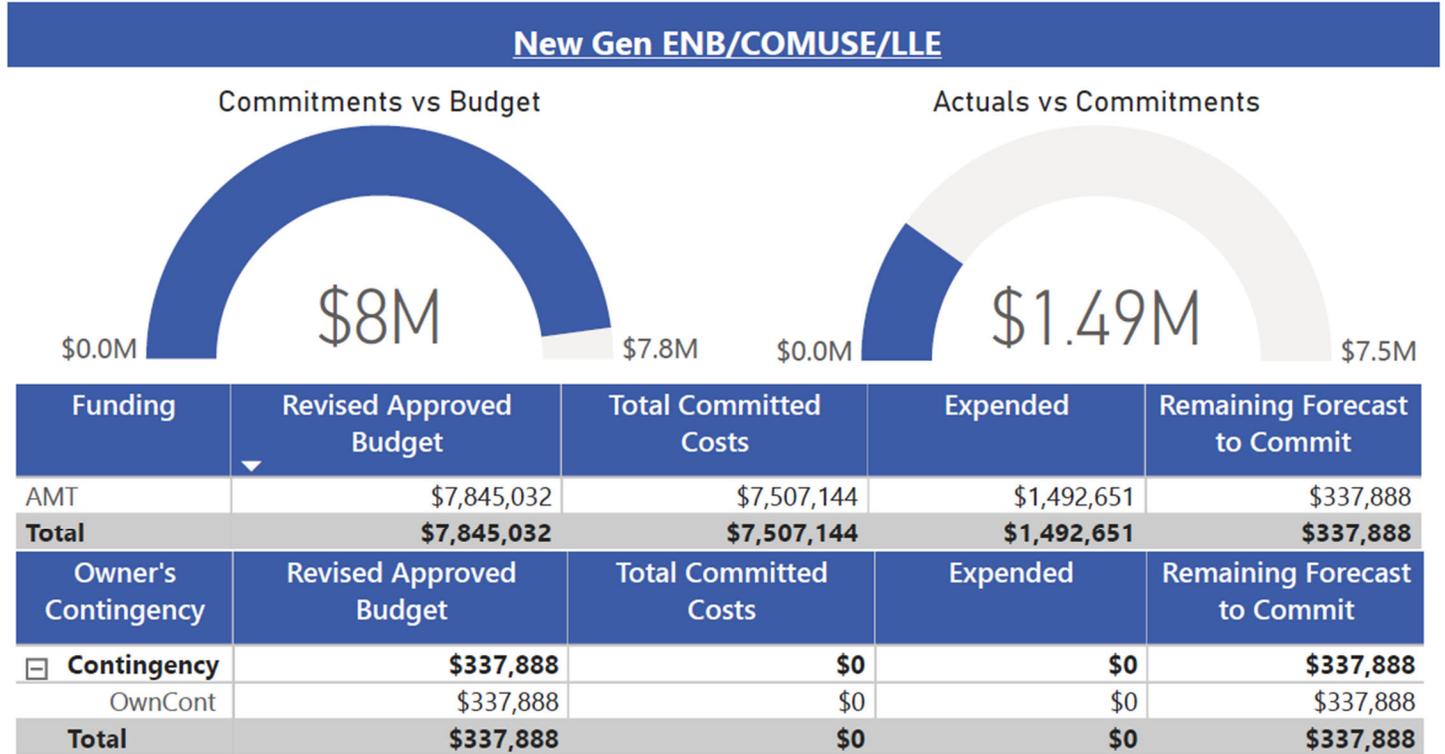
SCHEDULE	Start	Finish	Duration (Days)	2025	2026	2027
Concourses Enabling	07/08/25	01/13/26	190			
Concourses LLE	06/16/25	01/20/27	584			
Common Use	07/11/25	11/21/25	134			

3-MONTH LOOK AHEAD

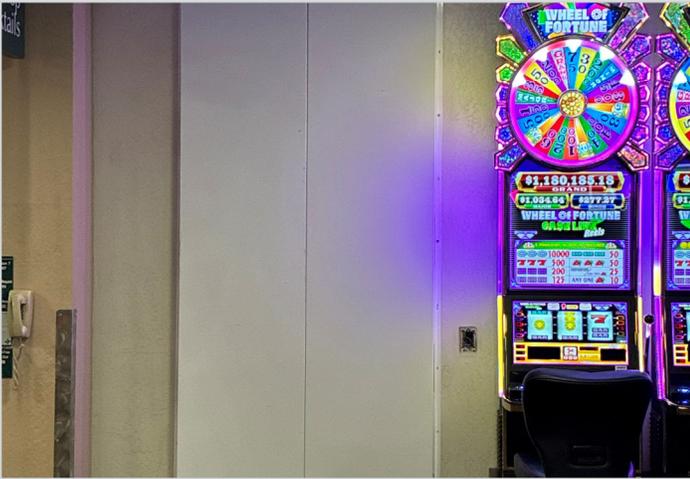
Date	Feb	Mar	Apr
Concourses Enabling Project Closeout	●	●	
Common Use Enabling Project Closeout	●		

Financial Summary

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



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, 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 began on February 17th. Completed activities include installation of construction zone fence and removal of passenger boarding bridges at B1, B3, B5, B7, and B9. Demolition of the existing apron concrete is underway.

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
Design	06/20/23	12/30/25	925	[Gantt bar]						
Phase 0 Construction (estimated)	11/17/25	07/21/26	247							
Concourse A Construction (estimated)	02/17/26	02/26/28	740							
Concourse B Construction (estimated)	01/11/27	07/25/29	927							

3-MONTH LOOK AHEAD	Date	Mar	Apr	May
Phase 0 Construction		●	●	●
Phase 1 Construction		●	●	●
New Gen A: Site Prep / PBB Removal		●		
New Gen A: Civil		●	●	●

Financial Summary

New Gen CONA & CONB



(continued next page)

Funding	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
AIG	\$27,089,359	\$27,089,359	\$0	\$0
AIP	\$20,000,000	\$20,000,000	\$0	\$0
AIPE	\$30,638,154	\$30,638,154	\$0	\$0
ATP	\$26,367,384	\$26,367,384	\$0	\$0
AMT	\$370,657,946	\$370,657,946	\$21,114,751	\$0
PFC	\$46,612,404	\$46,612,404	\$22,364,608	\$0
Total	\$521,365,247	\$521,365,247	\$43,479,359	\$0

Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> Contingency	\$29,604,877	\$29,604,877	\$0	\$0
CMARCnt	\$16,639,716	\$16,639,716	\$0	\$0
OwnCont	\$12,965,161	\$12,965,161	\$0	\$0
Total	\$29,604,877	\$29,604,877	\$0	\$0

New Gen All

Commitments vs Budget



Actuals vs Commitments



Funding	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
AMT	\$42,966,724	\$21,012,263	\$11,372,009	\$21,954,461
Total	\$42,966,724	\$21,012,263	\$11,372,009	\$21,954,461

Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> Contingency	\$3,912,458	\$0	\$0	\$3,912,458
OwnCont	\$3,912,458	\$0	\$0	\$3,912,458
Total	\$3,912,458	\$0	\$0	\$3,912,458

