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**\*\*\* CANCELLATION NOTICE \*\*\***

**Planning & Construction Committee**

**The Reno-Tahoe Airport Authority Planning & Construction Committee Meeting scheduled for Tuesday, April 7, 2026, at 9:00 a.m. is canceled.**

For informational purposes, the following documents are attached:

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

# Administrative Report

**Date:** April 7, 2026

**Subject:** Administrative Award of Contracts – Expenditures

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## 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

| <b>Date</b> | <b>Name of Company</b>           | <b>Dollar Amount</b> | <b>Description</b>                                  | <b>Funding Source</b> | <b>Department / Division</b> |
|-------------|----------------------------------|----------------------|---|-----------------------|------------------------------|
| 02/23/26    | Sunlight Tech                    | \$65,250.00          | Readyly.AI Agreement 02/26-02/27                    | FY26 O&M              | Technology & Info Systems    |
| 03/01/26    | Wood Rodgers                     | \$114,750.00         | Landside Purchasing Lot Reconstruction Design       | FY26 CIP              | Engineering & Construction   |
| 03/01/26    | Michael Baker International, Inc | \$82,760.00          | Terminal Area Screening                             | FY26 CIP              | Engineering & Construction   |
| 03/05/26    | CME                              | \$179,771.00         | CM Services for AMY Pavement Reconstruction         | FY26 CIP              | Engineering & Construction   |
| 03/10/26    | Granite                          | \$40,000.00          | Asphalt for AC Patches                              | FY26 CIP              | Engineering & Construction   |
| 03/12/26    | CMC Tire Inc                     | \$25,537.94          | New Tires for Crash 90                              | FY26 O&M              | Airfield Maintenance         |
| 03/12/26    | Anixter Inc                      | \$26,569.76          | HQ- UPS's & Bypass Panel                            | FY26 CIP              | Engineering & Construction   |
| 03/13/26    | Online Consulting                | \$58,425.00          | Replacement FIDS Monitors Back Wall-Ticket Counters | FY26 O&M              | Technology & Info Systems    |
| 03/16/26    | Silver State Forklift            | \$43,450.00          | Hangcha Pneumatic Tire Li-Ion                       | FY26 CIP              | Airfield Maintenance         |
| 03/16/26    | LCPtracker, Inc                  | \$30,427.40          | Bulk Package Multiples Project Access Services Fees | FY26 O&M              | MoreRNO                      |
| 03/17/26    | Incline Tech                     | \$89,634.40          | Switches for HQ                                     | FY26 CIP              | Engineering & Construction   |

**Change Orders and Amendments**

| <b>Date</b> | <b>Name of Company</b>    | <b>Dollar Amount</b> | <b>Description</b>  | <b>Funding Source</b> | <b>Department / Division</b> |
|-------------|---------------------------|----------------------|---|-----------------------|------------------------------|
| 03/03/26    | Wood Rodgers              | \$9,912.00           | C.O#1, for add'l design services for runway holdbar circuit path  | FY26 CIP              | Engineering & Construction   |
| 03/05/26    | Unified SupplyInc         | \$2,687.65           | C.O.#1 Bag Belt #4 Rebuild increase in total product cost increase in PO from \$143,978.56 to \$146,666.21. | FY26 CIP              | Building Maint.              |
| 03/11/26    | Two Rivers Terminal, LLC  | \$286.62             | C.O#1, increase in product cost increase in PO from \$28,662.00 to \$28948.62.                              | FY26 O&M              | Airfield Maint.              |
| 03/26/26    | Airport Gardens Investors | \$17,703.40          | C.O#1, contract extended 3 add'l months increase contract from \$55,221.60 to \$72,925.00.                  | FY26 O&M              | MoreRNO                      |

## Planning and Construction Committee Capital Improvement Program Report April 2026

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### 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):**

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. **The draft geotechnical report has been received and JUB is currently working on the civil design.**

Budget:

- Proposed Budget \$250,000
- Current Expenditure \$28,671.00

Schedule:

- **Final Geotech Report** **April 2026**
- **Civil Design Drawings** **June 2026**
- **Utility Evaluation** **June 2026**

#### **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: **Construction is substantially complete. Final project closeout is pending hanger construction and subsequent NV Energy electrical work. Punch list completion is anticipated in Spring 2026.**

Budget:

- Proposed Budget \$1,000,000
- Current Expenditure \$168,890.75

Schedule:

- Construction Start October 2025
- Final Walk Thru and Closeout **May 2026**

**Hangars 5 and 6 Fire Line Extension**

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

A/E Design Firm: Ainsworth Associates Mechanical Engineers.

Contractor: Not selected.

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

Budget:

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

Schedule:

- Design **March 2026**
- Invitation to Bid released **April 2026**
- Bid Opening **April 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**

### **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 includes installation of the access control system, low-voltage camera components **and running track surface**. Staff continue to coordinate closely with the ANG as the project advances, and agreements between the RTAA and ANG remain under development.

Budget:

- Proposed Budget \$2,272,440
- Current Expenditure **\$1,418,369.81**

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 scheduled the safety risk assessment process and **construction starts April 6, 2026.**

Budget:

- Proposed Budget \$4,564,800
- Current Expenditure **\$321,620.42**

Schedule:

- ATCT Safety Risk Assessment Process **April 9, 2026**
- Construction Start April 6, 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 will conduct 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: **Construction is slated to begin April 6, 2026.**

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 **July 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 has completed the work and project is in closeout.**

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: **Construction was substantially completed on April 2, 2026. Project is in closeout.**

Budget:

- Proposed Budget \$400,000
- Current Expenditure \$168,451.50

Schedule:

- Construction Start February 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. **Design is completed. Project is out to bid and the bid opening is scheduled for April 14<sup>th</sup>.**

Budget:

- Proposed Budget \$326,500
- Current Expenditure **\$10,432.99**

Schedule:

- Design November 2025
- Permitting **March 2026**
- Construction Start **April 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. **The current outreach calendar is detailed below.**

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 draft chapter was posted on the website in March 2026 and is currently available for review and comment.** The Forecast draft is expected to be ready for staff review in **April 2026. The FAA's 90-day review of the Federal Contract Tower program application packet, originally scheduled to end on February 15, 2026, was extended by the FAA due to the government shutdown. On March 17, 2026, the RTAA was notified by the FAA that RTS has been accepted into the federal contract tower program.**

#### Budget:

- Proposed Budget \$1,926,752
- Current Expenditure **\$606,844**

#### Outreach Schedule:

- RTAA ASAC Meeting June 26, 2025
- RTAA ASAC Meeting September 18, 2025
- 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
- RTAA ASAC Meeting December 18, 2025
- North Valleys CAB (Washoe) January 12, 2026
- Ward 4 NAB (Reno) January 15, 2026
- Silver Knolls HOA January 19, 2026
- RNO CEO Users Group February 26, 2026
- **Website: Inventory Chapter Posted March 10, 2026**
- Tenant Meetings March 11-12, 2026

- MPWG #2 March 12, 2026
- **RTAA ASAC Meeting** **March 19, 2026**
- **RTAA Board Update** **April 2026**
- **MPWG #3** **June 2026**
- **MP Public Meeting #1** **June 2026**
- **Ward 4 NAB (Reno)** **June 18, 2026**
- **RTAA ASAC Meeting** **June 25, 2026**

Project Schedule:

- Notice to Proceed September 2, 2025
- Contract Tower Application November 17, 2025
- Environmental Overview Draft January 2026
- **Inventory / Existing Conditions Draft** **March 2026**
- **Forecast Draft** **April 2026**
- **Facilities Requirements Draft** **June 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, South Surface Expansion Analysis including Airspace Analysis, **Vertical Parking Structure Options, and Final Recommendations.**

**Final recommendations will be presented to the April Board of Trustees Meeting.**

Budget:

- Proposed Budget \$437,254
- Current Expenditure **\$406,606**

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

- **Final Recommendations** **March 2026**
- **Phase 3 Completion** **April 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 in **March 2026 and April 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 **\$99,736**

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
- **Onsite Investigations #6 April 2026**
- **Deliverable #3 July 2026**



### CIP Project Schedule

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



# Reno-Tahoe Airport Authority Executive Summary



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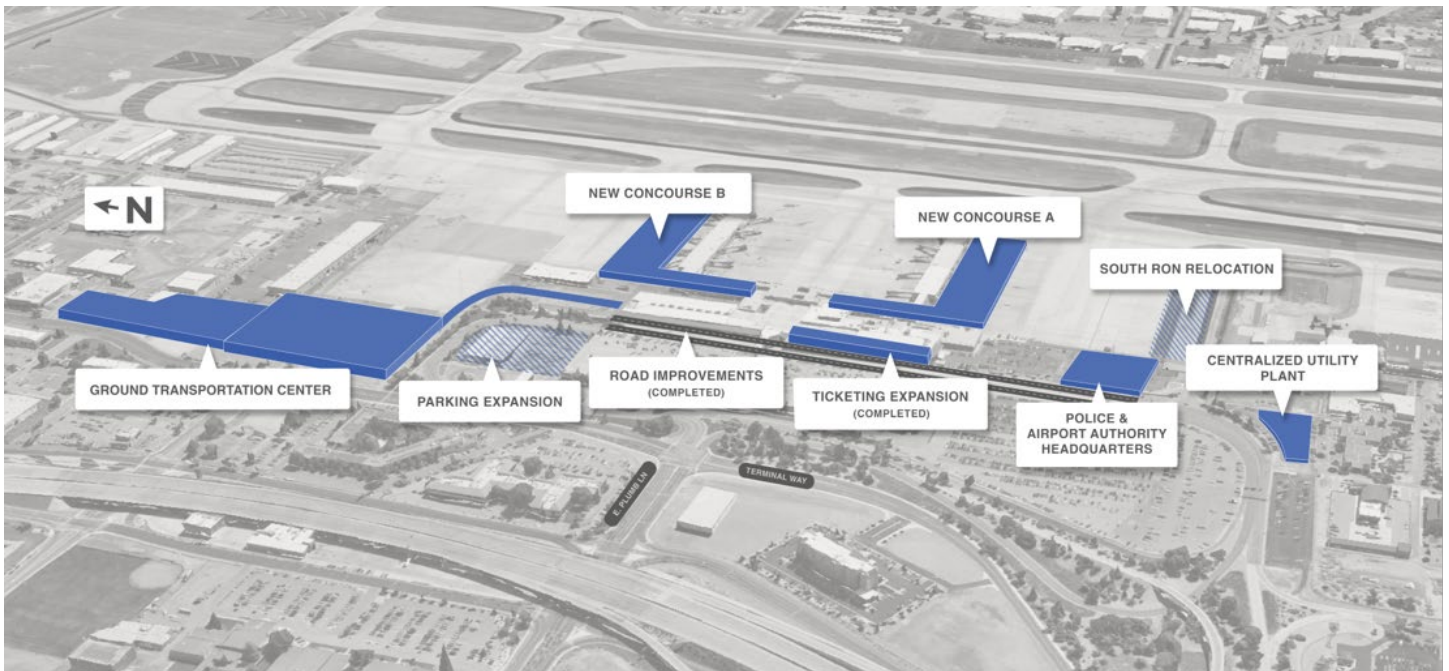
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## MORERNO PROGRAM OVERVIEW

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, construction is underway on Concourse A, 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.



## April 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 April 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 almost complete and New Gen A&B began on February 17<sup>th</sup> 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.

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### 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:** Clark Sullivan has completed pouring the first-floor slab and has begun 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 Common-Use Gate Modification, Enabling Project, and S. RON Apron Expansion are complete and closed out. Construction on the Central Utility Plant (CUP) is progressing smoothly, with the slab foundation and steel erection work completed and the exterior envelope system almost complete. Construction for New Gen A&B began on February 17<sup>th</sup> and is currently focusing on demolition and underground utilities for Concourse A.

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### 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 long-lead electrical equipment procurement, and Concourse Phase 0—are progressing as planned.

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### Critical Decisions

- **Upcoming Board Actions:** At the June Board meeting, the HQ project will request Board authorization to execute a furniture, fixtures, and equipment contract for the procurement and installation of office furniture for HQ.

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### 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.

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### 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.

| Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan 2027 | Feb 2027 | Mar 2027 |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------|----------|----------|
|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------|----------|----------|

Jun-2026 HQ: Furniture Procurement approval

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

| Legend             |
|--------------------|
| Board Approval     |
| OSC/ESC Approval   |
| Informational Only |
| <b>NEW ITEM</b>    |
| <b>CHANGE</b>      |

## Schedule Planning

Unless otherwise noted, construction start and completion milestone dates are derived from approved contractor baseline construction schedules that have been coordinated program-wide through a critical path methodology. These milestone dates reflect the current program sequencing and coordination assumptions and are intended to support integrated planning and operational alignment. They do not necessarily represent contractual completion requirements, and, in some cases, the contractual completion dates may extend beyond the milestones shown. All dates remain subject to refinement and revision as construction activities progress and additional coordination occurs.





















