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



INTERIM PRESIDENT/CEO
Cris Jensen, A.A.E.

CHIEF LEGAL COUNSEL
Jenn Ewan

BOARD CLERK
Lori Corkery

AGENDA

Planning & Construction Committee Tuesday, May 19, 2026 | 9:00 AM Reno-Tahoe International Airport, Reno, NV Administrative Offices, Second Floor

Notice of Public Meeting

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

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

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Listen by Phone: Dial 1-669-900-6833

Webinar ID: 824 5368 1462

Accommodations

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

Public Comment

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

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

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

Posting

This agenda has been posted at the following locations:

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

Supporting Materials

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

1. INTRODUCTORY ITEMS

- 1.1 Call to Order
- 1.2 Roll Call

2. PUBLIC COMMENT

3. APPROVAL OF MINUTES

- 3.1 March 10, 2026, Planning & Construction Committee meeting

4. ITEMS FOR CONSIDERATION BY THE FULL BOARD ON MAY 21, 2026

- 4.1 Board Memo No. 05/2026-18 *(for possible action)* Review, discussion and possible authorization for the President/CEO to execute a Professional Services Agreement for Construction Management Services with AtkinsRéalis USA, for the Taxiway Alpha & Aircraft Apron Reconstruction Project – Phase 5 at the Reno-Stead Airport, in the amount of \$350,187, contingent upon acceptance of Federal Aviation Administration grant funding
Presenter: Gary Probert, Chief Planning & Infrastructure Officer
- 4.2 Board Memo No. 05/2026-19 *(for possible action)* Review, discussion and possible authorization for the President/CEO to execute a Construction Contract with Q&D Construction LLC, for the Base Bids and Bid Alternates 1 and 2 in the amount of \$5,470,600, contingent upon receipt of FAA grant funding; and approve an Owner’s Contingency in the amount of \$400,000
Presenter: Gary Probert, Chief Planning & Infrastructure Officer

5. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

- 5.1 Concessions program update
Presenter: Shawna Carpenter, Concessions Manager
- 5.2 MoreRNO Executive Summary
Presenter: Jackie Caulk, MoreRNO Program Director
- 5.3 Capital Improvement Program Summary
Presenter: Gary Probert, Chief Planning & Infrastructure Officer
- 5.4 Administrative Award of Contracts (Expenditures)

7. MEMBER COMMENTS, QUESTIONS AND REQUESTS

8. PUBLIC COMMENT

9. ADJOURNMENT

COMMITTEE MEMBERS

Joel Grace, Chair
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Brian Kulpin, Member
Cortney Young, Member

Shaun Carey, Ex Officio
Staff Liaison
Gary Probert, Chief Planning &
Infrastructure Officer



INTERIM PRESIDENT/CEO
Cris Jensen, A.A.E.

CHIEF LEGAL COUNSEL
Jenn Ewan

BOARD CLERK
Lori Corkery

MINUTES

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

1. INTRODUCTORY ITEMS

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

Members Present: Joel Grace
Mike Carrigan
Brian Kulpin
Cortney Young

Members Absent: None

2. PUBLIC COMMENT

There were no comments from the public.

3. APPROVAL OF MINUTES

3.1 January 6, 2026, Planning & Construction Committee meeting

There being no corrections, the Minutes are approved as presented.

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

4.1 RTS future development strategy

Presenter: *Aurora Ritter, Commercial Business Director*
Gary Probert, Chief Planning & Infrastructure Officer

Staff presented an update on the land strategy for Reno–Stead Airport, including the restructured development framework with Dermody Properties and efforts to facilitate future land development at the airport. The presentation reviewed the background of the master development partnership and recent Board actions authorizing revised agreements and long-term ground leases. Staff outlined key components of the land strategy plan, including coordination with the

airport master planning process, development of a site readiness plan to evaluate approximately 2,200 acres of airside and 30 acres of landside property for near- and long-term development potential, and creation of a marketing strategy to attract target industries and developers. Next steps include executing the updated agreements with Dermody, selecting a consultant to complete the site readiness assessment, and launching the marketing strategy in coordination with regional stakeholders.

4.2 Public parking plan update

Presenter: Lissa Butterfield, Planning & Environmental Services Manager

Staff presented an analysis of four parking expansion alternatives at RNO, focusing on capacity gains, cost, constructability, FAA constraints, and customer impacts. The summary of the four options analyzed are as follows: (1) Vertical expansion of the existing garage is likely not reasonable due to extensive structural modifications that would significantly reduce current parking spaces. (2) Westward expansion and enlarging the south surface lot appear feasible but would also face timing and land-acquisition challenges. (3) The hotel site could provide roughly 870 spaces but may be unfeasible due to high demolition and acquisition costs. The most viable option is (4) a new multi-story structure on the south lot, which meets FAA height constraints and avoids major operational impacts. Final recommendations will be presented to the Board in April.

4.3 NV Energy redundant power cost increase update

Presenter: Gary Probert, Chief Planning & Infrastructure Officer

Staff presented an update on the NV Energy redundant power feed project. NV Energy has advised of a projected \$2 million increase in total project costs due to rising equipment expenses, bringing the current estimated total to \$6,576,500. The project includes two contractual true-up mechanisms that may adjust costs up or down, resulting in either an additional invoice to the RTAA or a refund, based on actual expenditures and electrical load over time, with final reconciliation expected around September 2030. Staff emphasized the importance of moving forward to secure existing line capacity and procure long-lead equipment needed to provide dual electrical redundancy. The initial payment of \$2,974,725 - previously approved by the Board - has been made, with two additional payments scheduled for 2027 and 2028.

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

5.1 Board Memo No. 03/2026-08 Authorization for the President/CEO to execute a Construction Contract with Spanish Springs Construction, Inc. for the Airfield Maintenance Yard Pavement Reconstruction Project – Phase 2 at Reno-Tahoe International Airport, accepting the Base Bid and Bid Alternate No. 1, in the amount of \$1,295,047 (For Possible Action)

Presenter: Dennis LeBaron, Facilities Project Manager

This presentation outlined the status of Phase 2 of the Airfield Maintenance Yard Pavement Reconstruction Project, which addresses failed pavement in the western portion of the yard, where the pavement condition index has reached 0. The project includes approximately 6,900

square yards of pavement reconstruction and drainage upgrades, with bids received in February 2026 and Spanish Springs Construction identified as the lowest responsive bidder at \$1,295,047. The project is funded through the FY 2025–26 Capital Improvement Program, with construction scheduled to begin May 1, 2026, and concluding within 45 days. Board approval is requested to authorize execution of the construction contract. After the presentation, the Committee took the following action:

Motion: Recommend that this item be presented to the full Board on March 12, 2026, for consideration and approval of the proposed motion: *“Move to authorize the President/CEO to execute a Construction Contract with Spanish Springs Construction, Inc. for the Airfield Maintenance Yard Pavement Reconstruction Project – Phase 2 at the Reno-Tahoe International Airport, accepting the Base Bid and Bid Alternate No. 1, in the amount of \$1,295,047.”*

Moved by: Brian Kulpin

Seconded: Mike Carrigan

Aye: Trustees Grace, Carrigan, Kulpin, Young

Result: Passed

5.2 Board Memo No. 03/2026-09 Authorization for the President/CEO to execute a contract with Computer Projection Systems, LLC (dba CCS Presentation Systems) for Integrated Audio-Visual Equipment and Installation for the Headquarters Project at Reno-Tahoe International Airport, in the amount of \$940,000 (For Possible Action)
Presenter: Bryce Juzek, Senior Project Manager

This presentation requests Board authorization for the RTAA to execute a contract with CCS Presentation Systems for integrated audio-visual equipment and installation for the new Headquarters (HQ) project at Reno-Tahoe International Airport. The proposed system will equip the Police, Administration, and Public Board Room with modern AV technology, including an LED video wall, conferencing systems, room scheduling displays, and integrated controls to support public meetings, training, and internal collaboration. Following a competitive request-for-proposals process that received seven qualified submissions, CCS Presentation Systems was unanimously selected by the evaluation committee. The contract amount will not exceed \$940,000, with procurement and installation scheduled to occur during 2026 as part of the broader HQ project development. After the presentation, the Committee took the following action:

Motion: Recommend that this item be presented to the full Board on March 12, 2026, for consideration and approval of the proposed motion: *“Move to authorize the President/CEO to execute a contract with Computer Projection Systems, LLC (dba CCS Presentation Systems) for integrated audio-visual equipment and installation for the HQ Project at Reno-Tahoe International Airport in an amount not to exceed \$940,000.”*

Moved by: Brian Kulpin

Seconded: Cortney Young

Aye: Trustees Grace, Carrigan, Kulpin, Young

Result: Passed

5.3 Board Memo No. 03/2026-10 Authorization for the President/CEO to execute a Professional Services Agreement for consultant services for the Design and Construction Administration of the Transportation Security Administration Offices at the Reno-Tahoe International Airport with Gensler Architecture, Design & Planning, P.C., in the amount of \$467,248, and authorize an Owner’s Contingency in the amount of \$50,000 (For Possible Action)

Presenter: Amanda Twitchell, Senior Project Manager

This presentation provided an update on the design and construction administration services for the relocation of the TSA offices, necessitated by the planned May 2028 demolition of Concourse B. Following prior planning studies and value-engineering efforts, TSA office space (approximately 5,000 to 7,000 square feet) will be designed within the RTAA administrative area, including architectural, interior, permitting, bid, and construction administration services provided by Gensler. Key milestones include: (i) design completion in April 2027, (ii) construction activity occurring between August 2027 and January 2028, and (iii) TSA occupation of the renovated administrative area by February 2028. The proposed Professional Services Agreement totals \$467,248 with an additional \$50,000 owner’s contingency, funded by the FY26 Capital Improvement Program. After the presentation, the Committee took the following action:

Motion: Recommend that this item be presented to the full Board on March 12, 2026, for consideration and approval of the proposed motion: *“Move to authorize the President/CEO to execute a Professional Services Agreement for consultant services for the Design and Construction Administration of the Transportation Security Administration Offices at the Reno-Tahoe International Airport with Gensler Architecture, Design & Planning, P.C., in the amount of \$467,248, and authorize an Owner’s Contingency in the amount of \$50,000.”*

Moved by: Brian Kulpin

Seconded: Cortney Young

Aye: Trustees Grace, Carrigan, Kulpin, Young

Result: Passed

6. INFORMATIONAL ITEMS

6.1 MoreRNO Executive Summary

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

6.2 Capital Improvement Program Summary

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

6.3 Administrative Award of Contracts (Expenditures)

There was no discussion on this item.

7. MEMBER COMMENTS, QUESTIONS AND REQUESTS

There were no comments from the Committee.

8. PUBLIC COMMENT

There were no comments from the public.

9. ADJOURNMENT

The meeting was adjourned at 10:13 a.m.

Board Memorandum

05/2026-18

Date: May 21, 2026

Subject: Authorization for the President/CEO to execute a Professional Services Agreement for Construction Management Services with AtkinsRéalis USA, for the Taxiway Alpha & Aircraft Apron Reconstruction Project – Phase 5 at the Reno-Stead Airport, in the amount of \$350,187, contingent upon acceptance of Federal Aviation Administration grant funding

Presenter: Gary Probert, Chief Planning & Infrastructure Officer

BACKGROUND

The Reno-Tahoe Airport Authority (RTAA) utilizes a qualified list of construction management firms to support delivery of capital improvement projects. Construction management services are required for federally funded airport construction projects to ensure proper contract administration, construction inspection, quality assurance, and compliance with FAA requirements throughout construction.

AtkinsRéalis USA, Inc. has been selected for the Taxiway Alpha and Aircraft Apron Reconstruction Project - Phase 5, from the RTAA qualified construction management services list to provide construction management (CM) services. AtkinsRéalis USA, Inc. has supported all prior phases of the Taxiway Alpha and Aircraft Apron reconstruction program.

DISCUSSION

CM services for the Taxiway Alpha and Aircraft Apron Reconstruction Project - Phase 5 provides oversight and support for construction management, project administration, construction inspection, materials testing coordination, contract administration, tenant coordination, certified payroll review, apprenticeship compliance monitoring, and coordination during construction activities in accordance with FAA requirements for federally funded airport projects.

The construction management fee of \$350,187 is based on the anticipated construction duration and scope of work and is consistent with RTAA-selected construction management services for similar airfield projects.

The estimated project schedule is shown in Table 1 – Preliminary Schedule.

Table 1 – Preliminary Schedule

Activity	Date
Board Approval	May 21, 2026
Taxiway A & Aircraft Apron Reconstruction - Phase 5	July 9 – October 29, 2026

FISCAL IMPACT

The total costs associated with the Taxiway Alpha and Apron Reconstruction – Phase 5 project, including the construction contract (Q&D Construction), construction management (AtkinsRéalis), contract administration (Kimley-Horn), RTAA administrative costs, and reimbursement of eligible previously self-funded design costs, will be funded through pending FAA Airport Improvement Program (AIP) and Airport Infrastructure Grant (AIG) awards, as applicable, and RTAA Special Fund contributions. The Owner’s Contingency is included in the RTAA Special Fund. A summary of the funding sources for the project scope is provided in Table 2 – Funding Sources.

Table 2 – Funding Sources

Funding Source	Total Amount	FAA Share	RTAA Share	FAA Percentage
AIP Grant	\$4,433,562	\$4,211,884	\$221,678	95.00%
AIG Grant	\$928,977	\$882,528	\$46,449	95.00%
Special Fund	\$967,130	\$0	\$967,130	0%
Total	\$6,329,669	\$5,094,412	\$1,235,257	-

The total project budget, including construction, construction management, contract administration, owner’s contingency, other direct costs, reimbursement of eligible prior design costs, is estimated at \$6,329,669, as summarized in Table 3 – Project Estimate at Completion.

Table 3 – Project Estimate at Completion

Contract Administration (Kimley Horn)	Construction Management (Atkins)	Construction (Q&D)	Other Direct Costs *	Owner’s Contingency	Estimate At Completion
\$54,000	\$350,187	\$5,470,600	\$54,882	\$400,000	\$6,329,669

* Other Direct Costs include but are not limited to reimbursable work with the FAA, administrative costs, advertising, printing, permits and miscellaneous fees.

STRATEGIC PRIORITIES

- Safety and Security
- Facilities for the Future
- Financial Stewardship
- Customer Experience
- General Aviation
- Sustainability

COMMITTEE COORDINATION

Planning and Construction Committee

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

“Move to authorize the President/CEO to execute a Professional Services Agreement for Construction Management Services with AtkinsRéalis USA, for the Taxiway Alpha & Aircraft Apron Reconstruction Project – Phase 5 at the Reno-Stead Airport, in the amount of \$350,187, contingent upon acceptance of Federal Aviation Administration grant funding.”

Board Memorandum

05/2026-19

Date: May 21, 2026

Subject: Authorization for the President/CEO to execute a Construction Contract with Q&D Construction LLC, for the Base Bids and Bid Alternates 1 and 2 in the amount of \$5,470,600, contingent upon receipt of FAA grant funding; and approve an Owner's Contingency in the amount of \$400,000

Presenter: Gary Probert, Chief Planning & Infrastructure Officer

BACKGROUND

The Reno-Stead Airport (RTS) Taxiway Alpha and Aircraft Apron comprise a major public-use aircraft movement and parking area, with Taxiway Alpha located along the northern boundary of the apron. Both Taxiway Alpha and the apron are existing pavement areas that have exceeded their intended service life and exhibit significant pavement deterioration consistent with long-term operational use and environmental exposure. The last time Taxiway Alpha and the apron were reconstructed was through a multi-year improvement program from 1994 to 1996.

The Federal Aviation Administration (FAA) has identified non-standard intersection geometry within the Taxiway Alpha system, including the Taxiway A2 and Taxiway A3 intersections. The Taxiway A2 condition was addressed under Phase 4 of this program, and the remaining Taxiway A3 non-standard condition is being corrected under Phase 5 to meet current FAA design standards and maintain eligibility for federal funding participation.

