

## COMMITTEE MEMBERS

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, June 9, 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:

**Watch on Zoom:** <https://us02web.zoom.us/j/82453681462>

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

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#### **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](mailto: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](mailto: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](http://www.renoairport.com)
3. <https://notice.nv.gov/>

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Supporting documentation for this agenda is available at [www.renoairport.com](http://www.renoairport.com), and will be available for review at the Board meeting. Please contact the Board Clerk at [lcorkery@renoairport.com](mailto: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 May 19, 2026, Planning & Construction Committee meeting

## **4. ITEMS FOR CONSIDERATION BY THE FULL BOARD ON JUNE 11, 2026**

- 4.1 Board Memo No. 06/2026-25 (*for possible action*) Review, discussion and potential approval for continued funding (Amendment #3) to the Professional Services Agreement with Barich, Inc. for Information Technology Owner Liaison Review Services for the MoreRNO Program, in an amount not to exceed \$772,900 for Fiscal Year 2027  
*Presenter: Roddy Boggus, NCARB, AIA, MoreRNO Program Manager*
- 4.2 Board Memo No. 06/2026-26 (*for possible action*) Review, discussion and potential authorization for the Interim President/CEO to Execute a Two-Year Contract Extension for Maintenance and Support of the Airport Noise and Operations Monitoring System at the Reno-Tahoe International Airport with Ideagen, in the amount of \$262,806.78  
*Presenter: Brandon Reiff, Environmental Program Manager*

## **5. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS**

- 5.1 MoreRNO Executive Summary
- 5.2 Capital Improvement Program Summary
- 5.3 Quarterly RTS Master Plan Update
- 5.4 Administrative Award of Contracts (Expenditures)

## **7. MEMBER COMMENTS, QUESTIONS AND REQUESTS**

## **8. PUBLIC COMMENT**

## **9. ADJOURNMENT**

**COMMITTEE MEMBERS**

Joel Grace, Chair  
Mike Carrigan, Vice Chair  
Brian Kulpin, Member  
Cortney Young, Member  
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, May 19, 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 March 10, 2026, Planning & Construction Committee meeting**

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

**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*

This presentation outlines Phase 5 of the Taxiway Alpha and Aircraft Apron Reconstruction Project at Reno-Tahoe Airport Authority’s Reno-Stead Airport. The project includes reconstruction of portions of Taxiway Alpha and the public-use apron, along with storm drain

improvements, as part of a multi-year airfield rehabilitation program aimed at improving safety, infrastructure, and operational efficiency. Staff recommended awarding the \$5.47 million construction contract to Q&D Construction and a \$350,187 construction management agreement to AtkinsRéalis USA, Inc., with the total project budget estimated at approximately \$6.33 million. Funding will primarily come from Federal Aviation Administration grants, supplemented by RTAA special funds, with construction planned from July through October 2026.

Moved by Brian Kulpin, seconded by Mike Carrigan, to recommend that this item be presented to the full Board on May 21, 2026, for consideration and approval of the proposed motion: *“Move to authorize the Interim President/CEO to execute a Professional Services Agreement for Construction Management Services with AtkinsRéalis USA, in the amount of \$350,187 for the Taxiway Alpha & Aircraft Apron Reconstruction Project – Phase 5 at the Reno-Stead Airport, contingent upon acceptance of Federal Aviation Administration grant funding.”*

**Ayes:** Members Carrigan, Grace, Kulpin, Young

**Nays:**

**Absent:**

**Abstained:**

**Recused:**

**Result:** Pass [4 to 0]

**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*

This presentation outlines Phase 5 of the Taxiway Alpha and Aircraft Apron Reconstruction Project at Reno-Tahoe Airport Authority’s Reno-Stead Airport. The project includes reconstruction of portions of Taxiway Alpha and the public-use apron, along with storm drain improvements, as part of a multi-year airfield rehabilitation program aimed at improving safety, infrastructure, and operational efficiency. Staff recommended awarding the \$5.47 million construction contract to Q&D Construction and a \$350,187 construction management agreement to AtkinsRéalis USA, Inc., with the total project budget estimated at approximately \$6.33 million. Funding will primarily come from Federal Aviation Administration grants, supplemented by RTAA special funds, with construction planned from July through October 2026.

Moved by Brian Kulpin, seconded by Mike Carrigan, to recommend that this item be presented to the full Board on May 21, 2026, for consideration and approval of the proposed motion: *“Move to authorize the Interim 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, for the Taxiway Alpha & Aircraft Apron Reconstruction Project – Phase 5*

at the Reno-Stead Airport and approve an Owner's Contingency in the amount of \$400,000, contingent upon acceptance of Federal Aviation Administration grant funding.”

**Ayes:** Members Carrigan, Grace, Kulpin, Young

**Nays:**

**Absent:**

**Abstained:**

**Recused:**

**Result:** Pass [4 to 0]

## **5. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS**

### **5.1 Concessions program update**

*Presenter: Shawna Carpenter, Concessions Manager*

Staff provided an update on the concessions redevelopment program at Reno-Tahoe Airport Authority and Reno-Tahoe International Airport, outlining upcoming procurement plans for food and beverage, retail, gaming, advertising, and lounge concessions. Staff presented proposed future concession package structures, lease terms, projected sales and revenue increases, and a revised concept mix designed to modernize the airport experience with expanded dining, retail, and lounge offerings. The presentation also detailed a phased redevelopment and transition schedule running from 2027 through 2030, along with the anticipated procurement timeline, including RFP release in May 2026, proposal evaluations in fall 2026, and implementation and construction activities beginning in 2027 ahead of new concession openings tied to the NewGen A program.

### **5.2 MoreRNO Executive Summary**

*Presenter: Roddy Boggus, MoreRNO Program Manager*

Staff briefed the Committee on the MoreRNO project developments.

### **5.3 Capital Improvement Program Summary**

*Presenter: Gary Probert, Chief Planning & Infrastructure Officer*

Staff briefed the Committee on the Capital Improvement project developments.

### **5.4 Administrative Award of Contracts (Expenditures)**

There was no discussion on this item.

## **7. MEMBER COMMENTS, QUESTIONS AND REQUESTS**

Trustee Young requested an update from staff on the City of Reno storm drain fee.

## **8. PUBLIC COMMENT**

There were no comments from the public.

## **9. ADJOURNMENT**

The meeting was adjourned at 10:18 a.m.

# Board Memorandum

06/2026-25

**Date:** June 11, 2026

**Subject:** Approval for continued funding (Amendment #3) to the Professional Services Agreement with Barich, Inc. for Information Technology Owner Liaison Review Services for the MoreRNO Program, in an amount not to exceed \$772,900 for Fiscal Year 2027

**Presenter:** Roddy Boggus NCARB, AIA, MoreRNO Program Manager

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## BACKGROUND

In September 2024, the Reno-Tahoe Airport Authority Board of Trustees authorized a Professional Services Agreement with Barich, Inc. to provide Information Technology Owner Liaison Review Services for the MoreRNO Program. These services were established to support RTAA's Technology and Information Services Department and the Chief Information Officer by providing specialized owner-side review and coordination of information technology, low-voltage systems, special systems, passenger processing systems, security systems, communications infrastructure, and related operational technology elements across the major MoreRNO capital projects.

This work is necessary because the MoreRNO Program is not only a construction program; it is a campus-wide operational transformation. Modern airport facilities depend on technology systems that must be designed, coordinated, installed, tested, commissioned, and activated in the correct sequence. If those systems are not properly coordinated across projects, the result can be rework, schedule disruption, operational impacts, and passenger-facing failures. Said plainly, the buildings can look finished and still not function if the technology is not ready.

The original agreement was structured as a multi-year engagement, with each year's services reviewed and authorized separately by the Board. This annual approach allows RTAA to adjust the level of effort as the MoreRNO Program moves through design, construction, testing, commissioning, operational readiness, and activation.

The original scope included support for the New Gen A&B, Headquarters/Police Station (The HQ), and the Ground Transportation Center/Consolidated Rental Car Facility (GTC). Shortly after the original authorization, Amendment #1 removed the Ground Transportation Center scope from the FY25 agreement. At that time, because the GTC project was being delivered through a public-private partnership structure, it was believed that Barich's owner-side IT liaison services would not be required for that portion of the program.

Amendment #2 continued Barich's services for FY26 and added supplemental testing, commissioning, and operational-readiness support for information technology, special systems,

and low-voltage installations. That amendment reflected the program's transition from design toward active construction and recognized the need for additional review and testing support as systems moved closer to installation, activation, and turnover.

As the past two years have progressed, RTAA has increasingly evaluated the MoreRNO Program from a broader campus perspective rather than as a collection of separate projects. Through that lens, it has become evident that the GTC portion of the ConRAC facility does create RTAA IT scope and campus connectivity requirements that must be coordinated with the rest of the MoreRNO Program. These include items such as flight information display systems, telecommunications pathways, network connectivity, campus integration, operational interfaces, and other systems that must connect back into RTAA's broader technology environment.

For that reason, Amendment #3 includes the recommended FY27 engagement level for Barich's continuing services on New Gen A&B and the HQ, as well as the FY27 GTC add alternate necessary to support RTAA IT coordination and owner-side review for those campus connectivity elements.

### **DISCUSSION**

Amendment #3 would authorize Barich, Inc. to continue providing Information Technology Owner Liaison Review Services for Fiscal Year 2027. The current scope remains focused on the New Gen A&B and The HQ project, with the addition of targeted GTC coordination support for RTAA IT-related scope that interfaces with the broader airport campus.

During FY26, Barich's role evolved from design review into active construction coordination. The design phase across the MoreRNO projects has substantially closed, and the projects are now entering a period where IT infrastructure must be carefully sequenced, coordinated, installed, tested, and turned over in a manner that supports continuing airport operations.

A key issue identified during FY26 was the need for a stronger program-level view of IT connectivity. Multiple projects were advancing with separate design teams, separate construction schedules, and separate delivery requirements. While each project had its own design documents, the overall program needed a consolidated understanding of how IT connectivity would be maintained, transitioned, and activated across the airport campus as construction progresses.

Barich, working with RTAA IT, helped develop program-level IT connectivity and dependency diagrams intended to support coordination and decision-making. These tools do not replace the design documents of record. Rather, they help RTAA, the Program Management Office, designers, contractors, and other stakeholders see the larger picture, including cross-project dependencies, schedule sequencing, risk points, and areas where assumptions between projects may not be fully aligned.

FY27 is expected to be one of the most compressed and risk-sensitive periods for MoreRNO's IT-related work. Key project milestones are expected between late 2026 and early 2027, including operational network and connectivity readiness for the CUP (under New Gen A&B), The HQ, GTC, and Concourse A&B-related infrastructure, and related campus systems. These milestones are not isolated. They are interdependent. A delay or coordination failure in one area can affect the ability of another project to proceed, test, activate, or support airport operations.

The FY27 services are expected to include continued participation in construction coordination meetings, review of IT-related RFIs and submittals, schedule reviews, risk tracking, open-item tracking, special systems coordination, support for communication room layouts and infrastructure placement, support for equipment staging, review of testing and commissioning requirements, and maintenance of a three-month IT activities look-ahead for RTAA IT.

The amendment also continues Barich's support for testing, commissioning, and ORAT services of low-voltage, special systems, and IT-related assets. This includes review of test plans, support for pre-functional and functional test procedures, witnessing testing activities when appropriate, documentation of discrepancies, and reporting to RTAA. These services are intended to help RTAA identify issues early, before they become late-stage operational problems.

The GTC alternate provides targeted coordination and review support for the RTAA IT elements associated with the Ground Transportation Center portion of the ConRAC facility. While the GTC project is being delivered through a P3 structure, RTAA remains responsible for ensuring that airport-owned or airport-integrated systems properly connect to the broader campus technology environment. This includes coordination related to systems such as FIDS, network and telecommunications connectivity, and other IT interfaces that must support the facility and connect back into the airport's overall operating environment.

It is important to clarify that Barich is not serving as the designer of record, construction manager, contractor, installer, commissioning authority, or final approval authority. Barich's role is to provide owner-side liaison, review, coordination, testing support, and issue identification. Final design responsibility, construction responsibility, corrective action, code compliance, approval of submittals, issuance of change orders, and final Owner decisions remain with the appropriate responsible parties.

This distinction is important because the purpose of this amendment is not to shift contractual responsibility away from designers, contractors, the P3 delivery team, or RTAA decision-makers. The purpose is to provide RTAA with specialized aviation IT expertise during a period when technology systems must be integrated into active construction, campus infrastructure, and airport operations.

### **FISCAL IMPACT**

Amendment #3 would authorize FY2027 services with Barich, Inc. on a time-and-materials, not-to-exceed basis in the amount of \$772,900. This FY2027 amount includes \$730,900 for the recommended FY2027 engagement level on New Gen A&B and The HQ, and \$42,000 for the FY2027 GTC IT coordination add. The FY2027 request is higher than the prior FY2027 forecast because the MoreRNO Program is entering one of its most active and risk-sensitive IT coordination periods.