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   |   |
|---------------|---|
| <b>GREEN</b>  | 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.   |
| <b>YELLOW</b> | 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. |
| <b>RED</b>    | 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 exterior/interior CMU walls and underground 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. Closeout   |
| S. RON Construction        |  |  | Punch list items are being completed and project is in closeout.  |
| CUP Design                 |  |  | 100% complete.  |
| CUP Construction           |  |  | Concourse utility corridor continues to progress and building construction continues to progress with metal wall panels, site work, interior framing, and MEP rough-in. |
| Concourse A&B Design       |  |  | All permits received. Design 100% complete.   |
| Concourse A&B Construction |  |  | Construction has started and is transitioning between early civil work and later structural/mechanical work as well as fabrication and procurement for future work.     |


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 March 17, 2026.

**Project Details**

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

**KPIs**

|                           |              | KEY PERFORMANCE INDICATORS |          |        | Data Date: 3/9/26     |
|---------------------------|--------------|----------------------------|----------|--------|-----------------------|
| 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 approved, preconstruction meeting 3/27/2026
- Conrac/GTC site work continues
  - Loop Rd Phase 3 complete
  - Terminal Way utilities in progress
  - Site grading in progress
  - New site utilities 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 | 6/24/27  | 700            |                                | [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    | MAR | APR | MAY |
|---|---------|-----|-----|-----|
| Loop Rd Phase 3 – GTC Normal Operations Start | 3/16/26 | ●   |     |     |
| Site Geo Piers Mobilization Start             | 3/23/26 | ●   |     |     |
| Foundation Excavation Start                   | 4/3/26  |     | ●   |     |
| Terminal Way Sanitary Sewer Work Complete     | 4/22/26 |     | ●   |     |
| Terminal Way Utilities Complete               | 5/6/26  |     |     | ●   |

| SAFETY – 30 DAYS PRIOR <small>(2/9/26 data date)</small> | MAN HOURS | REPORTABLE | LOST TIME |
|--|-----------|------------|-----------|
| Prior Month  | 8,344     | 0          | 0         |
| This Month   | 8,396     | 0          | 0         |
| Cumulative   | 179,658   | 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        | \$117,923,151        | \$163,157,799        |
| Project Soft Costs         | \$18,332,500         | \$(534,770)      | \$17,797,730         | \$3,013,659          | \$14,784,071         |
| <b>Total Project Costs</b> | <b>\$298,878,680</b> | <b>-</b>         | <b>\$298,878,680</b> | <b>\$120,936,810</b> | <b>\$177,941,870</b> |

Construction Progress Pictures



**Site Grading Continues**



**Loop Rd Phase 3**



**Terminal Way Work**



**Temp Pedestrian Walkway**

## 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

|                                  |                                     |   |
|----------------------------------|-------------------------------------|---|
| <b>Project No.</b>               | R23008B                             |  |
| <b>Delivery Method</b>           | CMAR                                |   |
| <b>Design Team</b>               | RS&H                                |   |
| <b>CMAR</b>                      | Clark & Sullivan Constructors, Inc. |   |
| <b>Funding Source(s)</b>         | Non-AMT Bonds                       |   |
| <b>Estimated Completion Date</b> | 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 the first-floor slab being poured and the start of the CMU masonry on the first floor. The exterior mock-up is under construction and will be completed at the end of the month. The HQ’s ties to the hot and cold waterlines of the CUP pipe network have been completed. Coordination with 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 working with CCS Presentation Systems who was approved at the March Board meeting to provide audiovisual (AV) solutions for the HQ. The Art Selection Committee has selected an artist for the terrazzo artwork and will present to the April Board meeting for approval.

## 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 | Apr | May | Jun |
|--------------------|------|-----|-----|-----|
| Structure          |      | ●   | ●   | ●   |
| Site Work          |      | ●   |     |     |
| Rough-ins          |      |     |     | ●   |

## Financial Summary

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

### The HQ

Commitments vs Budget



Actuals vs Commitments



| Funding  | Revised Approved Budget | Total Committed Costs | Expended            | Remaining Forecast to Commit |
|--|-------------------------|-----------------------|---------------------|------------------------------|
| NAMT   | \$78,840,473            | \$72,903,261          | \$14,786,143        | \$5,937,212                  |
| <b>Total</b>   | <b>\$78,840,473</b>     | <b>\$72,903,261</b>   | <b>\$14,786,143</b> | <b>\$5,937,212</b>           |
| Owner's Contingency                                    | Revised Approved Budget | Total Committed Costs | Expended            | Remaining Forecast to Commit |
| <input checked="" type="checkbox"/> <b>Contingency</b> | <b>\$4,750,372</b>      | <b>\$3,626,721</b>    | <b>\$0</b>          | <b>\$1,123,651</b>           |
| CMARCnt  | \$1,589,476             | \$1,589,476           | \$0                 | \$0                          |
| DesCont  | \$0                     | \$0                   | \$0                 | \$0                          |
| General  | \$0                     | \$0                   | \$0                 | \$0                          |
| OwnCont  | \$3,160,896             | \$2,037,245           | \$0                 | \$1,123,651                  |
| <b>Total</b>   | <b>\$4,750,372</b>      | <b>\$3,626,721</b>    | <b>\$0</b>          | <b>\$1,123,651</b>           |

## Construction Performance Summary



K9 Kennel Area



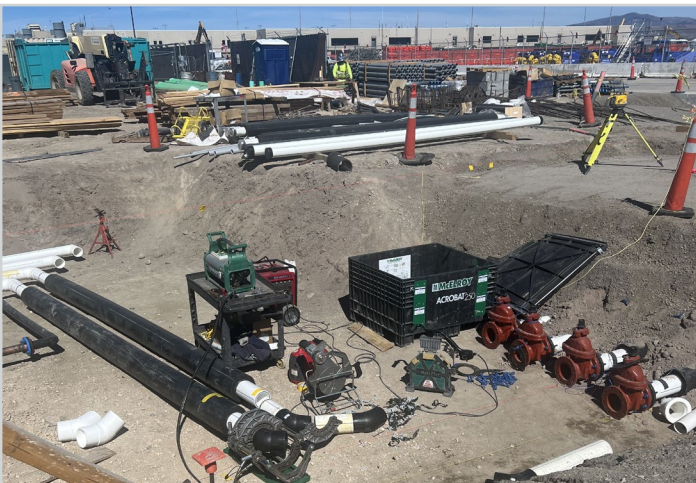
CMU Block Installation



CMU Block Installation



Exterior Finishes Mock-up



Hot & Cold Water Utility Tie-In




Hot & Cold Water Utility Tie-In

## NEW GEN A&B

The New Gen A&B Project incorporates multiple subprojects, including the completed 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.

|                           |  |   |
|---------------------------|--|---|
| <b>Project No.</b>        | R23007B  |  |
| <b>Delivery Method</b>    | Design / Bid / Build                               |   |
| <b>Design Team</b>        | Gensler Architecture<br>Design & Planning,<br>P.C. |   |
| <b>General Contractor</b> | Q&D Construction<br>LLC                            |   |
| <b>Funding Source(s)</b>  | PFC, AIG   |   |
| <b>Completion Date</b>    | 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 close-out will be completed in April.

## PROJECT STATUS

### Design

30% Schematic Design delivered 12/1/23

60% Design Development delivered 01/26/24

Issued for Bid Documents delivered 08/30/24

Repackaged as Design/Bid/Build; Re-Issued for Bid Documents delivered 02/28/25

### Construction

Solicitation for Hard Bid - 03/04/25

Board approval 04/10/25

Executed Contract: 04/15/25

Issued NTP: 05/14/25

| SCHEDULE     | Start    | Finish   | Duration (Days) | 2023 | 2024 | 2025 |
|--------------|----------|----------|-----------------|------|------|------|
| Design       | 06/20/23 | 04/12/24 | 298             |      |      |      |
| Re-Design    | 02/06/25 | 02/28/25 | 23              |      |      |      |
| Construction | 06/23/25 | 11/07/25 | 138             |      |      |      |

| 3-MONTH LOOK AHEAD | Date | Apr | May | Jun |
|--------------------|------|-----|-----|-----|
| 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          | \$7,625,625             | \$7,223,882           | \$7,045,082        | \$401,743                    |
| PFC          | \$1,520,708             | \$1,493,925           | \$1,474,074        | \$26,783                     |
| AMT          | \$1,281,482             | \$781,482             | \$643,619          | \$500,000                    |
| <b>Total</b> | <b>\$10,427,815</b>     | <b>\$9,499,289</b>    | <b>\$9,162,775</b> | <b>\$928,526</b>             |

| Owner's Contingency                                    | Revised Approved Budget | Total Committed Costs | Expended   | Remaining Forecast to Commit |
|--|-------------------------|-----------------------|------------|------------------------------|
| <input checked="" type="checkbox"/> <b>Contingency</b> | <b>\$928,526</b>        | <b>\$0</b>            | <b>\$0</b> | <b>\$928,526</b>             |
| OwnCont  | \$928,526               | \$0                   | \$0        | \$928,526                    |
| <b>Total</b>   | <b>\$928,526</b>        | <b>\$0</b>            | <b>\$0</b> | <b>\$928,526</b>             |

**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.

|                                  |  |  |
|----------------------------------|--|--|
| <b>Project No.</b>               | R23007B  |  |
| <b>Delivery Method</b>           | CMAR   |  |
| <b>Design Team</b>               | Gensler Architecture<br>Design & Planning,<br>P.C. |  |
| <b>General Contractor</b>        | Clark & Sullivan<br>Constructors, Inc.             |  |
| <b>Funding Source(s)</b>         | ATP, PFC, AMT<br>Bonds                             |  |
| <b>Estimated Completion Date</b> | 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, exterior wall sheathing and insulating, roofing, envelope waterproofing, and interior MEP rough-in. Major activities underway include construction of the interior framing, drywall, and insulation. 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 13<sup>th</sup>. Area 1 & 2, located adjacent to the CUP site, began in February and excavation and installation of utilities is currently underway. Construction of the NV Energy trench began in March 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

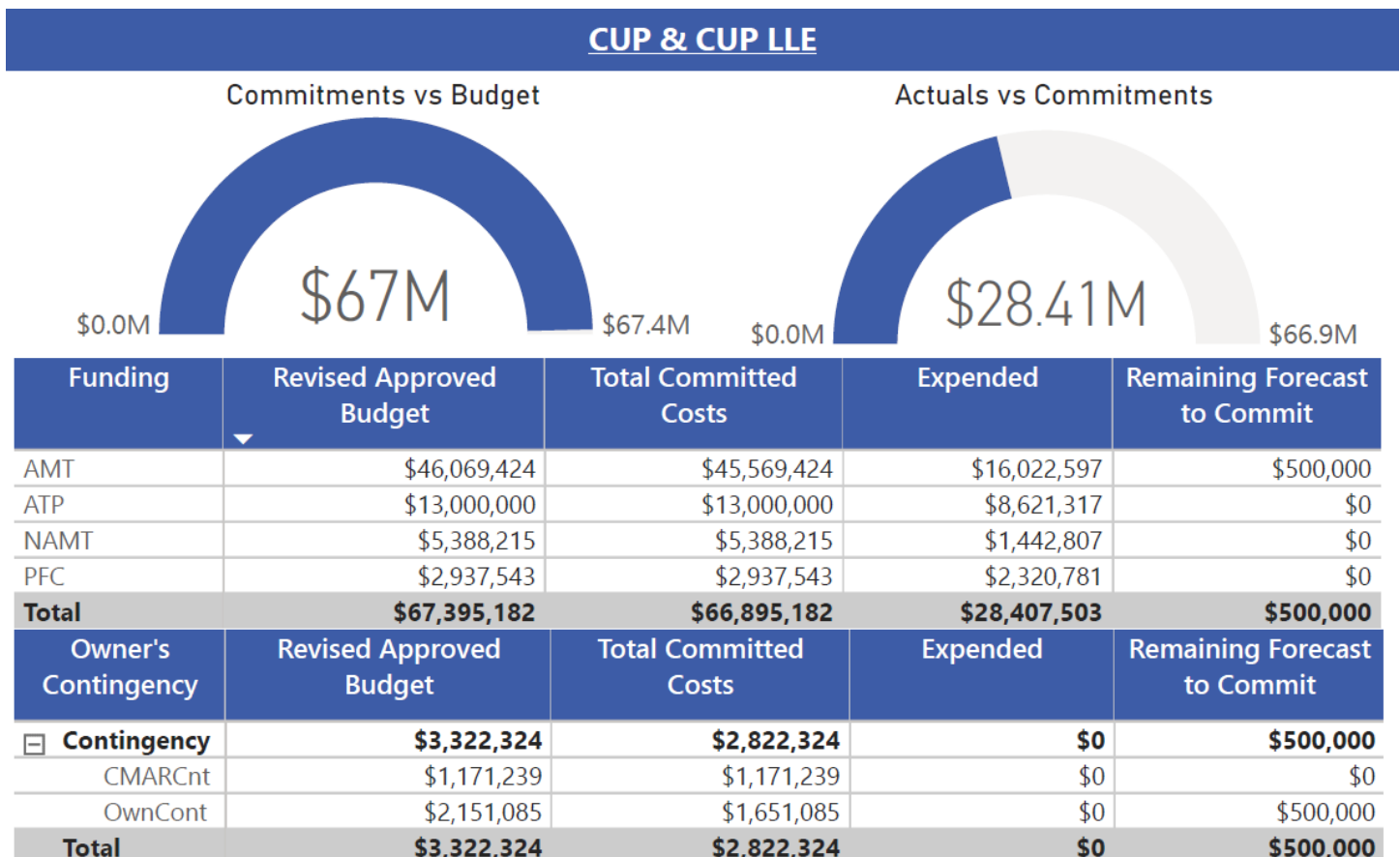
- Assignment - Early Procurement Package for CUP Long Lead Equipment
- CUP Construction -
  - GMP #2 board approval 06/26/25
  - Executed Contract: 07/11/25
  - Issued NTP: 07/16/25

| 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 | Apr | May | Jun |
|------------------------------|------|-----|-----|-----|
| Site Work                    |      | ●   | ●   | ●   |
| Interior Buildout            |      | ●   | ●   | ●   |
| Trenching Area 7E            |      | ●   |     |     |
| Roof Work                    |      | ●   |     |     |
| Metal Wall Panels            |      | ●   | ●   | ●   |
| Trenching Areas 1 & 2        |      | ●   | ●   | ●   |
| <b>MEP Equipment Install</b> |      |     | ●   | ●   |