RTS serves as a general aviation reliever airport supporting wildfire aviation operations through the Bureau of Land Management (BLM) air tanker base, along with Aviation Classics, Ltd. (Fixed Base Operator), Tactical Air Support (TAC-Air), Nevada Army National Guard, and general aviation tenants. The airport operational activity contributes to long-term pavement deterioration in combination with age and environmental exposure.

The Board previously approved a Professional Services Agreement with Kimley-Horn on August 8, 2019 (Board Memo #19(08)-53) for design services covering the full Taxiway Alpha and apron reconstruction program. Design development was structured to support a multi-year phased construction approach, aligning with FAA funding projections and additional infrastructure requirements to the storm drain system.

Recent capital investment at RTS includes prior phases (Phases 1 through 4) of the Taxiway Alpha and Apron Reconstruction project. Other investments at RTS include the Runway 8-26 Reconstruction and Taxiway C Reconstruction projects.

DISCUSSION

The Taxiway Alpha & Aircraft Apron Reconstruction Project – Phase 5 continues rehabilitation of the next phase of the Taxiway Alpha and Aircraft Apron pavements at RTS. The work includes approximately 25,000 square yards of pavement reconstruction, along with associated storm drainage improvements, pavement markings, and miscellaneous airfield improvements required to complete this phases scope of work.

The project was structured to separate FAA-eligible and non-eligible work items in accordance with FAA Airport Improvement Program (AIP) funding requirements. Certain apron pavement areas were identified as not eligible for FAA participation and were segregated within the bid structure to allow for potential alternative funding participation where applicable.

Storm drainage improvements were also separated within the bid structure to provide flexibility in FAA funding allocation and to preserve eligibility for consideration under the Airport Infrastructure Grant (AIG) program, subject to FAA determination and available funding.

The Taxiway Alpha & Aircraft Apron Reconstruction Project – Phase 5 was publicly advertised on April 7, 2026, in the Reno Gazette Journal (RGJ), on the RTAA website, and through the Nevada Government eMarketplace (NGEM). Bid opening occurred on April 28, 2026, with bids received from two contractors as summarized in Table 1 – Bid Tabulation.

Table 1 – Bid Tabulation

Scope	Engineer's Estimate	Q&D Construction	Sierra Nevada Construction
Base Bid 1 (Taxiway & Apron)	\$4,021,800.00	\$3,360,210.00	\$4,493,007.00
Base Bid 2 (Apron)	\$445,250.00	\$405,580.00	\$602,000.00
Base Bid 3 (Apron)	\$124,450.00	\$161,550.00	\$209,000.00
Base Bid 4 (Storm Drain)	\$1,148,700.00	\$945,560.00	\$1,440,000.00
Bid Alternate 1 (Storm Drain)	\$339,800.00	\$333,000.00	\$451,000.00
Bid Alternate 2 (Storm Drain)	\$225,800.00	\$264,700.00	\$365,000.00
Bid Alternate 3 (Storm Drain)	\$255,800.00	\$264,700.00	\$372,000.00
Bid Alternate 4 (Storm Drain)	\$255,800.00	\$264,700.00	\$374,000.00
Total Awarded (Base Bids 1-4 & Bid Alternates 1 & 2)	\$6,305,800.00	\$5,470,600.00	\$7,560,007.00

Following evaluation of bids, Q&D Construction LLC was determined to be the lowest responsive and responsible bidder. The recommended basis for the award includes Base Bids 1, 2, 3 and 4, and Bid Alternates 1 and 2, consistent with available FAA funding participation.

Staff will coordinate with the FAA to finalize grant funding allocations and apply available AIP funds to eligible construction costs prior to use of any approved owner’s contingency.

The contract provides a 45-calendar-day procurement period and a 112-calendar-day construction duration for completion of the Basis of Award. The estimated project schedule is shown in Table 2 – Preliminary Construction Schedule:

Table 2 – Preliminary Construction Schedule

Activity	Date
Board Approval	May 21, 2026
Procurement	May 25 – July 8, 2026
Taxiway A & Aircraft Apron Reconstruction Phase 5	July 9 – October 29, 2026

FISCAL IMPACT

The costs associated with the Taxiway Alpha and Apron Reconstruction – Phase 5 project, including the construction contract (Q&D Construction), construction management (AtkinsRéalis), contract administration (Kimley-Horn), RTAA administrative costs, and reimbursement of eligible previously self-funded design costs, will be funded through pending FAA Airport Improvement Program (AIP) and Airport Infrastructure Grant (AIG) awards, as applicable, and RTAA Special Fund contributions. The Owner’s Contingency is included in the RTAA Special Fund. A summary of the funding sources for the project scopes is provided in Table 3 – Funding Sources.

Table 3 – Funding Sources

Funding Source	Total Amount	FAA Share	RTAA Share	FAA Percentage
AIP Grant	\$4,433,562	\$4,211,884	\$221,678	95.00%
AIG Grant	\$928,977	\$882,528	\$46,449	95.00%
Special Fund	\$967,130	\$0	\$967,130	0%
Total	\$6,329,669	\$5,094,412	\$1,235,257	-

The total project budget, including construction, construction management, contract administration, owner’s contingency, other direct costs, reimbursement of eligible prior design costs, is estimated at \$6,329,669, as summarized in Table 4 – Project Estimate at Completion.

Table 4 – Project Estimate at Completion

Contract Administration (Kimley Horn)	Construction Management (Atkins)	Construction (Q&D)	Other Direct Costs *	Owner’s Contingency	Estimate At Completion
\$54,000	\$350,187	\$5,470,600	\$54,882	\$400,000	\$6,329,669

* Other Direct Costs include but are not limited to reimbursable work with the FAA, administrative costs, advertising, printing, permits and miscellaneous fees.

STRATEGIC PRIORITIES

Safety and Security
Facilities for the Future
Financial Stewardship
Customer Experience
General Aviation
Sustainability

COMMITTEE COORDINATION

Planning and Construction Committee

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

“Move to authorization the President/CEO to execute a Construction Contract with Q&D Construction LLC, for the Base Bids and Bid Alternates 1 and 2 in the amount of \$5,470,600, contingent upon receipt of FAA grant funding; and approve an Owner’s Contingency in the amount of \$400,000.”



Reno-Tahoe Airport Authority Executive Summary



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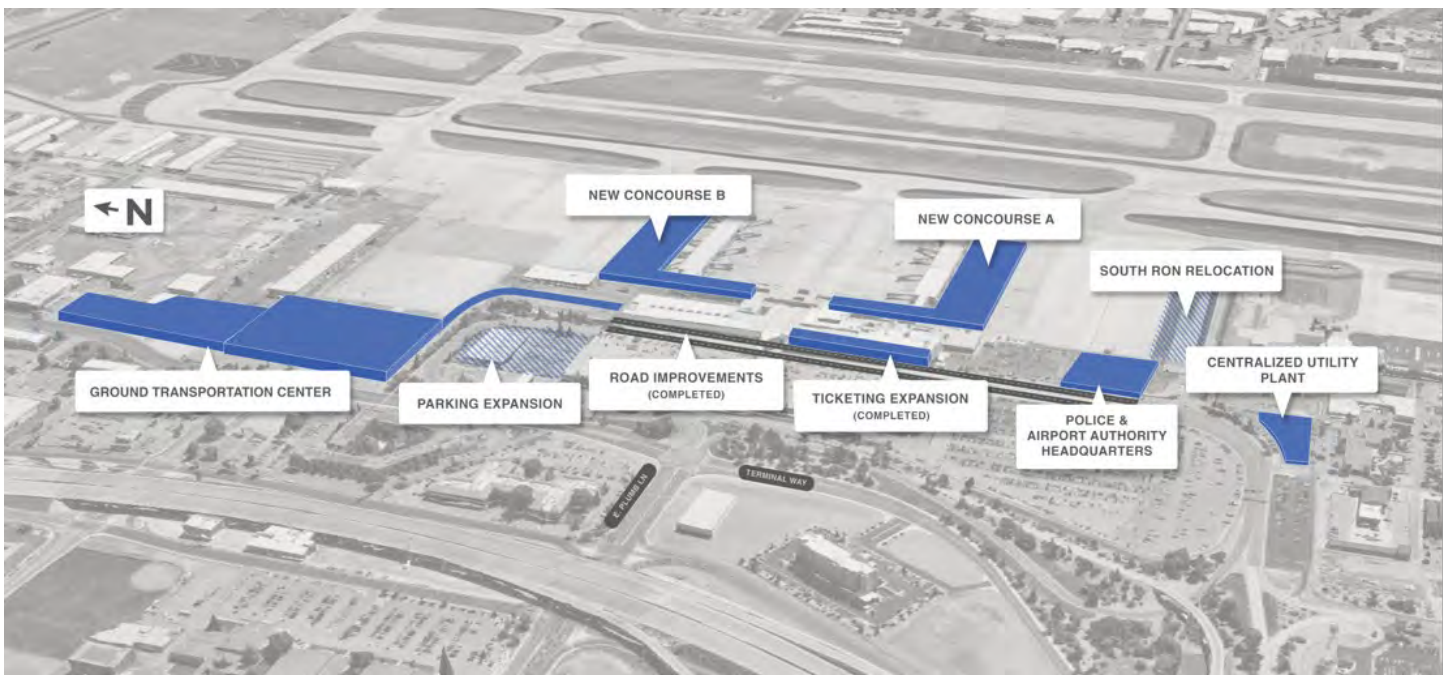
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MORERNO PROGRAM OVERVIEW

The Reno-Tahoe Airport Authority (RTAA) is transforming Reno-Tahoe International Airport (RNO) with a multi-year infrastructure program, MoreRNO, that will bring more space, local restaurants and shops, travel technology, and regionally inspired architecture. Construction of the Ticketing Hall, the Loop Road, and enabling projects for the new consolidated rental car facility have been completed. Additionally, 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 expansion of the airline check-in and ticketing area, and connection to the main entry of the terminal building.
- “The Loop” (Loop Road) refers to the Loop Road rehabilitation, adjacent facility safety improvements, and canopy structures.
- “GTC” (Ground Transportation Center) refers to the new ground transportation center, including a consolidated rental car facility.
- “The HQ” (Police & Airport Authority Headquarters) refers to the new police and airport authority administrative offices building.
- “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 pad expansion (S. RON) and the new Central Utility Plant (CUP) that will serve both concourses and the HQ.



May Overview

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

Progress remains strong across the MoreRNO program. Construction is well underway on the CUP and the HQ. In parallel, New Gen A&B Phase 0 (early enabling work) is almost complete and main New Gen A&B began on February 17th with the closure of gates B1, B3, B5, B7, and B9 for construction of new concourse A.

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

Key Achievements

- **Completed Projects:** The Ticketing Hall, Loop Road improvements, and enabling projects for the Ground Transportation Center (GTC) and New Gen A&B are now fully complete and operational. Collectively, these upgrades deliver a brighter, more accessible, and safer experience for travelers and staff. 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 and New Gen enabling work establishes the critical groundwork needed to support the future facilities and their integration into the airport campus.
- **GTC Progress:** Construction is now underway on the new GTC, a \$299 million public-private partnership (P3) that will consolidate rental car, rideshare, taxi, and shuttle operations into a single, efficient facility. Once complete, the GTC will reclaim over 600 parking spaces and significantly improve traffic flow and landside efficiency throughout RTIA.
- **The HQ:** The construction manager at risk (CMAR) has completed most of the utility connection subsurface work, the first-floor concrete masonry unit (CMU) work, and is awaiting delivery of structural steel. Once received, construction will continue vertically. The project remains on schedule and within budget.
- **New Gen A&B Development:** Construction of the common-use gate modifications, enabling and Phase 0 work, and S. RON apron expansion are complete and closed out. Construction on the CUP is progressing smoothly, with the slab foundation and steel erection work completed, and the exterior envelope system and interior walls almost complete. Construction on New Gen A&B began on February 17th and is currently focusing on the gravel raft for foundations, sewer work, and underground utilities for concourse A. The installation of relocated gate B9 began and the gate will be functional at the end of May.

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 Program (ATP) Grants and one Airport Infrastructure Grant (AIG). Multiple Passenger Facility Charge (PFC) applications that support the Program have also been approved.
- **Schedule:** Baseline schedules have been established for all active projects within the program. Overall, the program remains on track, with several projects trending toward earlier completion. Continued coordination

across concurrent efforts—particularly the HQ, CUP—remains critical to support the timely delivery of New Gen A&B.

- **Enabling Projects:** Essential enabling packages supporting New Gen A&B, including long-lead electrical equipment procurement, and Phase 0 tasks—are nearly complete.

Critical Decisions

- **Upcoming Board Actions:** At the July Board meeting, the HQ project will request Board authorization to execute a furniture, fixtures, and equipment (FF&E) vendor contract for the procurement and installation of office furniture for HQ.

Urgent Issues & Risks

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

Summary

The MoreRNO Program continues to deliver on its commitment to modernizing the RTIA, with major projects advancing on schedule and within budget. In the coming months, the focus will be on maintaining alignment, managing construction, proactively addressing risks, and emphasizing the passenger experience to ensure substantial progress and operational excellence.

Funding Sources

The RTAA is pursuing all potential funding sources, including federal, state, bonds and airport funds, to support the \$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 and supported by an RTAA investment contribution. 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 as identified below.
 - 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.
 - 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.
 - 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.

May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan 2027	Feb 2027	Mar 2027	Apr 2027
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Jul-2026 **HQ: Furniture Procurement approval**
Aug-2026 **New Gen A&B: Phase 2 begins**

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

Schedule Planning

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

Key Performance Indicators			
Project Name	Budget	Schedule	Remarks
HQ Design	●	●	City of Reno permit received late October.
HQ Construction	●	●	Construction underway on 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	●	●	100% complete. 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, and MEP rough-in.
Concourse A&B 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. Steel delays have created schedule challenges.

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 over 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 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 April 21, 2026.

Project Details

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

KPIs

		KEY PERFORMANCE INDICATORS			Data Date: 4/17/26
PROJECT NAME	STAGE	BUDGET	SCHEDULE	SAFETY	REMARKS
Terminal Way Utility Work	Construction	●	●	●	45-day schedule delay
ConRAC Site Work	Construction	●	●	●	45-day schedule delay
Garage / CSB Foundations	Construction	●	●	●	45-day schedule delay

Project Status

PROJECT STATUS

- B13 and Taxi Lot Final Completion submitted to RTAA 1/27/26, curb repairs needed prior to FC
- Textron permanent exhaust system coordination complete, work starts 4/27/26
- Conrac site work continues
 - Geopiers complete, foundations started for CSB and Garage
 - Loop Rd Phase 3B complete
 - Terminal Way utility relocations continue
 - Site grading and utility installation continues

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 Open	7/24/25	7/13/27	719		[Green bar]			
ConRAC Open (RAC TIs)	7/24/25	6/29/28	1,071		[Green bar]			
Existing QTA Demo	6/15/28	11/10/28	148					[Green bar]

3-MONTH LOOK AHEAD	DATE	APR	MAY	JUN
Foundation Concrete Placements Start	4/29/26	●		
Fuel Tank Installation Starts	5/13/26		●	
AOA Asphalt Resurface Starts	5/18/26		●	
Terminal Way Utilities Complete	6/10/26			●
AMB Footing Excavation Start	6/26/26			●

SAFETY – 30 DAYS PRIOR (2/9/26 data date)	MAN HOURS	REPORTABLE	LOST TIME
Prior Month	8,396	0	0
This Month	11,304	0	0
Cumulative	190,962	2	1

Financial Summary

PROJECT BUDGET	INITIAL BUDGET	APPROVED CHANGES	CURRENT BUDGET	COMPLETED TO DATE	WORK REMAINING
Construction Costs	\$280,546,180	\$714,102	\$281,241,229	\$122,632,129	\$158,607,100
Project Soft Costs	\$18,332,500	\$(714,102)	\$17,637,451	\$3,167,034	\$14,472,417
Total Project Costs	\$298,878,680	-	\$298,878,680	\$125,799,163	\$173,079,517

Construction Progress Pictures



Geopier Installation



CSB Foundations



Terminal Way Utility Work



Site Grading

THE HQ

The HQ will be RTAA’s new administrative facility and will combine police and administrative offices. The new state-of-the-art police operations space will be equipped with cutting-edge technology and systems, will occupy the entire first floor of the building, centralizing all airport police operations. The second floor will serve as the hub for board and public meetings, with the remaining third and fourth floors housing essential management and administrative 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 include demolition of existing infrastructure and pavements, utility connections, realignment and installation of airport security gates and fencing, new landscaping, parking, and associated pedestrian amenities.