The following table summarizes the prior FY2025 through FY2030 forecast, the proposed Amendment #3 adjustments, the GTC add, the FY2025 unspent offset, and the revised forecast.

**Table 1 – Revised Fee & Expenses for Amendment 3**

Fiscal Year	Fees & Expenses	Revised by Amendment #3	GTC Add	Unspent Offset	Revised Total
FY25	\$ 412,974.55	\$ -	\$ -	\$ (111,000.00)	\$ 301,974.55
FY26	\$ 656,000.00	\$ -	\$ -		\$ 656,000.00
<b>FY27</b>	<b>\$ 580,900.00</b>	<b>\$ 150,000.00</b>	<b>\$ 42,000.00</b>		<b>\$ 772,900.00</b>
FY28	\$ 580,900.00	\$ (50,000.00)	\$ 10,000.00		\$ 540,900.00
FY29	\$ 633,200.00	\$ (75,000.00)	\$ -		\$ 558,200.00
FY30	\$ 261,000.00	\$ (25,000.00)	\$ -		\$ 236,000.00
<b>Total</b>	<b>\$ 3,124,974.55</b>	<b>\$ -</b>	<b>\$ 52,000.00</b>	<b>\$ (111,000.00)</b>	<b>\$ 3,065,974.55</b>

As shown in the table, the prior FY2025 through FY2030 forecast totaled \$3,124,974.55. With Amendment #3, the revised FY2025 through FY2030 forecast is \$3,065,974.55, resulting in a revised multi-year forecast that is \$59,000 less than the prior forecast. The costs for the Barich contract through FY2030 are carried within the soft costs for both the New Gen A&B and The HQ projects.

The difference is primarily driven by approximately \$111,000 in unspent funds from FY2025. That FY2025 unspent amount is sufficient to offset the proposed \$52,000 GTC add, which consists of \$42,000 in FY2027 and a forecasted \$10,000 in FY2028. After accounting for the GTC add, the overall multi-year forecast remains \$59,000 below the prior forecast.

For FY2025, the forecast reflects the original amended FY2025 amount of \$412,974.55, less the \$111,000 unspent variance, resulting in an actual/revised FY2025 amount of \$301,974.55.

For FY2026, there is no variance. The amount reflects Amendment #2, previously approved by the Board, in the amount of \$656,000.

For FY2027, the amount reflects this year's Amendment #3 request of \$772,900, which is \$192,000 higher than the prior FY2027 forecast. This variance includes the \$150,000 recommended engagement adjustment on New Gen A&B and The HQ, and the \$42,000 GTC add. The additional FY2027 support is intended to provide increased coordination, additional meetings, additional site visits, MDF migration support, RTAA IT enabling fiber support, commissioning and ORAT support, and increased monitoring of cross-project IT dependencies.

The \$150,000 FY2027 increased engagement adjustment is offset by reducing the forecasted fees in FY2028, FY2029, and FY2030. These reductions are anticipated because both CUP (under New Gen A&B) and The HQ are expected to complete in 2027, which should reduce Barich's required level of effort in the later years of the program.

For FY2028, the amount is shown for planning purposes only and is not part of this FY2027 authorization. The FY2028 planning forecast includes a \$10,000 GTC continuation, offset by a reduced recommended engagement forecast, resulting in a net reduction of \$40,000 from the prior FY2028 forecast.

For FY2029, the amount is shown for planning purposes only and reflects a reduced recommended engagement forecast, resulting in a \$75,000 reduction from the prior FY2029 forecast.

For FY2030, the amount is shown for planning purposes only and reflects a reduced recommended engagement forecast, resulting in a \$25,000 reduction from the prior FY2030 forecast.

Although the FY2025 unspent amount offsets the GTC add within the overall multi-year forecast, the funding source for the GTC work must be handled separately. The primary Barich contract services for New Gen, and The HQ are funded through RTAA-issued Alternative Minimum Tax (AMT) bonds. The GTC work is not funded through those AMT bonds and must be tracked separately.

Unlike New Gen and The HQ, the GTC does not currently have a dedicated project budget for this type of RTAA IT support. GTC-related IT work has been managed through Operations and Maintenance rather than through the AMT bond-funded capital program. Therefore, the \$52,000 GTC addition will be funded by RTAA IT through its Operations and Maintenance budget, with \$42,000 planned for FY2027 and \$10,000 forecasted for FY2028.

A separate task order will be established for the GTC work under the RTAA IT budget. This approach keeps GTC IT spending separate from the other Barich MoreRNO program management costs and provides a clearer accounting trail for budget tracking, funding compliance, and accountability.

In summary, Amendment #3 shifts additional Barich effort into FY2027, when the program has the greatest need for IT coordination support and reduces the forecasted effort in later years as CUP (under New Gen A&B) and The HQ complete and the program's IT coordination needs begin to decrease. The FY2025 unspent funds offset the overall cost of the GTC add in the multi-year forecast; however, because the GTC work is not funded through AMT bonds, the GTC portion will be funded separately through the RTAA IT Operations and Maintenance budget. The overall FY2025 through FY2030 forecast remains \$59,000 below the prior forecast.

Each year's services will continue to be reviewed before future authorization, allowing RTAA to extend, adjust, or terminate services based on program needs. Future-year amounts shown for FY2028 through FY2030 are planning forecasts only and will return to the Board for consideration as part of future annual actions.

**STRATEGIC PRIORITIES**

**Safety and Security**

This amendment supports coordination, testing, and readiness of security-related and low-voltage systems, including communications, surveillance, access control, network infrastructure, and related airport technology systems. Proper coordination and testing help reduce the risk of operational disruption during activation.

**People**

The amendment supports RTAA staff by providing specialized aviation IT and special-systems expertise during a highly compressed construction and activation period. It also helps reduce the burden on internal IT resources by providing structured coordination, issue tracking, review support, and campus-level visibility.

**Facilities for the Future**

MoreRNO is building the next generation of airport facilities. The IT backbone, network infrastructure, communications systems, low-voltage systems, and campus connectivity must be planned and delivered in a manner that supports long-term airport growth, flexibility, maintainability, and operational resilience.

**Customer Experience**

Passenger-facing technology, common-use systems, flight information displays, communications systems, wayfinding support systems, and operational readiness all affect the customer experience. Systems that are properly coordinated and tested before activation are less likely to create confusion, delays, or passenger-facing failures.

**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 Amendment #3 to the Professional Services Agreement with Barich, Inc. for Information Technology Owner Liaison Review Services during the Design and Construction phases of the MoreRNO Program, including FY2027 GTC coordination support, in an amount not to exceed \$772,900 for Fiscal Year 2027.”

# Board Memorandum

06/2026-26

**Date:** June 11, 2026

**Subject:** Authorization for the Interim President/CEO to Execute a Two-Year Contract Extension for Maintenance and Support of the Airport Noise and Operations Monitoring System at the Reno-Tahoe International Airport with Ideagen, in the amount of \$262,806.78

**Presenter:** Brandon Reiff, Environmental Program Manager

## BACKGROUND

An Airport Noise and Operations Monitoring System (ANOMS) has been operational in the community since March 2010. The ANOMS, which includes fourteen monitors located under the flight paths of RNO, collects information on aircraft operations and noise events. This information is available to the public via the [renoairport.com](http://renoairport.com) website and allows individuals the ability to access near real-time flight tracking data and to report noise complaints. The ANOMS matches noise complaints with aircraft operations and noise events, serving as an effective tool for staff when addressing noise complaints and questions from the public. Additionally, data gathered under this contract is used to create the Annual Noise Contour Report for RNO.

The ANOMS was designed, acquired, and installed using a Federal Aviation Administration (FAA) Airport Improvement Program grant. The first three (3) years of maintenance and support was included in the initial grant funded acquisition and commenced upon commissioning and system acceptance. The system was originally provided and installed by Lochard Corporation which subsequently became Brüel & Kjær, Inc (B+K).

Since 2013, B+K, now known as Ideagen, has successfully provided the following annual scope of work to the RTAA:

- Warrant, maintenance, repair, and calibration of 14 permanent noise monitor stations and 2 portable noise monitor units,
- Upgrades, support, and servicing of all ANOMS applications and software including EVS Earth Flight Tracking Data and WebTrak Public Display Flight Tracking, and
- Ongoing training.

Below is a table summarizing the previous annual contracts.

Contract	Start Date	End Date	Award
Initial 3-Year Contract with 2-Year Extension Option (B+K)	7/1/13	6/30/16	Negotiated, exempt from competitive bidding pursuant to NRS 332.115.1(A) and (C)

2-Year Extension (B+K)	7/1/16	6/30/18	Negotiated, exempt from competitive bidding pursuant to NRS 332.115.1(A) and (C)
Month-to-Month Billing (B+K)	7/1/18	4/30/19	With no formal extension, contract reverted to month-to-month billing under existing terms
New 3-Year Contract with 2-Year Extension Option (B+K then Envirosuite)	5/1/19	6/30/22	Public Request for Proposals, negotiated scope of work and fee.
5-Year Extension (Envirosuite now Ideagen)	7/1/22	6/30/27	Negotiated based on previous RFP process. During negotiations, Envirosuite offered a competitive 5-year extension option that was approved by the RTAA Board in February 2022.

**DISCUSSION**

The current ANOMS contract with Ideagen expires on June 30, 2027 and has a current value of \$598,499.30. The final year, July 1, 2026 – June 30, 2027, will cost the RTAA \$122,093.74. The procurement process for a new vendor to maintain the existing system or for an entirely new system is expected to take three (3) to four (4) months, followed by a six (6) to nine (9) month implementation process. If staff followed this process and it was initiated in July 2026, there should be enough time to complete the entire process before the existing contract with Ideagen expires.

Staff proposes a different path forward, based on the following:

- The FAA considers the useful life of an airport noise and operations monitoring system to be approximately ten (10) years. Ideagen’s annual contract has assisted the RTAA in exceeding the projected useful life of the RNO ANOMS system by several years (estimated 2020).
- RTAA staff is pleased with Ideagen’s ongoing work and the effectiveness of the existing system; however, maintenance costs associated with the existing system will continue to rise as the system ages. At some point, the physical equipment will need to be replaced in totality.
- The FAA no longer provides federal funding for ANOMS equipment unless the equipment is located within an approved 65 dB DNL noise contour. Currently, all RNO’s ANOMS equipment is located outside the current 65 dB DNL noise contour. Therefore, federal funding for in-place replacement is not possible.
- While many airports still have traditional, physical ANOMS like RNO, a growing number of airports are acquiring virtual ANOMS. Virtual systems require less annual upkeep but typically rely on extrapolated noise data based on standard aircraft engine assumptions. Physical systems use actual noise data gathered 365 days a year, 24 hours a day but are typically more costly to maintain.

The path forward proposed by staff includes the following steps:

1. **ANOMS Analysis:** During Fiscal Year 2027-2028, work with an experienced aviation acoustical consultant to evaluate the existing RTAA noise program and goals, to analyze whether continuing to operate a physical ANOMS or transitioning to a virtual ANOMS is

the best option for the RTAA, and to release an advertisement for the preferred future ANOMS.

2. **ANOMS RFP Solicitation & Implementation:** During Fiscal Year 2028-2029, advertise for the preferred future ANOMS and work with the approved vendor to have a new or upgraded system operational by July 1, 2029.
3. **Extend Existing ANOMS Contracts:** In order to accomplish the first two (2) steps, the existing Ideagen contract needs to be extended through June 30, 2029 to keep the existing ANOMS operational.

As a result of this new path forward, in February 2026, staff-initiated discussions with Ideagen regarding an extension through June 30, 2029, for the same contracted scope of work.

**FISCAL IMPACT**

Funding for the first year of this contract extension will be included in the Fiscal Year 2027-2028 operations and maintenance budget that will be presented for approval to the Board in May 2027. Subsequent year funding will also be in the appropriate Fiscal Year operation and maintenance budgets.

The table below represents proposed pricing for consideration and planning of this extension:

Description	Current Year 7/1/26 – 6/30/27	Extension Year 1 7/1/27 – 6/30/28	Extension Year 2 7/1/28 – 6/30/29
ANOMS Advanced	\$68,684.56	\$72,118.79	\$75,724.73
- EVS Earth Flight Track Data	inc.	inc.	inc.
- Software Maintenance and Support	inc.	inc.	inc.
Hardware Support & Equipment Maintenance and Support	\$33,896.13	\$35,590.94	\$37,370.48
WebTrak	\$19,513.05	\$20,488.70	\$21,513.14
<b>Total</b>	<b>\$122,093.74</b>	<b>\$128,198.43</b>	<b>\$134,608.35</b>
<b>Percentage Increase</b>		<b>5%</b>	<b>5%</b>

The fiscal impact of aviation acoustical consultant services in Fiscal Year 2027-2028 is estimated at \$100,000-\$125,000 pending final scope of work.