### 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



CUP Exterior



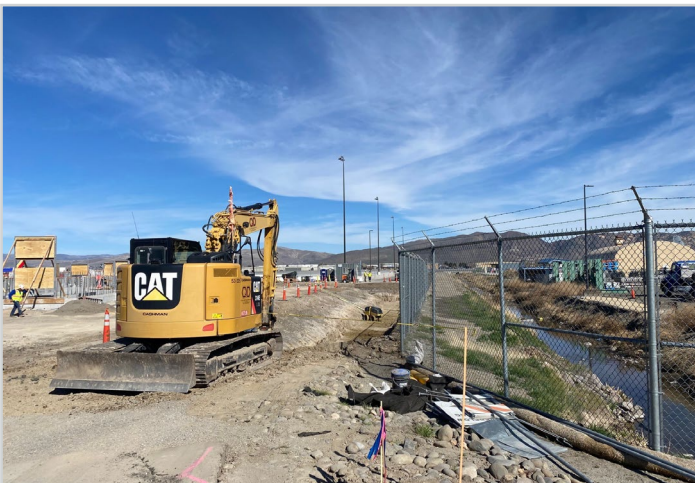
CUP Exterior Sheathing



CUP Interior Drywall & Insulation



CUP Interior Insulation



CUP Trench Area 2



CUP Trench Area 7E - Hydraulic Piping

## 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

The 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 6<sup>th</sup>. 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 will be closed out in April.

#### 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 29<sup>th</sup>. The conversion of the remaining seven gates was completed between November 3<sup>rd</sup> and November 21<sup>st</sup>. The project is substantially and will be closed out in April.

## PROJECT STATUS

### Construction

- Concourses Enabling approved 05/22/25
- Concourses LLE approved 05/22/25
- Common Use Enabling approved 06/12/25

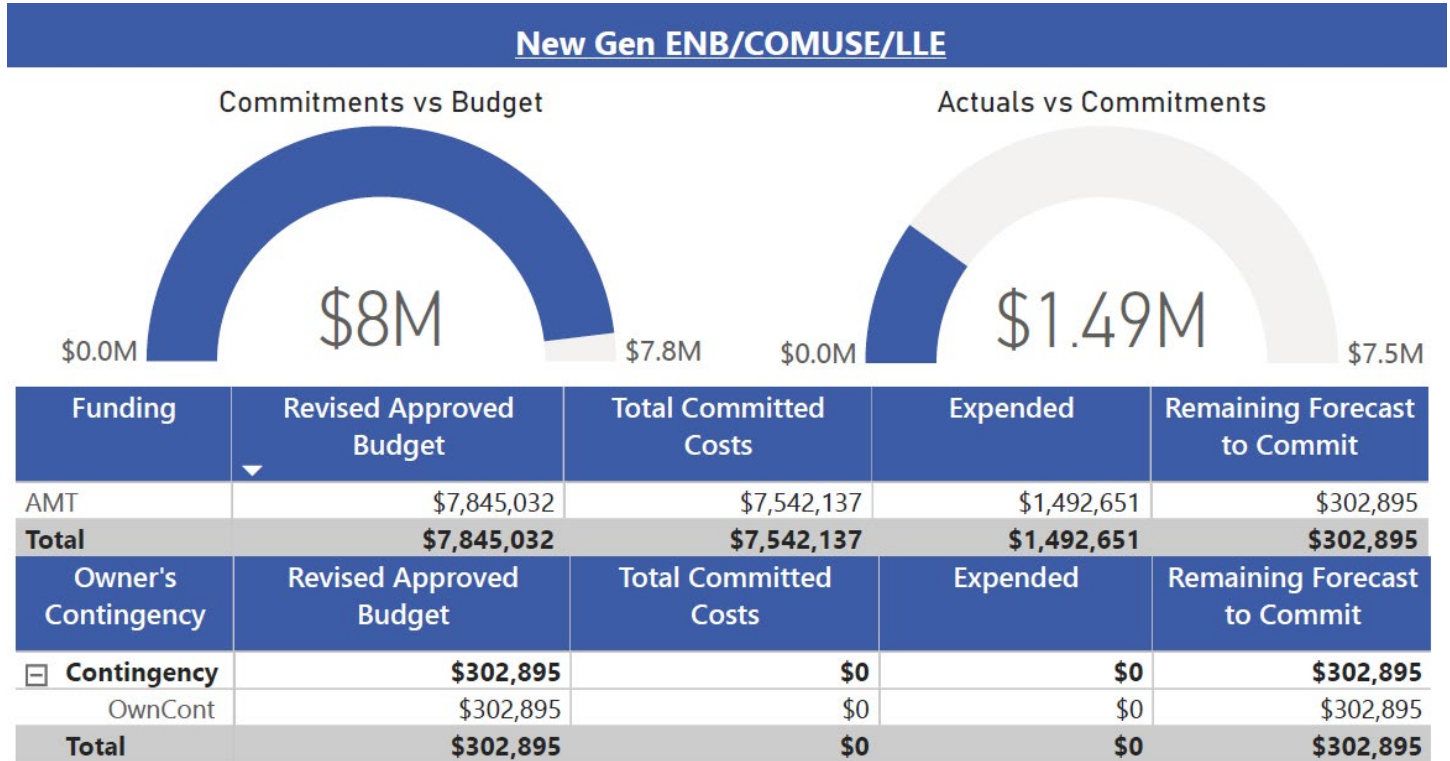
| SCHEDULE            | Start    | Finish   | Duration (Days) | 2025 | 2026 | 2027 |
|---------------------|----------|----------|-----------------|------|------|------|
| Concourses Enabling | 07/08/25 | 01/13/26 | 190             |      |      |      |
| Concourses LLE      | 06/16/25 | 01/20/27 |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

### 3-MONTH LOOK AHEAD

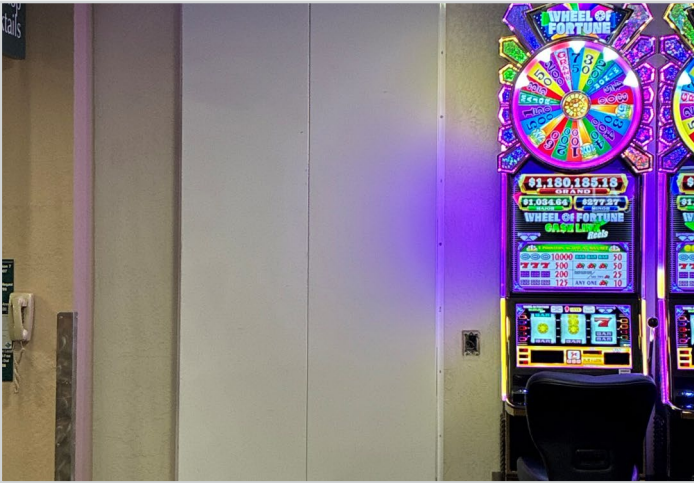
| Date                                 | Apr | May | Jun |
|--------------------------------------|-----|-----|-----|
| Concourses Enabling Project Closeout | ●   |     |     |
| Common Use Enabling Project Closeout | ●   |     |     |

## 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



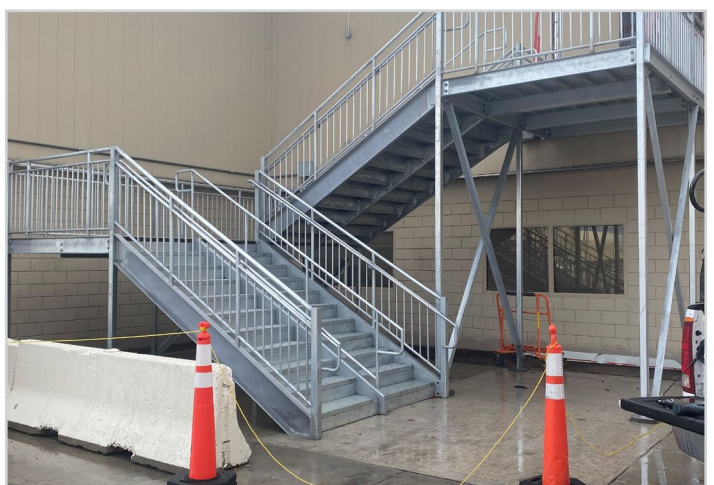
B3 stair demo - door closure



B7 stair demo - door closure



New B2 door

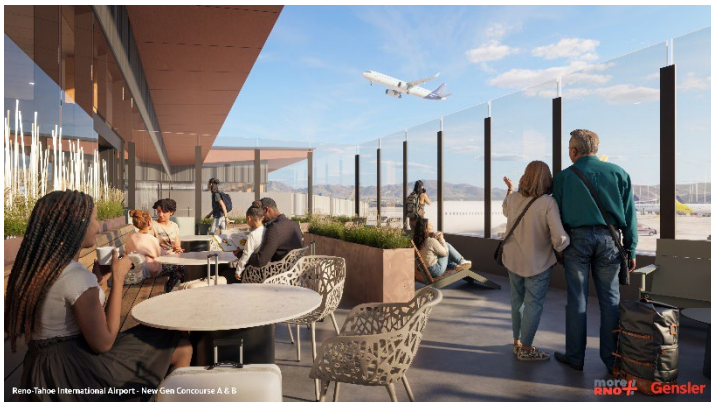


New B2 egress stair

## 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.

|                                  |  |
|----------------------------------|--|
| <b>Project No.</b>               | R23007B                                      |
| <b>Delivery Method</b>           | CMAR   |
| <b>Design Team</b>               | Gensler Architecture Design & Planning, P.C. |
| <b>CMAR</b>                      | McCarthy Building Companies                  |
| <b>Funding Source(s)</b>         | AIP, PFC, ATP, AIG, AMT Bonds                |
| <b>Estimated Completion Date</b> | 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 19<sup>th</sup>.

Phase 0 Guaranteed Maximum Price (GMP) #1 was approved by the Board in November and construction is complete. Remaining scope in this phase is procurement of fixed walkways and installation of the door for B9. 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, eGSE chargers and electrical infrastructure. GMP #2 for the construction of the concourses, New Gen A&B, was approved by the Board in January. The construction began on February 17<sup>th</sup>. Completed activities include installation of construction zone fence, removal of passenger boarding bridges at B1, B3, B5, B7, and B9, and demolition of the existing apron concrete. Current activities include underground utility work.

**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             | █    |      |      |      |      |      |      |
| 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 | Apr | May | Jun |
|----------------------|------|-----|-----|-----|
| Phase 0 Construction |      | ●   | ●   | ●   |
| Phase 1 Construction |      | ●   | ●   | ●   |
| New Gen A: Civil     |      | ●   | ●   | ●   |

Financial Summary

**New Gen CONA & CONB**

Commitments vs Budget



Actuals vs Commitments



| 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                          |
| <b>Total</b> | <b>\$521,365,247</b>    | <b>\$521,365,247</b>  | <b>\$43,479,359</b> | <b>\$0</b>                   |

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

## Construction Performance Summary



Apron Demo



Apron Demo



Apron Demo



Apron Demo



Electrical Equipment Forms

## 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.

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### 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.

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

**Project Stats**

| Ticketing Hall Project Stats |            |             |        |  |
|------------------------------|------------|-------------|--------|--|
|                              | Start Date | Finish Date | Status | Remarks  |
| <b>Schedule</b>              | 10/3/2022  | 4/2/2024    | ●      | Punchlist completed end of December  |
|                              | Budget     | Expended    | Status | Remarks  |
| <b>Budget</b>                | \$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**

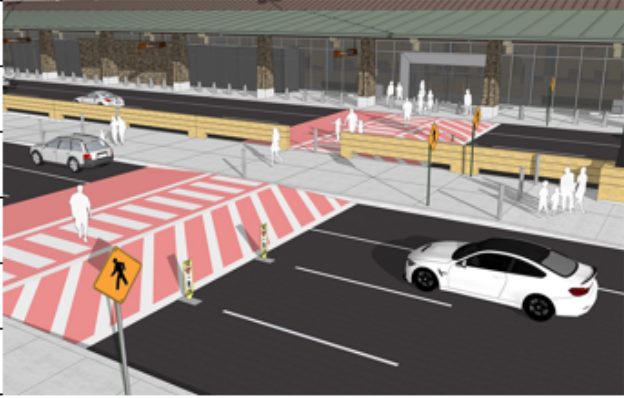


## The Loop Road

"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).