Project Details

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

Project Status

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

Construction activities continue to advance with the installation of the CMU masonry on the first floor. The exterior mock-up is under construction and the finishes continue to be refined. Tie-ins 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 furniture needs and work continues with the design team and stakeholders on furniture selections. RTAA is working with CCS Presentation Systems (March Board approval) to provide audiovisual (AV) solutions. The Art team has released RFQ’s for the Police Briefing room mural and wall art locations.

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	May	Jun	Jul
Structure		●	●	●
Rough-ins		●	●	●
MTR & TR Buildouts				●

Financial Summary

The following summary reflects Construction, Construction Administration, Construction Management and Owner's Contingency only. As a reminder, this data will be updated to reflect significant changes or approvals 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	\$17,220,253	\$5,937,212
Total	\$78,840,473	\$72,903,261	\$17,220,253	\$5,937,212
Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> Contingency	\$4,701,216	\$3,577,565	\$0	\$1,123,651
CMARCnt	\$1,589,476	\$1,589,476	\$0	\$0
DesCont	\$0	\$0	\$0	\$0
General	\$0	\$0	\$0	\$0
OwnCont	\$3,111,740	\$1,988,089	\$0	\$1,123,651
Total	\$4,701,216	\$3,577,565	\$0	\$1,123,651

Construction Performance Summary



CMU Block Installation



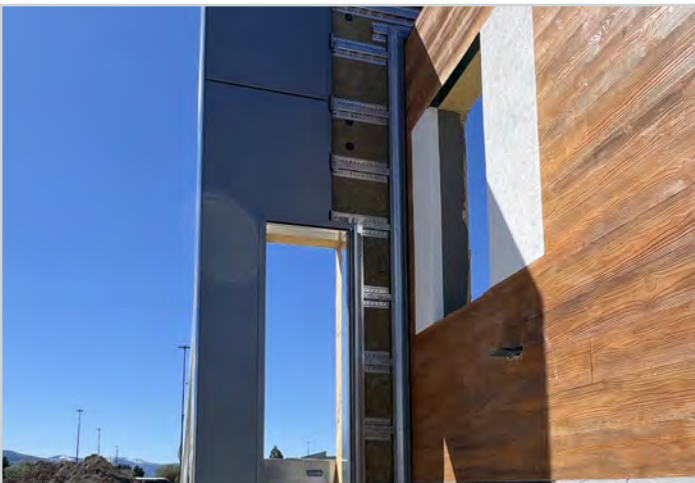
Ammunition Storage Room



Plumbing Stubs for Police Locker Rooms



K9 Kennel Area



Exterior Finishes Mock-up



Hot & Cold Water Utility Tie-In

NEW GEN A&B

The New Gen A&B Project will be phased over four years, and incorporates multiple subprojects, including the completed South Remain Overnight Apron Expansion (S.RON) and Central Utility Plant (CUP). 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.

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 modern equipment with improved (reduced) water consumption.

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

Project Status

Construction Manager at Risk (CMAR) mobilization began on August 4, 2025. Recently completed construction activities include exterior wall sheathing and insulating, roofing, envelope waterproofing, interior MEP rough-in, interior framing, interior drywall, and interior insulation. Major activities underway include construction of the interior tape/texture, interior painting, and exterior metal panels. The utility trench Area 6C, adjacent to Gate B2; Area 3, that extends from just south of Gate B1 to the Gate 170 ambulance road; Area 7D, located east of the headhouse; and Area 6B, south of Matrix 3 are complete. The construction of Area 7E, located adjacent to Gate C1, began on February 13th. Area 1 & 2, located adjacent to the CUP site, began in February and excavation and installation of utilities is complete. Backfilling and paving are currently underway. Construction of the NV Energy trench began in March, and excavation and installation of utilities is currently underway. Delivery of CUP Long Lead Equipment (CUP LLE) components began in April 2025. All pieces of equipment have been delivered, including medium voltage switchgear, transformer, scroll chillers, cooling towers, centrifugal chillers, a substation, and a switchboard.

PROJECT STATUS

Design

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

Construction

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

SCHEDULE	Start	Finish	Duration (Days)	2023	2024	2025	2026	2027
Design	06/20/23	11/07/24	507	█				
Re-Design / RePackaged	02/25/25	03/26/25	30					
RTAA assumes LLE POs	03/27/25	01/08/27	653			█	█	█
Construction	08/04/25	07/02/27	698			█	█	█

3-MONTH LOOK AHEAD	Date	May	Jun	Jul
Site Work		●	●	●
Interior Buildout		●	●	●
Trenching Area 7E			●	●
Metal Wall Panels		●		
Trenching Areas 1 & 2		●		
MEP Equipment Install				●

Financial Summary

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

CUP & CUP LLE

Commitments vs Budget



Actuals vs Commitments



Funding	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
AMT	\$46,760,967	\$46,260,967	\$18,192,530	\$500,000
ATP	\$13,000,000	\$13,000,000	\$9,281,702	\$0
NAMT	\$5,288,599	\$5,288,599	\$1,683,061	\$0
PFC	\$2,345,616	\$2,345,616	\$2,156,405	\$0
Total	\$67,395,182	\$66,895,182	\$31,313,697	\$500,000
Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> Contingency	\$3,202,992	\$2,702,992	\$0	\$500,000
CMARCnt	\$1,051,907	\$1,051,907	\$0	\$0
OwnCont	\$2,151,085	\$1,651,085	\$0	\$500,000
Total	\$3,202,992	\$2,702,992	\$0	\$500,000

Construction Performance Summary



Weather Barrier & Panel Clips



Louver Openings



Interior Framing & Drywall



Framing, Drywall & Plumbing




CUP Trench Area 1 & 2



CUP Trench Area 3

New Gen A&B Description & Details

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

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



Project Status

Phase 0 Guaranteed Maximum Price (GMP) #1 was approved by the Board in November. Procurement of equipment and construction is complete. GMP #2 for the construction of the concourses, New Gen A&B, was approved by the Board in January. The construction began on February 17th. Completed activities include installation of construction zone fence, 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 and the installation of the relocated B9 boarding bridge, which is being delivered approximately two months early. Foundation work will begin at the end of May.

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	[Green bar]						
Phase 0 Construction (estimated)	11/17/25	07/21/26	247			[Green bar]				
Concourse A Construction (estimated)	02/17/26	02/26/28	740				[Green bar]			
Concourse B Construction (estimated)	01/11/27	07/25/29	927					[Green bar]		

3-MONTH LOOK AHEAD	Date	May	Jun	Jul
Phase 0 Construction		●		
Phase 1 Construction		●	●	●
New Gen A: Civil		●	●	●
New Gen A: Foundations		●	●	●
Phase 2 Construction				●

Financial Summary

New Gen CONA & CONB

Commitments vs Budget



Actuals vs Commitments



Funding	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
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
AIG	\$27,089,359	\$27,089,359	\$753,188	\$0
PFC	\$46,502,150	\$46,502,150	\$22,485,369	\$0
AMT	\$370,768,200	\$370,768,200	\$32,764,472	\$0
Total	\$521,365,247	\$521,365,247	\$56,003,029	\$0

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

Construction Performance Summary



Gravel Raft



Gravel Raft



Sewer Work



Sewer Work



Transformer Pads



Transformer Pads - New Paving

COMPLETED PROJECTS

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

Ticketing Hall

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

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

Project Details

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

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

Project Stats

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

Project Pictures



The Loop Road

"The Loop" (Loop Road) nomenclature refers to the Loop Road rehabilitation. 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 canopies have been added offering passengers a more comfortable experience during drop-off and pick-up.

Project Details

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

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



Stats


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

Project Pictures



S. RON

The South Remain Overnight (S. RON) Apron Expansion project was part of New Gen A&B. The project expanded 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. Construction of the S. RON Expansion and striping of gates B10, B8, B6, & B4 was substantially completed in November 2025 with final closeout in April 2026.

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

Project Pictures



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 were designed to facilitate a seamless transition into full construction and were essential for maintaining alignment with the overall project schedule.

Project Details

Concourse Enabling

The Board approved this GMP (Phase 0) in May and awarded Q&D Construction LLC. This package supported construction of New Gen A by providing required alternate emergency egress due to temporary closure of several existing egress doors. Procurement and delivery of egress stairs and bollards is complete. RTAA issued the Notice to Proceed for Construction on October 6th. Construction is complete for all scopes, including the new matrix 3 overhead door, the new Daifuku tenant access door, the new egress stairs, and demolition of the existing concourse B southern egress stairs. The project is closed out.

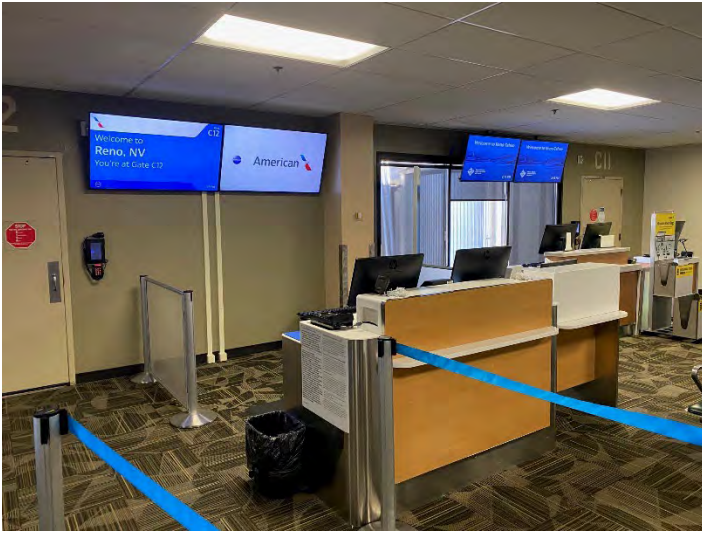
Concourse Long Lead Equipment (LLE)

Also approved in May and awarded to Nelson Electric, this procurement package secures critical electrical equipment required for the new concourses. Procurement activities are in progress. The CMAR for New Gen A&B will coordinate receipt and installation in alignment with overall concourse construction timelines. All equipment has been received except for the Pad Mounted Medium Voltage Transformers and miscellaneous small components.

Common Use Enabling

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

Project Pictures



APPENDICES

MoreRNO Program Schedule	Pages 28-48
MoreRNO Dashboard Financials	Pages 49-51
MoreRNO Cashflow Projections	Pages 52-55
MoreRNO Contingency Drawdown	Pages 56-57



#	Activity ID	Activity Name	Original Duration	Start	Finish	2026												2027												2028												2029												2030												2031											
						J	A	J	J	A	S	J	A	J	J	A	S	D	J	F	A	J	J	A	S	D	J	A	J	J	A	S	J	F	A	J	J	A	S	D	J	A	J	J	A	S																															
1		RTAA CONRAC - MONTHLY UPDATE	1124d	02-May-24 A	13-Nov-28																																																																								
2		Summary & Milestones	1124d	02-May-24 A	13-Nov-28																																																																								
3		Contract Overview	1124d	02-May-24 A	10-Nov-28																																																																								
4		RTAA Milestones	661d	02-Apr-26	13-Nov-28																																																																								
5		Preconstruction Summary	0d	21-May-26	21-May-26																																																																								
6		Construction Summary	800d	26-Aug-25 A	10-Nov-28																																																																								
7		Demo & Utilities	152d	26-Aug-25 A	02-Oct-26																																																																								
8		Joint Use Facility	555d	07-Apr-26	16-Jun-28																																																																								
9		QTA Demo & Site Remediation	221d	30-Dec-27	10-Nov-28																																																																								
10		Preconstruction	503d	01-Jul-25 A	29-Jun-27																																																																								
11		Design & Permitting	250d	03-Nov-25 A	29-Oct-26																																																																								
12		Architectural & Civil Permits	137d	03-Nov-25 A	20-May-26																																																																								
13		Domestic Water	5d	17-Mar-26 A	09-Apr-26																																																																								
14		Permanent Power	200d	16-Jan-26 A	29-Oct-26																																																																								
15		Trade Buyout	172d	16-Jan-26 A	21-Sep-26																																																																								
16		Wave 1.1 - Post-Financial Close	10d	08-Sep-26	21-Sep-26																																																																								
17		Wave 2 - Cost Reconciliation & ConRAC Trades	30d	16-Jan-26 A	03-Apr-26																																																																								
18		Wave 3 - Remaining Trades	64d	16-Jan-26 A	26-Jun-26																																																																								
19		Procurement	503d	01-Jul-25 A	29-Jun-27																																																																								
20		Vibro Piers	10d	17-Feb-26 A	24-Mar-26																																																																								
21		Fuel System	200d	15-Aug-25 A	30-Oct-26																																																																								
22		Fencing & Gates	30d	26-Oct-26	08-Dec-26																																																																								
23		Prime & Paint	123d	26-Jan-26 A	20-Jul-26																																																																								
24		Specialties	125d	01-Jun-26	24-Nov-26																																																																								
25		Flooring	45d	01-Jun-26	03-Aug-26																																																																								
26		Structural Concrete	10d	16-Feb-26 A	27-Mar-26																																																																								
27		Roofing	268d	12-Feb-26 A	08-Mar-27																																																																								
28		Precast	117d	13-Apr-26	25-Sep-26																																																																								
29		Doors, Frames & Hardware	136d	01-Dec-25 A	15-Jun-26																																																																								
30		Gate 155 Pre-Engineered Building	198d	26-Jan-26 A	03-Nov-26																																																																								
31		Parking Controls	159d	10-Dec-25 A	28-Jul-26																																																																								
32		Traffic Signal Equipment (Villanova / Terminal Way)	175d	23-Mar-26	25-Nov-26																																																																								
33		Signage	130d	22-Sep-26	30-Mar-27																																																																								
34		CMU	30d	14-Aug-26	25-Sep-26																																																																								

This integrated program schedule is based on approved baseline schedules and is subject to change due to the inherent variability in construction, procurement, and labor availability. The New Gen A&B Concourse schedule shown herein reflects the original baseline, as the current schedule is under ongoing refinement.