**STRATEGIC PRIORITIES**

- Facilities for the Future
- Air Service and Cargo
- Financial Stewardship
- General Aviation
- Sustainability

**COMMITTEE COORDINATION**

Planning and Construction Committee

**STAFF RECOMMENDATION**

Staff recommends that the Board adopt the motion stated below.

“It is hereby moved that the Board authorize the Interim President/CEO or his designee to execute a two-year contract extension for maintenance and support of the Airport Noise and Operations Monitoring System (ANOMS) at the Reno-Tahoe International Airport (RNO) with Ideagen in the amount of \$262,806.78.”

**PROPOSED MOTION**

“Move to approve the above motion.



# Reno-Tahoe Airport Authority Executive Summary



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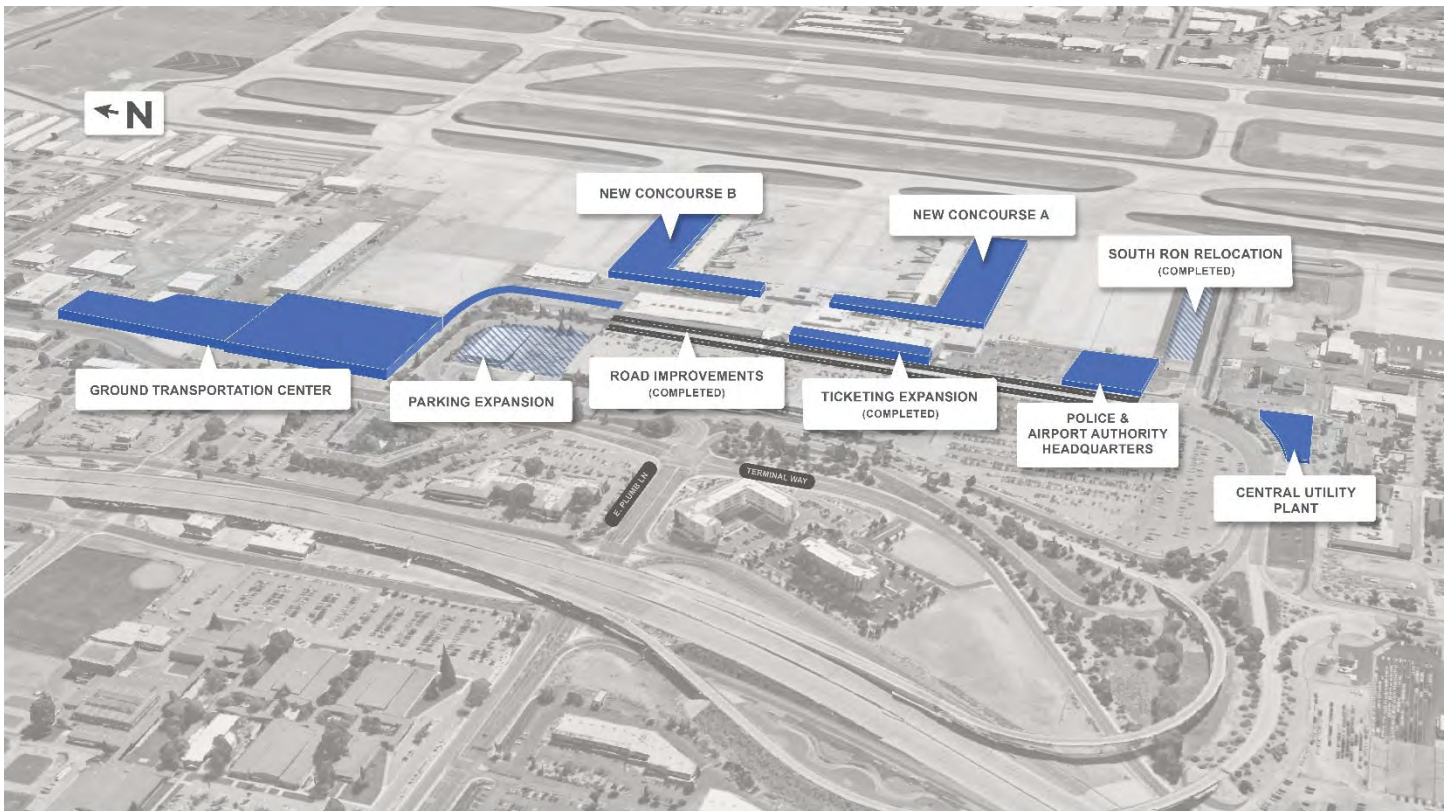
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## MORERNO PROGRAM OVERVIEW

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.



## June 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 June 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 and GTC construction is currently focused on foundational, structural work and underground utility installation supporting the future Concourse A. Phase 0 (early enabling work) is nearing completion.

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.

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### Key Achievements

- **Completed Projects:** The Ticketing Hall, Loop Road improvements, and enabling projects for the Ground Transportation Center (GTC) and New Gen A&B are now fully complete and operational. Collectively, these upgrades deliver a brighter, more accessible, and safer experience for travelers 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 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 utility subsurface work, most of the first-floor concrete masonry unit (CMU) and is completing installation of structural steel. The project remains on schedule and within budget.
- **New Gen A&B Development:** Construction of the common-use gate modifications, and enabling work, and S. RON apron expansion are complete and closed out. Construction on the CUP is progressing smoothly, with the slab foundation, steel erection, and interior wall work completed, and the exterior envelope systems completing this month. Construction on New Gen A&B began on February 17<sup>th</sup> and is currently focusing on foundations and underground utilities for concourse A. The installation of relocated gate B9 was completed on May 27<sup>th</sup> and minor Phase 0 work continues.

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### Major Updates

- **Funding:** The first bond issuance was completed September 4, 2024. Several Federal Aviation Administration (FAA) grants have been approved, including multiple Airport Terminal Program (ATP) Grants (a \$20M ATP Grant received last month) 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.

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### 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.

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### 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.

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### Summary

The MoreRNO Program continues to deliver on its commitment to modernizing the Reno-Tahoe International Airport, 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 awards 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.



## Schedule Planning





















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

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

## MoreRNO Program KPIs

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

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

Key Performance Indicators			
Project Name	Budget	Schedule	Remarks
HQ Design			Substantially complete.
HQ Construction			Instillation of Structural Steel underway.
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. 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 May 19, 2026.

Project Details

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

KPIs

PROJECT NAME	STAGE	KEY PERFORMANCE INDICATORS			REMARKS
		BUDGET	SCHEDULE	SAFETY	
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
Fuel Station	Construction	●	●	●	45-day schedule delay

## Project Status

### PROJECT STATUS

- B13 and Taxi Lot Final Completion submitted to RTAA 1/27/26, curb repairs complete, backfill needed
- Textron permanent exhaust system installation continues, City of Reno permit work complete 5/20/26
- Conrac site work continues:
  - Foundation excavations and concrete placements continue for CSB and Garage
  - Terminal Way road work continues with concrete curb/gutter installation 95% complete
  - Site grading and utility installation continues
  - CSB / Garage vertical columns started

SCHEDULE	START	FINISH	DURATION (CDs)	2024	2025	2026	2027	2028
Project Summary	4/9/24	10/31/28	1,666	[Gantt bar spanning 2024-2028]				
Taxi Lot (SC)	9/13/24	4/15/25	214	[Gantt bar spanning 2024-2025]				
Building 12 (FC)	7/2/24	6/13/25	346	[Gantt bar spanning 2024-2025]				
Building 13 (SC)	8/5/24	7/24/25	353	[Gantt bar spanning 2024-2025]				
GTC Open	7/24/25	7/1/27	707		[Gantt bar spanning 2025-2027]			
ConRAC Open (RAC TIs)	7/24/25	6/15/28	1,071		[Gantt bar spanning 2025-2028]			
Existing QTA Demo	6/15/28	10/31/28	138					[Gantt bar in 2028]

3-MONTH LOOK AHEAD	DATE	MAY	JUN	JUL
Fuel Tank Installation Start	5/18/26	●		
CSB / Garage Vertical Column Concrete Placements Start	5/20/26	●		
Terminal Way Asphalt Paving	5/21/26	●		
Terminal Way Utilities Complete	6/10/26		●	
Garage Superstructure Mobilization Start	7/1/26			●

SAFETY – 30 DAYS PRIOR (2/9/26 data date)	MAN HOURS	REPORTABLE	LOST TIME
Prior Month	11,304	0	0
This Month	9,986	0	0
Cumulative	200,938	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	\$127,478,643	\$153,762,586
Project Soft Costs	\$18,332,500	\$(714,102)	\$17,637,451	\$3,354,438	\$14,283,013
<b>Total Project Costs</b>	<b>\$298,878,680</b>	<b>-</b>	<b>\$298,878,680</b>	<b>\$130,833,081</b>	<b>\$168,045,599</b>

Construction Progress Pictures



Vertical Columns Started



Utility Trenching



Foundation Placements Started



NVE Utilities at Terminal Way



Terminal Way Curb and Gutter

## 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

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

### Project Status

The project secured permit approval from the City of Reno in late October 2025, following the Board’s approval of Guaranteed Maximum Price (GMP) Proposal #3 in September 2025. 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 structural steel. 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 2026 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	Jun	Jul	Aug
Structure		●	●	●
Rough-ins		●	●	●
MTR & TR Buildouts			●	●
Finishes				●
CUP Utility Tie-Ins				●

## 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

### The HQ

Commitments vs Budget



Actuals vs Commitments



Funding	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
NAMT	\$78,840,473	\$73,930,726	\$21,918,216	\$4,909,747
<b>Total</b>	<b>\$78,840,473</b>	<b>\$73,930,726</b>	<b>\$21,918,216</b>	<b>\$4,909,747</b>
Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> <b>Contingency</b>	<b>\$4,745,849</b>	<b>\$3,622,198</b>	<b>\$0</b>	<b>\$1,123,651</b>
CMARCnt	\$1,589,476	\$1,589,476	\$0	\$0
DesCont	\$0	\$0	\$0	\$0
General	\$0	\$0	\$0	\$0
OwnCont	\$3,156,373	\$2,032,722	\$0	\$1,123,651
<b>Total</b>	<b>\$4,745,849</b>	<b>\$3,622,198</b>	<b>\$0</b>	<b>\$1,123,651</b>

## Construction Performance Summary



CMU Block & Structural Steel



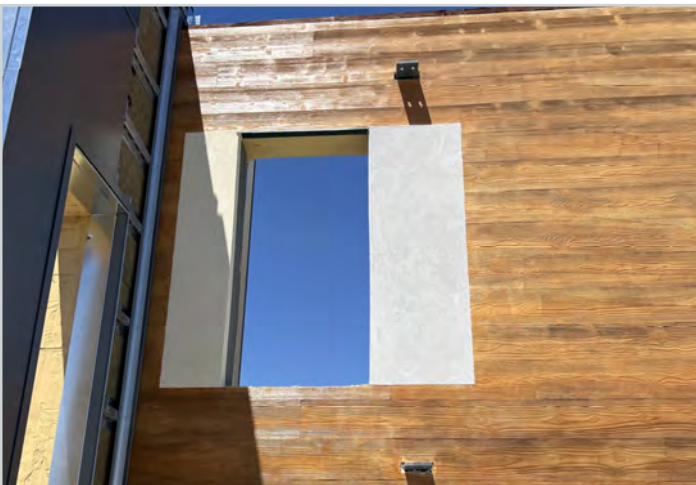
Structural Steel



First Floor Ceiling



First & Second Floors



Exterior Finishes Mock-up




Utility Tie-Ins

## NEW GEN A&B

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

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

### Project Status

Construction Manager at Risk (CMAR) mobilization began on August 4, 2025. Recently completed construction activities include interior MEP rough-in, interior framing, interior drywall, interior insulation, interior tape/texture, and interior painting. Major activities underway include construction of the exterior metal panels and overhead MEP conduit and piping. The utility trench Area 6C, adjacent to Gate B2; Area 3, that extends from just south of Gate B1 to the Gate 170 ambulance road; Area 7D, located east of the headhouse; and Area 6B, south of Matrix 3 are complete. The construction of Area 7E, located adjacent to Gate C1, began on February 13<sup>th</sup>. Due to pipe failure in Area 7E, that also damaged pipe previously installed in Area 7D, work has been paused while a repair plan was developed. The repair work began on May 28<sup>th</sup> and is anticipated to be completed in late July. Area 1 & 2, located adjacent to the CUP site, began in February and excavation and installation of utilities is complete. Backfilling and paving are nearly complete. Construction of the NV Energy trench began in March. The pathway is complete and ready for NV Energy to pull wire. 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	Jun	Jul	Aug
Site Work		●	●	●
Interior Buildout		●	●	●
Trenching Area 7E		●	●	
Metal Wall Panels		●	●	
Trenching Areas 1 & 2		●		

## Financial Summary

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

## 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	\$46,261,048	\$20,182,200	\$499,919
ATP	\$13,000,000	\$13,000,000	\$9,783,075	\$0
NAMT	\$5,288,599	\$5,288,518	\$1,955,639	\$81
PFC	\$2,345,616	\$2,345,616	\$2,165,850	\$0
<b>Total</b>	<b>\$67,395,182</b>	<b>\$66,895,182</b>	<b>\$34,086,764</b>	<b>\$500,000</b>
Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> <b>Contingency</b>	<b>\$3,202,992</b>	<b>\$2,703,529</b>	<b>\$0</b>	<b>\$499,462</b>
CMARCnt	\$1,051,907	\$1,051,907	\$0	\$0
OwnCont	\$2,151,085	\$1,651,623	\$0	\$499,462
<b>Total</b>	<b>\$3,202,992</b>	<b>\$2,703,529</b>	<b>\$0</b>	<b>\$499,462</b>

## Construction Performance Summary



Interior Drywall & Paint



Lighting



Interior Drywall & Paint



NV Energy Vaults



CUP Trench Area 1 Hydronics



CUP Trench Area 1 Hydronics

## New Gen A&B Description & Details

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

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



**Project Status**

Phase 0 Guaranteed Maximum Price (GMP) #1 was approved by the Board in November 2025. 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 2026. The construction began on February 17, 2026. Completed activities include installation of construction zone fence, removal of passenger boarding bridges at B1, B3, B5, B7, and B9, demolition of the existing apron concrete, and the installation of the relocated B9 boarding bridge, which was delivered approximately two months early. Current activities include underground utility work and foundation work.