Construction Performance Summary



Phase 0 - B9 door infill



Phase 0 - charger relocations



Phase 0 - charger relocations



Phase 0 - duct bank extension

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

Project Details

Project 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

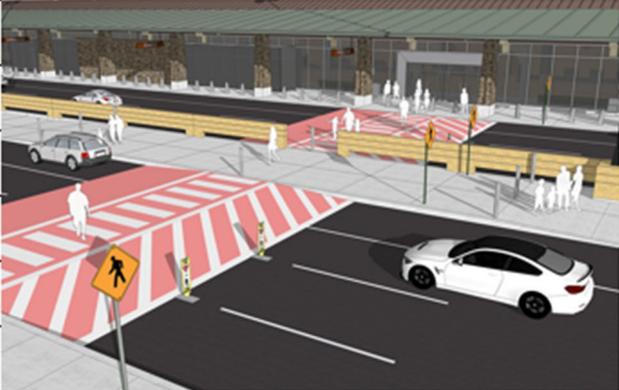


The Loop Road

"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 36-40



The New Gen Concourse A & B

Data Date - 1/30/2026



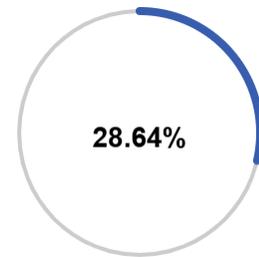
Revised Approved Budget	Funding Received	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	ETC	EAC
\$650.0M	\$186.2M	\$626.6M	\$0.0M	\$626.6M	\$23.4M	\$89.8M	\$0.0M	\$560.2M	\$650.0M

Commitments vs Budget



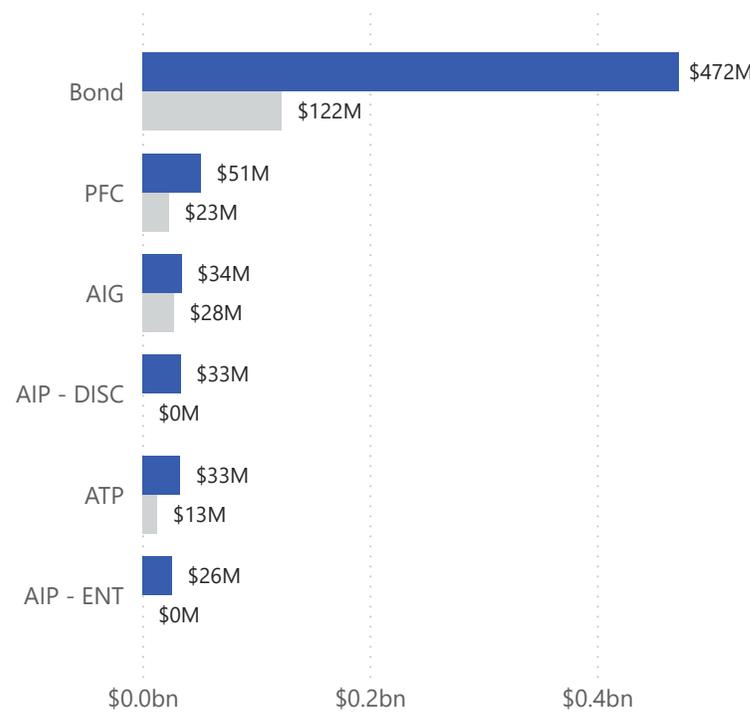
Funding Received

Funding Received / Total Funding



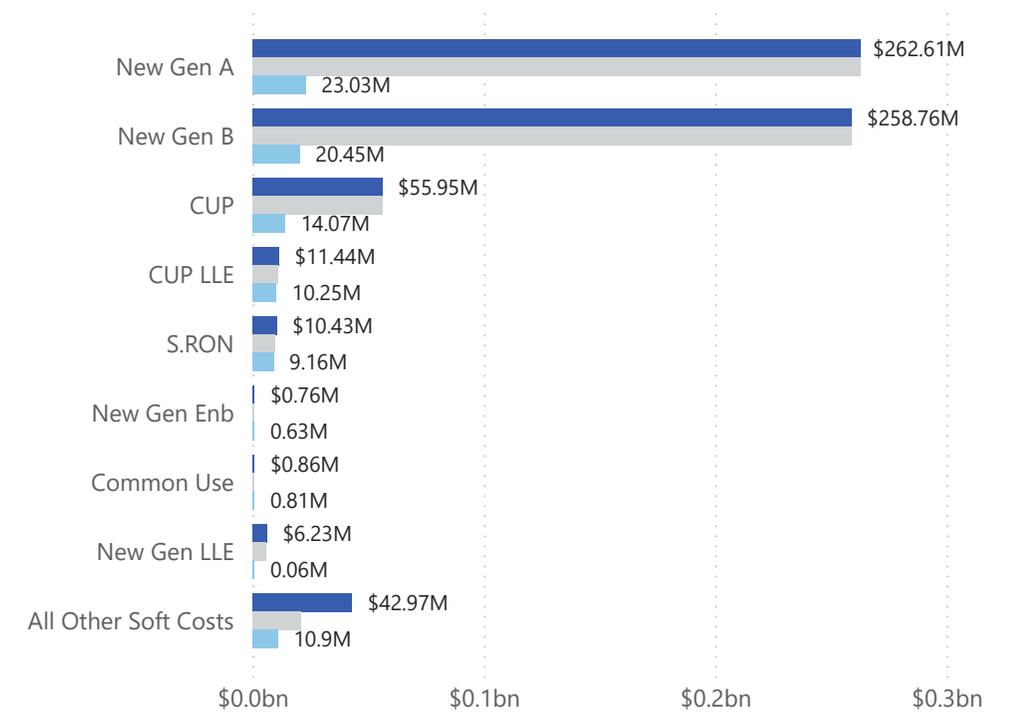
Funding by Source

Total Funding Approved Funding

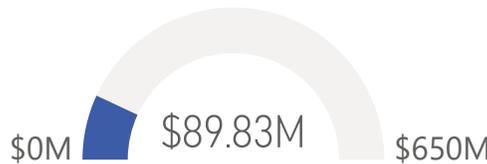


Budget by Sub Project

Revised Approved Budget Total Committed Costs Contractor Invoices (Net)

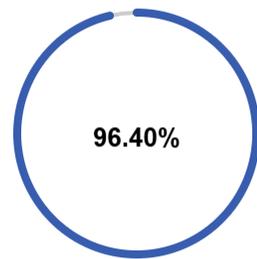


Actuals vs Budget

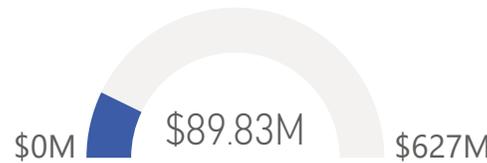


Budget Consumed

Commitments / Budget



Actuals vs Commitments



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	\$125,803,922	\$103,849,461	\$0	\$103,849,461	\$21,954,461	\$62,975,138	\$0	\$62,828,784	\$125,803,922
Design	\$46,229,381	\$46,229,380	\$0	\$46,229,380	\$0	\$45,565,683	\$0	\$663,698	\$46,229,381
CMAR Pre-Con	\$4,576,134	\$4,576,134	\$0	\$4,576,134	\$0	\$4,427,538	\$0	\$148,596	\$4,576,134
CA	\$16,226,229	\$16,226,229	\$0	\$16,226,229	\$0	\$389,752	\$0	\$15,836,477	\$16,226,229
CM	\$15,805,455	\$15,805,455	\$0	\$15,805,455	\$0	\$1,220,156	\$0	\$14,585,299	\$15,805,455
PMO/SME/All	\$39,054,266	\$21,012,263	\$0	\$21,012,263	\$18,042,003	\$11,372,009	\$0	\$27,682,257	\$39,054,266
Owner Contingency	\$3,912,458	\$0	\$0	\$0	\$3,912,458	\$0	\$0	\$3,912,458	\$3,912,458
Hard Costs	\$524,196,078	\$522,732,347	\$0	\$522,732,347	\$1,463,730	\$26,858,517	\$0	\$497,337,561	\$524,196,078
Hard Costs	\$508,488,669	\$508,488,669	\$0	\$508,488,669	\$0	\$26,858,517	\$0	\$481,630,153	\$508,488,669
Owner Contingency	\$15,707,408	\$14,243,678	\$0	\$14,243,678	\$1,463,730	\$0	\$0	\$15,707,408	\$15,707,408
Total	\$650,000,000	\$626,581,809	\$0	\$626,581,809	\$23,418,191	\$89,833,655	\$0	\$560,166,345	\$650,000,000