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

### Stats

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

## Project Pictures



## APPENDICES

|                                     |                    |
|-------------------------------------|--------------------|
| <b>MoreRNO Program Schedule</b>     | <b>Pages 31-38</b> |
| <b>MoreRNO Dashboard Financials</b> | <b>Pages 39-41</b> |
| <b>MoreRNO Cashflow Projections</b> | <b>Pages 42-46</b> |



Program Overview

Reno-Tahoe International Airport / MoreRNO  
Baselined Integrated Schedule

| #  | ActivityID  | ActivityName | RD    | Start       | Finish    | 2026 |   |   |   |   |   |     |   |   |   |   |   | 2027 |   |   |   |   |   |     |   |   |   |   |   | 2028 |   |   |   |   |   |     |   |   |   |   |   | 2029 |   |   |   |   |   |     |   |   |   |   |   |
|----|---|--------------|-------|-------------|-----------|------|---|---|---|---|---|-----|---|---|---|---|---|------|---|---|---|---|---|-----|---|---|---|---|---|------|---|---|---|---|---|-----|---|---|---|---|---|------|---|---|---|---|---|-----|---|---|---|---|---|
|    |   |              |       |             |           | J    | F | M | A | M | J | Jul | A | S | O | N | D | J    | F | M | A | M | J | Jul | A | S | O | N | D | J    | F | M | A | M | J | Jul | A | S | O | N | D | J    | F | M | A | M | J | Jul | A | S | O | N | D |
| 1  | <b>Total</b>  |              | 1030d | 02-Apr-24 A | 04-Jan-30 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 2  | <b>RTAA ConRAC - Monthly Update</b>                 |              | 700d  | 02-Apr-24 A | 31-Oct-28 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 3  | <b>Summary &amp; Milestones</b>                     |              | 700d  | 02-Apr-24 A | 31-Oct-28 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 4  | <b>Contract Overview</b>                            |              | 700d  | 02-May-24 A | 31-Oct-28 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 5  | <b>RTAA Milestones</b>                              |              | 585d  | 24-Nov-25 A | 01-Jun-28 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 6  | <b>Preconstruction Summary</b>                      |              | 100d  | 02-Apr-24 A | 17-Jun-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 7  | <b>Construction Summary</b>                         |              | 700d  | 26-Aug-25 A | 31-Oct-28 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 8  | Demo & Utilities                                    |              | 145d  | 26-Aug-25 A | 19-Aug-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 9  | Joint Use Facility                                  |              | 471d  | 03-Apr-26   | 16-Feb-28 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 10 | QTA Demo & Site Remediation                         |              | 220d  | 20-Dec-27   | 31-Oct-28 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 11 | <b>Preconstruction</b>                              |              | 368d  | 20-Dec-24 A | 09-Jul-27 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 12 | <b>Design &amp; Permitting</b>                      |              | 195d  | 20-Dec-24 A | 29-Oct-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 13 | Architectural & Civil Permits                       |              | 100d  | 20-Dec-24 A | 16-Jun-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 14 | Permit Package 3 - Site/Civil                       |              | 2d    | 16-Jan-26 A | 27-Jan-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 15 | Permit Package 4 - Garage & CSB                     |              | 25d   | 30-May-25 A | 02-Mar-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 16 | Permit Package 5 - Admin & Maintenance Building     |              | 25d   | 21-Mar-25 A | 23-Mar-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 17 | Permit Package 6 - Fueling                          |              | 25d   | 03-Nov-25 A | 13-Apr-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 18 | Permit Package 7 - Car Wash                         |              | 30d   | 24-Mar-26   | 04-May-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 19 | Permit Package 8 - Signage                          |              | 45d   | 20-Dec-24 A | 16-Jun-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 20 | Permanent Power                                     |              | 195d  | 16-Jan-26 A | 29-Oct-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 21 | ConRAC  |              | 195d  | 16-Jan-26 A | 29-Oct-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 22 | <b>Buyout</b>                                       |              | 198d  | 16-Jan-26 A | 03-Nov-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 23 | Wave 1.1 - Post-Financial Close                     |              | 10d   | 24-Jul-26   | 06-Aug-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 24 | Signage   |              | 10d   | 24-Jul-26   | 06-Aug-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 25 | Wave 2 - Cost Reconciliation & ConRAC Trades        |              | 25d   | 16-Jan-26 A | 02-Mar-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 26 | Flashing & Sheet Metals                             |              | 24d   | 16-Jan-26 A | 27-Feb-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 27 | Vehicular Service Equipment                         |              | 25d   | 16-Jan-26 A | 02-Mar-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 28 | Wave 3 - Remaining Trades                           |              | 10d   | 21-Oct-26   | 03-Nov-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 29 | Appliances  |              | 10d   | 21-Oct-26   | 03-Nov-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 30 | <b>Procurement</b>                                  |              | 368d  | 01-Jul-25 A | 09-Jul-27 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 31 | Fuel System   |              | 91d   | 15-Aug-25 A | 03-Jun-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 32 | Fencing & Gates                                     |              | 30d   | 14-Oct-26   | 24-Nov-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 33 | Structural Reinforcement                            |              | 20d   | 17-Feb-26   | 16-Mar-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 34 | Fire Protection                                     |              | 20d   | 16-Jan-26 A | 23-Feb-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 35 | Prime & Paint                                       |              | 35d   | 09-Mar-26   | 24-Apr-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 36 | Specialties   |              | 35d   | 16-Jun-26   | 04-Aug-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 37 | Flooring  |              | 45d   | 09-Mar-26   | 08-May-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 38 | Structural Concrete                                 |              | 5d    | 15-Jan-26 A | 30-Jan-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 39 | Roofing   |              | 45d   | 02-Sep-25 A | 30-Mar-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 40 | Precast   |              | 172d  | 12-Jan-26 A | 28-Sep-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 41 | Doors, Frames & Hardware                            |              | 50d   | 13-Jan-26 A | 06-Apr-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 42 | Gate 155 Pre-Engineered Building                    |              | 145d  | 26-Jan-26   | 19-Aug-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 43 | Parking Controls                                    |              | 76d   | 10-Dec-25 A | 12-May-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 44 | Traffic Signal Equipment (Villanova / Terminal Way) |              | 185d  | 09-Mar-26   | 25-Nov-26 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 45 | Signage   |              | 130d  | 07-Aug-26   | 12-Feb-27 |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |

Start Date: 30-Jun-22  
 Finish Date: 04-Jan-30  
 Data Date: 24-Jan-26  
 Run Date: 23-Mar-26

**Level 5 WBS INTEGRATED SCHEDULE**  
**CUP, HQ, New GEN A&B, & GTC**

- █ Remaining Level of Effort
- █ Actual Level of Effort
- █ Actual Work
- █ Remaining Work
- █ Critical Remaining Work
- ◆ Milestone











Program Overview

Reno-Tahoe International Airport / MoreRNO  
Baselined Integrated Schedule

| #   | ActivityID   | ActivityName   | RD | Start     | Finish    | 2026  |             |           |   |   |   |     |   |   |   |   |   | 2027 |   |   |   |   |   |     |   |   |   |   |   | 2028 |   |   |   |   |   |     |   |   |   |   |   | 2029 |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
|-----|--|--|----|-----------|-----------|-------|-------------|-----------|---|---|---|-----|---|---|---|---|---|------|---|---|---|---|---|-----|---|---|---|---|---|------|---|---|---|---|---|-----|---|---|---|---|---|------|---|---|---|---|---|-----|---|---|---|---|---|--|--|--|
|     |  |  |    |           |           | J     | F           | M         | A | M | J | Jul | A | S | O | N | D | J    | F | M | A | M | J | Jul | A | S | O | N | D | J    | F | M | A | M | J | Jul | A | S | O | N | D | J    | F | M | A | M | J | Jul | A | S | O | N | D |  |  |  |
| 230 | <b>BUILDING CONSTRUCTION</b>                                       |  |    |           |           | 301d  | 02-Feb-26 A | 06-May-27 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 231 | <b>BUILDING ENVELOPE (4X to 10X)</b>                               |  |    |           |           | 45d   | 26-Feb-26 A | 01-May-26 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 232 | <b>SITE WORK</b>   |  |    |           |           | 122d  | 02-Mar-26   | 20-Aug-26 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 233 | <b>INTERIOR BUILDOUT</b>   |  |    |           |           | 301d  | 02-Feb-26 A | 06-May-27 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 234 | <b>RTAA - Concourse Development Project - New Gen A &amp; B</b>    |  |    |           |           | 1001d | 13-Jun-25 A | 04-Jan-30 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 235 | <b>RNO New Concourse A&amp;B</b>                                   |  |    |           |           | 1001d | 13-Jun-25 A | 04-Jan-30 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 236 | <b>Overview</b>  |  |    |           |           | 1001d | 13-Jun-25 A | 04-Jan-30 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 237 | Duration   |  |    |           |           | 888d  | 09-Jan-26 A | 25-Jul-29 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 238 | Targeted Phase Summary of Schedule Activities - General Milestones |  |    |           |           | 1001d | 17-Dec-25 A | 04-Jan-30 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 239 | Milestones   |  |    |           |           | 763d  | 28-Jul-26   | 25-Jul-29 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 240 | <b>Contract Milestones</b>   |  |    |           |           | 544d  | 07-Jun-27   | 25-Jul-29 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 241 | <b>Concourse A Target Milestones</b>                               |  |    |           |           | 658d  | 28-Jul-26   | 26-Feb-29 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 242 | MILE-A-250   | *Milestone: Temp Gate B9 Active                                      | 0d |           | 28-Jul-26 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 243 | MILE-A-120   | *Milestone: New Gen A Foundations Complete                           | 0d |           | 08-Sep-26 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 244 | MILE-A-260   | Milestone: Temp Gate B12A Active                                     | 0d |           | 21-Sep-26 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 245 | MILE-A-130   | *Milestone: New Gen A Steel Top Out                                  | 0d |           | 24-Sep-26 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 246 | MILE-A-200   | *Milestone: New Gen A SOMD's Complete                                | 0d |           | 13-Nov-26 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 247 | MILE-A-190   | *Milestone: New Gen A SOG's Complete                                 | 0d |           | 18-Nov-26 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 248 | MILE-A-280   | *Milestone: Permanent Power Path Complete / Relocate NVEMain Feed    | 0d |           | 29-Dec-26 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 249 | MILE-A-140   | *Milestone: New Gen A Dry In   | 0d |           | 10-Feb-27 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 250 | MILE-A-180   | *Milestone: Permanent Power Complete                                 | 0d |           | 18-Jun-27 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 251 | MILE-A-210   | *Milestone: Access Control Operational                               | 0d |           | 11-Oct-27 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 252 | MILE-A-150   | *Milestone: - New Gen A Partially Operational (Gates A1, A3, A5, A7) | 0d |           | 10-Jan-28 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 253 | MILE-A-155   | Turnover Gates A9 & A11  | 0d |           | 31-Mar-28 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 254 | MILE-A-270   | Milestone: Temp Gate A13A / A13B / A13C Active                       | 0d |           | 01-May-28 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 255 | MILE-A-160   | *Milestone: Existing Concourse B Demolition Complete                 | 0d |           | 07-Jun-28 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 256 | MILE-A-165   | Turnover Gates A2 - A8   | 0d |           | 15-Nov-28 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 257 | MILE-A-175   | Turnover Gates A10 & A12   | 0d |           | 09-Jan-29 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 258 | MILE-A-170   | *Milestone: New Gen A Substantial Completion - All Gates Operational | 0d |           | 26-Feb-29 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 259 | <b>Concourse B Target Milestones</b>                               |  |    |           |           | 728d  | 16-Sep-26   | 25-Jul-29 |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 260 | MILE-B-180   | *Milestone: Temp Gate C12 Active                                     | 0d |           | 16-Sep-26 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 261 | MILE-B-170   | *Milestone: Temp Gate C13A Active                                    | 0d |           | 14-Oct-26 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 262 | MILE-B-230   | *Milestone: Temp Gate C13B Active                                    | 0d |           | 11-Nov-26 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 263 | MILE-B-220   | *Milestone: Temp Gate C13C Active (Open Walkway)                     | 0d |           | 18-Nov-26 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 264 | MILE-B-215   | *Milestone: NVE Main Feed Relocation Start                           | 0d | 30-Dec-26 |           |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 265 | MILE-B-110   | *Milestone: New Gen B Foundations Complete                           | 0d |           | 16-Apr-27 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 266 | MILE-B-120   | *Milestone: New Gen B Steel Top Out                                  | 0d |           | 03-Sep-27 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 267 | MILE-B-195   | *Milestone: New Gen B SOG's Complete                                 | 0d |           | 29-Sep-27 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 268 | MILE-B-200   | *Milestone: New Gen B SOMD's Complete                                | 0d |           | 01-Oct-27 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |
| 269 | MILE-B-130   | *Milestone: New Gen B Dried In (Roof)                                | 0d |           | 14-Jan-28 |       |             |           |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |  |  |  |