**PROJECT STATUS**

**Design**

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

**Construction**

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

SCHEDULE	Start	Finish	Duration (Days)	2023	2024	2025	2026	2027	2028	2029
Design	06/20/23	12/30/25	925							
Phase 0 Construction (estimated)	11/17/25	07/21/26	247							
Concourse A Construction (estimated)	02/17/26	02/26/28	740							
Concourse B Construction (estimated)	01/11/27	07/25/29	927							

3-MONTH LOOK AHEAD	Date	Jun	Jul	Aug
New Gen A: Civil/Utilities		●	●	●
New Gen A: Foundations		●	●	●
<b>New Gen A: Mockup</b>		●	●	●
Phase 2 Construction			●	●
<b>Existing Gates C10 &amp; C12 taken out of service</b>			●	

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
ATP	\$26,367,384	\$26,367,384	\$0	\$0
AIG	\$27,089,359	\$27,089,359	\$421,033	\$0
AIPE	\$30,638,154	\$30,638,154	\$1,140,829	\$0
PFC	\$46,502,150	\$46,502,150	\$22,859,671	\$0
AMT	\$370,768,200	\$370,768,200	\$36,571,516	\$0
<b>Total</b>	<b>\$521,365,247</b>	<b>\$521,365,247</b>	<b>\$60,993,049</b>	<b>\$0</b>

Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
<input checked="" type="checkbox"/> <b>Contingency</b>	<b>\$29,604,877</b>	<b>\$29,479,367</b>	<b>\$0</b>	<b>\$125,510</b>
CMARCnt	\$16,639,716	\$16,504,944	\$0	\$134,772
OwnCont	\$12,965,161	\$12,974,423	\$0	(\$9,262)
<b>Total</b>	<b>\$29,604,877</b>	<b>\$29,479,367</b>	<b>\$0</b>	<b>\$125,510</b>

## Construction Performance Summary



Councourse A Site Work



Underground Utilities



B9 Walkway & PBB



B9 Walkway & PBB



B9 Striping



B9 Counters

## 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.

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### Project Details

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

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

Project Stats

Ticketing Hall Project Stats				
	Start Date	Finish Date	Status	Remarks
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).

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

### Stats

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


## Project Pictures



## S. RON

### Project Details

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.

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

### Stats

S. RON Project Stats				
	Start Date	Finish Date	Status	Remarks
<b>Schedule</b>	6/20/23	11/7/25	●	Enabling project for the New Gen A&B project. Completed on schedule.
	Budget	Expended	Status	Remarks
<b>Budget</b>	\$10.4M	\$9.4M	●	Completed under budget. Paid for by AIG Grant.

## 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 6, 2025. 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 of 2026, 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.

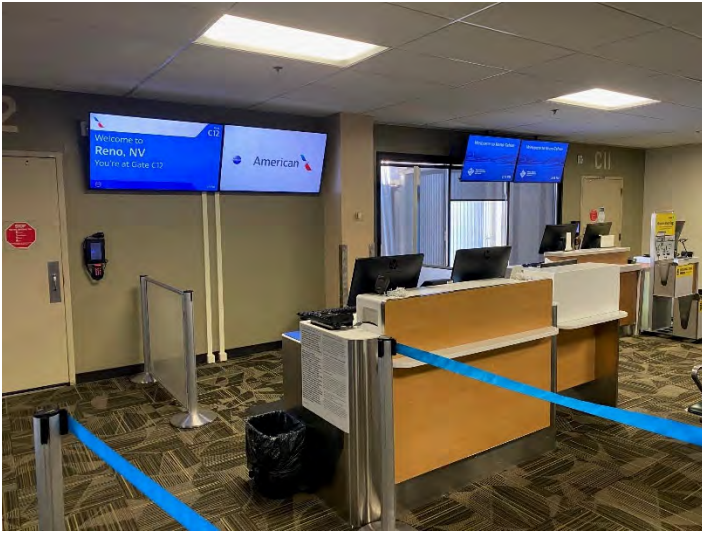
#### Common Use Enabling

Approved in June 2026, and awarded to Q&D Construction LLC, this enabling work addresses gate constraints during New Gen A&B construction. With a current inventory of 23 gates and an anticipated reduction of up to 25% during peak construction, transitioning to Common Use operations ensures maximum gate flexibility. Gate modifications have been coordinated closely with impacted airlines to maintain operational continuity. Gate B10 was converted to common use on September 29, 2026. The conversion of the remaining seven gates was completed between November 3, 2026 and November 21, 2026. The project closed out.

### Stats

New Gen Concourse Enabling Work Stats				
	Start Date	Finish Date	Status	Remarks
<b>Enabling Schedule</b>	7/8/25	1/13/26		Enabling project for the New Gen A&B project. Completed on schedule.
<b>Common Use Schedule</b>	7/11/25	11/21/25		All gates converted by November 21, 2025. Completed on schedule.
	Budget	Expended	Status	Remarks
<b>Enabling Budget</b>	\$691,218	\$666,844		Completed under budget. Approx. \$62,000 remaining in Contingency.
<b>Common Use Budget</b>	\$828,056	\$828,040		Completed under budget. Approx. \$30,000 remaining in Contingency.

## Project Pictures



## APPENDICES

<b>MoreRNO Program Schedule</b>	<b>Pages 29-43</b>
<b>MoreRNO Dashboard Financials</b>	<b>Pages 44-46</b>
<b>MoreRNO Cashflow Projections</b>	<b>Pages 47-50</b>
<b>MoreRNO Contingency Drawdown</b>	<b>Pages 51-52</b>























Table with columns: #, Activity ID, Activity Name, Original Duration, Start, Finish, and a Gantt chart grid for years 2026-2029. Rows include categories like CONSTRUCTION MILESTONES & SUMMARIES, IMPACTS, PRECONSTRUCTION, LONG-LEAD PROCUREMENT, and NEW GEN A/B CONSTRUCTION MILESTONES.

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 May 1, 2026
GTC, HQ, CUP, TSA & NewGEN A&B

- TSA
GTC
CUP
A&B
HQ
Milestone











# The New Gen Project

Data Date - 4/24/2026

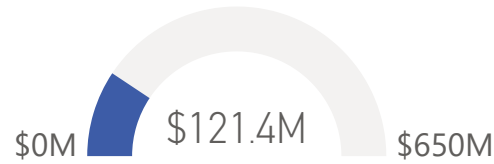


Revised Approved Budget	Funding Received	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	ETC	EAC
\$650.0M	\$186.2M	\$627.6M	\$0.0M	\$627.6M	\$22.4M	\$121.4M	\$0.0M	\$528.6M	\$650.0M