Integrated Master Schedule Summary
As of April 1, 2026
GTC, HQ, CUP & NewGEN A&B

- ConcourseA&B
- HQ
- CUP
- GTC
- Milestone



#	Activity ID	Activity Name	Original Duration	Start	Finish	2026												2027												2028												2029												2030												2031																							
						J	A	J	J	A	S	J	A	J	J	A	S	D	J	A	J	J	A	S	D	J	A	J	J	A	S	D	J	A	J	J	A	S	D	J	A	J	J	A	S	D	J	A	J	J	A	S	D																																				
35		Structure Steel & Stairs	55d	04-Mar-26 A	19-May-26	[GTC]																																																																																			
36		Roof Structure	148d	03-Feb-26 A	01-Sep-26	[GTC]																																																																																			
37		Expansion Joints	40d	29-Jan-26 A	03-Apr-26	[GTC]																																																																																			
38		Protection, Barricades	130d	29-Jun-26	04-Jan-27													[GTC]																																																																							
39		Metal Panels	120d	14-Aug-26	05-Feb-27													[GTC]																																																																							
40		Sealed Concrete Floor	20d	05-Oct-26	30-Oct-26													[GTC]																																																																							
41		Coiling Doors	30d	28-Sep-26	06-Nov-26													[GTC]																																																																							
42		Storefront	35d	14-Aug-26	02-Oct-26													[GTC]																																																																							
43		Mirrors & Accessories	50d	19-Nov-26	03-Feb-27													[GTC]																																																																							
44		Glazing	50d	14-Aug-26	23-Oct-26													[GTC]																																																																							
45		Flashing & Sheet Metals	90d	06-Apr-26	11-Aug-26	[GTC]																																																																																			
46		Elevators	226d	20-Nov-25 A	14-Oct-26	[GTC]																																																																																			
47		Vacuum System	300d	01-Jul-25 A	08-Sep-26	[GTC]																																																																																			
48		Car Wash System	80d	01-Apr-26	23-Jul-26	[GTC]																																																																																			
49		Vehicular Service Equipment	150d	06-Apr-26	04-Nov-26	[GTC]																																																																																			
50		Wall Coverings	80d	08-Oct-26	03-Feb-27													[GTC]																																																																							
51		Ceramic Tile	25d	11-May-26	15-Jun-26													[GTC]																																																																							
52		Terrazo	121d	01-Dec-25 A	22-May-26	[GTC]																																																																																			
53		Appliances	170d	20-Apr-26	18-Dec-26	[GTC]																																																																																			
54		Landscape	80d	09-Mar-27	29-Jun-27													[GTC]																																																																							
55		Hardscape	50d	06-Apr-26	15-Jun-26	[GTC]																																																																																			
56		Mock-ups	124d	19-Feb-26 A	13-Aug-26	[GTC]																																																																																			
57		ConRAC Mock-ups	124d	19-Feb-26 A	13-Aug-26	[GTC]																																																																																			
58		Construction	552d	05-Feb-26 A	13-Apr-28	[GTC]																																																																																			
59		Demolition of Existing Buildings	80d	23-Mar-26	14-Jul-26	[GTC]																																																																																			
60		Demolition Sector 1 - South Jobsite	4d	10-Apr-26	15-Apr-26	[GTC]																																																																																			
61		Demolition Sector 3 - North Jobsite - Demo TUG Building	80d	23-Mar-26	14-Jul-26	[GTC]																																																																																			
62		Demolition Sector 4 - Pedestrian Walkway	18d	11-May-26	04-Jun-26	[GTC]																																																																																			
63		New Utilities	230d	05-Feb-26 A	04-Jan-27	[GTC]																																																																																			
64		New Utilities Street Work	88d	05-Feb-26 A	10-Jun-26	[GTC]																																																																																			
65		Large Sanitary Sewer	54d	05-Feb-26 A	07-Apr-26	[GTC]																																																																																			
66		New Utilities - Terminal Way	45d	08-Apr-26	10-Jun-26	[GTC]																																																																																			
67		New Utilities / Sitework- Sector 1 (Grid Lines G7 - G15)	50d	14-Apr-26	23-Jun-26	[GTC]																																																																																			
68		New Utilities / Sitework- Sector 2 (Grid Lines F4 - G6)	158d	08-Apr-26	18-Nov-26	[GTC]																																																																																			
69		New Utilities / Sitework- Sector 3 (Grid Lines F1 - F4 & C1 - C2)	104d	24-Jun-26	18-Nov-26	[GTC]																																																																																			

This integrated program schedule is based on approved baseline schedules and is subject to change due to the inherent variability in construction, procurement, and labor availability. The New Gen A&B Concourse schedule shown herein reflects the original baseline, as the current schedule is under ongoing refinement.

Integrated Master Schedule Summary
As of April 1, 2026
GTC, HQ, CUP & NewGEN A&B

- ConcourseA&B
- HQ
- CUP
- GTC
- Milestone



Table with columns: #, Activity ID, Activity Name, Original Duration, Start, Finish, and a Gantt chart grid spanning from 2026 to 2031. Activities include New Utilities / Sitework - Sector 4, ConRAC Construction, Garage Building, CSB - Customer Service Building, Admin and Maintenance Building, and Terminal Way Road Work.

This integrated program schedule is based on approved baseline schedules and is subject to change due to the inherent variability in construction, procurement, and labor availability. The New Gen A&B Concourse schedule shown herein reflects the original baseline, as the current schedule is under ongoing refinement.

Integrated Master Schedule Summary
As of April 1, 2026
GTC, HQ, CUP & NewGEN A&B

- ConcourseA&B
HQ
CUP
GTC
Milestone



#	Activity ID	Activity Name	Original Duration	Start	Finish	Timeline											
						2026	2027	2028	2029	2030	2031						
145		RTAA CENTRAL UTILITY PLANT - CURRENT SCHEDULE - 04-01-26	474d	15-Aug-25 A	02-Jul-27												
146		UNFORESEEN EVENTS	5d	25-Mar-26 A	07-Apr-26												
147		PR 7 EXTERIOR METAL PANEL RE-DESIGN	5d	25-Mar-26 A	07-Apr-26												
148		PROJECT MILESTONES	286d	15-May-26	02-Jul-27												
149		RTAA CENTRAL UTILITY PLANT	434d	15-Aug-25 A	06-May-27												
150		LONG-LEAD PROCUREMENT -	415d	15-Aug-25 A	31-Dec-26												
151		MEDIUM-VOLTAGE METAL-CLAD SWITCHGEAR (BY OWNER)	134d	01-Apr-26	11-Jun-26	■											
152		SECONDARY UNIT SUBSTATIONS W/ SWITCHBOARD SECONDARY - S10 SWITCHBOARD (201d	01-Apr-26	03-Aug-26	■											
153		SECONDARY UNIT SUBSTATIONS W/ SWITCHBOARD SECONDARY - S10 MV ATS (BY OWN	181d	01-Apr-26	16-Apr-26	■											
154		GENERATOR (BY C/S)	260d	01-Apr-26	09-Nov-26	■											
155		ATS (BY C/S)	327d	23-Dec-25 A	09-Nov-26	■											
156		CENTRIFUGAL WATER CHILLERS (BY OWNER)	111d	01-Apr-26	04-Sep-26	■											
157		WATER COOLED, HEAT RECOVERY SCROLL WATER CHILLERS (BY OWNER)	201d	01-Apr-26	07-May-26	■											
158		ADIABATIC CLOSED-CIRCUIT, INDUCED-DRAFT COOLING TOWERS (BY OWNER)	121d	01-Apr-26	21-Sep-26	■											
159		CONDENSING BOILERS (BY C/S)	305d	15-Aug-25 A	02-Nov-26	■											
160		MODULAR INDOOR CENTRAL-STATION AIR-HANDLING UNITS (BY C/S)	190d	01-Apr-26	31-Dec-26	■											
161		HYDRONIC PUMPS (BY C/S)	255d	15-Aug-25 A	20-Aug-26	■											
162		CONSTRUCTION	302d	27-Feb-26 A	06-May-27												
163		CUP TO CONCOURSE UTILITY CORRIDOR	81d	27-Feb-26 A	13-May-26												
164		AREA 7E	42d	27-Feb-26 A	27-Apr-26	■											
165		AREA 2	35d	17-Mar-26 A	04-May-26	■											
166		AREA 1	35d	26-Mar-26 A	13-May-26	■											
167		NV ENERGY DUCT BANKS	80d	02-Mar-26 A	24-Apr-26	■											
168		BUILDING CONSTRUCTION	301d	02-Mar-26 A	06-May-27	■											

This integrated program schedule is based on approved baseline schedules and is subject to change due to the inherent variability in construction, procurement, and labor availability. The New Gen A&B Concourse schedule shown herein reflects the original baseline, as the current schedule is under ongoing refinement.

Integrated Master Schedule Summary
As of April 1, 2026
GTC, HQ, CUP & NewGEN A&B

- ConcourseA&B
- Milestone
- HQ
- CUP
- GTC



Program Overview

Reno-Tahoe International Airport / MoreRNO
Integrated Master Schedule

Start Date: 30-Jun-22
Finish Date: 28-Dec-29
Run Date: 28-Apr-26

Table with columns: #, Activity ID, Activity Name, Original Duration, Start, Finish, and a Gantt chart grid for years 2026-2031. Rows include various restroom, family room, pet relief, sink, counter, roof drain, water hammer arrester, electric water cooler, and air handling unit activities.

This integrated program schedule is based on approved baseline schedules and is subject to change due to the inherent variability in construction, procurement, and labor availability. The New Gen A&B Concourse schedule shown herein reflects the original baseline, as the current schedule is under ongoing refinement.

Integrated Master Schedule Summary
As of April 1, 2026
GTC, HQ, CUP & NewGEN A&B

- ConcourseA&B
HQ
CUP
GTC
Milestone



Program Overview

Reno-Tahoe International Airport / MoreRNO
Integrated Master Schedule

Start Date: 30-Jun-22
Finish Date: 28-Dec-29
Run Date: 28-Apr-26

#	Activity ID	Activity Name	Original Duration	Start	Finish	Gantt Chart											
						2026	2027	2028	2029	2030	2031						
484		Exterior Enclosure - New Gen Concourse A - GMP #2	278d	11-May-26	11-Jun-27	[Gantt bar for 484]											
485		Temporary Enclosure (For SOMD & Fireproofing Activities) - Apron Level	70d	03-Sep-26	11-Dec-26	[Gantt bar for 485]											
486		Temporary Enclosure (For SOMD & Fireproofing Activities) - Concourse Level	48d	08-Oct-26	15-Dec-26	[Gantt bar for 486]											
487		Temporary Infrastructure Measures	116d	11-May-26	22-Oct-26	[Gantt bar for 487]											
488		Apron Level (98' to 116') - West Elevation - Zone C	65d	22-Oct-26	25-Jan-27	[Gantt bar for 488]											
489		Apron Level (98' to 116') - South Elevation - Zone C/B	104d	12-Nov-26	09-Apr-27	[Gantt bar for 489]											
490		Apron Level (98' to 116') - East Elevation - Zone A	141d	23-Nov-26	11-Jun-27	[Gantt bar for 490]											
491		Apron Level (98' to 116') - North Elevation - Zone C/B	114d	12-Nov-26	23-Apr-27	[Gantt bar for 491]											
492		Concourse Level (116' to 153' - 4") - West Elevation - Zone D/C	88d	11-Sep-26	15-Jan-27	[Gantt bar for 492]											
493		Concourse Level (116' to 139' - 9 1/2") - South Elevation - Zone C/B	132d	13-Oct-26	19-Apr-27	[Gantt bar for 493]											
494		Concourse Level (116' to 153' - 4") - East - Zone A (All Elevations)	111d	23-Oct-26	31-Mar-27	[Gantt bar for 494]											
495		Concourse Level (116' to 139' - 9 1/2") - North Elevation - Zone C/B	104d	13-Oct-26	10-Mar-27	[Gantt bar for 495]											
496		Concourse Level (116' to 139' - 9 1/2") - East Elevation - Zone D/C	95d	25-Sep-26	09-Feb-27	[Gantt bar for 496]											
497		Clearstory (139' to 153' - 4") - All Elevation - Zone C/B	87d	16-Oct-26	18-Feb-27	[Gantt bar for 497]											
498		Clearstory (139' to 153' - 4") - All Elevation - Zone A	87d	16-Oct-26	18-Feb-27	[Gantt bar for 498]											
499		Low Roof - North of K Line - Zone D Connector	18d	15-Dec-26	11-Jan-27	[Gantt bar for 499]											
500		Low Roof - North of K Line - Zone D/C/B	65d	19-Oct-26	20-Jan-27	[Gantt bar for 500]											
501		Low Roof - North of K Line - Zone A	67d	20-Oct-26	25-Jan-27	[Gantt bar for 501]											
502		High Roof - South of K Line - Zone C/B	82d	26-Oct-26	19-Feb-27	[Gantt bar for 502]											
503		High Roof - South of K Line - Zone A	75d	02-Nov-26	17-Feb-27	[Gantt bar for 503]											
504		Production Rough-In / Framing - New Gen Concourse A - Apron Level - GMP #2	67d	24-Nov-26	01-Mar-27	[Gantt bar for 504]											
505		Apron Level - Production Rough-In - Hydronic Piping	16d	24-Nov-26	16-Dec-26	[Gantt bar for 505]											
506		Apron Level - Production Rough-In - Fire Sprinkler	10d	10-Dec-26	23-Dec-26	[Gantt bar for 506]											
507		Apron Level - Production Rough-In - Ductwork	25d	17-Dec-26	22-Jan-27	[Gantt bar for 507]											
508		Apron Level - Production Rough-In - Electrical	15d	11-Jan-27	29-Jan-27	[Gantt bar for 508]											
509		Apron Level - Production Rough-In - Low Voltage	20d	25-Jan-27	19-Feb-27	[Gantt bar for 509]											
510		Apron Level - Production Rough-In - Plumbing	20d	24-Dec-26	22-Jan-27	[Gantt bar for 510]											
511		Apron Level - Production Framing	26d	25-Jan-27	01-Mar-27	[Gantt bar for 511]											
512		Interior Build-Out - New Gen Concourse A - Apron Level - GMP #2	181d	05-Nov-26	22-Jul-27	[Gantt bar for 512]											
513		Apron Level - Mechanical Rm CA104MR - Zone C	71d	04-Feb-27	13-May-27	[Gantt bar for 513]											
514		Apron Level - Tech Rm CA105TR - Zone C	80d	09-Feb-27	01-Jun-27	[Gantt bar for 514]											
515		Apron Level - Elevator Control CA110EC - Zone C (West Elevator)	62d	08-Feb-27	04-May-27	[Gantt bar for 515]											
516		Apron Level - Rm Build-Out (Recycle/Gaming/Storage) - Zone C	74d	09-Feb-27	21-May-27	[Gantt bar for 516]											
517		Apron Level - Mechanical Rm CA112MR - Zone C/B	71d	04-Feb-27	13-May-27	[Gantt bar for 517]											
518		Apron Level - Electrical Rm CA122ER - Zone C/B	174d	05-Nov-26	13-Jul-27	[Gantt bar for 518]											

This integrated program schedule is based on approved baseline schedules and is subject to change due to the inherent variability in construction, procurement, and labor availability. The New Gen A&B Concourse schedule shown herein reflects the original baseline, as the current schedule is under ongoing refinement.

Integrated Master Schedule Summary
As of April 1, 2026
GTC, HQ, CUP & NewGEN A&B

- ConcourseA&B
- HQ
- CUP
- GTC
- Milestone



Program Overview

Reno-Tahoe International Airport / MoreRNO
Integrated Master Schedule

Start Date: 30-Jun-22
Finish Date: 28-Dec-29
Run Date: 28-Apr-26

Table with columns: #, Activity ID, Activity Name, Original Duration, Start, Finish, and a Gantt chart grid for years 2026-2031. Rows include activities like Apron Level - Mechanical Rm, Concourse Level - Production Rough-In, and Concourse Level - Concession Seating.

This integrated program schedule is based on approved baseline schedules and is subject to change due to the inherent variability in construction, procurement, and labor availability.