Start Date: 30-Jun-22  
 Finish Date: 04-Jan-30  
 Data Date: 24-Jan-26  
 Run Date: 23-Mar-26

**Level 5 WBS INTEGRATED SCHEDULE**  
**CUP, HQ, New GEN A&B, & GTC**

- █ Remaining Level of Effort
- █ Actual Level of Effort
- █ Actual Work
- █ Remaining Work
- █ Critical Remaining Work
- ◆ ◆ Milestone





Program Overview

Reno-Tahoe International Airport / MoreRNO  
Baselined Integrated Schedule

| #   | ActivityID | ActivityName   | RD   | Start       | Finish    | 2026                       |   |   |   |   |   |     |   |   |   |   |   | 2027 |   |   |   |   |   |     |   |   |   |   |   | 2028 |   |   |   |   |   |     |   |   |   |   |   | 2029 |   |   |   |   |   |     |   |   |   |   |   |
|-----|------------|--|------|-------------|-----------|----------------------------|---|---|---|---|---|-----|---|---|---|---|---|------|---|---|---|---|---|-----|---|---|---|---|---|------|---|---|---|---|---|-----|---|---|---|---|---|------|---|---|---|---|---|-----|---|---|---|---|---|
|     |            |  |      |             |           | J                          | F | M | A | M | J | Jul | A | S | O | N | D | J    | F | M | A | M | J | Jul | A | S | O | N | D | J    | F | M | A | M | J | Jul | A | S | O | N | D | J    | F | M | A | M | J | Jul | A | S | O | N | D |
| 317 |            | Division 6 - Millwork/General Works  | 201d | 16-Mar-26   | 28-Dec-26 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 318 |            | Division 7 - Thermal and Moisture Protection                                 | 125d | 27-Feb-26   | 24-Aug-26 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 319 |            | Division 8 - Doors and Windows   | 145d | 27-Feb-26   | 22-Sep-26 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 320 |            | Division 9 - Finishes  | 179d | 16-Mar-26   | 24-Nov-26 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 321 |            | Division 10 - Specialties  | 115d | 16-Feb-26   | 28-Jul-26 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 322 |            | Division 14 - Elevators  | 206d | 27-Feb-26   | 17-Dec-26 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 323 |            | Division 21 - Fire Suppression (Deferred)                                    | 125d | 02-Feb-26   | 28-Jul-26 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 324 |            | Division 22 - Plumbing   | 211d | 04-Feb-26   | 01-Dec-26 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 325 |            | Division 23 - Mechanical   | 220d | 26-Jan-26 A | 10-Dec-26 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 326 |            | Division 26 - Electrical   | 301d | 02-Feb-26   | 06-Apr-27 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 327 |            | Division 28 - Electronic Safety & Security                                   | 170d | 02-Feb-26   | 30-Sep-26 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 328 |            | Division 44 - Passenger Boarding Bridges                                     | 416d | 15-Jan-26 A | 17-Sep-27 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 329 |            | VDC Coordination   | 422d | 09-Jan-26 A | 27-Sep-27 | [Gantt bars for 2026-2027] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 330 |            | New Gen Concourse A - GMP #2   | 783d | 15-Dec-25 A | 26-Feb-29 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 331 |            | Site - New Gen Concourse A - GMP #2  | 729d | 15-Dec-25 A | 08-Dec-28 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 332 |            | Substructure - New Gen Concourse A   | 580d | 04-May-26   | 10-Aug-28 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 333 |            | Superstructure - New Gen Concourse A   | 113d | 06-Jul-26   | 11-Dec-26 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 334 |            | Exterior Enclosure - New Gen Concourse A - GMP #2                            | 279d | 11-May-26   | 14-Jun-27 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 335 |            | Production Rough-In/Framing - New Gen Concourse A - Apron Level - GMP #2     | 68d  | 24-Nov-26   | 02-Mar-27 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 336 |            | Interior Build-Out - New Gen Concourse A - Apron Level - GMP #2              | 182d | 05-Nov-26   | 23-Jul-27 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 337 |            | Production Rough-In/Framing - New Gen Concourse A - Concourse Level - GMP #2 | 93d  | 03-Nov-26   | 16-Mar-27 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 338 |            | Interior Build-Out - New Gen Concourse A - Concourse Level - GMP #2          | 306d | 27-Jul-26   | 06-Oct-27 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 339 |            | Interior Build-Out - New Gen Concourse A - Vertical Shafts                   | 175d | 26-Aug-26   | 03-May-27 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 340 |            | Demolition Existing Concourse B - New Gen Concourse A - GMP #2-1             | 26d  | 02-May-28   | 07-Jun-28 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 341 |            | Ramp Services/Civil/Site Finishes (Phase 5-6) - New Gen Concourse A - GMP #2 | 363d | 30-Jul-27   | 02-Jan-29 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 342 |            | Completion/Testing & Inspections - New Gen Concourse A                       | 434d | 15-Jun-27   | 26-Feb-29 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 343 |            | New Gen Concourse B - GMP #2   | 838d | 13-Apr-26   | 25-Jul-29 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 344 |            | Site Preparation   | 793d | 13-Apr-26   | 21-May-29 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 345 |            | Civil  | 376d | 19-Nov-26   | 10-May-28 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 346 |            | Substructure   | 587d | 07-Dec-26   | 26-Mar-29 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 347 |            | Superstructure - New Gen Concourse B   | 145d | 12-Apr-27   | 03-Nov-27 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 348 |            | Exterior Enclosure - New Gen Concourse B                                     | 207d | 10-Jun-27   | 31-Mar-28 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 349 |            | Buildout   | 256d | 09-Aug-27   | 08-Aug-28 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 350 |            | Demolition Existing Concourse C - Zone - New Gen Concourse B - GMP #2        | 29d  | 10-Jan-29   | 19-Feb-29 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 351 |            | Ramp Services/Civil/Site Finishes (Phase 7-8) - New Gen Concourse B - GMP #2 | 268d | 11-May-28   | 30-May-29 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 352 |            | Completion/Testing & Inspections - New Gen Concourse B                       | 323d | 19-Apr-28   | 25-Jul-29 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |
| 353 |            | Closeout   | 218d | 27-Feb-29   | 04-Jan-30 | [Gantt bars for 2026-2029] |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |      |   |   |   |   |   |     |   |   |   |   |   |

Start Date: 30-Jun-22  
 Finish Date: 04-Jan-30  
 Data Date: 24-Jan-26  
 Run Date: 23-Mar-26

Level 5 WBS INTEGRATED SCHEDULE  
 CUP, HQ, New GEN A&B, & GTC

- █ Remaining Level of Effort
- █ Actual Level of Effort
- █ Actual Work
- █ Remaining Work
- █ Critical Remaining Work
- ◆ Milestone



# The New Gen Concourse A & B



Data Date - 2/27/2026

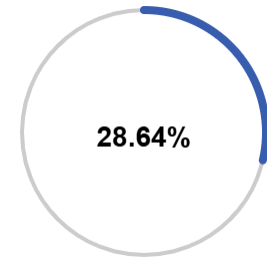
|                         |                  |                       |             |                             |                     |          |                   |          |          |
|-------------------------|------------------|-----------------------|-------------|-----------------------------|---------------------|----------|-------------------|----------|----------|
| 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         | \$626.3M              | \$0.0M      | \$626.3M                    | \$23.7M             | \$94.2M  | \$0.0M            | \$555.8M | \$650.0M |

Commitments vs Budget



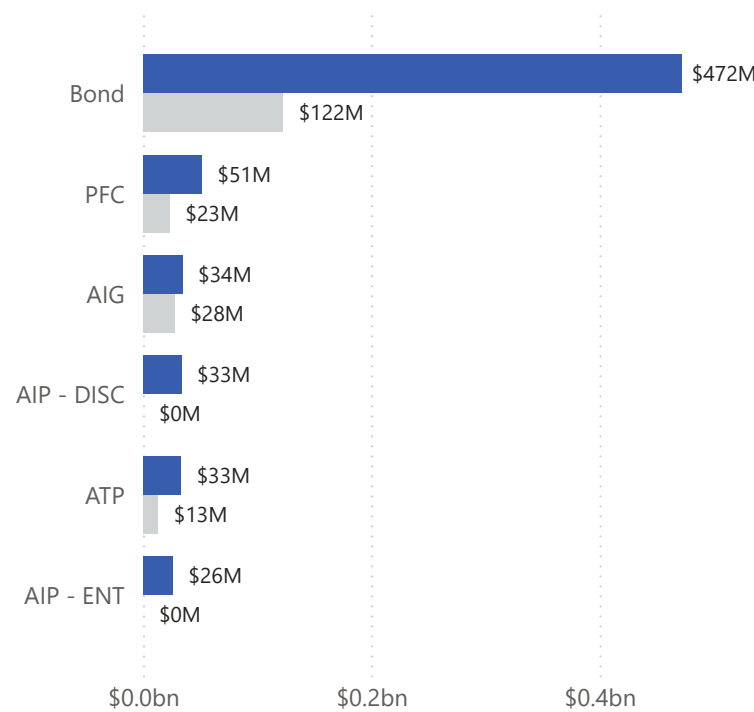
Funding Received

Funding Received / Total Funding



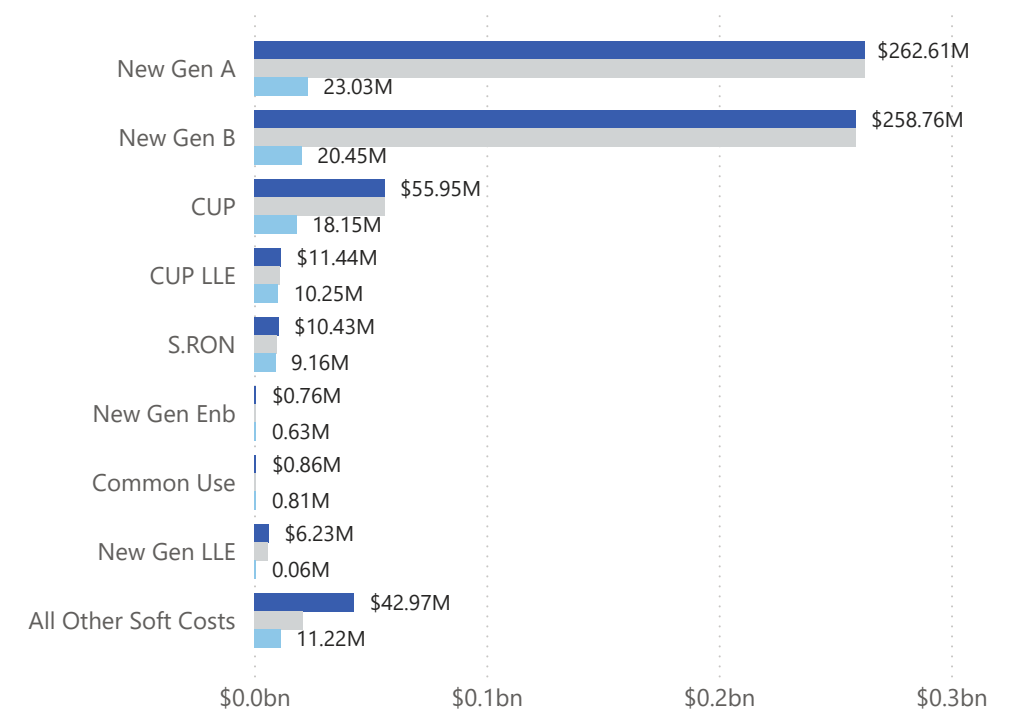
Funding by Source

Total Funding Approved Funding

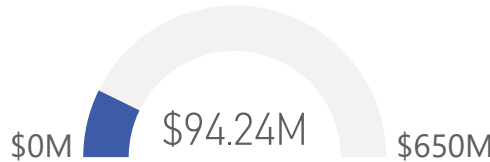


Budget by Sub Project

Revised Approved Budget Total Committed Costs Contractor Invoices (Net)