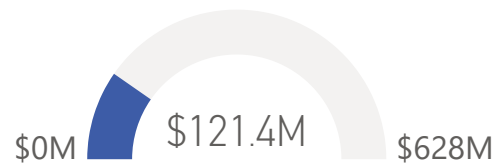
Commitments vs Budget



Actuals vs Budget

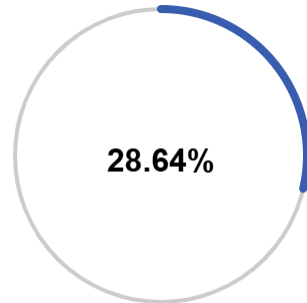


Actuals vs Commitments



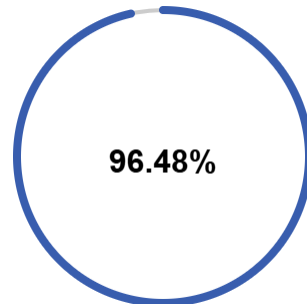
Funding Received

Funding Received / Total Funding

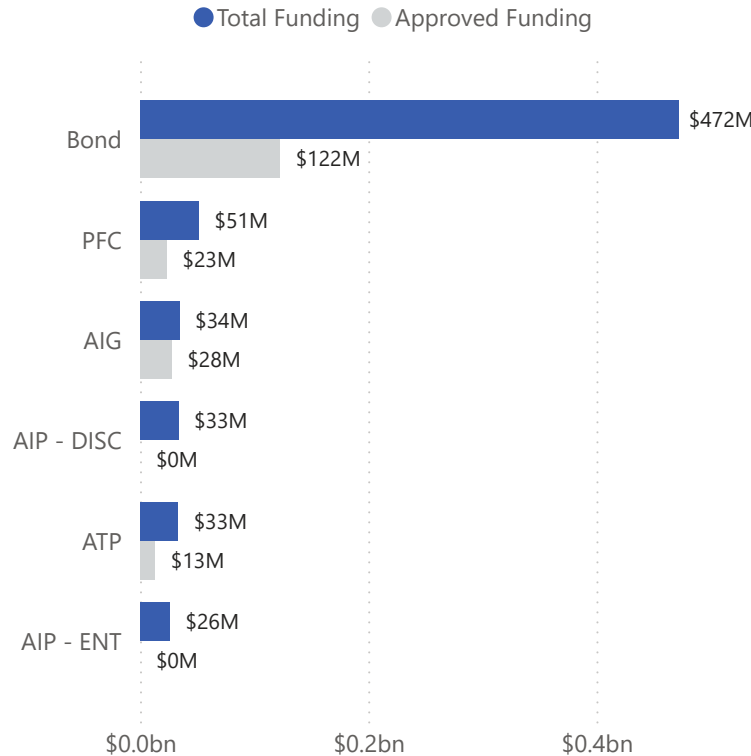


Budget Consumed

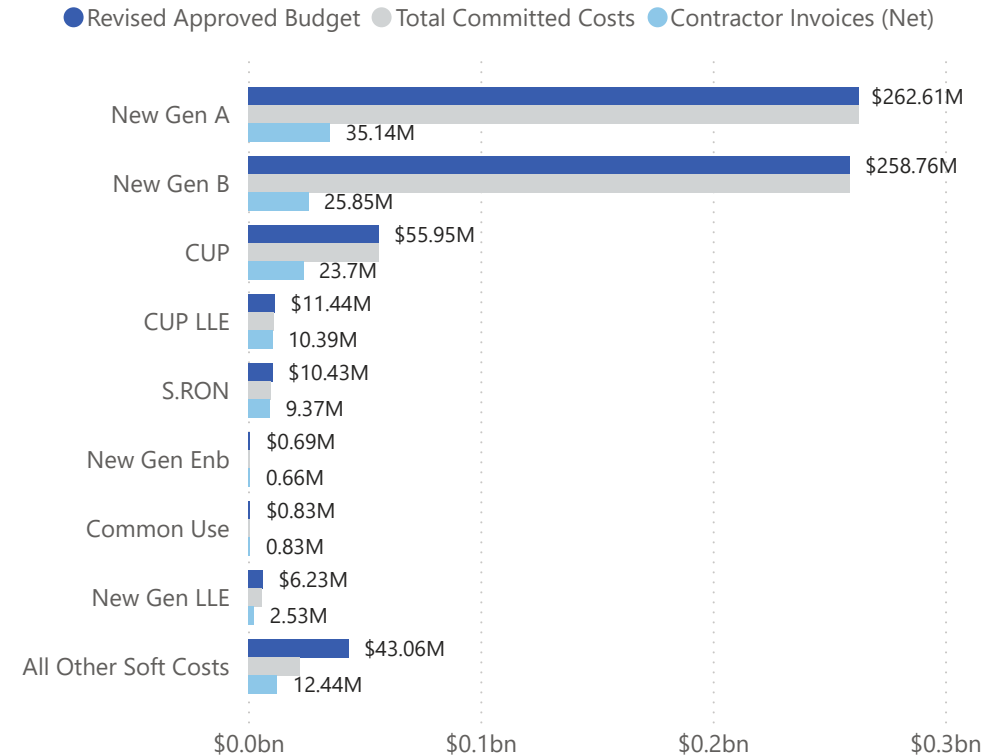
Commitments / Budget



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
<b>Soft Costs</b>	<b>\$125,898,579</b>	<b>\$105,116,324</b>	<b>\$0</b>	<b>\$105,116,324</b>	<b>\$20,782,255</b>	<b>\$66,583,355</b>	<b>\$0</b>	<b>\$59,315,223</b>	<b>\$125,898,579</b>
Design	\$46,229,381	\$46,229,380	\$0	\$46,229,380	\$0	\$45,914,287	\$0	\$315,093	\$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	\$1,226,055	\$0	\$15,000,174	\$16,226,229
CM	\$15,805,423	\$15,805,423	\$0	\$15,805,423	\$0	\$1,954,863	\$0	\$13,850,559	\$15,805,423
PMO/SME/All	\$39,054,266	\$22,279,158	\$0	\$22,279,158	\$16,775,107	\$12,924,987	\$0	\$26,129,279	\$39,054,266
Owner Contingency	\$4,007,147	\$0	\$0	\$0	\$4,007,147	\$0	\$0	\$4,007,147	\$4,007,147
<b>Hard Costs</b>	<b>\$524,101,421</b>	<b>\$522,464,657</b>	<b>\$0</b>	<b>\$522,464,657</b>	<b>\$1,636,765</b>	<b>\$54,813,769</b>	<b>\$0</b>	<b>\$469,287,653</b>	<b>\$524,101,421</b>
Hard Costs	\$507,848,411	\$507,838,611	\$0	\$507,838,611	\$9,800	\$54,813,769	\$0	\$453,034,642	\$507,848,411
Owner Contingency	\$16,253,011	\$14,626,046	\$0	\$14,626,046	\$1,626,965	\$0	\$0	\$16,253,011	\$16,253,011
<b>Total</b>	<b>\$650,000,000</b>	<b>\$627,580,980</b>	<b>\$0</b>	<b>\$627,580,980</b>	<b>\$22,419,020</b>	<b>\$121,397,124</b>	<b>\$0</b>	<b>\$528,602,876</b>	<b>\$650,000,000</b>



# The HQ Project

Data Date - 4/24/2026

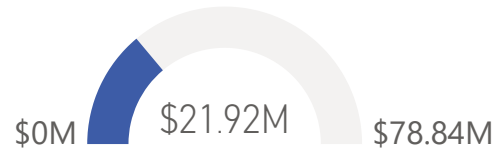


Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	ETC	EAC
<b>\$78.8M</b>	<b>\$73.9M</b>	<b>\$0.0M</b>	<b>\$73.9M</b>	<b>\$4.9M</b>	<b>\$21.9M</b>	<b>\$0.0M</b>	<b>\$56.9M</b>	<b>\$78.8M</b>

Commitments vs Budget



Actuals vs Budget

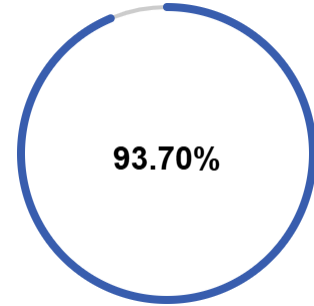


Actuals vs Commitments

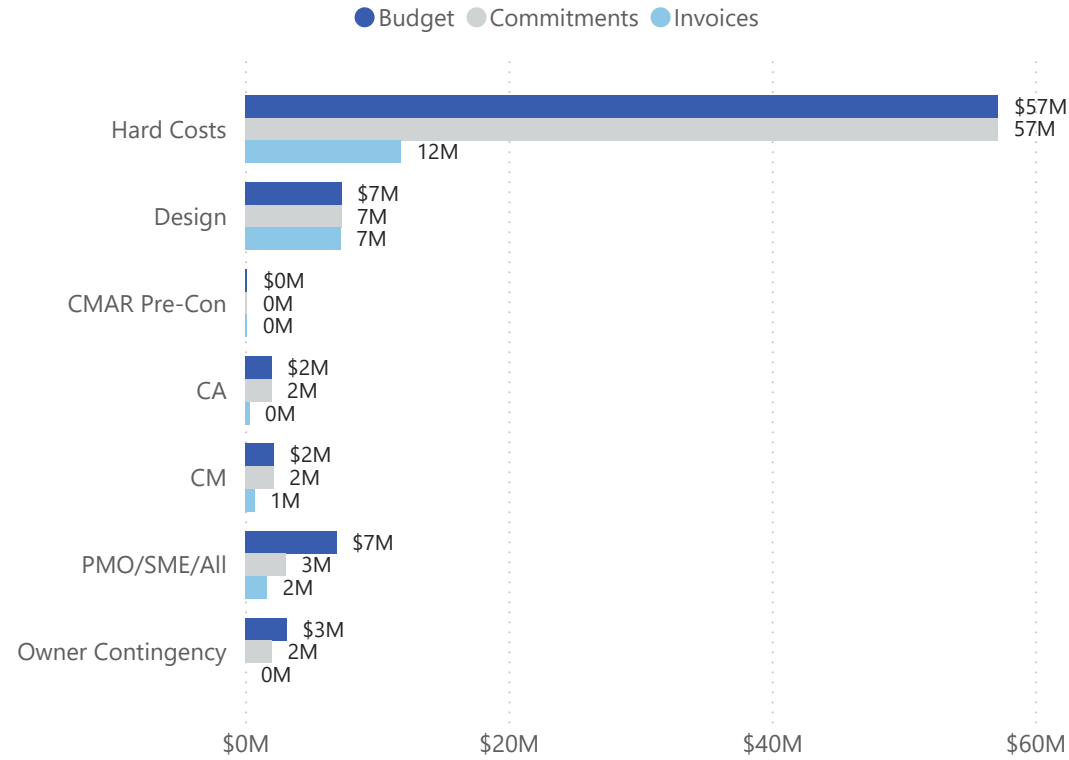


Budget Consumed

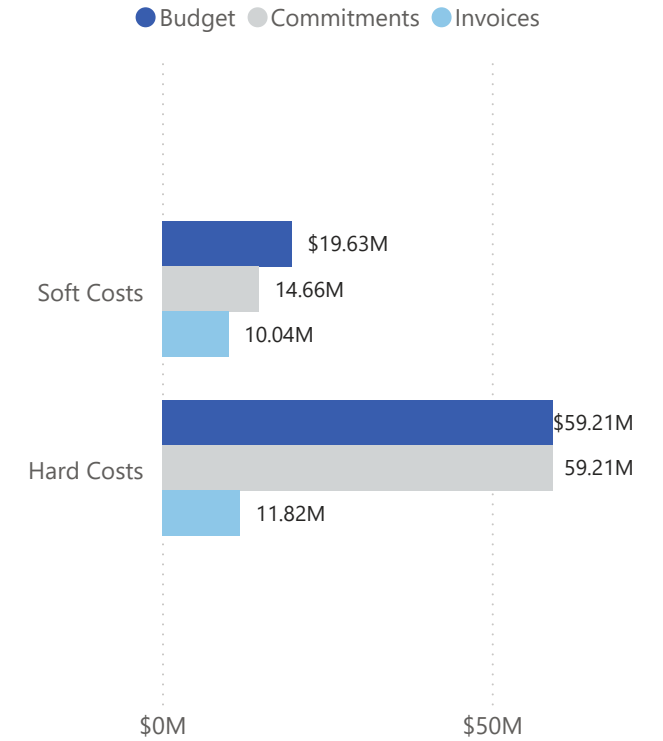
Commitments / Budget



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
<b>Soft Costs</b>	<b>\$19,626,954</b>	<b>\$14,717,207</b>	<b>\$0</b>	<b>\$14,717,207</b>	<b>\$4,909,747</b>	<b>\$10,095,362</b>	<b>\$0</b>	<b>\$9,531,592</b>	<b>\$19,626,954</b>
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	\$694,295	\$0	\$1,480,923	\$2,175,218
PMO/SME/All	\$6,911,374	\$3,125,278	\$0	\$3,125,278	\$3,786,096	\$1,718,041	\$0	\$5,193,334	\$6,911,374
Owner Contingency	\$1,123,651	\$0	\$0	\$0	\$1,123,651	\$0	\$0	\$1,123,651	\$1,123,651
<b>Hard Costs</b>	<b>\$59,213,519</b>	<b>\$59,213,519</b>	<b>\$0</b>	<b>\$59,213,519</b>	<b>\$0</b>	<b>\$11,822,854</b>	<b>\$0</b>	<b>\$47,390,665</b>	<b>\$59,213,519</b>
Hard Costs	\$57,180,797	\$57,180,797	\$0	\$57,180,797	\$0	\$11,822,854	\$0	\$45,357,942	\$57,180,797
Owner Contingency	\$2,032,722	\$2,032,722	\$0	\$2,032,722	\$0	\$0	\$0	\$2,032,722	\$2,032,722
<b>Total</b>	<b>\$78,840,473</b>	<b>\$73,930,726</b>	<b>\$0</b>	<b>\$73,930,726</b>	<b>\$4,909,747</b>	<b>\$21,918,216</b>	<b>\$0</b>	<b>\$56,922,257</b>	<b>\$78,840,473</b>



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

Data Date - 4/24/2026



Cost Type	Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	Estimate to Complete	Estimate at Completion
<input type="checkbox"/> <b>Hard Costs</b>	<b>\$524,101,421</b>	<b>\$522,464,657</b>	<b>\$0</b>	<b>\$522,464,657</b>	<b>\$1,636,765</b>	<b>\$54,813,769</b>	<b>\$0</b>	<b>\$469,287,653</b>	<b>\$524,101,421</b>
<input type="checkbox"/> <b>NGCOMU</b>	<b>\$801,488</b>	<b>\$801,488</b>	<b>\$0</b>	<b>\$801,488</b>	<b>\$0</b>	<b>\$801,488</b>	<b>\$0</b>	<b>\$0</b>	<b>\$801,488</b>
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"/> <b>NGCONA</b>	<b>\$226,155,023</b>	<b>\$226,155,023</b>	<b>\$0</b>	<b>\$226,155,023</b>	<b>\$0</b>	<b>\$11,523,539</b>	<b>\$0</b>	<b>\$214,631,484</b>	<b>\$226,155,023</b>
Hard Costs	\$219,576,299	\$219,567,037	\$0	\$219,567,037	\$9,262	\$11,523,539	\$0	\$208,052,760	\$219,576,299
Owner Contingency	\$6,578,724	\$6,587,986	\$0	\$6,587,986	(\$9,262)	\$0	\$0	\$6,578,724	\$6,578,724
<input type="checkbox"/> <b>NGCONB</b>	<b>\$224,784,714</b>	<b>\$224,784,714</b>	<b>\$0</b>	<b>\$224,784,714</b>	<b>\$0</b>	<b>\$4,601,119</b>	<b>\$0</b>	<b>\$220,183,596</b>	<b>\$224,784,714</b>
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"/> <b>NGCUPLE</b>	<b>\$11,443,533</b>	<b>\$10,943,533</b>	<b>\$0</b>	<b>\$10,943,533</b>	<b>\$500,000</b>	<b>\$10,390,968</b>	<b>\$0</b>	<b>\$1,052,565</b>	<b>\$11,443,533</b>
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"/> <b>NGENBL</b>	<b>\$607,988</b>	<b>\$607,988</b>	<b>\$0</b>	<b>\$607,988</b>	<b>\$0</b>	<b>\$607,988</b>	<b>\$0</b>	<b>\$0</b>	<b>\$607,988</b>
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"/> <b>NGNCUP</b>	<b>\$45,462,276</b>	<b>\$45,462,276</b>	<b>\$0</b>	<b>\$45,462,276</b>	<b>\$0</b>	<b>\$16,666,794</b>	<b>\$0</b>	<b>\$28,795,482</b>	<b>\$45,462,276</b>
Hard Costs	\$43,811,191	\$43,810,653	\$0	\$43,810,653	\$538	\$16,666,794	\$0	\$27,144,397	\$43,811,191
Owner Contingency	\$1,651,085	\$1,651,623	\$0	\$1,651,623	(\$538)	\$0	\$0	\$1,651,085	\$1,651,085
<input type="checkbox"/> <b>NGNLLE</b>	<b>\$6,212,400</b>	<b>\$6,004,161</b>	<b>\$0</b>	<b>\$6,004,161</b>	<b>\$208,239</b>	<b>\$2,516,400</b>	<b>\$0</b>	<b>\$3,696,000</b>	<b>\$6,212,400</b>
Hard Costs	\$6,004,161	\$6,004,161	\$0	\$6,004,161	\$0	\$2,516,400	\$0	\$3,487,761	\$6,004,161
Owner Contingency	\$208,239	\$0	\$0	\$0	\$208,239	\$0	\$0	\$208,239	\$208,239
<input type="checkbox"/> <b>NGSRON</b>	<b>\$8,634,000</b>	<b>\$7,705,474</b>	<b>\$0</b>	<b>\$7,705,474</b>	<b>\$928,526</b>	<b>\$7,705,474</b>	<b>\$0</b>	<b>\$928,526</b>	<b>\$8,634,000</b>
Hard Costs	\$7,705,474	\$7,705,474	\$0	\$7,705,474	\$0	\$7,705,474	\$0	\$0	\$7,705,474
Owner Contingency	\$928,526	\$0	\$0	\$0	\$928,526	\$0	\$0	\$928,526	\$928,526
<b>Total</b>	<b>\$524,101,421</b>	<b>\$522,464,657</b>	<b>\$0</b>	<b>\$522,464,657</b>	<b>\$1,636,765</b>	<b>\$54,813,769</b>	<b>\$0</b>	<b>\$469,287,653</b>	<b>\$524,101,421</b>