Integrated Master Schedule Summary
As of April 1, 2026
GTC, HQ, CUP & NewGEN A&B

- ConcourseA&B
HQ
CUP
GTC
Milestone



The New Gen Project

Data Date - 3/27/2026

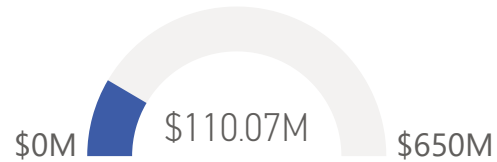


Revised Approved Budget	Funding Received	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	ETC	EAC
\$650.0M	\$186.2M	\$626.3M	\$0.0M	\$626.3M	\$23.7M	\$110.1M	\$0.0M	\$539.9M	\$650.0M

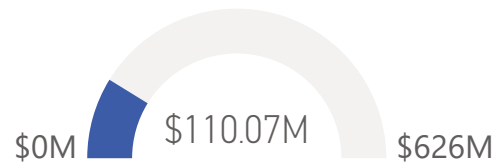
Commitments vs Budget



Actuals vs Budget

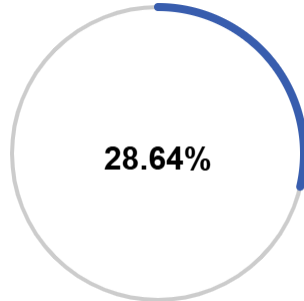


Actuals vs Commitments



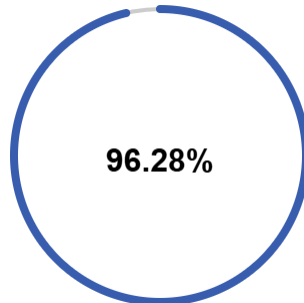
Funding Received

Funding Received / Total Funding

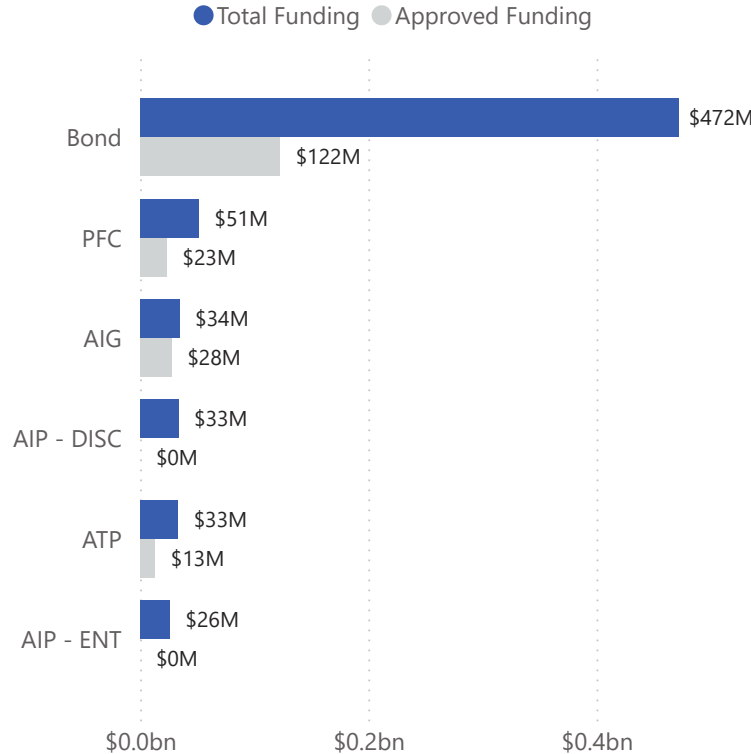


Budget Consumed

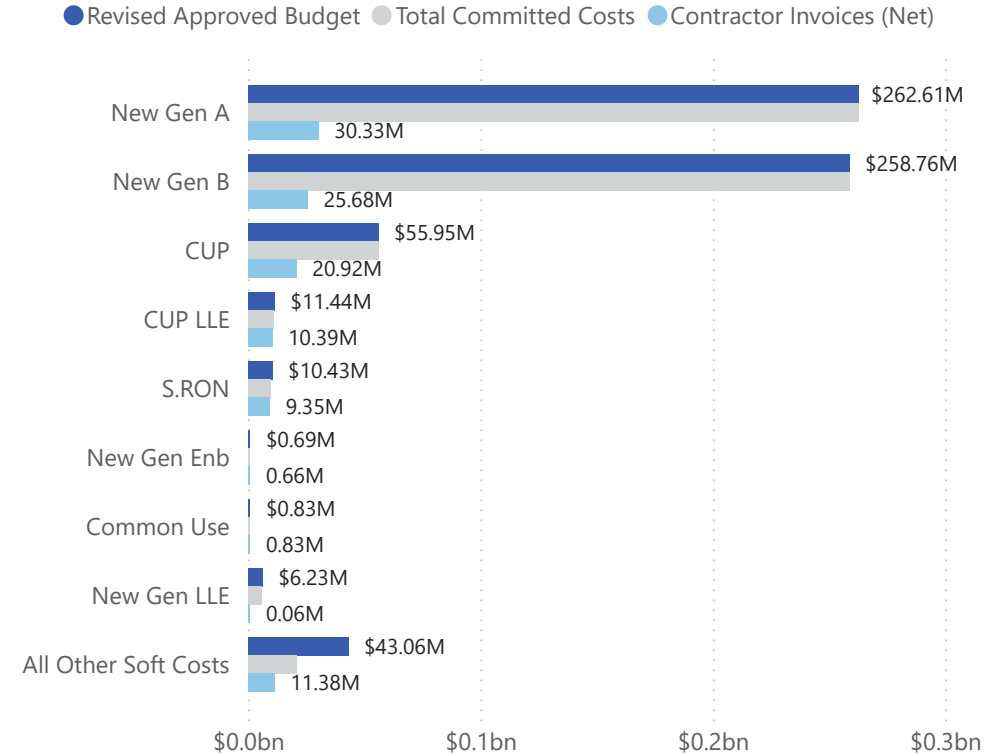
Commitments / Budget



Funding by Source



Budget by Sub Project



Cost Type	Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	Estimate to Complete	Estimate at Completion
Soft Costs	\$125,898,579	\$103,831,994	\$0	\$103,831,994	\$22,066,584	\$64,913,535	\$0	\$60,985,044	\$125,898,579
Design	\$46,229,381	\$46,229,380	\$0	\$46,229,380	\$0	\$45,884,413	\$0	\$344,968	\$46,229,381
CMAR Pre-Con	\$4,576,134	\$4,576,134	\$0	\$4,576,134	\$0	\$4,563,163	\$0	\$12,971	\$4,576,134
CA	\$16,226,229	\$16,226,229	\$0	\$16,226,229	\$0	\$945,328	\$0	\$15,280,901	\$16,226,229
CM	\$15,805,423	\$15,805,423	\$0	\$15,805,423	\$0	\$1,669,389	\$0	\$14,136,033	\$15,805,423
PMO/SME/All	\$39,054,266	\$20,994,829	\$0	\$20,994,829	\$18,059,437	\$11,851,242	\$0	\$27,203,023	\$39,054,266
Owner Contingency	\$4,007,147	\$0	\$0	\$0	\$4,007,147	\$0	\$0	\$4,007,147	\$4,007,147
Hard Costs	\$524,101,421	\$522,464,657	\$0	\$522,464,657	\$1,636,765	\$45,155,040	\$0	\$478,946,381	\$524,101,421
Hard Costs	\$507,848,411	\$507,848,411	\$0	\$507,848,411	\$0	\$45,155,040	\$0	\$462,693,371	\$507,848,411
Owner Contingency	\$16,253,011	\$14,616,246	\$0	\$14,616,246	\$1,636,765	\$0	\$0	\$16,253,011	\$16,253,011
Total	\$650,000,000	\$626,296,651	\$0	\$626,296,651	\$23,703,349	\$110,068,575	\$0	\$539,931,425	\$650,000,000



The HQ Project

Data Date - 3/27/2026

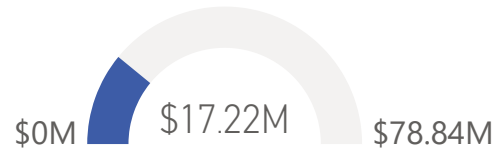


Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	ETC	EAC
\$78.8M	\$72.9M	\$0.0M	\$72.9M	\$5.9M	\$17.2M	\$0.0M	\$61.6M	\$78.8M

Commitments vs Budget



Actuals vs Budget

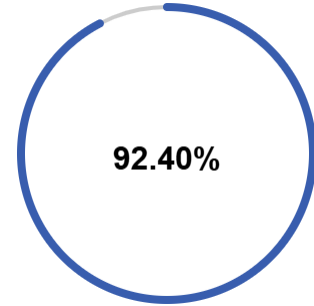


Actuals vs Commitments

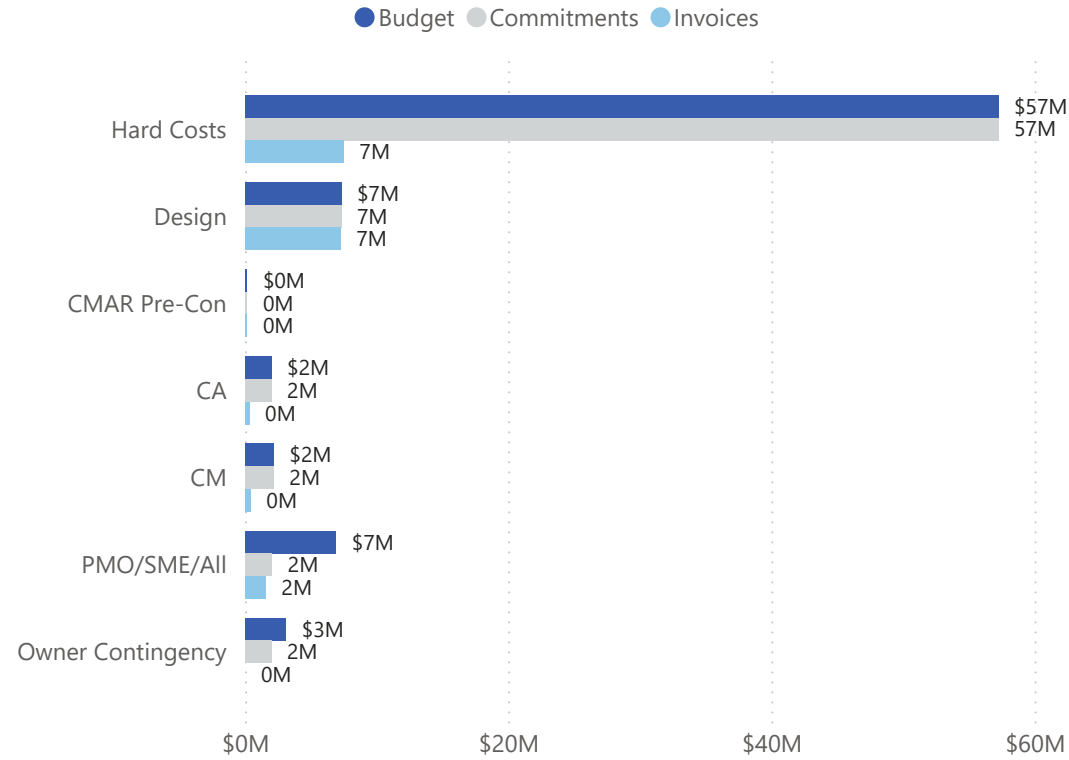


Budget Consumed

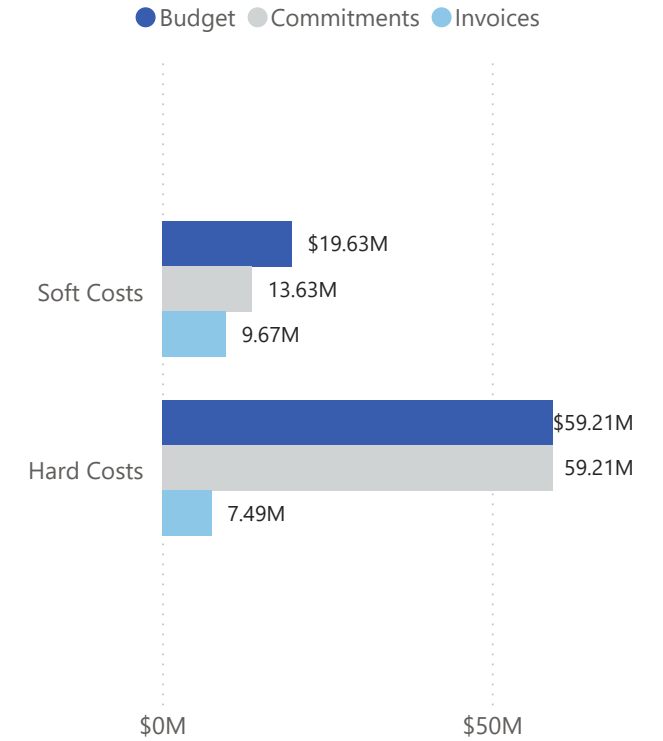
Commitments / Budget



Soft Cost by Category



Budget by Cost Type



Cost Type Abbreviation	Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	Estimate to Complete	Estimate at Completion
Soft Costs	\$19,626,954	\$13,689,742	\$0	\$13,689,742	\$5,937,212	\$9,730,044	\$0	\$9,896,910	\$19,626,954
Design	\$7,298,150	\$7,298,150	\$0	\$7,298,150	(\$0)	\$7,244,427	\$0	\$53,723	\$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	\$319,099	\$0	\$1,679,962	\$1,999,061
CM	\$2,175,218	\$2,175,218	\$0	\$2,175,218	\$0	\$424,292	\$0	\$1,750,926	\$2,175,218
PMO/SME/All	\$6,911,374	\$2,097,813	\$0	\$2,097,813	\$4,813,562	\$1,622,727	\$0	\$5,288,648	\$6,911,374
Owner Contingency	\$1,123,651	\$0	\$0	\$0	\$1,123,651	\$0	\$0	\$1,123,651	\$1,123,651
Hard Costs	\$59,213,519	\$59,213,519	\$0	\$59,213,519	\$0	\$7,490,208	\$0	\$51,723,311	\$59,213,519
Hard Costs	\$57,225,430	\$57,225,430	\$0	\$57,225,430	\$0	\$7,490,208	\$0	\$49,735,222	\$57,225,430
Owner Contingency	\$1,988,089	\$1,988,089	\$0	\$1,988,089	\$0	\$0	\$0	\$1,988,089	\$1,988,089
Total	\$78,840,473	\$72,903,261	\$0	\$72,903,261	\$5,937,212	\$17,220,253	\$0	\$61,620,220	\$78,840,473



The New Gen Concourse A & B (Hard Cost)



Data Date - 3/27/2026

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"/> Hard Costs	\$524,101,421	\$522,464,657	\$0	\$522,464,657	\$1,636,765	\$45,155,040	\$0	\$478,946,381	\$524,101,421
<input type="checkbox"/> NGCOMU	\$801,488	\$801,488	\$0	\$801,488	\$0	\$801,488	\$0	\$0	\$801,488
Hard Costs	\$801,488	\$801,488	\$0	\$801,488	\$0	\$801,488	\$0	\$0	\$801,488
Owner Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<input type="checkbox"/> NGCONA	\$226,155,023	\$226,155,023	\$0	\$226,155,023	\$0	\$6,874,008	\$0	\$219,281,015	\$226,155,023
Hard Costs	\$219,576,299	\$219,576,299	\$0	\$219,576,299	\$0	\$6,874,008	\$0	\$212,702,291	\$219,576,299
Owner Contingency	\$6,578,724	\$6,578,724	\$0	\$6,578,724	\$0	\$0	\$0	\$6,578,724	\$6,578,724
<input type="checkbox"/> NGCONB	\$224,784,714	\$224,784,714	\$0	\$224,784,714	\$0	\$4,601,119	\$0	\$220,183,596	\$224,784,714
Hard Costs	\$218,398,277	\$218,398,277	\$0	\$218,398,277	\$0	\$4,601,119	\$0	\$213,797,159	\$218,398,277
Owner Contingency	\$6,386,437	\$6,386,437	\$0	\$6,386,437	\$0	\$0	\$0	\$6,386,437	\$6,386,437
<input type="checkbox"/> NGCUPLE	\$11,443,533	\$10,943,533	\$0	\$10,943,533	\$500,000	\$10,390,968	\$0	\$1,052,565	\$11,443,533
Hard Costs	\$10,943,533	\$10,943,533	\$0	\$10,943,533	\$0	\$10,390,968	\$0	\$552,565	\$10,943,533
Owner Contingency	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$500,000
<input type="checkbox"/> NGENBL	\$607,988	\$607,988	\$0	\$607,988	\$0	\$607,988	\$0	\$0	\$607,988
Hard Costs	\$607,988	\$607,988	\$0	\$607,988	\$0	\$607,988	\$0	\$0	\$607,988
Owner Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<input type="checkbox"/> NGNCUP	\$45,462,276	\$45,462,276	\$0	\$45,462,276	\$0	\$14,143,744	\$0	\$31,318,532	\$45,462,276
Hard Costs	\$43,811,191	\$43,811,191	\$0	\$43,811,191	\$0	\$14,143,744	\$0	\$29,667,447	\$43,811,191
Owner Contingency	\$1,651,085	\$1,651,085	\$0	\$1,651,085	\$0	\$0	\$0	\$1,651,085	\$1,651,085
<input type="checkbox"/> NGNLLE	\$6,212,400	\$6,004,161	\$0	\$6,004,161	\$208,239	\$45,900	\$0	\$6,166,500	\$6,212,400
Hard Costs	\$6,004,161	\$6,004,161	\$0	\$6,004,161	\$0	\$45,900	\$0	\$5,958,261	\$6,004,161
Owner Contingency	\$208,239	\$0	\$0	\$0	\$208,239	\$0	\$0	\$208,239	\$208,239
<input type="checkbox"/> NGSRON	\$8,634,000	\$7,705,474	\$0	\$7,705,474	\$928,526	\$7,689,826	\$0	\$944,174	\$8,634,000
Hard Costs	\$7,705,474	\$7,705,474	\$0	\$7,705,474	\$0	\$7,689,826	\$0	\$15,648	\$7,705,474
Owner Contingency	\$928,526	\$0	\$0	\$0	\$928,526	\$0	\$0	\$928,526	\$928,526
Total	\$524,101,421	\$522,464,657	\$0	\$522,464,657	\$1,636,765	\$45,155,040	\$0	\$478,946,381	\$524,101,421