The HQ

Data Date - 1/30/2026

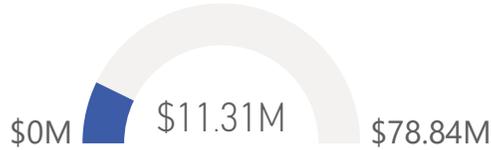


Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	ETC	EAC
\$78.8M	\$72.9M	\$0.0M	\$72.9M	\$6.0M	\$11.3M	\$0.0M	\$67.5M	\$78.8M

Commitments vs Budget

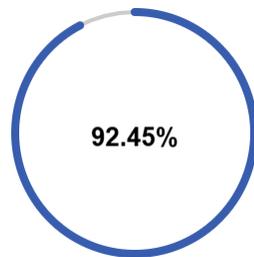


Actuals vs Budget



Budget Consumed

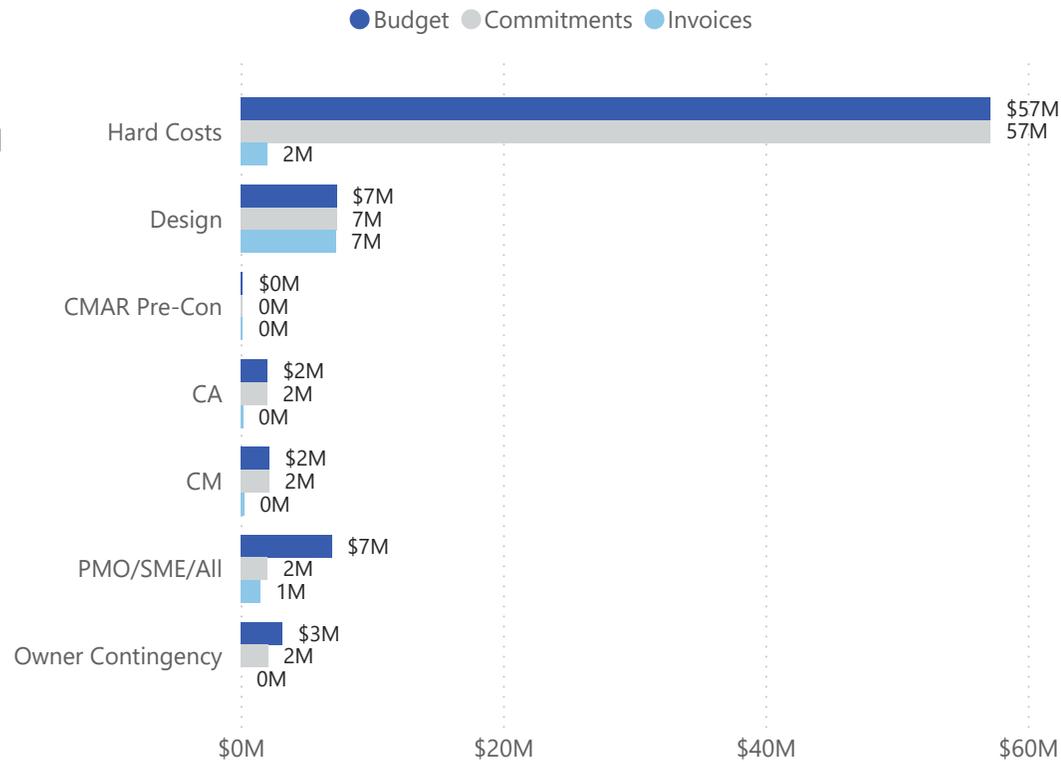
Commitments / Budget



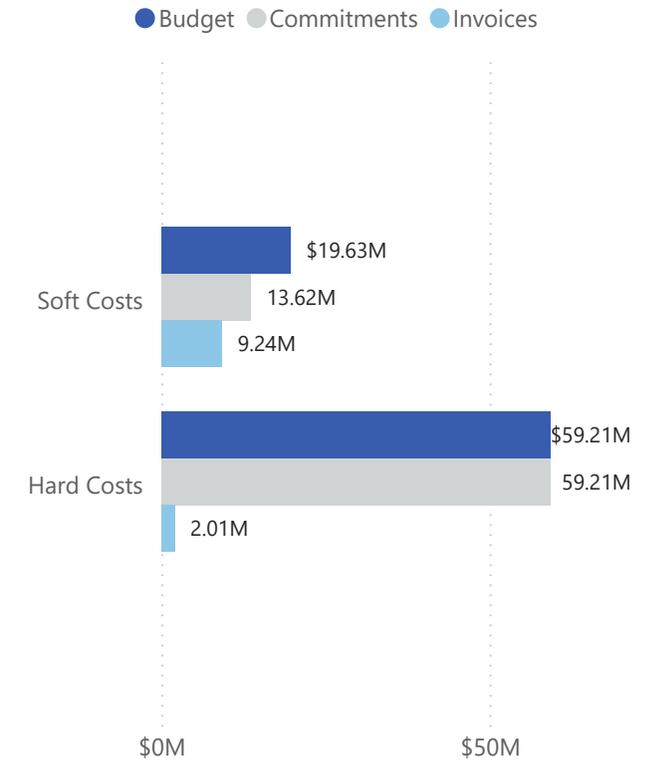
Actuals vs Commitments



Soft Cost by Category



Budget by Cost Type



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	\$19,626,842	\$13,672,308	\$0	\$13,672,308	\$5,954,535	\$9,298,762	\$0	\$10,328,080	\$19,626,842
Design	\$7,298,150	\$7,298,150	\$0	\$7,298,150	(\$0)	\$7,231,048	\$0	\$67,103	\$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	\$159,250	\$0	\$1,839,811	\$1,999,061
CM	\$2,175,218	\$2,175,218	\$0	\$2,175,218	\$0	\$255,017	\$0	\$1,920,201	\$2,175,218
PMO/SME/All	\$6,911,374	\$2,080,378	\$0	\$2,080,378	\$4,830,996	\$1,533,948	\$0	\$5,377,427	\$6,911,374
Owner Contingency	\$1,123,539	\$0	\$0	\$0	\$1,123,539	\$0	\$0	\$1,123,539	\$1,123,539
Hard Costs	\$59,213,631	\$59,213,519	\$0	\$59,213,519	\$112	\$2,014,512	\$0	\$57,199,118	\$59,213,631
Hard Costs	\$57,157,360	\$57,157,360	\$0	\$57,157,360	\$0	\$2,014,512	\$0	\$55,142,848	\$57,157,360
Owner Contingency	\$2,056,271	\$2,056,159	\$0	\$2,056,159	\$112	\$0	\$0	\$2,056,271	\$2,056,271
Total	\$78,840,473	\$72,885,827	\$0	\$72,885,827	\$5,954,646	\$11,313,274	\$0	\$67,527,199	\$78,840,473