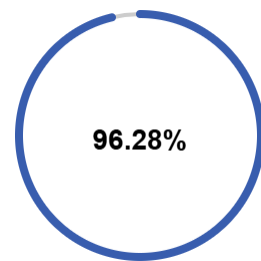


Actuals vs Budget

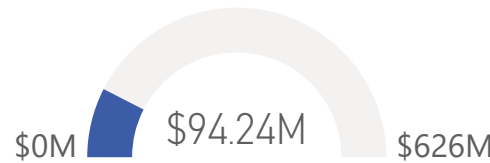


Budget Consumed

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 |
|-------------------|-------------------------|-----------------------|-------------|-----------------------------|---------------------|---------------------|-------------------|----------------------|------------------------|
| <b>Soft Costs</b> | <b>\$125,803,922</b>    | <b>\$103,832,027</b>  | <b>\$0</b>  | <b>\$103,832,027</b>        | <b>\$21,971,895</b> | <b>\$63,298,281</b> | <b>\$0</b>        | <b>\$62,505,641</b>  | <b>\$125,803,922</b>   |
| 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            | \$20,994,829          | \$0         | \$20,994,829                | \$18,059,437        | \$11,695,152        | \$0               | \$27,359,114         | \$39,054,266           |
| Owner Contingency | \$3,912,458             | \$0                   | \$0         | \$0                         | \$3,912,458         | \$0                 | \$0               | \$3,912,458          | \$3,912,458            |
| <b>Hard Costs</b> | <b>\$524,196,078</b>    | <b>\$522,464,657</b>  | <b>\$0</b>  | <b>\$522,464,657</b>        | <b>\$1,731,421</b>  | <b>\$30,939,158</b> | <b>\$0</b>        | <b>\$493,256,919</b> | <b>\$524,196,078</b>   |
| Hard Costs        | \$507,848,411           | \$507,848,411         | \$0         | \$507,848,411               | \$0                 | \$30,939,158        | \$0               | \$476,909,252        | \$507,848,411          |
| Owner Contingency | \$16,347,667            | \$14,616,246          | \$0         | \$14,616,246                | \$1,731,421         | \$0                 | \$0               | \$16,347,667         | \$16,347,667           |
| <b>Total</b>      | <b>\$650,000,000</b>    | <b>\$626,296,684</b>  | <b>\$0</b>  | <b>\$626,296,684</b>        | <b>\$23,703,316</b> | <b>\$94,237,440</b> | <b>\$0</b>        | <b>\$555,762,560</b> | <b>\$650,000,000</b>   |

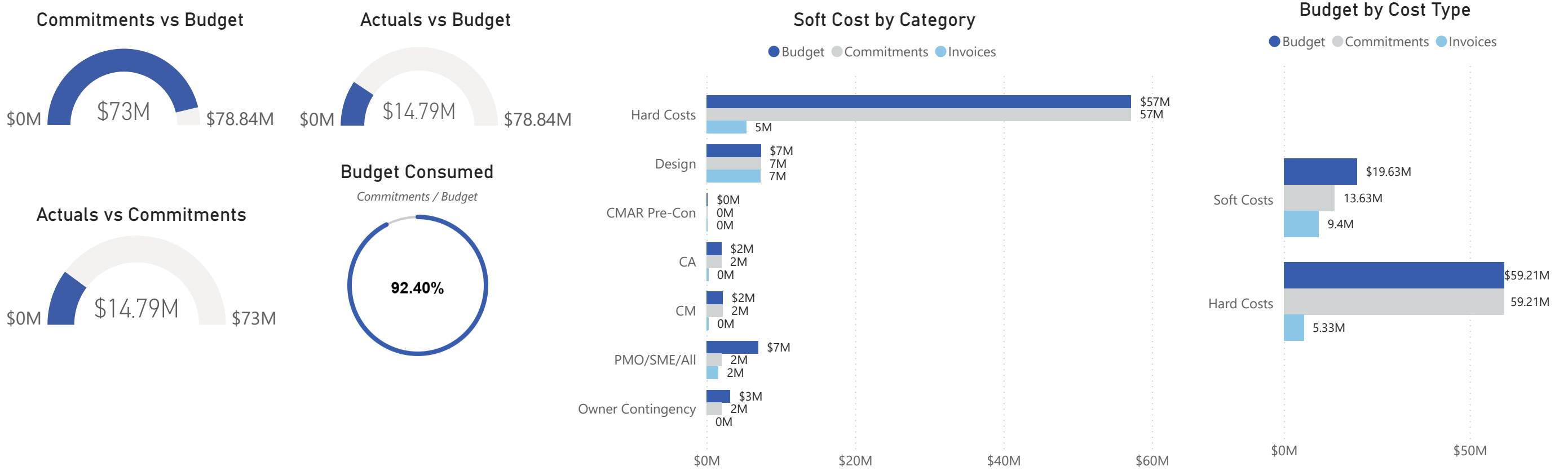


# The HQ

Data Date - 2/27/2026



|                         |                       |               |                             |                     |                |                   |                |                |
|-------------------------|-----------------------|---------------|-----------------------------|---------------------|----------------|-------------------|----------------|----------------|
| Revised Approved Budget | Total Committed Costs | Pending COs   | Projected Total Commitments | Remaining to Commit | Expended       | Forecasted Amount | ETC            | EAC            |
| <b>\$78.8M</b>          | <b>\$72.9M</b>        | <b>\$0.0M</b> | <b>\$72.9M</b>              | <b>\$5.9M</b>       | <b>\$14.8M</b> | <b>\$0.0M</b>     | <b>\$64.1M</b> | <b>\$78.8M</b> |



| 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 |
|------------------------|-------------------------|-----------------------|-------------|-----------------------------|---------------------|---------------------|-------------------|----------------------|------------------------|
| <b>Soft Costs</b>      | <b>\$19,626,954</b>     | <b>\$13,689,742</b>   | <b>\$0</b>  | <b>\$13,689,742</b>         | <b>\$5,937,212</b>  | <b>\$9,455,597</b>  | <b>\$0</b>        | <b>\$10,171,357</b>  | <b>\$19,626,954</b>    |
| Design                 | \$7,298,150             | \$7,298,150           | \$0         | \$7,298,150                 | (\$0)               | \$7,235,171         | \$0               | \$62,979             | \$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                 | \$237,976           | \$0               | \$1,761,085          | \$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             | \$2,097,813           | \$0         | \$2,097,813                 | \$4,813,562         | \$1,607,933         | \$0               | \$5,303,442          | \$6,911,374            |
| Owner Contingency      | \$1,123,651             | \$0                   | \$0         | \$0                         | \$1,123,651         | \$0                 | \$0               | \$1,123,651          | \$1,123,651            |
| <b>Hard Costs</b>      | <b>\$59,213,519</b>     | <b>\$59,213,519</b>   | <b>\$0</b>  | <b>\$59,213,519</b>         | <b>\$0</b>          | <b>\$5,330,546</b>  | <b>\$0</b>        | <b>\$53,882,973</b>  | <b>\$59,213,519</b>    |
| Hard Costs             | \$57,176,274            | \$57,176,274          | \$0         | \$57,176,274                | \$0                 | \$5,330,546         | \$0               | \$51,845,728         | \$57,176,274           |
| Owner Contingency      | \$2,037,245             | \$2,037,245           | \$0         | \$2,037,245                 | \$0                 | \$0                 | \$0               | \$2,037,245          | \$2,037,245            |
| <b>Total</b>           | <b>\$78,840,473</b>     | <b>\$72,903,261</b>   | <b>\$0</b>  | <b>\$72,903,261</b>         | <b>\$5,937,212</b>  | <b>\$14,786,143</b> | <b>\$0</b>        | <b>\$64,054,330</b>  | <b>\$78,840,473</b>    |



# The New Gen Concourse A & B (Hard Cost)



Data Date - 2/27/2026

| 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"/> <b>Hard Costs</b> | <b>\$524,196,078</b>    | <b>\$522,464,657</b>  | <b>\$0</b>  | <b>\$522,464,657</b>        | <b>\$1,731,421</b>  | <b>\$30,939,158</b> | <b>\$0</b>        | <b>\$493,256,919</b> | <b>\$524,196,078</b>   |
| <input type="checkbox"/> <b>NGCOMU</b>     | <b>\$831,264</b>        | <b>\$801,488</b>      | <b>\$0</b>  | <b>\$801,488</b>            | <b>\$29,776</b>     | <b>\$781,949</b>    | <b>\$0</b>        | <b>\$49,315</b>      | <b>\$831,264</b>       |
| Hard Costs                                 | \$801,488               | \$801,488             | \$0         | \$801,488                   | \$0                 | \$781,949           | \$0               | \$19,539             | \$801,488              |
| Owner                                      | \$29,776                | \$0                   | \$0         | \$0                         | \$29,776            | \$0                 | \$0               | \$29,776             | \$29,776               |
| Contingency                                |                         |                       |             |                             |                     |                     |                   |                      |                        |
| <input type="checkbox"/> <b>NGCONA</b>     | <b>\$226,155,023</b>    | <b>\$226,155,023</b>  | <b>\$0</b>  | <b>\$226,155,023</b>        | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>        | <b>\$226,155,023</b> | <b>\$226,155,023</b>   |
| Hard Costs                                 | \$219,576,299           | \$219,576,299         | \$0         | \$219,576,299               | \$0                 | \$0                 | \$0               | \$219,576,299        | \$219,576,299          |
| Owner                                      | \$6,578,724             | \$6,578,724           | \$0         | \$6,578,724                 | \$0                 | \$0                 | \$0               | \$6,578,724          | \$6,578,724            |
| Contingency                                |                         |                       |             |                             |                     |                     |                   |                      |                        |
| <input type="checkbox"/> <b>NGCONB</b>     | <b>\$224,784,714</b>    | <b>\$224,784,714</b>  | <b>\$0</b>  | <b>\$224,784,714</b>        | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>        | <b>\$224,784,714</b> | <b>\$224,784,714</b>   |
| Hard Costs                                 | \$218,398,277           | \$218,398,277         | \$0         | \$218,398,277               | \$0                 | \$0                 | \$0               | \$218,398,277        | \$218,398,277          |
| Owner                                      | \$6,386,437             | \$6,386,437           | \$0         | \$6,386,437                 | \$0                 | \$0                 | \$0               | \$6,386,437          | \$6,386,437            |
| Contingency                                |                         |                       |             |                             |                     |                     |                   |                      |                        |
| <input type="checkbox"/> <b>NGCUPLE</b>    | <b>\$11,443,533</b>     | <b>\$10,943,533</b>   | <b>\$0</b>  | <b>\$10,943,533</b>         | <b>\$500,000</b>    | <b>\$10,252,933</b> | <b>\$0</b>        | <b>\$1,190,600</b>   | <b>\$11,443,533</b>    |
| Hard Costs                                 | \$10,943,533            | \$10,943,533          | \$0         | \$10,943,533                | \$0                 | \$10,252,933        | \$0               | \$690,600            | \$10,943,533           |
| Owner                                      | \$500,000               | \$0                   | \$0         | \$0                         | \$500,000           | \$0                 | \$0               | \$500,000            | \$500,000              |
| Contingency                                |                         |                       |             |                             |                     |                     |                   |                      |                        |
| <input type="checkbox"/> <b>NGENBL</b>     | <b>\$672,868</b>        | <b>\$607,988</b>      | <b>\$0</b>  | <b>\$607,988</b>            | <b>\$64,881</b>     | <b>\$584,672</b>    | <b>\$0</b>        | <b>\$88,196</b>      | <b>\$672,868</b>       |
| Hard Costs                                 | \$607,988               | \$607,988             | \$0         | \$607,988                   | \$0                 | \$584,672           | \$0               | \$23,315             | \$607,988              |
| Owner                                      | \$64,881                | \$0                   | \$0         | \$0                         | \$64,881            | \$0                 | \$0               | \$64,881             | \$64,881               |
| Contingency                                |                         |                       |             |                             |                     |                     |                   |                      |                        |
| <input type="checkbox"/> <b>NGNCUP</b>     | <b>\$45,462,276</b>     | <b>\$45,462,276</b>   | <b>\$0</b>  | <b>\$45,462,276</b>         | <b>\$0</b>          | <b>\$11,758,950</b> | <b>\$0</b>        | <b>\$33,703,326</b>  | <b>\$45,462,276</b>    |
| Hard Costs                                 | \$43,811,191            | \$43,811,191          | \$0         | \$43,811,191                | \$0                 | \$11,758,950        | \$0               | \$32,052,241         | \$43,811,191           |
| Owner                                      | \$1,651,085             | \$1,651,085           | \$0         | \$1,651,085                 | \$0                 | \$0                 | \$0               | \$1,651,085          | \$1,651,085            |
| Contingency                                |                         |                       |             |                             |                     |                     |                   |                      |                        |
| <input type="checkbox"/> <b>NGNLLE</b>     | <b>\$6,212,400</b>      | <b>\$6,004,161</b>    | <b>\$0</b>  | <b>\$6,004,161</b>          | <b>\$208,239</b>    | <b>\$45,900</b>     | <b>\$0</b>        | <b>\$6,166,500</b>   | <b>\$6,212,400</b>     |
| Hard Costs                                 | \$6,004,161             | \$6,004,161           | \$0         | \$6,004,161                 | \$0                 | \$45,900            | \$0               | \$5,958,261          | \$6,004,161            |
| Owner                                      | \$208,239               | \$0                   | \$0         | \$0                         | \$208,239           | \$0                 | \$0               | \$208,239            | \$208,239              |
| Contingency                                |                         |                       |             |                             |                     |                     |                   |                      |                        |
| <input type="checkbox"/> <b>NGSRON</b>     | <b>\$8,634,000</b>      | <b>\$7,705,474</b>    | <b>\$0</b>  | <b>\$7,705,474</b>          | <b>\$928,526</b>    | <b>\$7,514,754</b>  | <b>\$0</b>        | <b>\$1,119,246</b>   | <b>\$8,634,000</b>     |
| Hard Costs                                 | \$7,705,474             | \$7,705,474           | \$0         | \$7,705,474                 | \$0                 | \$7,514,754         | \$0               | \$190,720            | \$7,705,474            |
| Owner                                      | \$928,526               | \$0                   | \$0         | \$0                         | \$928,526           | \$0                 | \$0               | \$928,526            | \$928,526              |
| Contingency                                |                         |                       |             |                             |                     |                     |                   |                      |                        |
| <b>Total</b>                               | <b>\$524,196,078</b>    | <b>\$522,464,657</b>  | <b>\$0</b>  | <b>\$522,464,657</b>        | <b>\$1,731,421</b>  | <b>\$30,939,158</b> | <b>\$0</b>        | <b>\$493,256,919</b> | <b>\$524,196,078</b>   |