CASHFLOW

Data Date - 3/27/2026



Total Expended
\$127,288,828

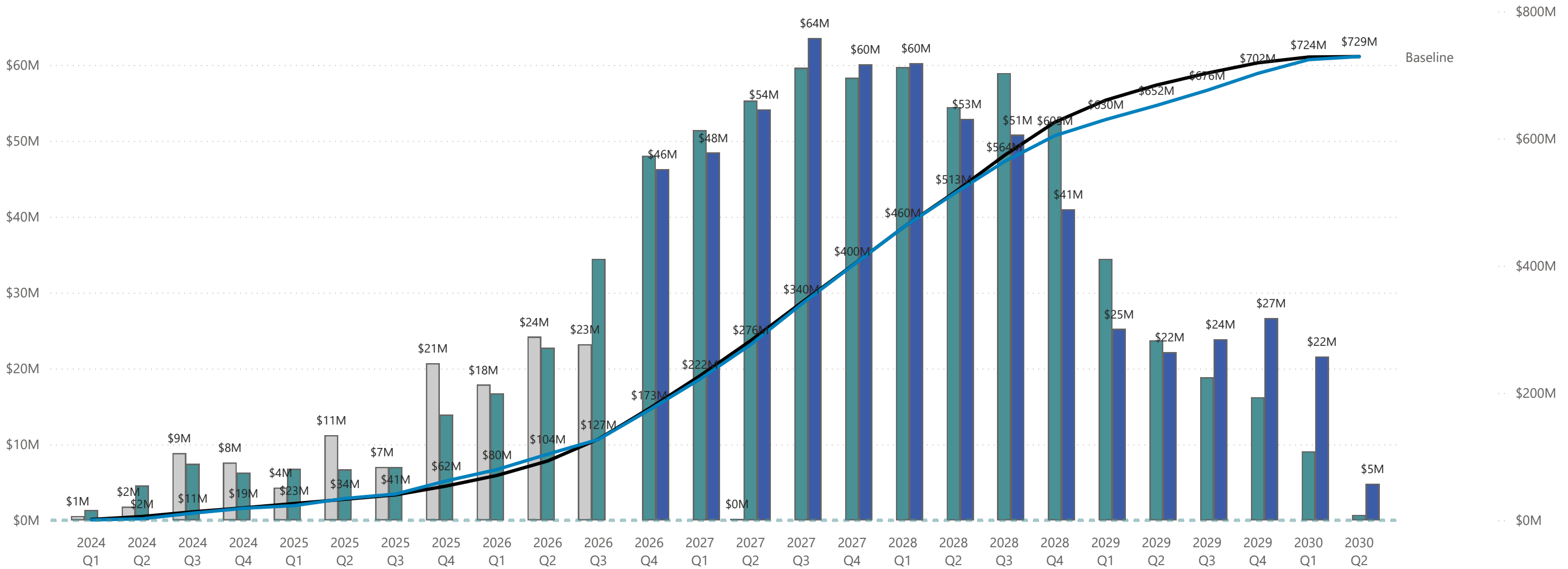
Estimate to Complete
\$601,551,645

Estimate at Complete
\$728,840,473

Progress
8.7%

Fund ID	Total Expended	Total Forecasted	Estimate at Completion	Progress
AIG	\$7,962,400	\$26,752,584	\$34,714,984	11.49%
AIP	\$0		\$0	
AIPD		\$20,000,000	\$20,000,000	
AIPE	\$0	\$30,638,154	\$30,638,154	0.00%
AMT	\$65,014,623	\$404,607,782	\$469,622,405	6.93%
ATP	\$9,281,702	\$30,085,682	\$39,367,384	11.79%
NAMT	\$18,903,313	\$65,225,759	\$84,129,072	11.23%
PFC	\$26,126,789	\$24,241,684	\$50,368,474	25.76%
Total	\$127,288,828	\$601,551,645	\$728,840,473	8.73%

Forecast by Fiscal Qtr





CASHFLOW (New Gen)

Data Date - 3/27/2026



Previous Invoices (Paid)
\$110,068,575

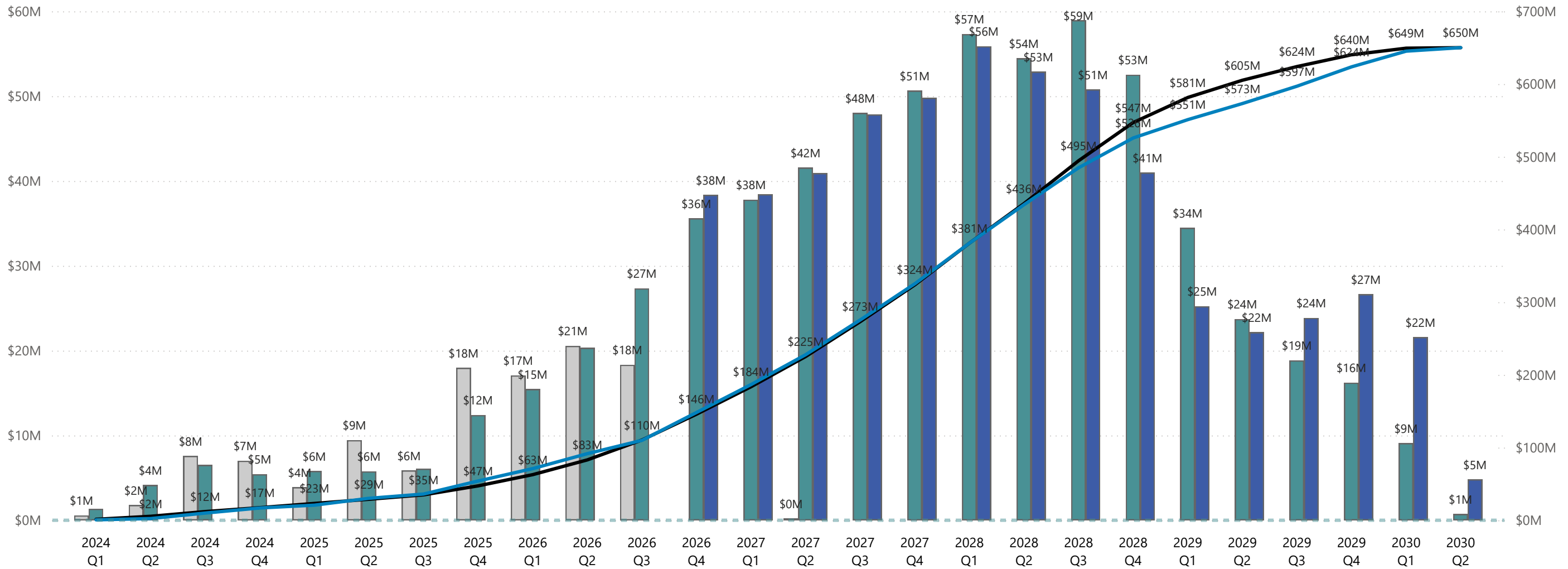
Total Forecast
\$539,931,425

Estimate at Completion
\$650,000,000

Progress
8.5%

Fund ID	Total Expended	Total Forecasted	Estimate at Completion	Progress
AIG	\$7,962,400	\$26,752,584	\$34,714,984	11.49%
AIP	\$0		\$0	
AIPD		\$20,000,000	\$20,000,000	
AIPE	\$0	\$30,638,154	\$30,638,154	0.00%
AMT	\$65,014,623	\$404,607,782	\$469,622,405	6.93%
ATP	\$9,281,702	\$30,085,682	\$39,367,384	11.79%
NAMT	\$1,683,061	\$3,605,538	\$5,288,599	15.74%
PFC	\$26,126,789	\$24,241,684	\$50,368,474	25.76%
Total	\$110,068,575	\$539,931,425	\$650,000,000	8.47%

Forecast by Fiscal Qtr





CASHFLOW (HQ)

Data Date - 3/27/2026



Total Expended
\$17,220,253

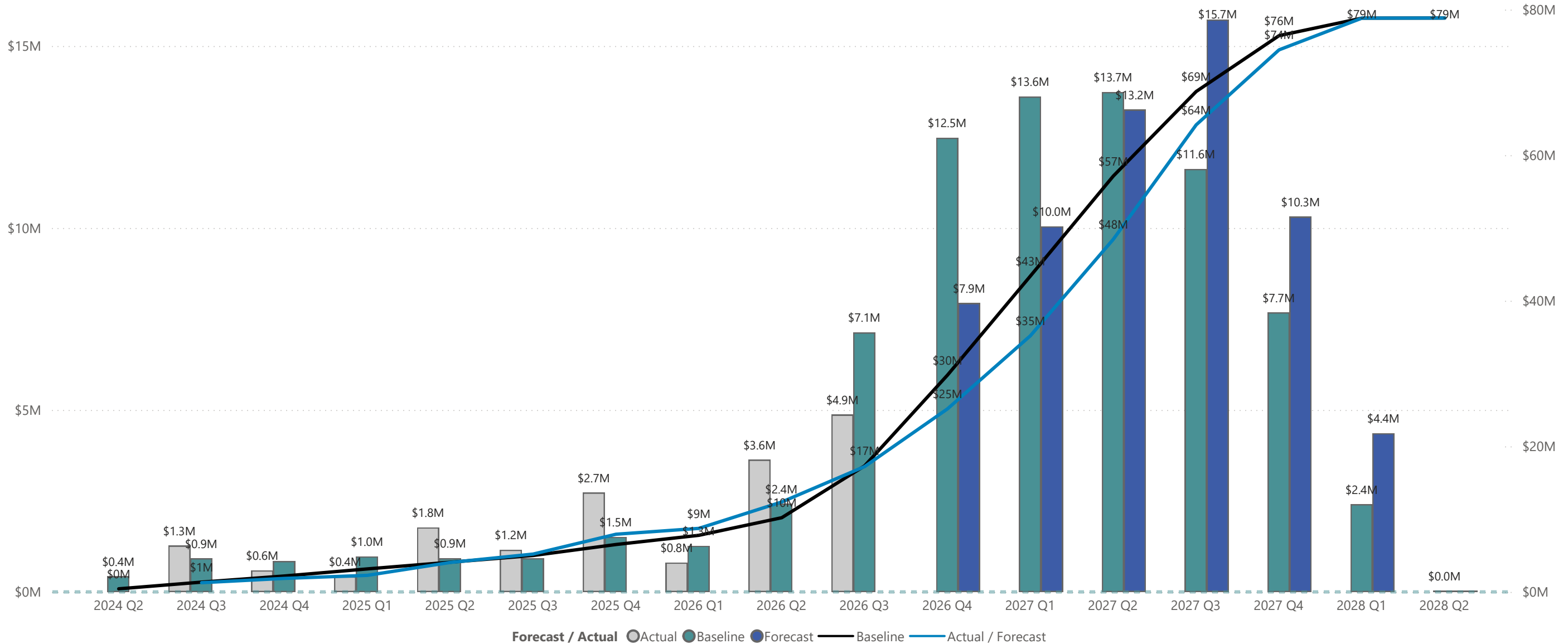
Total Forecast
\$61,620,220

Estimate at Completion
\$78,840,473

Progress
10.9%

Fund ID	Total Expended	Total Forecasted	Estimate at Completion	Progress
NAMT	\$17,220,253	\$61,620,220	\$78,840,473	10.92%
Total	\$17,220,253	\$61,620,220	\$78,840,473	10.92%