The New Gen Concourse A & B (Hard Cost)

Data Date - 1/30/2026



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
<input type="checkbox"/> Hard Costs	\$524,196,078	\$522,732,347	\$0	\$522,732,347	\$1,463,730	\$26,858,517	\$0	\$497,337,561	\$524,196,078
<input type="checkbox"/> NGCOMU	\$831,264	\$781,949	\$0	\$781,949	\$49,315	\$781,949	\$0	\$49,315	\$831,264
Hard Costs	\$781,949	\$781,949	\$0	\$781,949	\$0	\$781,949	\$0	\$0	\$781,949
Owner Contingency	\$49,315	\$0	\$0	\$0	\$49,315	\$0	\$0	\$49,315	\$49,315
<input type="checkbox"/> NGCONA	\$226,155,023	\$226,155,023	\$0	\$226,155,023	\$0	\$0	\$0	\$226,155,023	\$226,155,023
Hard Costs	\$219,576,299	\$219,576,299	\$0	\$219,576,299	\$0	\$0	\$0	\$219,576,299	\$219,576,299
Owner Contingency	\$6,578,724	\$6,578,724	\$0	\$6,578,724	\$0	\$0	\$0	\$6,578,724	\$6,578,724
<input type="checkbox"/> NGCONB	\$224,784,714	\$224,784,714	\$0	\$224,784,714	\$0	\$0	\$0	\$224,784,714	\$224,784,714
Hard Costs	\$218,398,277	\$218,398,277	\$0	\$218,398,277	\$0	\$0	\$0	\$218,398,277	\$218,398,277
Owner Contingency	\$6,386,437	\$6,386,437	\$0	\$6,386,437	\$0	\$0	\$0	\$6,386,437	\$6,386,437
<input type="checkbox"/> NGCUPLE	\$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
<input type="checkbox"/> NGENBL	\$672,868	\$592,534	\$0	\$592,534	\$80,334	\$584,672	\$0	\$88,196	\$672,868
Hard Costs	\$592,534	\$592,534	\$0	\$592,534	\$0	\$584,672	\$0	\$7,862	\$592,534
Owner Contingency	\$80,334	\$0	\$0	\$0	\$80,334	\$0	\$0	\$80,334	\$80,334
<input type="checkbox"/> NGNCUP	\$45,462,276	\$45,462,276	\$0	\$45,462,276	\$0	\$7,678,308	\$0	\$37,783,968	\$45,462,276
Hard Costs	\$44,183,759	\$44,183,759	\$0	\$44,183,759	\$0	\$7,678,308	\$0	\$36,505,451	\$44,183,759
Owner Contingency	\$1,278,517	\$1,278,517	\$0	\$1,278,517	\$0	\$0	\$0	\$1,278,517	\$1,278,517
<input type="checkbox"/> 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
<input type="checkbox"/> NGSRON	\$8,634,000	\$8,008,158	\$0	\$8,008,158	\$625,842	\$7,514,754	\$0	\$1,119,246	\$8,634,000
Hard Costs	\$8,008,158	\$8,008,158	\$0	\$8,008,158	\$0	\$7,514,754	\$0	\$493,403	\$8,008,158
Owner Contingency	\$625,842	\$0	\$0	\$0	\$625,842	\$0	\$0	\$625,842	\$625,842
Total	\$524,196,078	\$522,732,347	\$0	\$522,732,347	\$1,463,730	\$26,858,517	\$0	\$497,337,561	\$524,196,078



CASHFLOW

Data Date - 1/30/2026



Total Expended
101,146,929

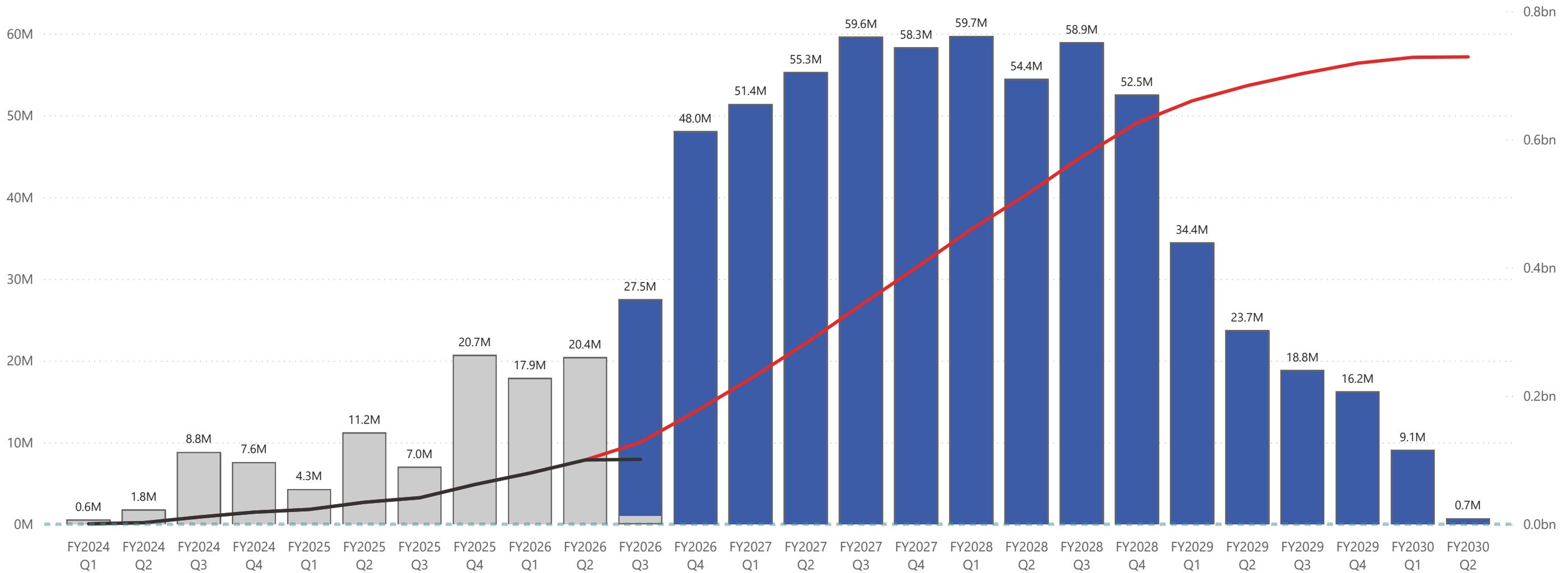
Estimate to Complete
627,693,544

Estimate at Complete
728,840,473

Progress
13.9%

Fund ID	Total Expended	Total Forecasted	Estimate at Complete	Progress
AIG	7,045,082.31	27,551,924.46	34,597,006.77	20.363%
AIPD		20,000,000.00	20,000,000.00	
AIPE		30,638,154.00	30,638,154.00	
AMT	47,968,775.24	420,964,131.63	468,932,906.87	10.229%
ATP	7,837,338.26	31,530,045.74	39,367,384.00	19.908%
NAMT	12,283,695.51	71,958,535.92	84,242,231.43	14.581%
PFC	26,012,037.62	25,050,752.31	51,062,789.93	50.941%
Total	101,146,928.94	627,693,544.06	728,840,473.00	13.878%

Forecast by Fiscal Qtr





CASHFLOW (New Gen)