# CASHFLOW

Data Date - 2/27/2026



Total Expended  
**\$109,023,583**

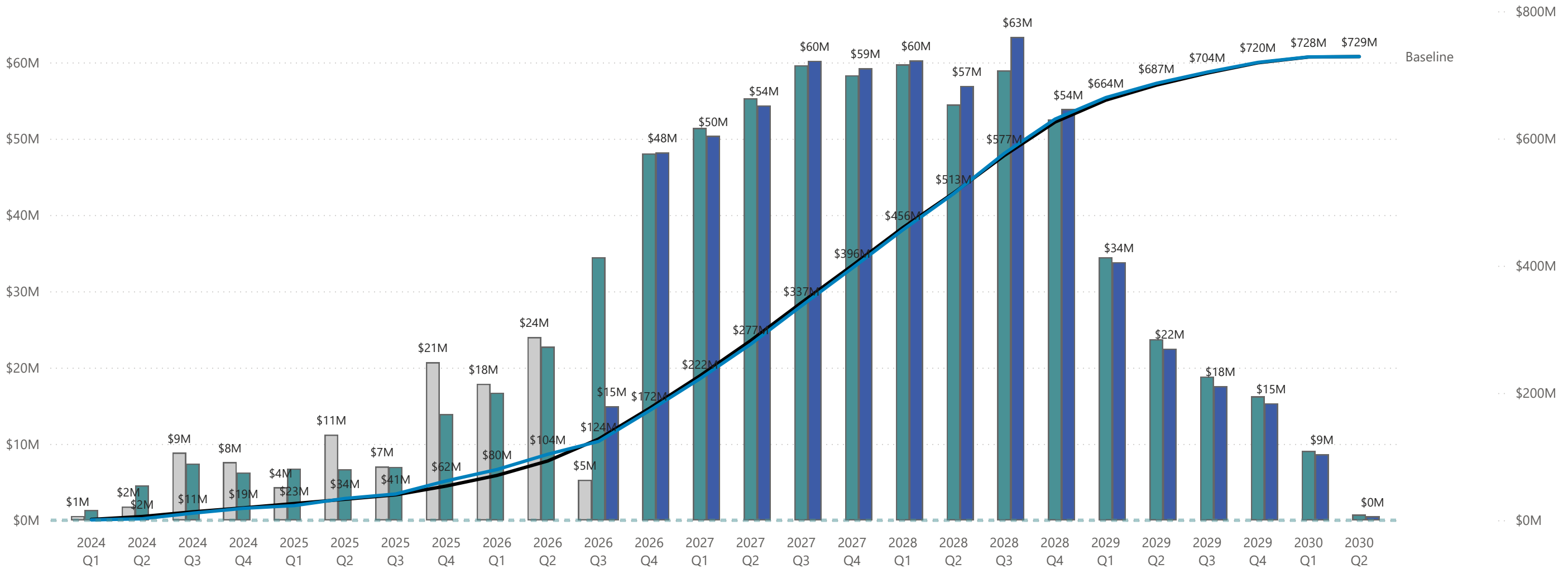
Estimate to Complete  
**\$619,816,890**

Estimate at Complete  
**\$1,457,680,946**

Progress  
**7.5%**

| Fund ID      | Total Expended       | Total Forecasted     | Estimate at Complete   | Progress     |
|--------------|----------------------|----------------------|------------------------|--------------|
| AIPD         |                      |                      | \$20,000,000           |              |
| AIPE         |                      |                      | \$30,638,154           |              |
| AIG          | \$7,045,082          | \$27,551,924         | \$69,194,014           | 10.18%       |
| ATP          | \$8,621,317          | \$30,746,067         | \$78,734,768           | 10.95%       |
| NAMT         | \$16,228,950         | \$67,999,738         | \$168,470,919          | 9.63%        |
| PFC          | \$26,159,463         | \$24,903,326         | \$102,125,580          | 25.61%       |
| AMT          | \$50,968,770         | \$417,977,680        | \$937,879,357          | 5.43%        |
| <b>Total</b> | <b>\$109,023,583</b> | <b>\$619,816,890</b> | <b>\$1,457,680,946</b> | <b>7.48%</b> |

Forecast by Fiscal Qtr





# CASHFLOW (New Gen)

Data Date - 2/27/2026



Previous Invoices (Paid)  
**\$94,237,440**

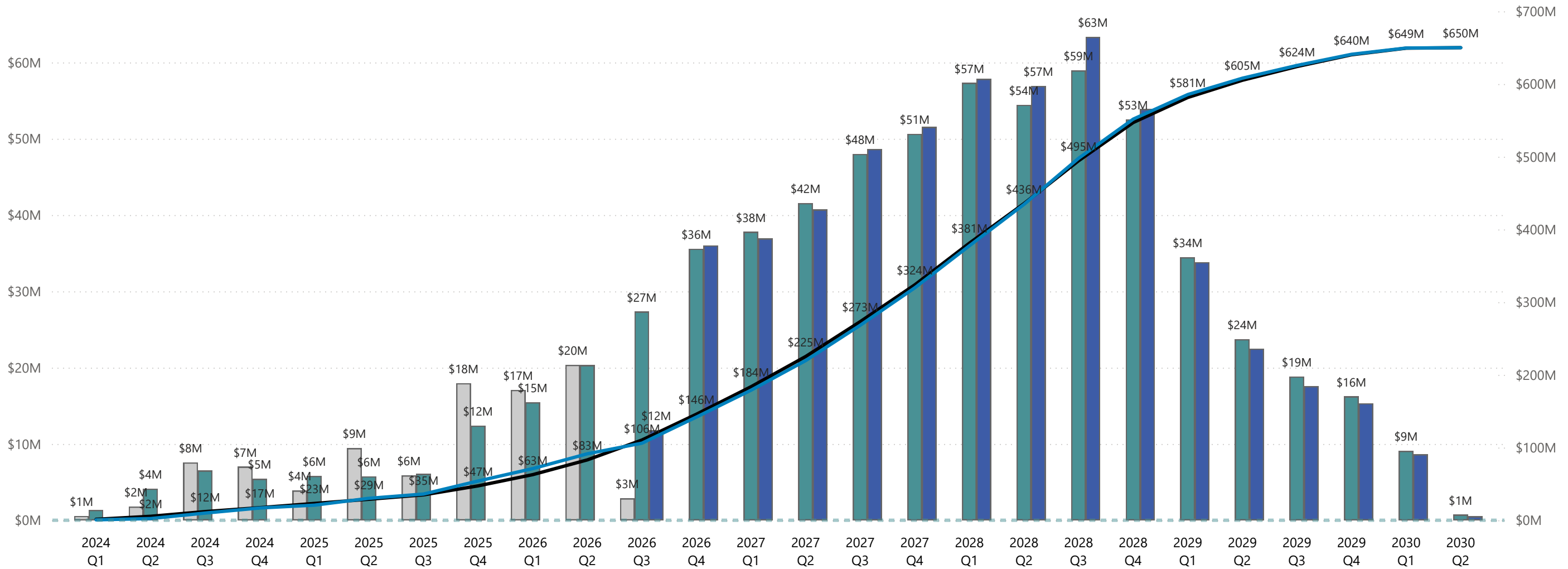
Total Forecast  
**\$555,762,560**

Total Contracts  
**\$1,300,000,000**

Progress  
**7.2%**

| Fund ID      | Total Expended      | Total Forecasted     | Estimate at Complete   | Progress     |
|--------------|---------------------|----------------------|------------------------|--------------|
| AIG          | \$7,045,082         | \$27,551,924         | \$69,194,014           | 10.18%       |
| AIPD         |                     | \$20,000,000         | \$40,000,000           |              |
| AIPE         |                     | \$30,638,154         | \$61,276,308           |              |
| AMT          | \$50,968,770        | \$417,977,680        | \$937,879,357          | 5.43%        |
| ATP          | \$8,621,317         | \$30,746,067         | \$78,734,768           | 10.95%       |
| NAMT         | \$1,442,807         | \$3,945,408          | \$10,789,973           | 13.37%       |
| PFC          | \$26,159,463        | \$24,903,326         | \$102,125,580          | 25.61%       |
| <b>Total</b> | <b>\$94,237,440</b> | <b>\$555,762,560</b> | <b>\$1,300,000,000</b> | <b>7.25%</b> |

Forecast by Fiscal Qtr





# CASHFLOW (HQ)

Data Date - 2/27/2026



Total Expended  
**\$14,786,143**

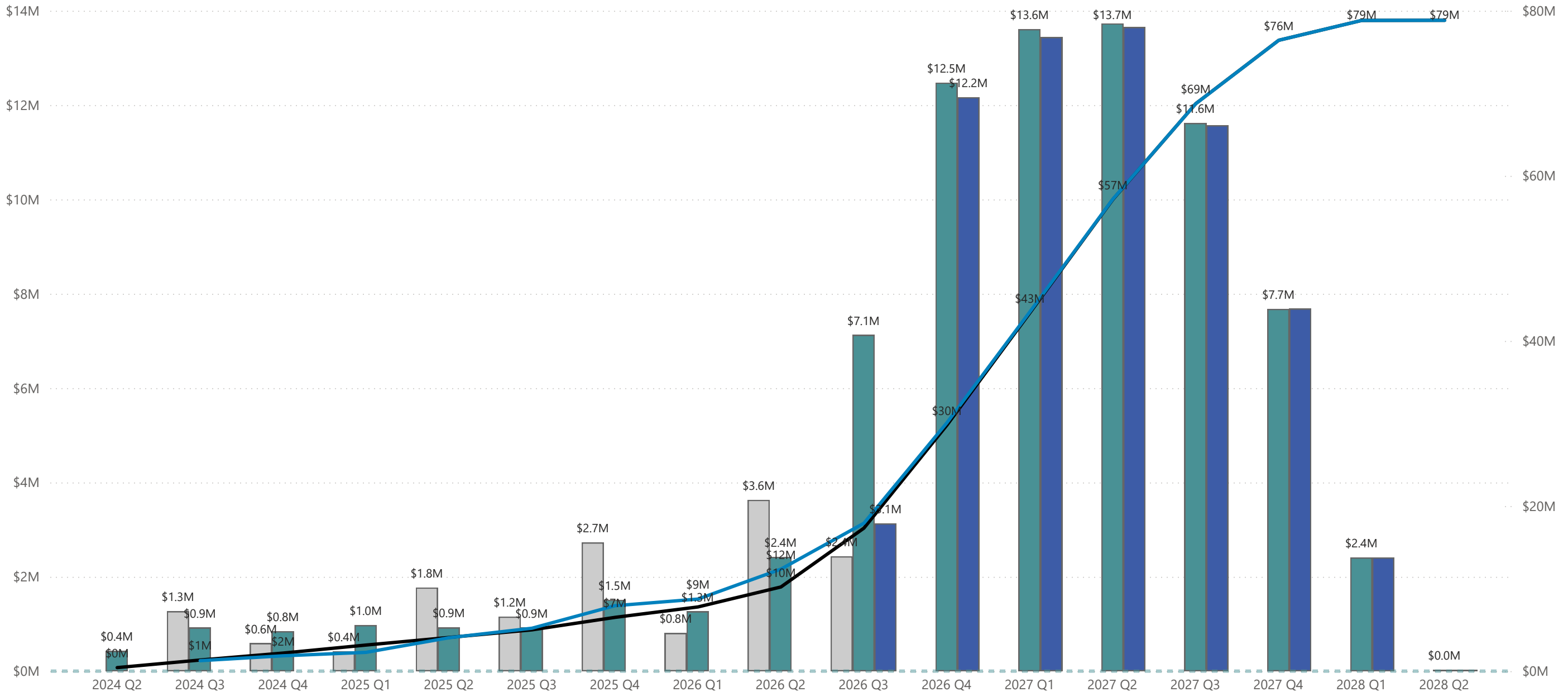
Total Forecast  
**\$64,054,330**

Total Contracts  
**\$157,680,946**

Progress  
**9.4%**

| Fund ID      | Total Expended      | Total Forecasted    | Estimate at Complete | Progress     |
|--------------|---------------------|---------------------|----------------------|--------------|
| NAMT         | \$14,786,143        | \$64,054,330        | \$157,680,946        | 9.38%        |
| <b>Total</b> | <b>\$14,786,143</b> | <b>\$64,054,330</b> | <b>\$157,680,946</b> | <b>9.38%</b> |