# CASHFLOW

Data Date - 4/24/2026



Total Expended  
**\$143,315,340**

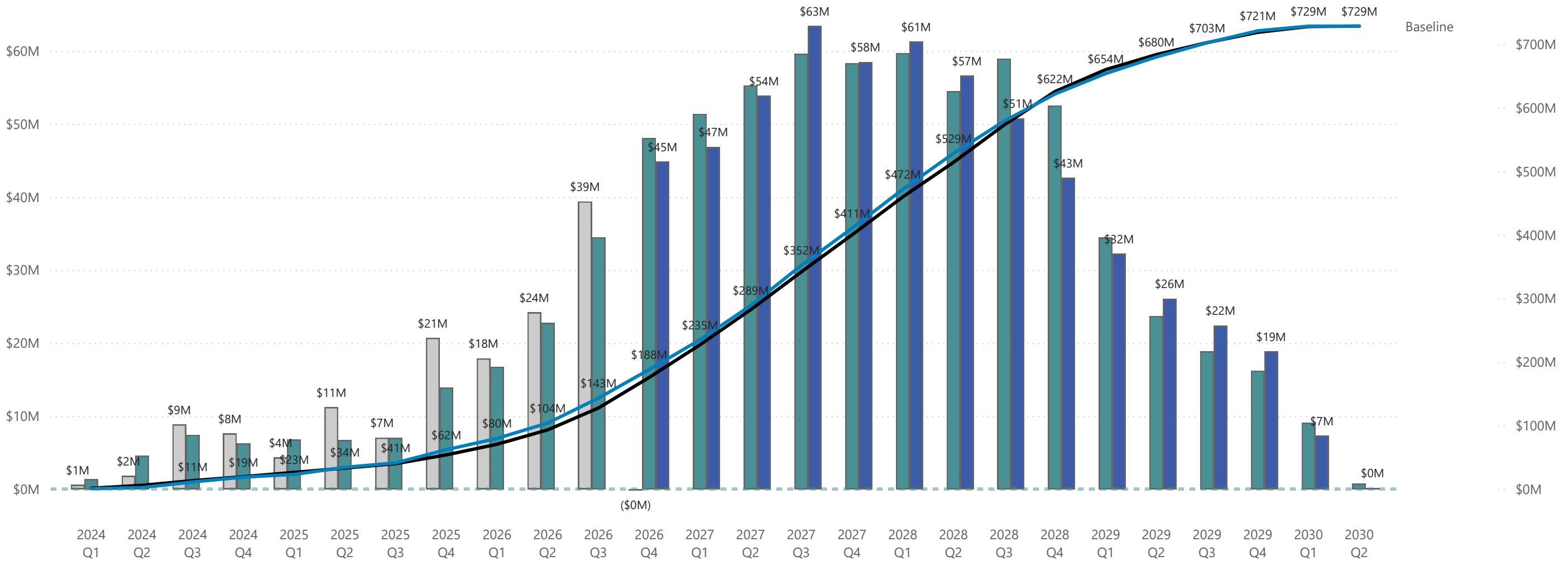
Estimate to Complete  
**\$585,525,133**

Estimate at Complete  
**\$728,840,473**

Progress  
**9.8%**

Fund ID	Total Expended	Total Forecasted	Estimate at Completion	Progress
AIG	\$7,644,915	\$27,070,069	\$34,714,984	11.03%
AIP	\$0		\$0	
AIPD		\$20,000,000	\$20,000,000	
AIPE	\$1,140,829	\$29,497,325	\$30,638,154	1.86%
AMT	\$74,361,151	\$395,261,335	\$469,622,486	7.92%
ATP	\$9,783,075	\$29,584,309	\$39,367,384	12.43%
NAMT	\$23,873,855	\$60,255,137	\$84,128,991	14.18%
PFC	\$26,511,515	\$23,856,958	\$50,368,474	26.14%
<b>Total</b>	<b>\$143,315,340</b>	<b>\$585,525,133</b>	<b>\$728,840,473</b>	<b>9.83%</b>

Forecast by Fiscal Qtr





# CASHFLOW (New Gen)

Data Date - 4/24/2026



Previous Invoices (Paid)  
**\$121,397,124**

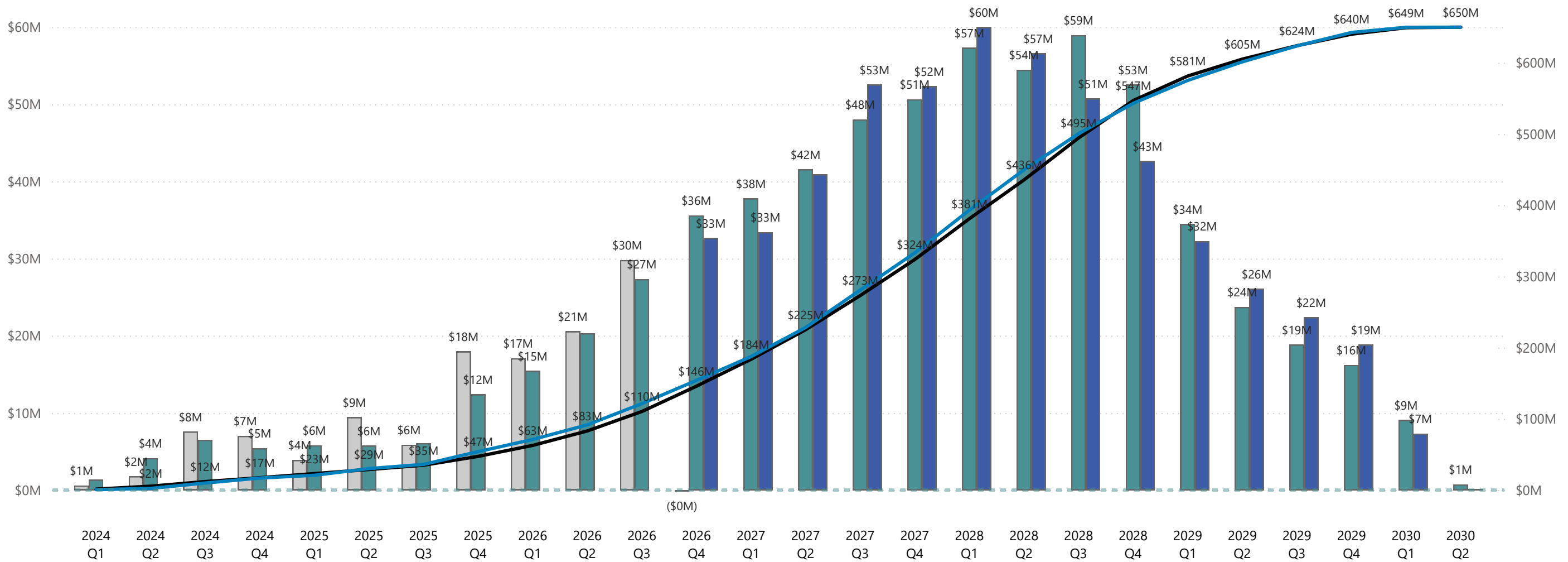
Total Forecast  
**\$528,602,876**

Estimate at Completion  
**\$650,000,000**

Progress  
**9.3%**

Fund ID	Total Expended	Total Forecasted	Estimate at Completion	Progress
AIG	\$7,644,915	\$27,070,069	\$34,714,984	11.03%
AIP	\$0		\$0	
AIPD		\$20,000,000	\$20,000,000	
AIPE	\$1,140,829	\$29,497,325	\$30,638,154	1.86%
AMT	\$74,361,151	\$395,261,335	\$469,622,486	7.92%
ATP	\$9,783,075	\$29,584,309	\$39,367,384	12.43%
NAMT	\$1,955,639	\$3,332,880	\$5,288,518	18.29%
PFC	\$26,511,515	\$23,856,958	\$50,368,474	26.14%
<b>Total</b>	<b>\$121,397,124</b>	<b>\$528,602,876</b>	<b>\$650,000,000</b>	<b>9.34%</b>

Forecast by Fiscal Qtr





# CASHFLOW (HQ)

Data Date - 4/24/2026



Total Expended  
**\$21,918,216**

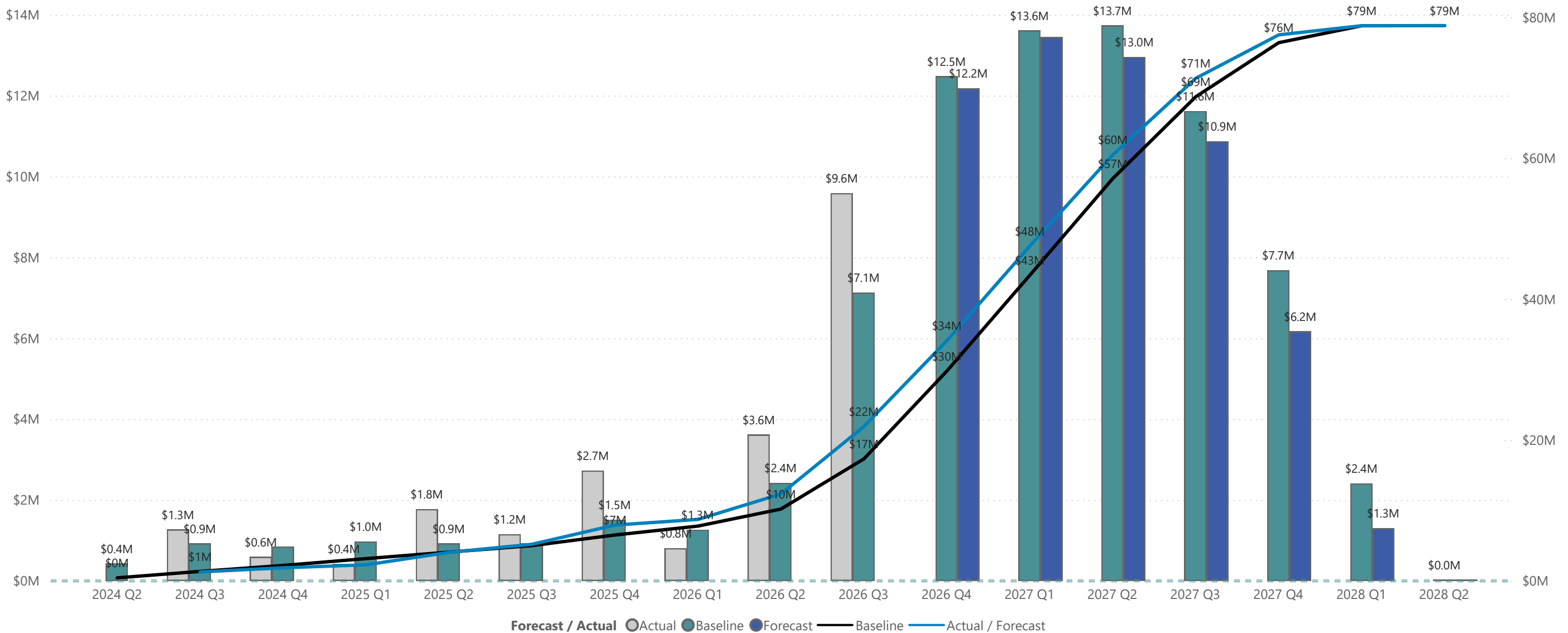
Total Forecast  
**\$56,922,257**

Estimate at Completion  
**\$78,840,473**

Progress  
**13.9%**

Fund ID	Total Expended	Total Forecasted	Estimate at Completion	Progress
NAMT	\$21,918,216	\$56,922,257	\$78,840,473	13.90%
<b>Total</b>	<b>\$21,918,216</b>	<b>\$56,922,257</b>	<b>\$78,840,473</b>	<b>13.90%</b>