Data Date - 1/30/2026



Previous Invoices (Paid)
89,833,655

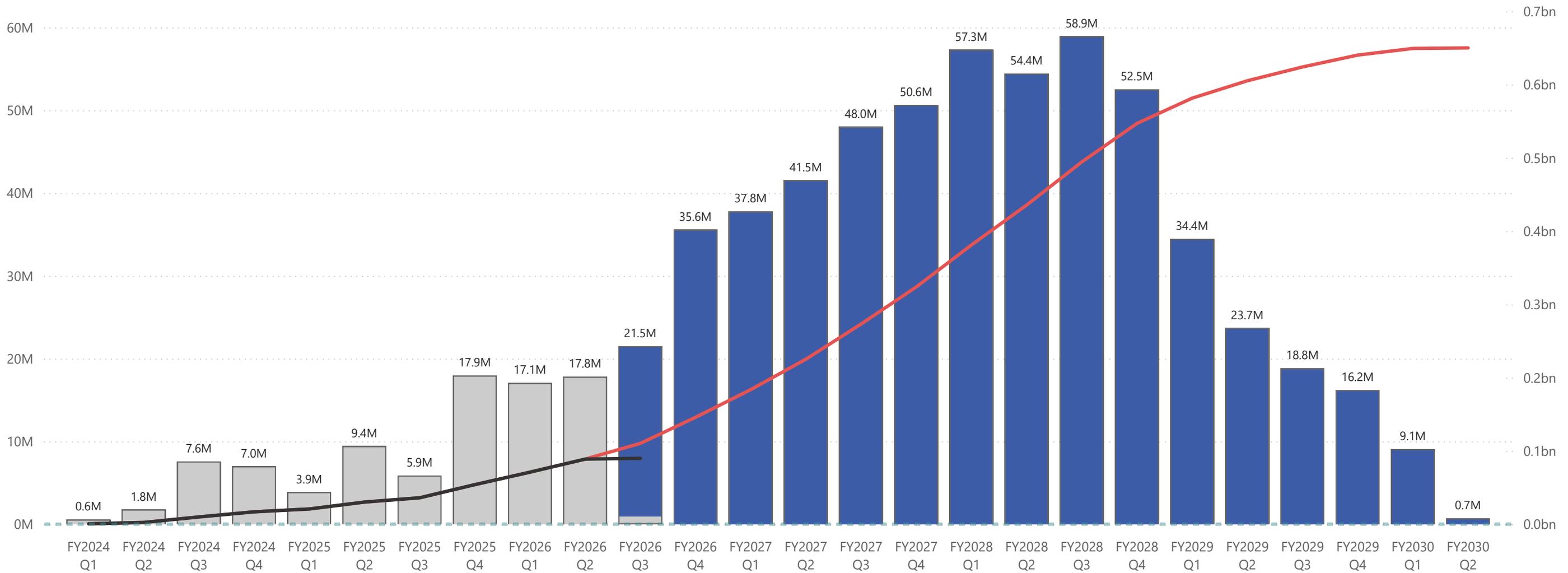
Total Forecast
560,166,345

Total Contracts
650,000,000

Progress
13.8%

Fund ID	Total Expended	Total Forecasted	Estimate at Complete	Progress
AIG	7,045,082.31	27,551,924.46	34,597,006.77	20.363%
AIPD		20,000,000.00	20,000,000.00	
AIPE		30,638,154.00	30,638,154.00	
AMT	47,968,775.24	420,964,131.63	468,932,906.87	10.229%
ATP	7,837,338.26	31,530,045.74	39,367,384.00	19.908%
NAMT	970,421.39	4,431,337.04	5,401,758.43	17.965%
PFC	26,012,037.62	25,050,752.31	51,062,789.93	50.941%
Total	89,833,654.82	560,166,345.18	650,000,000.00	13.821%

Forecast by Fiscal Qtr





CASHFLOW (HQ)

Data Date - 1/30/2026



Total Expended
11,313,274

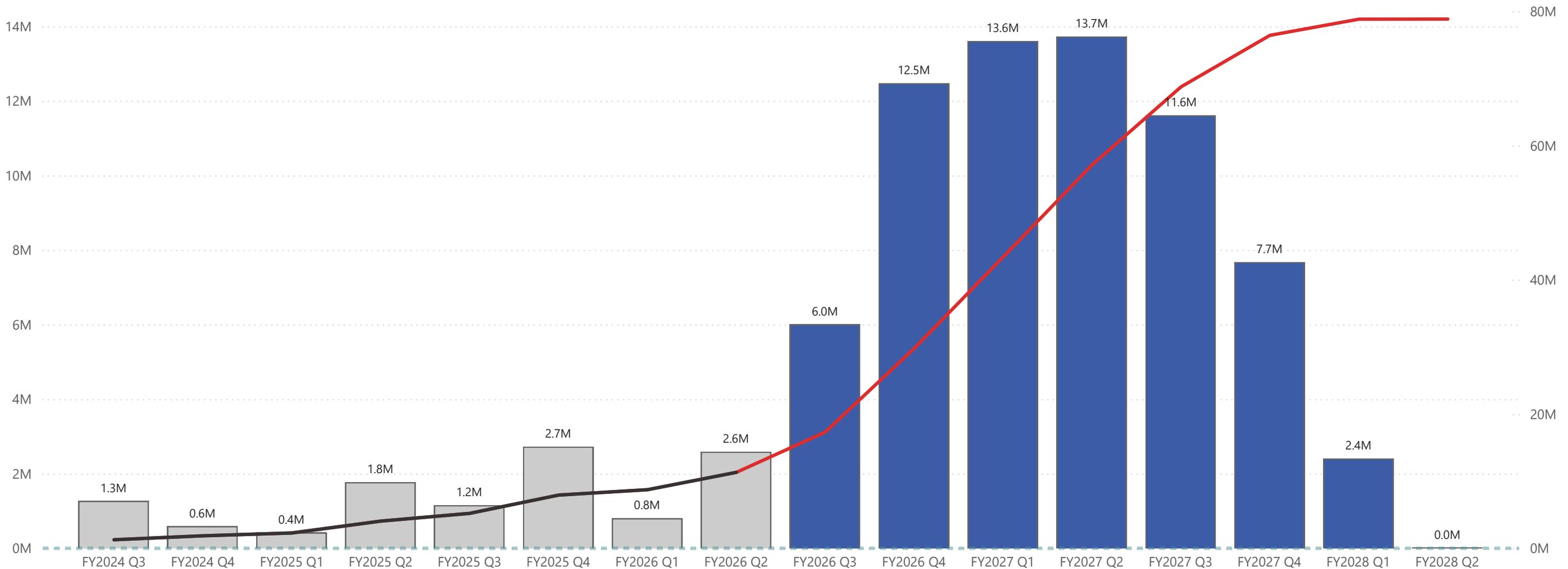
Total Forecast
67,527,199

Total Contracts
78,840,473

Progress
14.3%

Fund ID	Total Expended	Total Forecasted	Estimate at Complete	Progress
NAMT	11,313,274.12	67,527,198.88	78,840,473.00	14.350%
Total	11,313,274.12	67,527,198.88	78,840,473.00	14.350%