Forecast by Fiscal Qtr





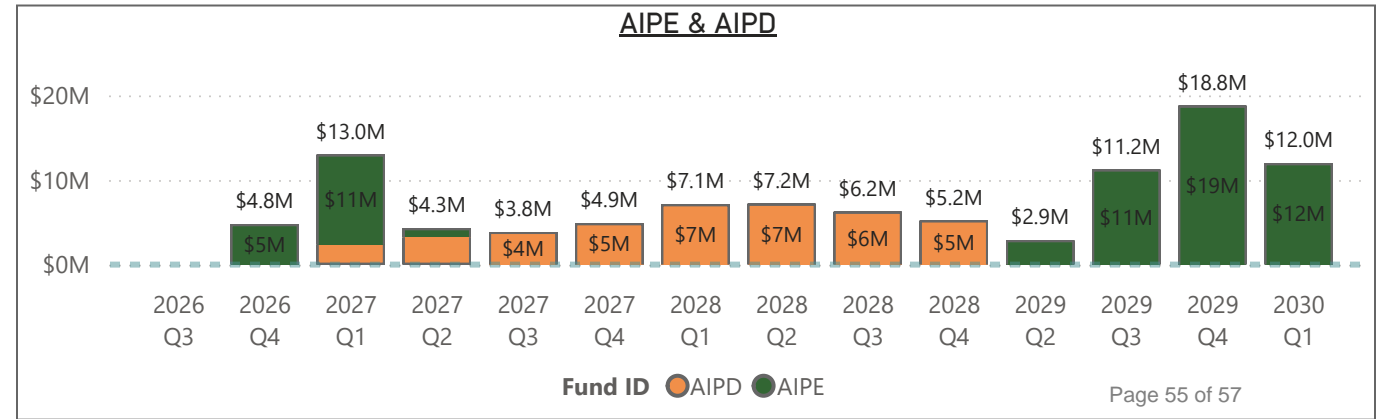
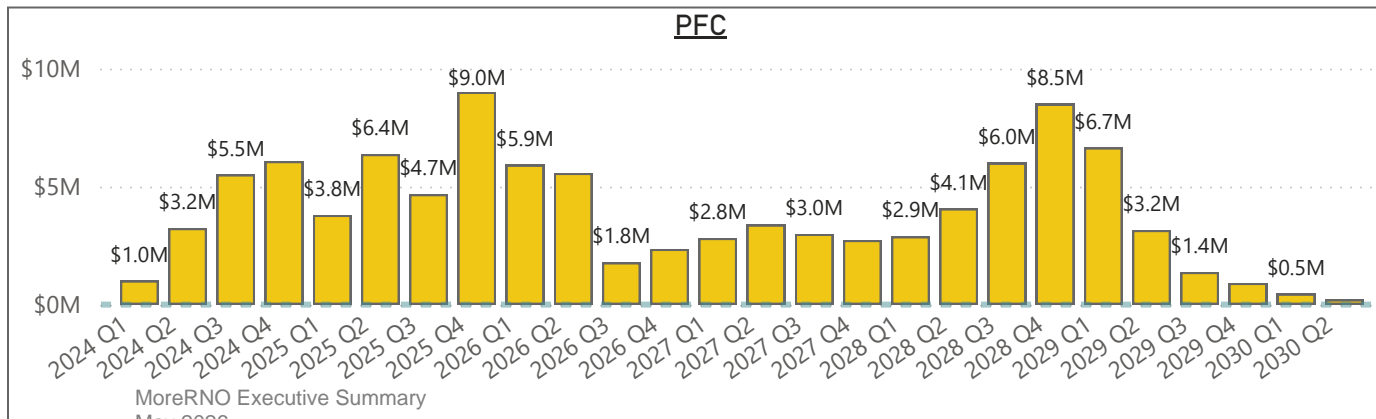
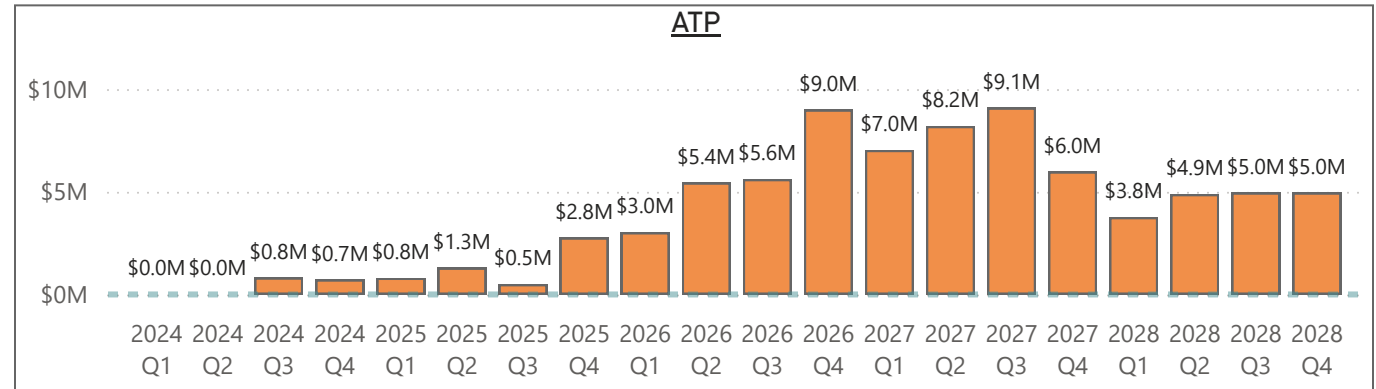
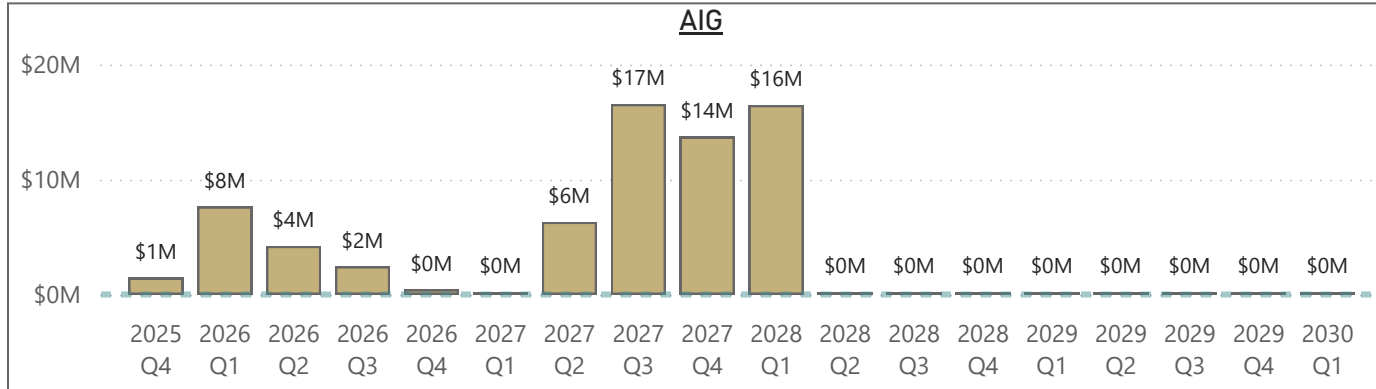
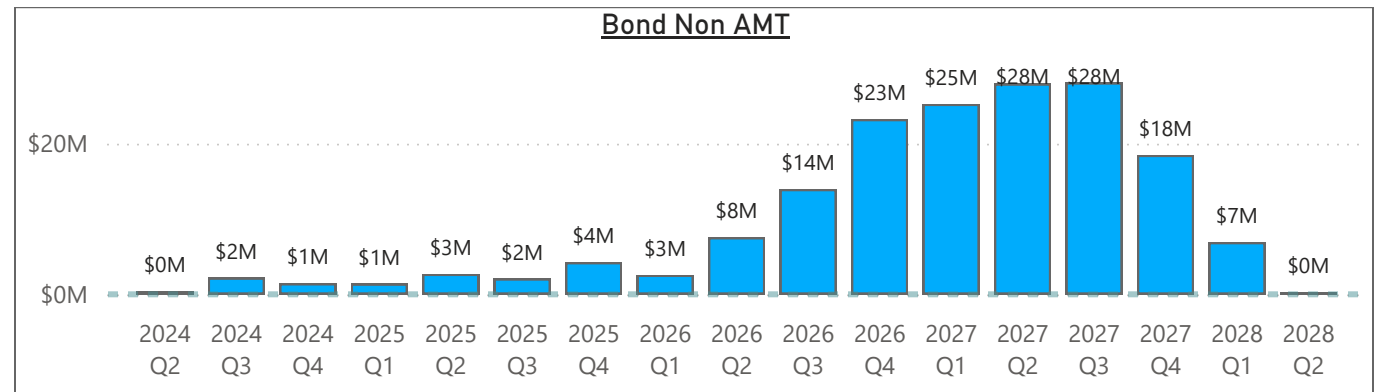
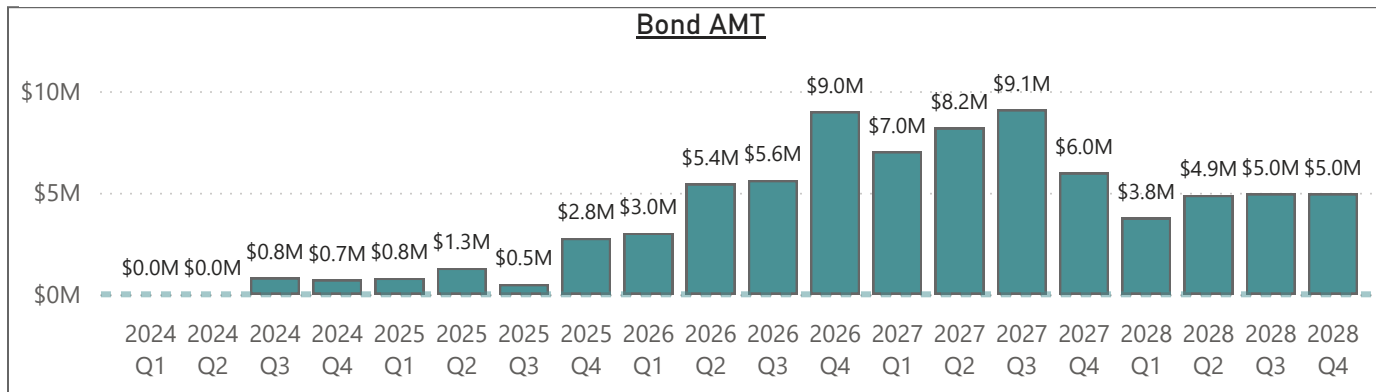
CASHFLOW

Data Date - 3/27/2026



Fund ID	Total Expended	Total Forecasted	Progress
AIG	\$7,962,400	\$26,752,584	11.49%
AIP	\$0		
AIPD		\$20,000,000	
AIPE	\$0	\$30,638,154	0.00%
AMT	\$65,014,623	\$404,607,782	6.93%
ATP	\$9,281,702	\$30,085,682	11.79%
NAMT	\$18,903,313	\$65,225,759	11.23%
PFC	\$26,126,789	\$24,241,684	25.76%

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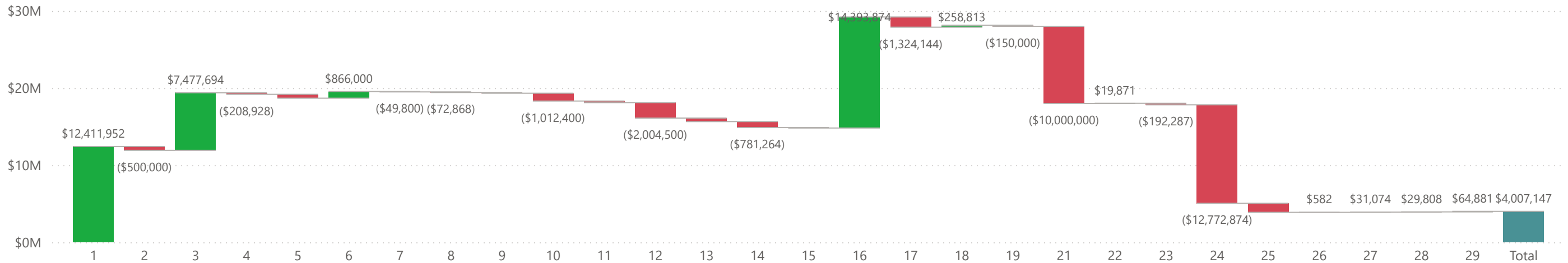
CONTINGENCY DRAWDOWN

Data Date - 3/27/2026



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.RON Owner's Contingency	(\$500,000)	18,680,718.17
6	return S.RON (\$9M ROM budget; Hard Bid \$8.134M)	\$866,000	19,546,718.17
7	less Clark/Sullivan Pre-Con - CUP only	(\$49,800)	19,496,918.17
8	less Enabling for New Gen (\$500K ROM budget; Hard Bid \$572,868 Q&D)	(\$72,868)	19,424,050.17
9	less allocation to Enabling Owner's Contingency	(\$100,000)	19,324,050.17
10	less New Gen LLE (\$5M ROM budget; Hard Bid \$6,012,400 Nelson Electric)	(\$1,012,400)	18,311,650.17
11	less allocation to New Gen LLE Owner's Contingency	(\$200,000)	18,111,650.17
12	less McCarthy Pre-Con - New CMAR	(\$2,004,500)	16,107,150.17
13	less McCarthy Add'l Services - New CMAR	(\$458,500)	15,648,650.17
14	less Common Use (\$0 in ROM budget / incl New Gen; Hard Bid \$781,264 Q&D)	(\$781,264)	14,867,386.17
15	less allocation to Common Use Owner's Contingency	(\$50,000)	14,817,386.17
16	return CUP (\$58.5M ROM budget; CMAR GMP \$44.1M)	\$14,393,874	29,211,260.17
17	less allocation to CUP Owner's Contingency	(\$1,324,144)	27,887,116.17
18	return CUP LLE CO#1 reduced SOW	\$258,813	28,145,929.17
19	less allocation to TransSolutions additional SOW (9/11/25 Board Mtg)	(\$150,000)	27,995,929.17
21	Transfer to hard cost contingency	(\$10,000,000)	17,995,929.17
22	Pre-Con Contract Adjustments	\$19,871	18,015,800.33
23	GMP1 transfer to hard cost contingency	(\$192,287)	17,823,513.33
24	GMP2 transfer to hard cost contingency	(\$12,772,874)	5,050,639.33
25	CA Budget Adjustment	(\$1,169,837)	3,880,802.62
26	CM Budget Adjustment	\$582	3,881,384.62
27	CME PMO Services Contract Closeout	\$31,074	3,912,458.44
28	Common Use Closeout	\$29,808	3,942,266.86
29	Enabling Closeout	\$64,881	4,007,147.36
Total		\$4,007,147	