Forecast by Fiscal Qtr





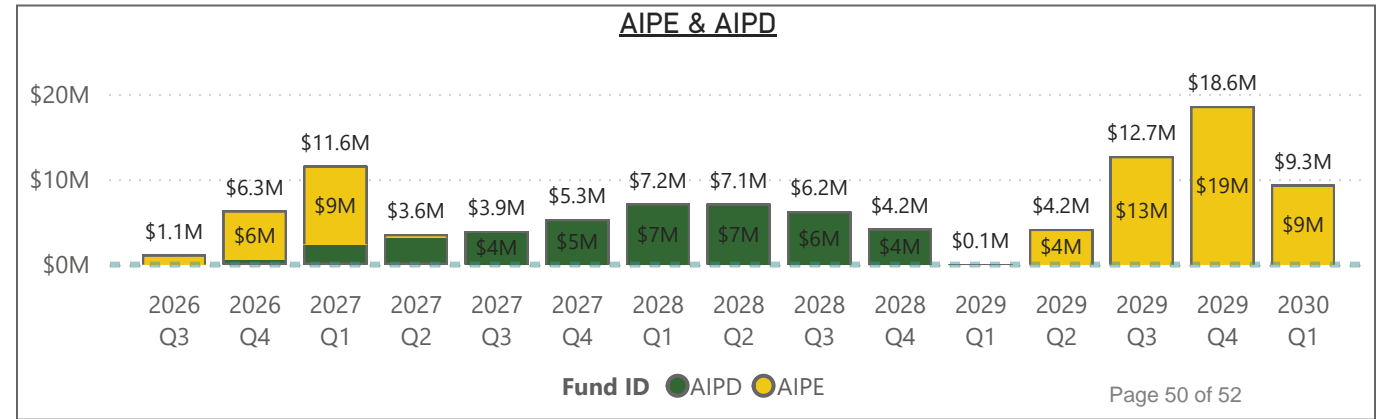
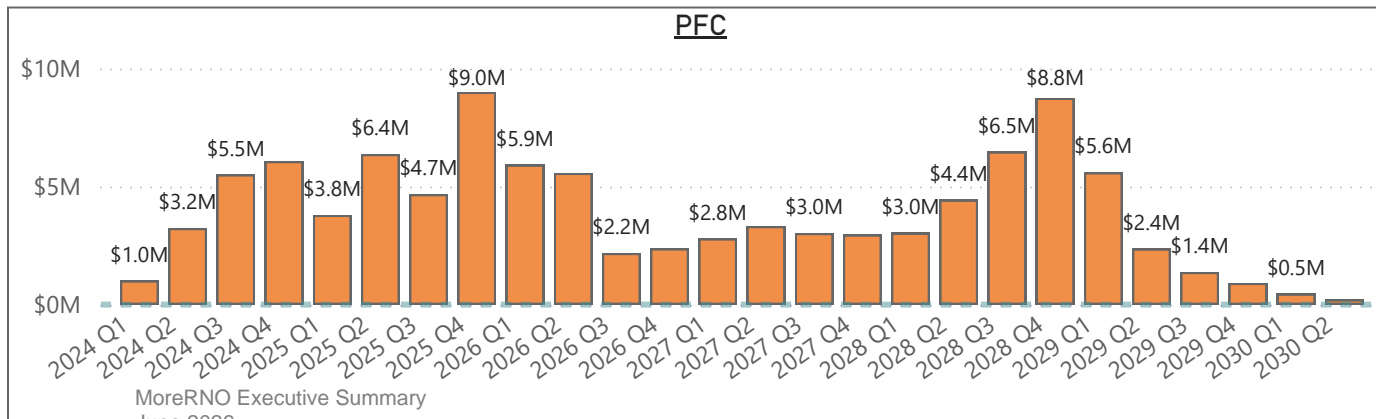
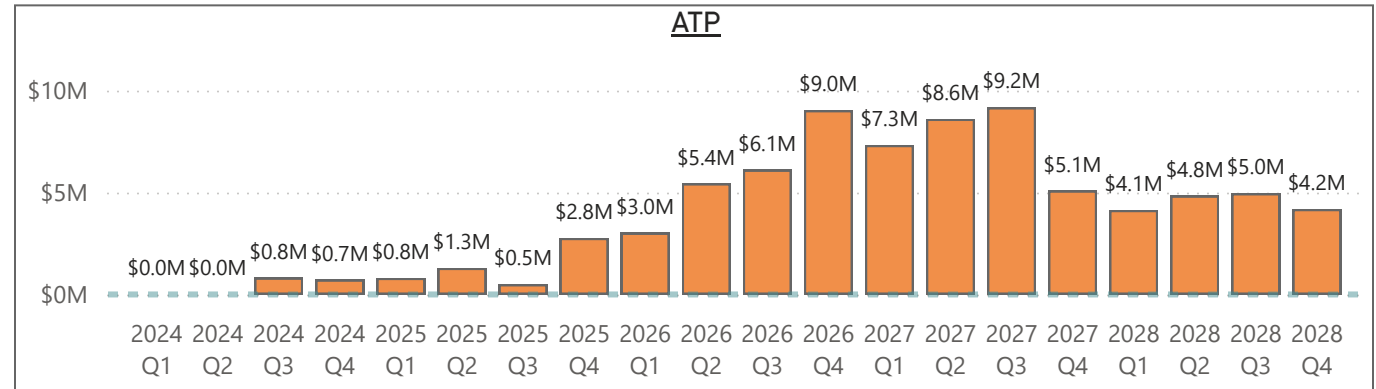
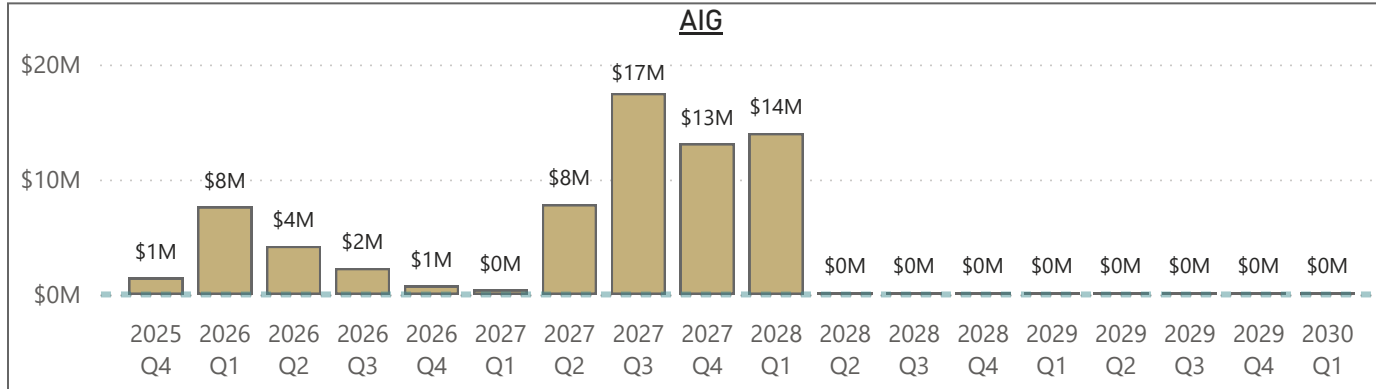
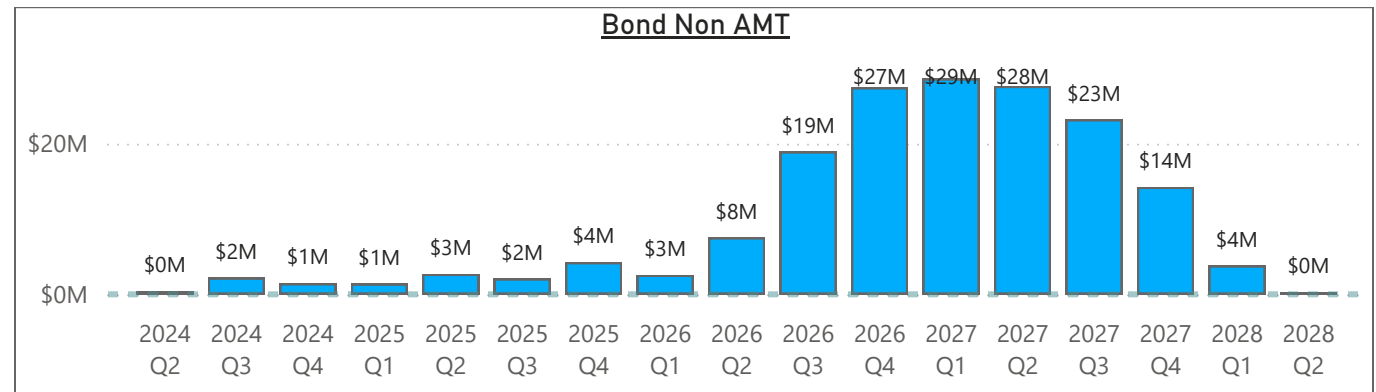
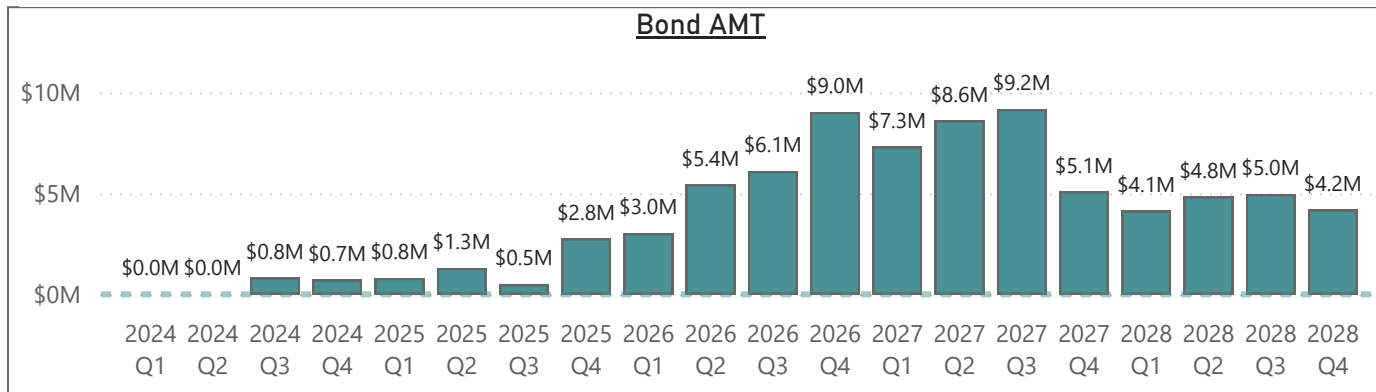
# CASHFLOW

Data Date - 4/24/2026



Fund ID	Total Expended	Total Forecasted	Progress
AIG	\$7,644,915	\$27,070,069	11.03%
AIP	\$0		
AIPD		\$20,000,000	
AIPE	\$1,140,829	\$29,497,325	1.86%
AMT	\$74,361,151	\$395,261,335	7.92%
ATP	\$9,783,075	\$29,584,309	12.43%
NAMT	\$23,873,855	\$60,255,137	14.18%
PFC	\$26,511,515	\$23,856,958	26.14%

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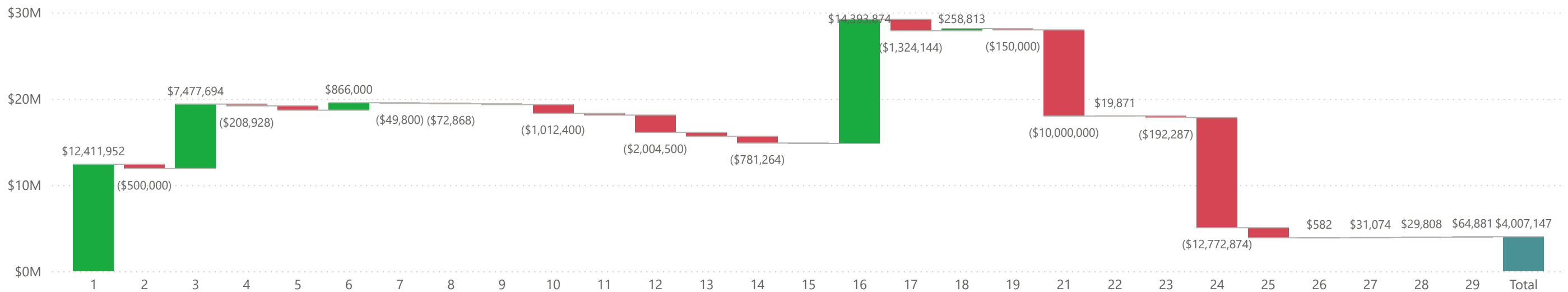
# NEW GEN CONTINGENCY DRAWDOWN