Forecast by Fiscal Qtr





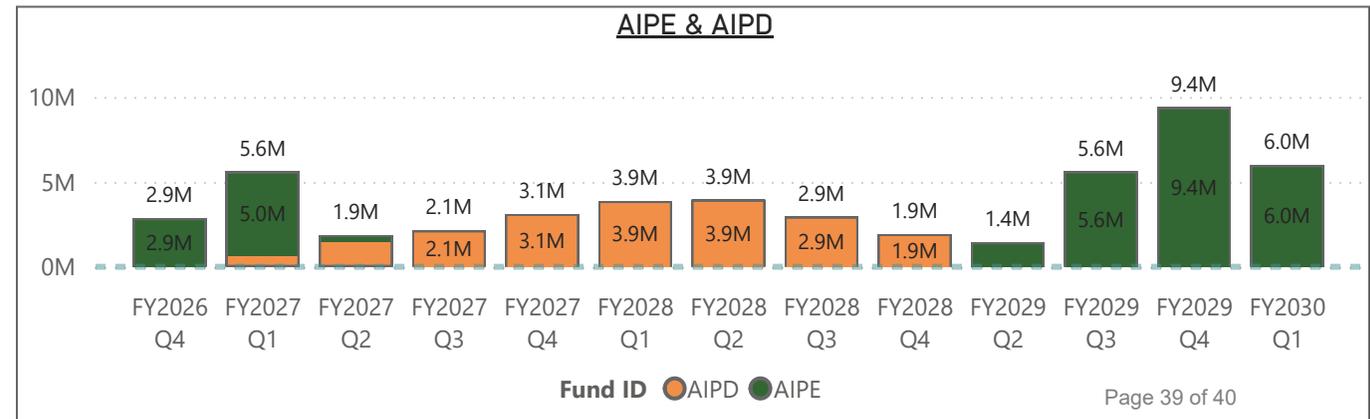
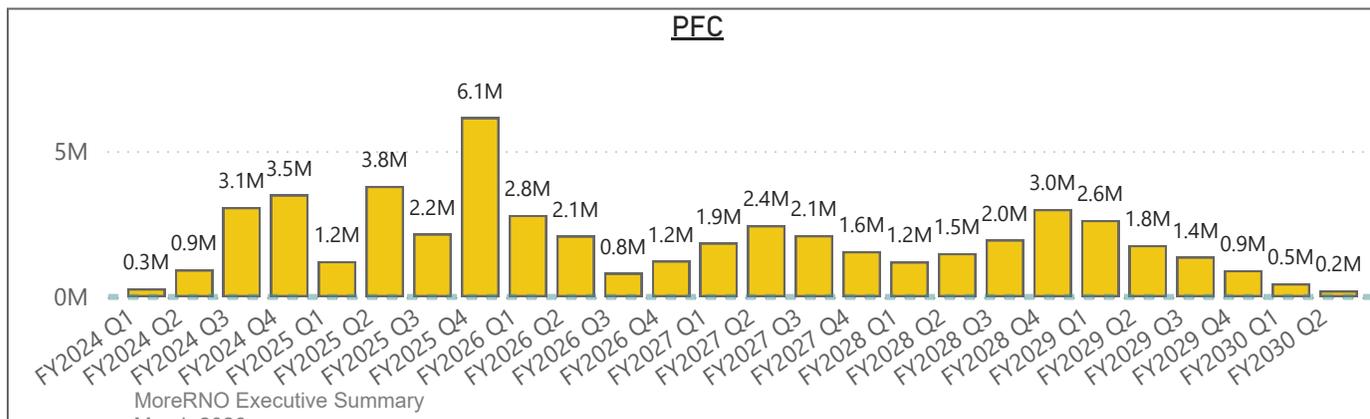
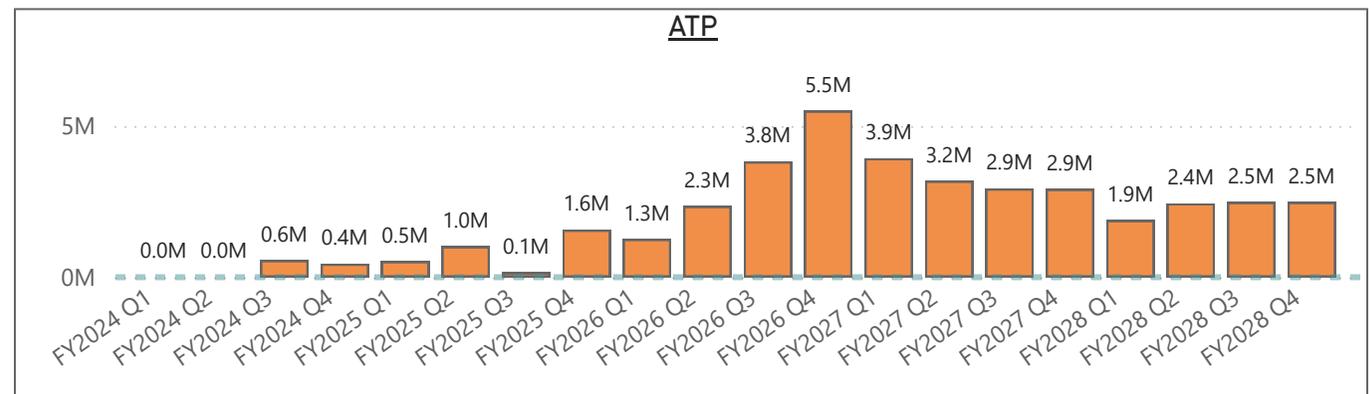
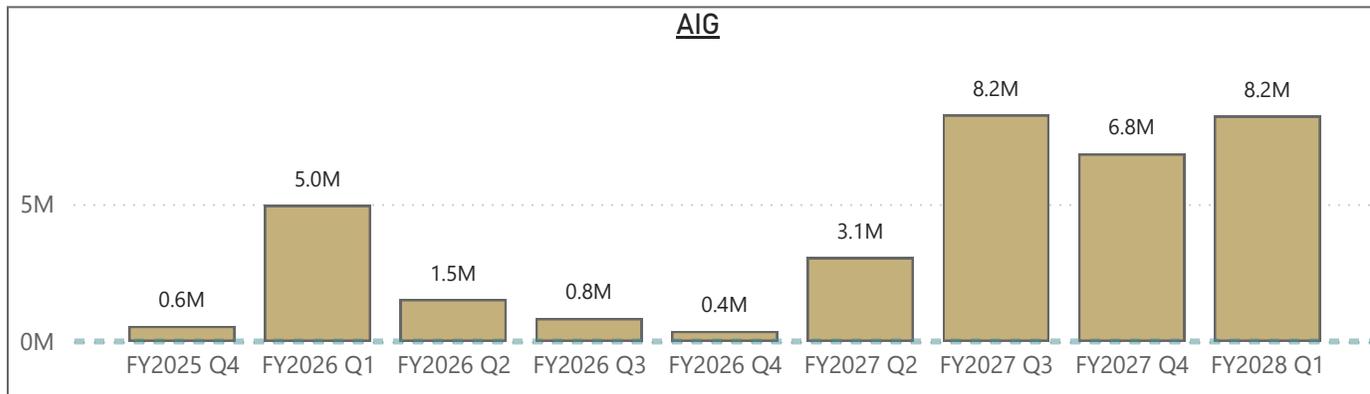
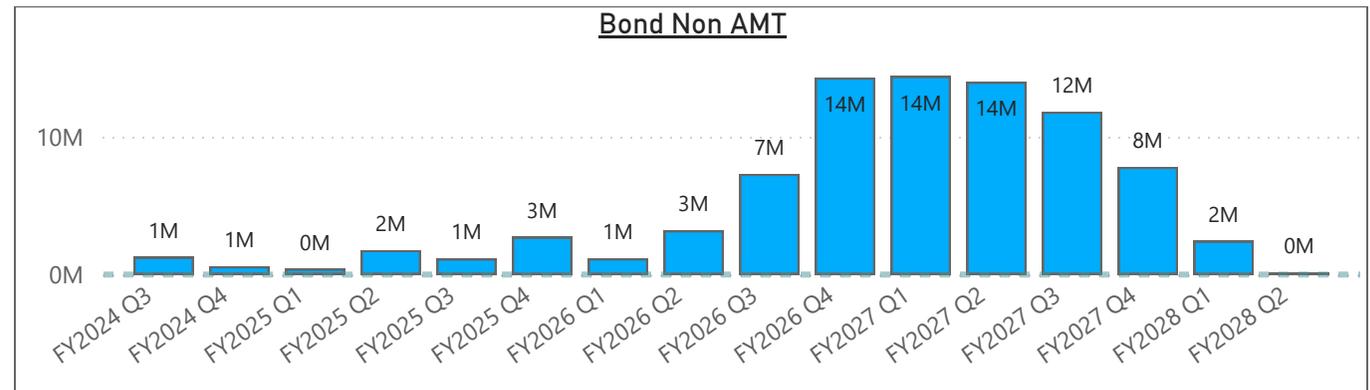
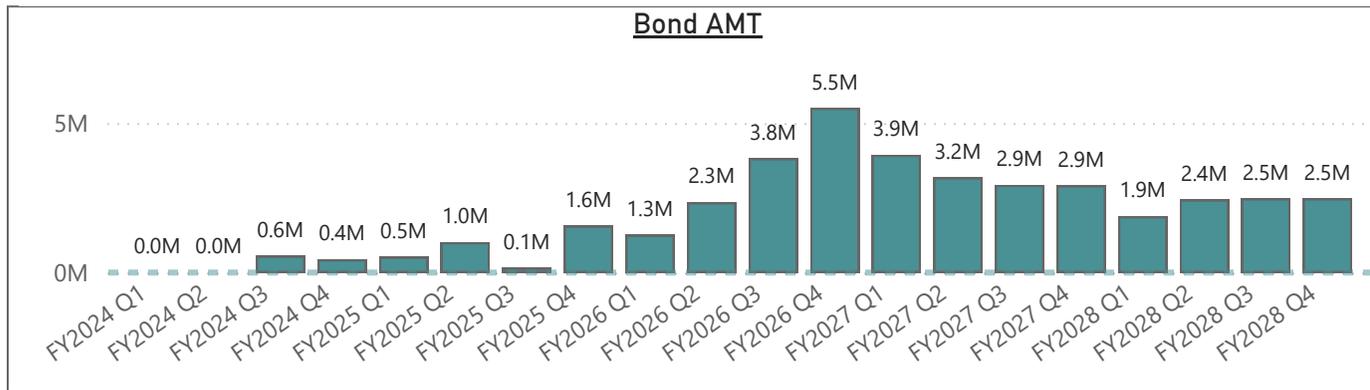
CASHFLOW