Forecast by Fiscal Qtr





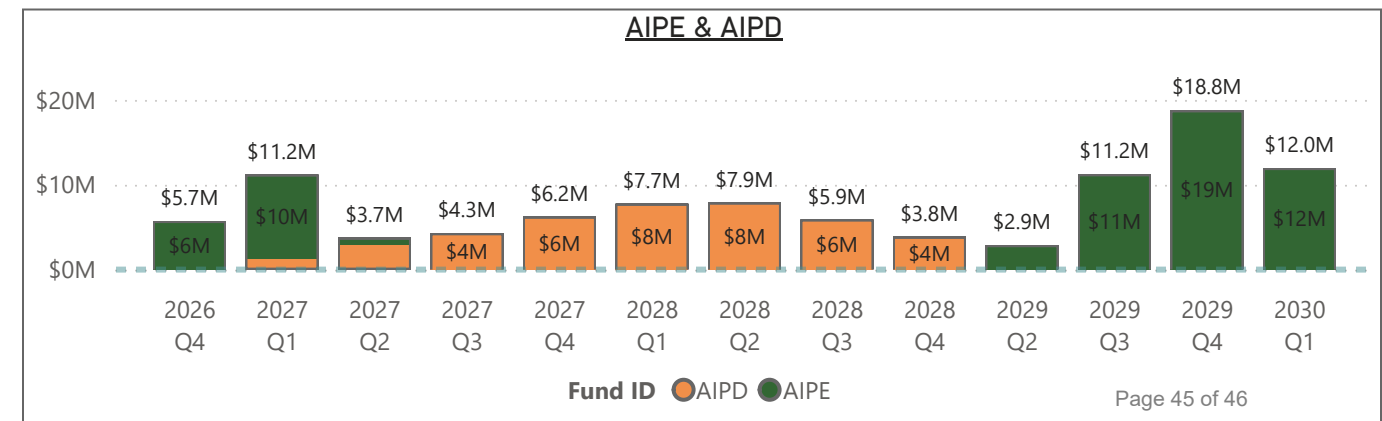
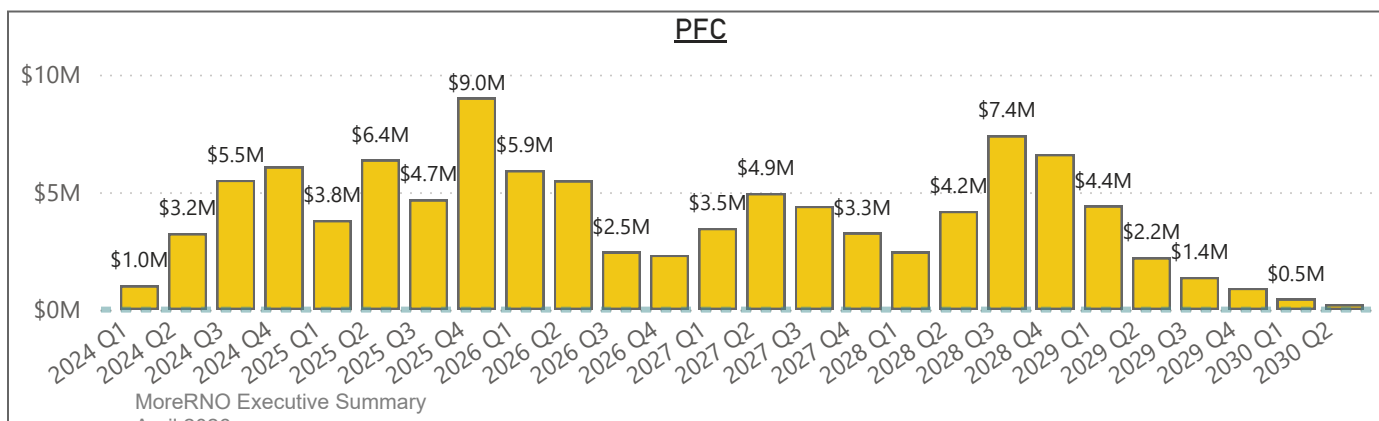
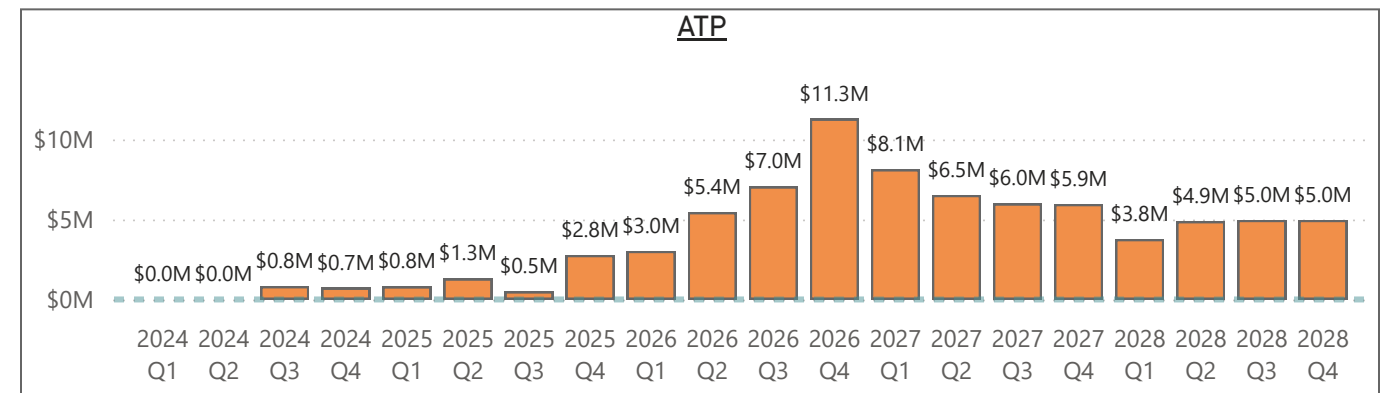
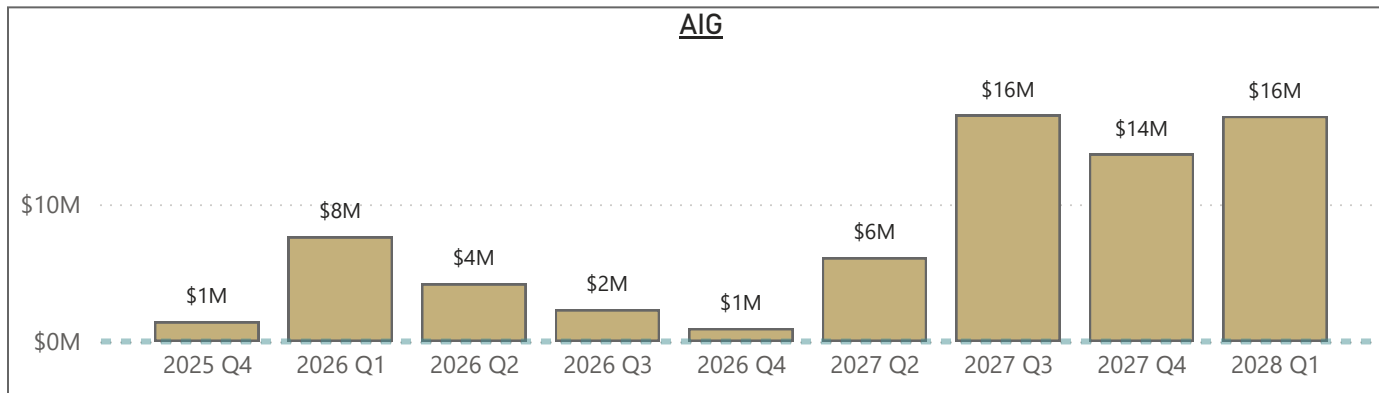
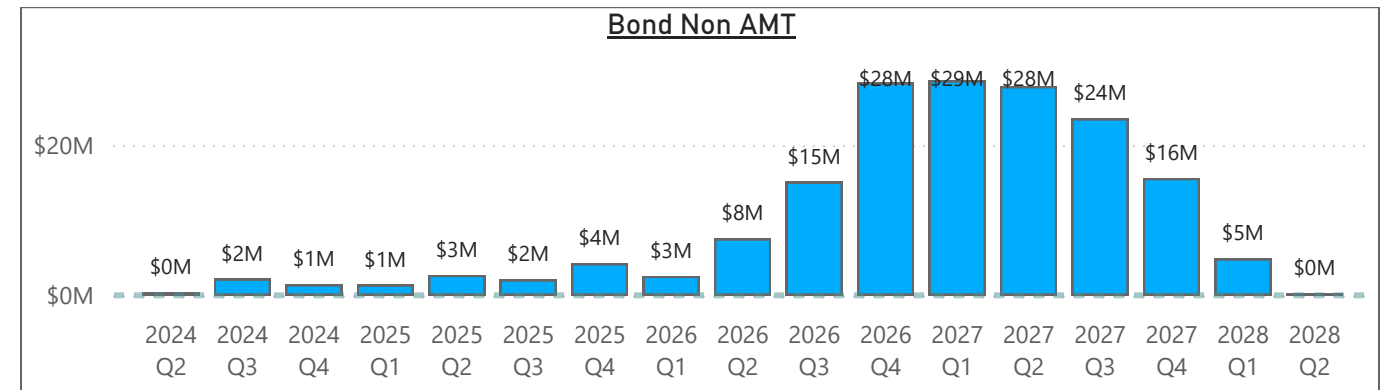
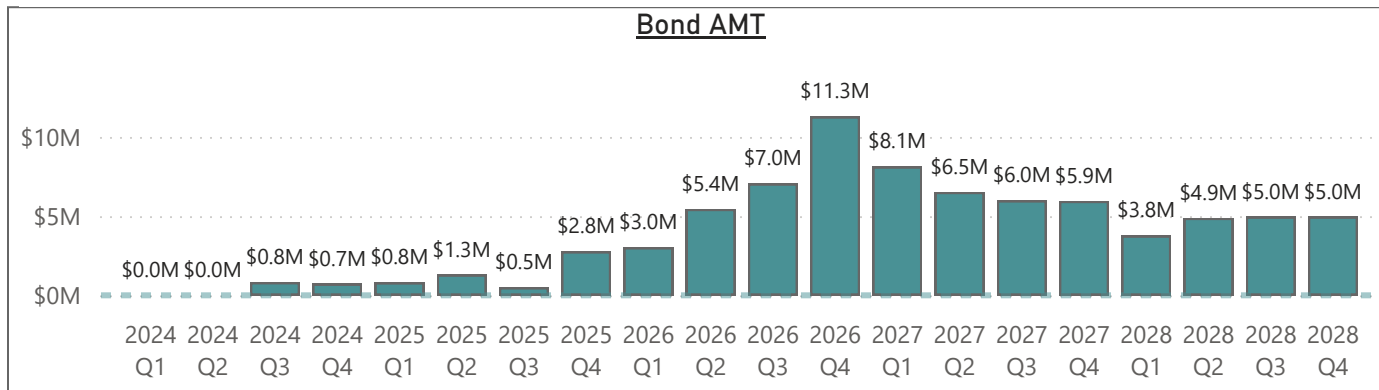
# CASHFLOW

Data Date - 2/27/2026



| Fund ID      | Total Expended       | Total Forecasted     | Progress     |
|--------------|----------------------|----------------------|--------------|
| AIG          | \$7,045,082          | \$27,551,924         | 10.18%       |
| AIPD         |                      | \$20,000,000         |              |
| AIPE         |                      | \$30,638,154         |              |
| AMT          | \$50,968,770         | \$417,977,680        | 5.43%        |
| ATP          | \$8,621,317          | \$30,746,067         | 10.95%       |
| NAMT         | \$16,228,950         | \$67,999,738         | 9.63%        |
| PFC          | \$26,159,463         | \$24,903,326         | 25.61%       |
| <b>Total</b> | <b>\$109,023,583</b> | <b>\$619,816,890</b> | <b>7.48%</b> |

|        |        |        |        |          |        |        |        |        |        |
|--------|--------|--------|--------|----------|--------|--------|--------|--------|--------|
| HDQTRS | NGCOMU | NGCONA | NGCONB | NGCUPLLE | NGENBL | NGNALL | NGNCUP | NGNLLE | NGSRON |
|--------|--------|--------|--------|----------|--------|--------|--------|--------|--------|





# CONTINGENCY DRAWDOWN

Data Date - 2/27/2026



| 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.ROM Owner's Contingency  | (\$500,000)        | 18,680,718.17    |
| 6            | return S.ROM (\$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     |
| 27           | CME PMO Services Contract Closeout  | \$31,074           | 3,912,458.44     |
| <b>Total</b> |   | <b>\$3,912,458</b> |                  |

● Increase ● Decrease ● Total