● Increase ● Decrease ● Total





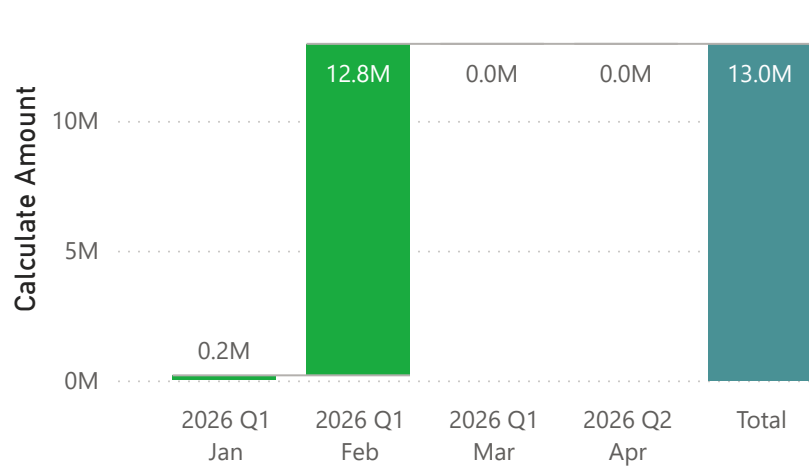
CMAR CONTINGENCY DRAWDOWN



Data Date - 3/27/2026

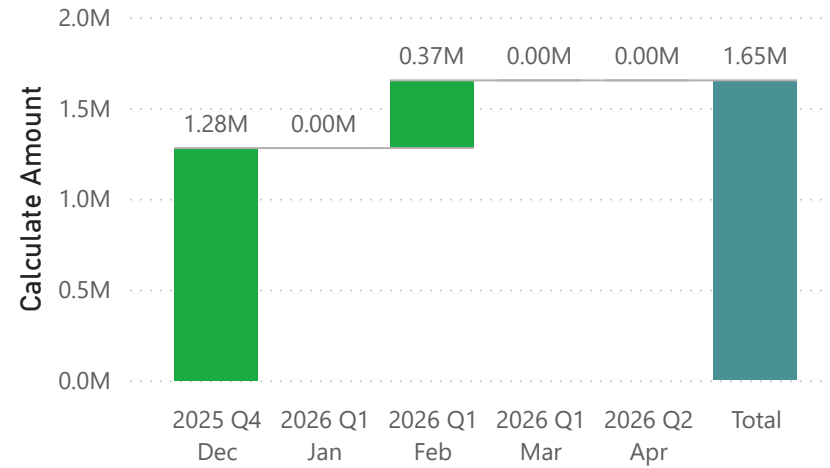
Concourses Owner Contingency

● Increase ● Decrease ● Total



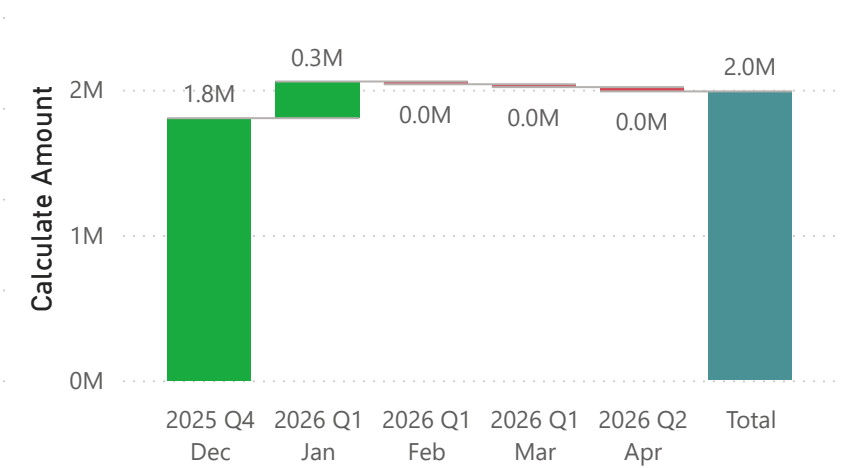
CUP Owner Contingency

● Increase ● Decrease ● Total



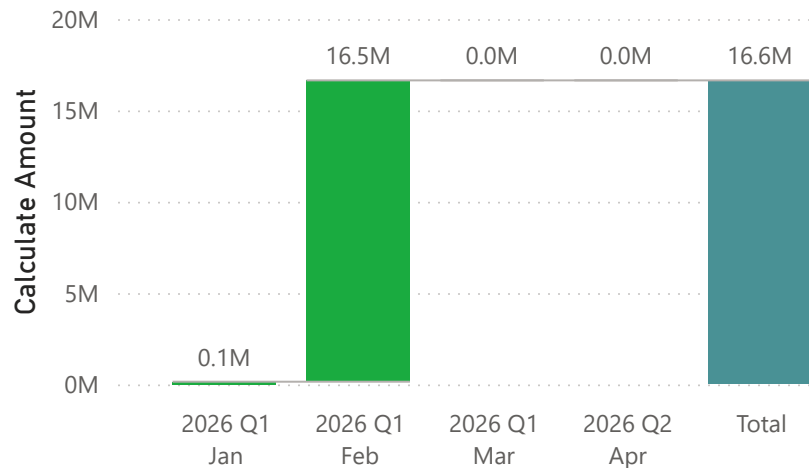
HQ Owner Contingency

● Increase ● Decrease ● Total



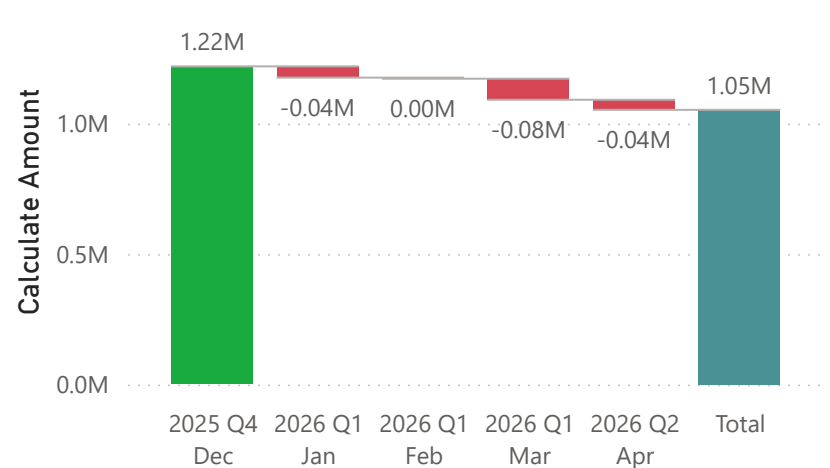
Concourses CMAR Contingency

● Increase ● Decrease ● Total



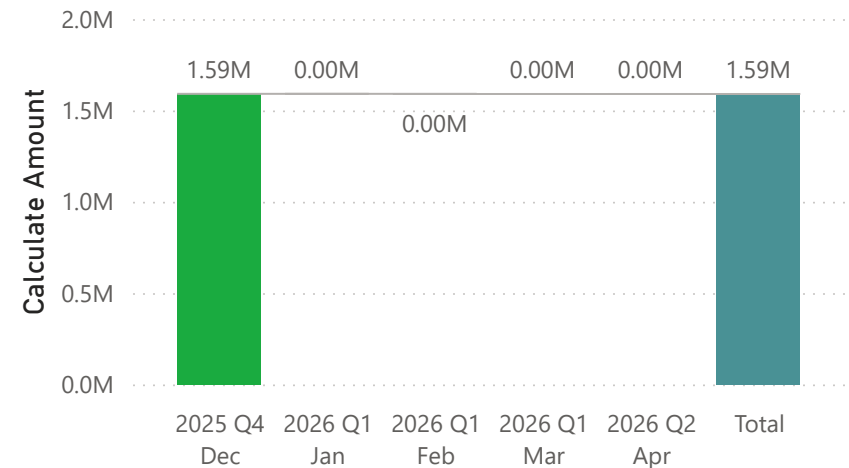
CUP CMAR Contingency

● Increase ● Decrease ● Total



HQ CMAR Contingency

● Increase ● Decrease ● Total



Planning and Construction Committee Capital Improvement Program Report May 2026

Current Capital Improvement Program Projects:

Engineering & Construction Projects

Reno-Stead Airport (RTS):

Pavement Maintenance 2026

O-Block Utility Extension

Hangar 5 and 6 Fire Line Extension

RTS Site Readiness Study

Reno-Tahoe International Airport (RNO):

Blue Lot Extension Design and Construction

Airfield Signage and Renaming Project

Airside Pavement Maintenance Project 2026

RNO Backflow Prevention Installation Project

RNO Substation 4 Design and Construction

RNO Airfield Maintenance Yard Pavement Reconstruction – Phase 2

North Apron Deicing Tank

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 final geotechnical report has been received and JUB is currently working on civil design. Project 1A 60% drawing have been submitted to the RTAA Engineering department for review.**

Budget:

- Proposed Budget \$250,000
- Current Expenditure **\$52,005**

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 June 2026.

Budget:

- Proposed Budget \$1,000,000
- Current Expenditure **\$871,385**

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: **Q&D Construction**

Current Status: Design for the Hangars 5 and 6 Fire Suppression System Upgrades is **complete**. 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. **Two Bids were received on May 6th, and Q&D Construction was the low and responsive bidder.**

Budget:

- Proposed Budget **\$2,550,653**
- Current Expenditure \$63,700

Schedule:

- Design March 2026
- Invitation to Bid released April 2026
- Bid Opening **May 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 has completed design, and the project has been publicly bid. Bids have been received and reviewed by the design team, with results determined to be responsive and within expectations. The team is currently**

advancing the Issued for Construction (IFC) documents to support project execution.

A/E Design Firm: Kimley-Horn

Contractor: **Q&D Construction**

Current Status: Two bids were received, with Q&D Construction identified as the apparent low responsive, responsible bidder. The project is currently pending Board approval and FAA grant execution. Upon authorization, the team will proceed with contract execution and procurement to initiate construction.

Budget:

- Proposed Budget **\$5,956,079**
- Current Expenditure **\$0**

Schedule:

- Bid Opening **April 2026**
- Construction Start **July 2026**

RTS Site Readiness Study

Project Description: With the revision of the Dermody Master Development Agreement, the RTAA has control of approximately 2,200 acres of land on the east side of the airport. In addition to this land, there is additional land along the southern boundary near the Terminal Building and other small parcels. The study is to define the lands into which areas are easily developed (Tier 1), and lands which will take additional time and construction of offsite improvements (Tier 2) to turn the land into a Tier 1 parcel. The consultant will develop a report with a matrix showing constraints including but not limited to terrain, floodplains, improvements required (roads, sewer, storm drain, electrical, gas, etc.), FAA and Agency requirements, and rough order of magnitude costs. The purpose is to provide a report to the Commercial Business department to market the property with an understanding of the requirements to develop the land

A/E Design Firm: Wood Rodgers, Inc.

Current Status: Wood Rodgers and RTAA staff kicked off the project in April. Reoccurring meetings have been established on a 2 to 3-week interval.

Budget:

- **Proposed Budget** **\$125,000**
- **Current Expenditure** **\$0**

Schedule:

- **Feasibility Study Completion** **August 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 **May 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: **Construction started on April 6, 2026, and work is continuing to be on schedule. The Safety Risk Management (SRM) panel was completed on April 9, 2026. The project started Phase 3 out of 4 total phases. The completion date is set for July 9, 2026, to coordinate with the FAA publication of the aeronautical maps for RNO.**

Budget:

- Proposed Budget \$4,564,800
- Current Expenditure \$1,084,923.49

Schedule:

- **Completion Date July 9, 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. The design firm and contractor vary with the selected project. The project is selected through internal meetings with the Airfield Maintenance team, Engineering and the recommendations provided by RTAA’s pavement management consultant, RDM International.

For 2026, The Airfield Maintenance Yard Pavement Reconstruction – Phase 2 project has been selected. Description of the 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: AtkinsRealis

Contractor: Spanish Springs Construction (SSC)

Current Status: SSC began work on April 6, 2026. Post-demolition testing revealed excessive subgrade moisture. After coordination between RTAA staff, SSC, Construction Materials Engineers (CME), and Black Eagle, cement treatment was selected as the most cost-effective remedy. Pavement Recycling Systems (PRS) was contracted for the work. Cement treatment of the base material and concrete pads are complete, and paving preparation is currently in progress. Contaminated soils were identified in the design phase and a small quantity was found. Soils were disposed of properly and funded through the owner’s contingency line item.

Budget:

- Proposed Budget \$1,606,980
- Current Expenditures \$ 263,696

Schedule:

- Construction Start April 2026
- Construction Closeout July 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: **Resource Development Company, LLC**

Current Status: **Project was bid and Resource Development was the low and responsive bidder. Project Notice of Intent to Award sent on April 23, 2026. Projected start date is May 18, 2026.**

Budget:

- Proposed Budget \$491,500
- Current Expenditure \$20,980.67

Schedule:

- Construction Start **May 18, 2026**

RNO Electrical Substation

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 \$2,550

Schedule:

- Feasibility Study Completion July 2026

North Apron Deicing Tank

Project Description: The existing apron on the north side of Concourse C consists of a series of storm drain inlets with the option of two outlets. One outlet extends to the North Truckee Drain and the second outlet ends near the FedEx Cargo building. The second outlet was designed to have a tank to collect glycol that is sprayed on the aircraft during the colder months. The project was never completed, waiting to see the potential impact of New Ben B and if a glycol recovery system would be installed. This project consists of the design of the tank, bidding and construction. The intent is to have the tank operational prior to the start of deicing season (October/November) of 2026.

A/E Design Firm: Wood Rodgers, Inc.

Contractor: TBD

Current Status: Wood Rodgers and RTAA staff kicked off the project in April. 30% plan review is expected in May.

Budget:

- **Proposed Budget** **\$545,000**
- **Current Expenditure** **\$0**

Schedule:

- **Plans completed** **June 2026**
- **Bidding** **July 2026**
- **Construction** **August-October 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: 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 the Environmental Overview draft was posted in May 2026. Both are currently available for public review and comment. The Forecast draft has been reviewed by RTAA staff and is being finalized by the consultant for submittal to the FAA, targeted for May 2026. The Forecast draft will not be posted until FAA review is complete.** 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:

- **Inventory / Existing Conditions Posted** **March 2026**
- RTAA Board Update **April 9, 2026**
- **Environmental Overview Posted** **May 2026**
- **RTAA P&C Committee Update** **June 9, 2026**
- MPWG #3 **June 22, 2026**
- MP Public Meeting #1 (**Open House**) **June 23, 2026**
- Ward 4 NAB (Reno) June 18, 2026
- RTAA ASAC Meeting June 25, 2026
- **RTAA P&C Committee Update** **September 8, 2026**
- **RTAA ASAC Meeting** **September 17, 2026**
- **RTAA P&C Committee Update** **December 8, 2026**
- **RTAA ASAC Meeting** **December 17, 2026**

Project Schedule:

- Inventory / Existing Conditions Draft March 2026
- **RTS Acceptance into FAA FCT Program** **March 17, 2026**
- Forecast Draft April 2026
- **FAA Review: Forecast & Design Aircraft** **May 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 MBI have completed a cut-over hand-off with TIS staff that has transferred all back-end infrastructure to the RTAA. MBI has provided to TIS all maintenance documentation and proposed patching and update schedule for future support.**

Budget:

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

Schedule:

- Phase 4 (Data Migration) Initiated December 2025

- **Cut-Over Date** **April 2026**
- 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: **Completed in April 2026.** (Budget \$264,654).

Current Status: **Final recommendations were presented to the RTAA Board of Trustees in April 2026. Staff has incorporated input from the Board, and the consultant has provided final deliverables. The planning effort is complete, and the project is in close-out.**

Budget:

- Proposed Budget \$437,254
- Current Expenditure **\$433,834**

Schedule:

- Final Hotel Site Analysis February 2026
- Final South Surface Analysis February 2026
- Final Parking Structure Analysis March 2026
- **Final Recommendations** **April 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 occurred in March 2026 and April 2026. A final sampling event and wrap up meeting are scheduled for May 6, 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 **\$106,174**

Schedule:

- Onsite Investigations #4 February 2026
- Onsite Investigations #5 March 2026
- Onsite Investigations #6 April 2026
- **Final Sampling Event & Wrap-Up Meeting May 2026**
- Deliverable #3 July 2026

CIP Project Schedule

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

CIP Project Schedule

ID	Task Name	RNO/RTS	PM	Start	Finish	Qtr 2, 2026		Qtr 3, 2026		Qtr 4, 2026		Qtr 1, 2027				
						Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
41	Blue Lot Extension Construction (High Roller Lot)	RNO	BJ/CC													
42	Design			6/23/2025	8/15/2025											
43	Bidding			8/18/2025	9/12/2025											
44	Construction			9/15/2025	5/29/2026											
45	Closeout			6/1/2026	7/10/2026											
46																
47	RNO Electrical Substation Study	RNO	DL													
48	Design			12/15/2025	7/31/2026											
49																
50	ARFF Roof Replacement Design and Construction	RNO	DL													
51	Design			7/31/2025	8/27/2025											
52	Bidding			9/1/2025	10/23/2025											
53	Construction			10/24/2025	3/26/2026											
54	Closeout			3/27/2026	4/17/2026											
55																
56	RNO Backflow Prevention Installation Project	RNO	CC													
57	Design			9/1/2025	3/6/2026											
58	Bidding			3/9/2026	4/17/2026											
59	Construction			5/18/2026	8/31/2026											
60	Closeout			9/1/2026	10/15/2026											
61																
62	RTS Site Readiness Study	RTS	GP													
63	Design			4/10/2025	8/29/2025											
64																
65	North Apron Deicing Tank	RNO	GP													
66	Design			4/24/2026	6/25/2026											
67	Bidding			6/26/2026	8/6/2026											
68	Construction			8/7/2026	11/12/2026											
69	Closeout			11/13/2026	1/14/2027											
70																
71	RTS Master Plan	RTS	JH													
72	Planning Study			6/2/2025	7/2/2027											
73																
74	RNO Landside Public Parking Plan	RNO	LB	1/1/2025	1/1/2025											
75	Planning Study			10/13/2025	4/30/2026											
76																
77	RTAA GIS Master Plan (Phases 1-5)	RNO	JH													
78	Planning Study			1/2/2025	6/30/2026											

Administrative Report

Date: May 19, 2026

Subject: Administrative Award of Contracts – Expenditures

BACKGROUND

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

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

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

DISCUSSION

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

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Agreements and POs in Excess of \$25,000

Key to abbreviations:

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

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

PO = Purchase Order
 PSA = Professional Service Agreement

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
03/20/26	Jacobs Solutions	\$25,000.00	Safety Management Advisory Services	FY26 O&M	Operations & Public Safety
03/20/26	Axon Enterprise	\$176,234.65	Multi year body camera software system	FY26 O&M	Airport Police
04/02/26	Silver State Barricade	\$32,838.00	Retrofit Matrix Full size cabinets	FY26 O&M	Airfield Maintenance
04/02/26	Ennis Paint Inc	\$32,838.00	Thermoplastic Markings	FY26 O&M	Airfield Maintenance
04/07/26	ESRI, Inc.	\$27,342.60	GIS Annual Maintenance	FY26 O&M	Planning & Environmental
04/10/26	Washoe County EHS	\$52,362.03	Multi-yr MOU WebEOC Nexus Access	FY26 O&M	Operations & Public Safety
04/16/26	Incline Tech	\$97,510.00	Annual Preventative & Maintenance Aircom	FY27 O&M	Tech & Info Sys.
04/16/26	Dell	\$31,018.30	PC Replenishment	FY26 O&M	Tech & Info Sys.
04/16/26	Peppermill	\$27,119.69	Final Invoice Holiday Party	FY26 O&M	People & Culture
04/20/26	John F Connell Jr	\$25,040.06	IBM Maximo Licensing Ext	FY26 O&M	Tech & Info Sys.
04/22/26	Wood Rodgers, Inc.	\$155,000.00	RTS Site Readiness Study	FY26 O&M	Planning & Infrastructure
04/28/26	Technet UC, LLC	\$60,462.00	Microsoft 365 Sec Assess & Remediation	FY26 O&M	Tech & Info Sys.
05/01/26	Todd Gardner	\$157,900.00	Passenger Boarding Ramps	FY26 CIP	MoreRNO

Change Orders and Amendments

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
N/A					