Data Date - 12.26.25



Fund ID	Total Expended	Total Forecasted	Progress
AIG	7,045,082.31	27,551,924.46	20.363%
AIPD		20,000,000.00	
AIPE		30,638,154.00	
AMT	47,968,775.24	420,964,131.63	10.229%
ATP	7,837,338.26	31,530,045.74	19.908%
NAMT	12,283,695.51	71,958,535.92	14.581%
PFC	26,012,037.62	25,050,752.31	50.941%
Total	101,146,928.94	627,693,544.06	13.878%

HDQTRS	NGCOMU	NGCONA	NGCONB	NGCUPLLE	NGENBL	NGNALL	NGNCUP	NGNLLE	NGSRON
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CONTINGENCY DRAWDOWN

Data Date - 1/30/2026



No	Title	Value	Cumulative Value
1	Original Contingency at \$570M	\$12,411,952	12,411,952.00
2	less allocation to CUP LLE Owner's Contingency	(\$500,000)	11,911,952.00
3	budget increase to \$650M	\$7,477,694	19,389,646.00
4	less HQD CUP LLE Pmts for GMP #1 / #2 (not included in ROM revision; term'd contract)	(\$208,928)	19,180,718.17
5	less allocation to S.RON Owner's Contingency	(\$500,000)	18,680,718.17
6	return S.RON (\$9M ROM budget; Hard Bid \$8.134M)	\$866,000	19,546,718.17
7	less Clark/Sullivan Pre-Con - CUP only	(\$49,800)	19,496,918.17
8	less Enabling for New Gen (\$500K ROM budget; Hard Bid \$572,868 Q&D)	(\$72,868)	19,424,050.17
9	less allocation to Enabling Owner's Contingency	(\$100,000)	19,324,050.17
10	less New Gen LLE (\$5M ROM budget; Hard Bid \$6,012,400 Nelson Electric)	(\$1,012,400)	18,311,650.17
11	less allocation to New Gen LLE Owner's Contingency	(\$200,000)	18,111,650.17
12	less McCarthy Pre-Con - New CMAR	(\$2,004,500)	16,107,150.17
13	less McCarthy Add'l Services - New CMAR	(\$458,500)	15,648,650.17
14	less Common Use (\$0 in ROM budget / incl New Gen; Hard Bid \$781,264 Q&D)	(\$781,264)	14,867,386.17
15	less allocation to Common Use Owner's Contingency	(\$50,000)	14,817,386.17
16	return CUP (\$58.5M ROM budget; CMAR GMP \$44.1M)	\$14,393,874	29,211,260.17
17	less allocation to CUP Owner's Contingency	(\$1,324,144)	27,887,116.17
18	return CUP LLE CO#1 reduced SOW	\$258,813	28,145,929.17
19	less allocation to TransSolutions additional SOW (9/11/25 Board Mtg)	(\$150,000)	27,995,929.17
21	Transfer to hard cost contingency	(\$10,000,000)	17,995,929.17
22	Pre-Con Contract Adjustments	\$19,871	18,015,800.33
23	GMP1 transfer to hard cost contingency	(\$192,287)	17,823,513.33
24	GMP2 transfer to hard cost contingency	(\$12,772,874)	5,050,639.33
25	CA Budget Adjustment	(\$1,169,837)	3,880,802.62
26	CM Budget Adjustment	\$582	3,881,384.62
Total		\$3,912,458	

● Increase ● Decrease ● Total



Planning and Construction Committee Capital Improvement Program Report March 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 **\$28,671.00**

Schedule:

- Consultant Selection December 2025

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 **\$168,890.75**

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 Sherrif'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 **May**, pending completion of the bidding process.

Budget:

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

Schedule:

- Design January 2025
- Invitation to Bid released **March 2026**
- Bid Opening **March 2026**

RTS Taxiway Alpha & Aircraft Apron Reconstruction Project – Phase 5

Project Description: This project at Reno-Stead Airport involves rehabilitation of Taxiway Alpha and the Aircraft Apron. The apron design is 90% complete, with bid packages and construction phases phased annually to align with FAA funding allocations.

Design Status: Kimley-Horn is finalizing the scope for this phase's bid package and preparing the associated bid documents. The design team is confirming utility alignments, infrastructure, and pavement limits.

Contractor: TBD

Current Status: Kimley-Horn is finalizing the bid package for this phase, confirming utility alignments, infrastructure, and pavement limits. The team is preparing the bid documents for advertising, continuing the phased approach to construction at Stead Airport in alignment with FAA funding.

Budget:

- **Proposed Budget** \$5,000,000
- **Current Expenditure** \$0

Schedule:

- **Design** March 2026
- **Invitation to Bid released** April 2026
- **Bid Opening** May 2026
- **Construction Start** July 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 major construction activities have been completed. The contractor is scheduled to replace the landside trench drain and T-hangar roof drains during the final two weeks of March. This work was delayed due to material procurement lead times. The contractor is also progressing with preparation and submission of closeout documentation to the extent feasible at this stage.**

Budget:

- Proposed Budget: \$9,308,830
- Current Expenditure: **\$8,588,742.52**

Schedule:

- Phase 2 Complete January 2026
- Project Closeout **May 2026**

Blue Lot Extension Construction (High Roller Lot)

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: **The project is substantially complete. Remaining punch list items include installation of the access control system and low-voltage camera components. Staff continue to coordinate closely with the ANG as the project advances, and agreements between the RTAA and ANG remain under development.**

Project completion has been impacted by weather conditions, extended lead times for remaining equipment, and the ongoing negotiation of required agreements.

Budget:

- Proposed Budget \$2,272,440
- Current Expenditure **\$1,356,402.01**

Schedule:

- Construction Completion April 2026

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 **March** 2026.

Budget:

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

Schedule:

- ATCT Safety Risk Assessment Process **March-April** 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 Phase 2 will reconstruct the pavement areas west of the maintenance building within the Airfield Maintenance. 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: **Spanish Springs Construction**

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, with **Spanish Springs Construction being the low bidder**. The construction contract is being brought forward 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 **March 2026**
- Project Closeout 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 **\$168,451.50**

Schedule:

- Construction Start **March 2026**
- **Project Closeout April 2026**

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 **July 2026**

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 four (4) community meetings.**

Current Status (Master Plan): Three (3) major elements are underway, including the Inventory / Existing Conditions, the Forecast, and the Environmental Overview. **The Inventory / Existing Conditions and Environmental Overview drafts are under staff review.** 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, originally scheduled to end on February 15, 2026, has been extended by the FAA without a new estimated completion date.**

Budget:

- Proposed Budget \$1,926,752
- Current Expenditure **\$540,806**

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 – cancelled, snow**
- **RNO CEO Users Group February 26, 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/Exist. Conditions Draft February 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. **Planning and TIS staff are working with MBI on a cut-over date that will transfer all back-end infrastructure to the RTAA and is expected to occur in Spring 2026**

Budget:

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

Schedule:

- Phase 4 (Data Migration) Initiated December 2025
- **Cut-Over Date Spring 2026 (estimated)**
- 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, Off-Site (Hotel Site) Expansion Analysis, **and South Surface Expansion Analysis including Airspace Analysis.**

Upcoming draft deliverables include the following: Vertical Parking Structure Options Analysis **and Final Recommendations.** The Vertical Parking Structure Expansion Options Analysis is nearly complete, pending constructability input from a local general contractor.

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

Budget:

- Proposed Budget \$437,254
- Current Expenditure **\$381,658**

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 Hotel Site Analysis February 2026
- Final South Surface Analysis February 2026
- **Final Parking Structure Analysis March 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 **\$82,454**

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	Qtr 1, 2026	Mar	Apr	Qtr 2, 2026	Jun	Jul	Qtr 3, 2026	Sep	Oct	Qtr 4, 2026	Dec	Jan
						Feb	May	Aug	Nov								
1	PROJECT NAME	RNO RTS	PM														
2	Federal Funded (AIP, BIL, PFC, AIG, etc.)																
3																	
4	Airfield Signage & Taxiway Renaming	RNO	CC														
5	Construction			4/6/2026	6/29/2026												
6	Closeout			6/30/2026	9/21/2026												
7																	
8	GA East Apron Reconstruction	RNO	BJ/CC														
9	Design			12/2/2024	1/31/2025												
10	Bidding			2/3/2025	5/30/2025												
11	Construction			6/2/2025	3/6/2026												
12	Closeout			3/9/2026	5/8/2026												
13																	
14	CIP (O&M)																
15																	
16	GA East Parking Lot	RNO	BJ/CC														
17	Design			12/2/2024	1/31/2025												
18	Bidding			2/3/2025	5/30/2025												
19	Construction			6/2/2025	3/6/2026												
20	Closeout			3/9/2026	5/8/2026												
21																	
22	RTS O-Block Utilities	RTS	BJ/CC														
23	Design			12/2/2024	6/27/2025												
24	Bidding			6/30/2025	8/11/2025												
25	Construction			10/1/2025	4/15/2026												
26	Closeout			4/16/2026	5/27/2026												
27																	
28	RTS Pavement Maintenance 2026	RTS	BJ														
29	Design			12/15/2025	3/27/2026												
30	Bidding			4/6/2026	5/29/2026												
31	Construction			7/6/2026	10/2/2026												
32	Closeout			10/5/2026	11/12/2026												
33																	
34	Airfield Maintenance Yard Pavement Reconstruction	RNO	DL														
35	Design			12/15/2024	2/27/2025												
36	Bidding			1/5/2026	2/6/2026												
37	Construction			4/7/2026	6/15/2026												
38	Closeout			6/16/2026	7/24/2026												
39																	
40	RTS Hangars 5 and 6 Fire Line Extension	RTS	DL														

CIP Project Schedule

ID	Task Name	RNO/RTS	PM	Start	Finish	Timeline												
						Qtr 1, 2026 Feb	Mar	Apr	Qtr 2, 2026 May	Jun	Jul	Qtr 3, 2026 Aug	Sep	Oct	Qtr 4, 2026 Nov	Dec	Jan	
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 Construction (High Roller Lot)	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													
54	Construction			3/9/2026	4/13/2026		Construction											
55	Closeout			4/14/2026	5/5/2026					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	Construction			7/1/2026	9/1/2026													
72																		
73	RTS Master Plan	RTS	JH															
74	Planning Study			6/2/2025	7/2/2027													
75																		
76	RNO Landside Public Parking Plan	RNO	LB	1/1/2025	1/1/2025													
77	Planning Study			10/13/2025	5/1/2026			Planning										
78																		
79	RTAA GIS Master Plan (Phases 1-5)	RNO	JH															
80	Planning Study			1/2/2025	6/30/2026													

Administrative Report

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

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

DISCUSSION

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

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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
1/30/26	Gensler	\$80,000.00	Non-New Gen Concessions Consulting	FY26 O&M	Commercial Business Development
1/30/26	Kimley Horn	\$71,292.00	RTS Apron Phase 5 Design	FY26 CIP	Engineering & Construction
02/09/26	LEHR Upfitters OpCo.	\$55,059.54	Specialized Equipment for Police for two different vehicles	FY26 CIP	Airport Police
02/24/26	Two Rivers Terminal, LLC	\$28,662.00	Potassium Acetate Purchase	FY26 O&M	Airfield Maintenance
02/24/26	ACI-NA	\$25,225.00	Annual Membership Renewal	FY26 O&M	Marketing & Public Affairs
02/24/26	Tyler Technologies	\$46,866.90	NEW CAD Standard Annual Maintenance AirComm & Police	FY26 O&M	Technology & Info Systems

Change Orders and Amendments

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
02/04/26	CME	\$49,991	C.O#1 GA East CM Services extended contract duration & expense for contract, increase contract from \$378,515.00 to \$428,506.00.	FY25&26 CIP	Engineering & Construction
02/13/26	A&K Earth Movers, Inc	\$-135,711.86	Co#1 High Roller Parking Lot Project, changes from IFB to IFC drawings new contract \$1,464,288.14	FY26 CIP	Engineering & Construction
02/20/26	Daifuku	\$35,000	Co#1 FY26 Annual Inventory for Parts & Repairs, increases contract to \$105,000.00.	FY26 O&M	Baggage Handling System
02/25/26	Parsons Behle & Latimer	\$3,000.00	CO#1 Increase legal services contract to \$30,900.00.	FY26 O&M	Legal