Data Date - 4/24/2026



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
<b>Total</b>		<b>\$4,007,147</b>	

● Increase ● Decrease ● Total



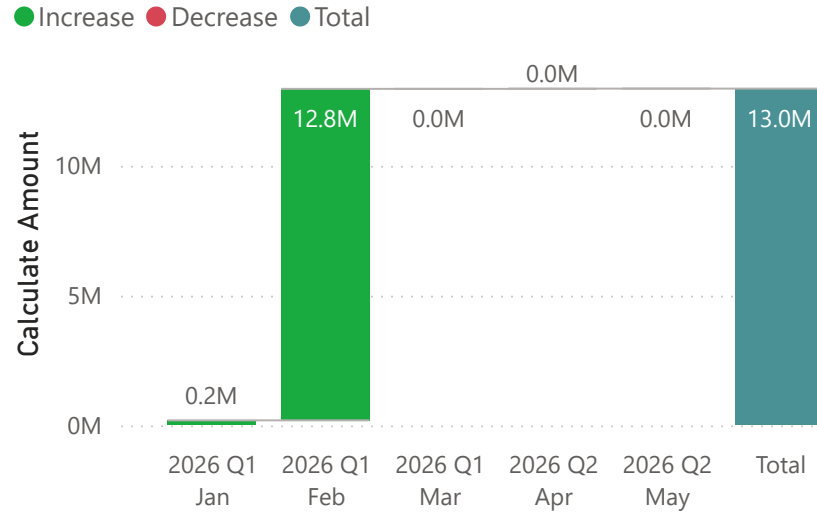


# CMAR CONTINGENCY DRAWDOWN

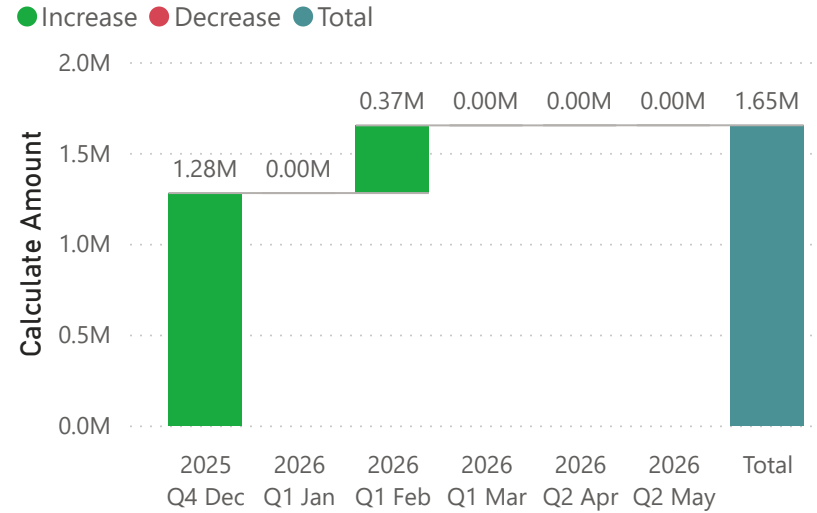


Data Date - 4/24/2026

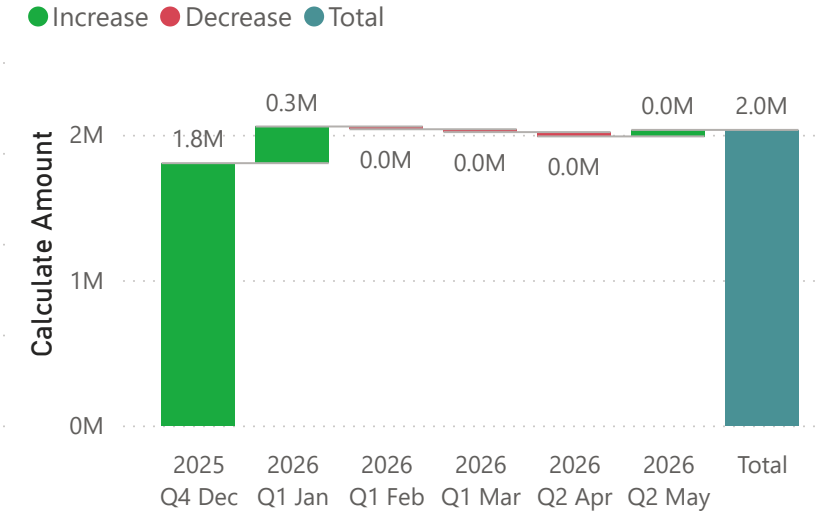
## Concourses Owner Contingency



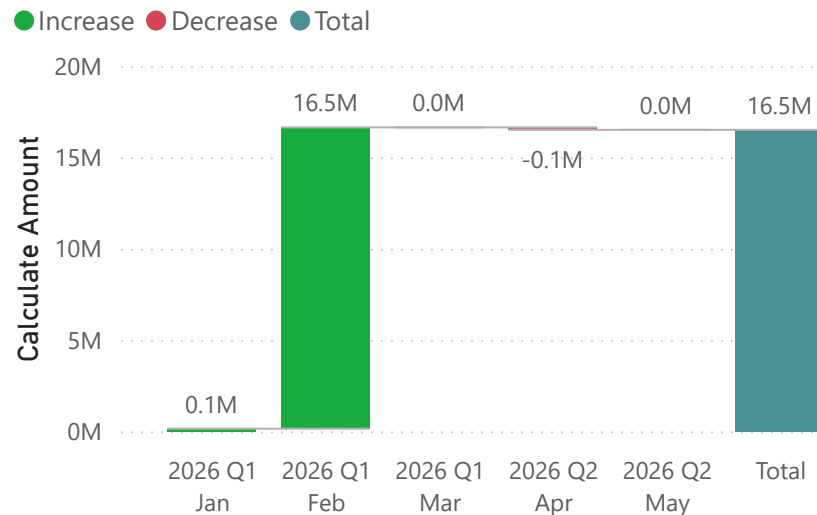
## CUP Owner Contingency



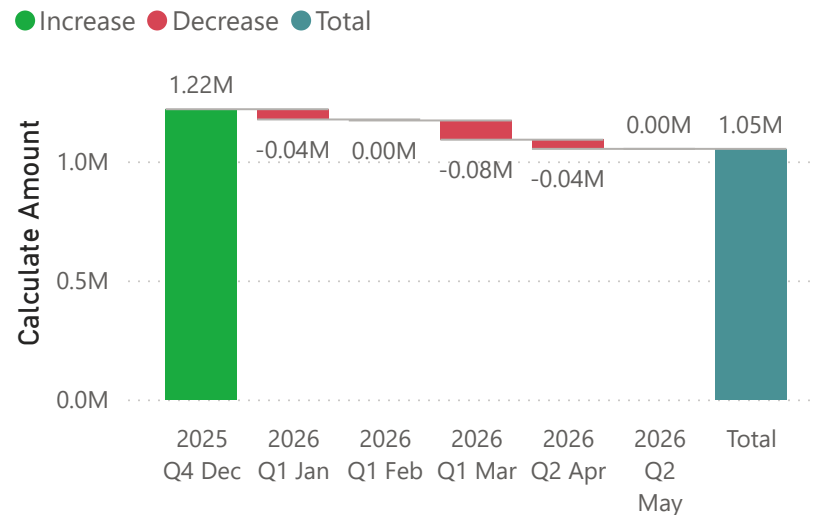
## HQ Owner Contingency



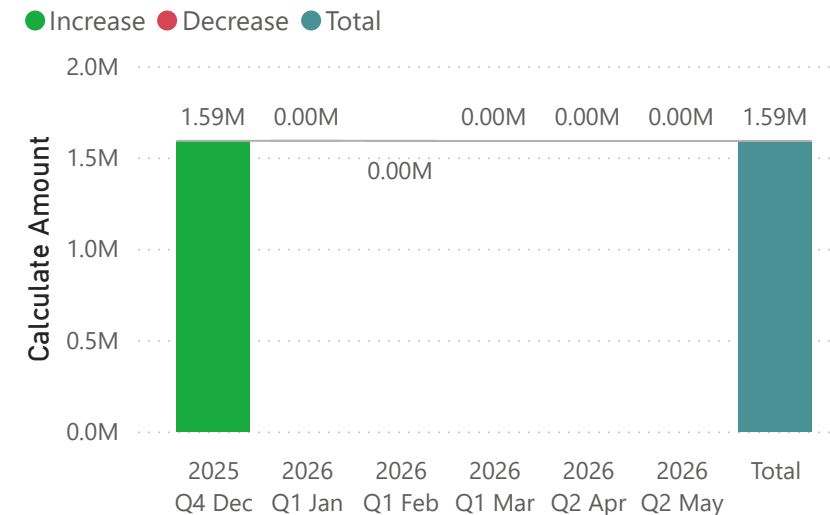
## Concourses CMAR Contingency



## CUP CMAR Contingency



## HQ CMAR Contingency



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

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### Current Capital Improvement Program Projects:

#### Engineering & Construction Projects

##### **Reno-Stead Airport (RTS):**

Pavement Maintenance 2026  
O-Block Utility Extension  
Hangar 5 and 6 Fire Line Extension  
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  
**RNO Runway 17L & Taxiway Charlie Saw & Seal Project**  
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 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. **One bid was received on May 6, 2026, and Q&D Construction was the low and responsive bidder. The project is being evaluated by RTAA staff.**

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 low responsive, responsible bidder. **The project was approved at the May board meeting and is currently pending FAA grant execution. Upon authorization to proceed from the FAA, 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 **June 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 the final phase of the project.** 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. **Project is set to be paved out and be substantially complete in early June.**

### Budget:

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

### Schedule:

- Construction Start April 2026
- Construction Closeout July 2026

## **RNO Runway 17L & Taxiway Charlie Saw & Seal Project**

**Project Description: This project is part of the RTAA's annual preventative maintenance program for FY26 and FY27. The project includes saw cutting, cleaning, and resealing pavement joints and cracks on designated runway and taxiway surfaces to prevent water intrusion and extend pavement life. Work also includes spall repairs, removal and replacement of failed sealant, potential panel replacements, and implementation of temporary airfield safety measures during construction.**

**A/E Design Firm: AtkinsRealis**

**Contractor: TBD**

**Current Status: Design is underway, with the engineer developing project drawings, bid documents, and the Construction Safety and Phasing Plan (CSPP).**

**Budget:**

- **Proposed Budget** **\$600,000**
- **Current Expenditures** **\$ 0**

**Schedule:**

- **Design** **May 2026**
- **Invitation to Bid released** **June 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. **The project is underway and expected to be completed by the end of June.**

**Budget:**

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

**Schedule:**

- **Construction Start** **May 18, 2026**
- **Construction Closeout** **July 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, 2025. Each Wednesday, with the exception of specific holiday weeks, a project team member is 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. **Through May 31, 2026, there have been nearly 50 scheduled engagement opportunities for stakeholders, tenants, and/or the general public. Two (2) working documents (Inventory / Existing Conditions and Environmental Overview) are posted online for public review and feedback.**

Current Status (Master Plan): Three (3) major elements **have been completed in draft format:** the Inventory / Existing Conditions, the Forecast, and the Environmental Overview. The Forecast draft will not be posted online until FAA review is complete. **The next major master plan component is the Facilities Requirement section.**

**Current Status (FAA Approvals):** On March 17, 2026, the RTAA was notified by the FAA that RTS has been accepted into the federal contract tower program. **On May 19, 2026, the RTAA submitted the aviation forecasts and existing & future critical aircraft recommendations to the FAA for review and potential approval.**

#### Budget:

- Proposed Budget \$1,926,752
- Current Expenditure **\$737,516**

#### Outreach Schedule:

- **FAA Review Forecasts & Critical Aircraft** **May 19, 2026**
- **RTAA Community Outreach Committee** **June 4, 2026**
- **RNO CEO Users Group** **June 4, 2026**
- RTAA P&C Committee Update June 9, 2026
- Ward 4 NAB (Reno) June 18, 2026
- MPWG #3 June 22, 2026
- MP Public Meeting #1 (Open House) June 23, 2026
- **North Valleys Food Truck Thursday** **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
- **Environmental Overview Draft May 8, 2026**
- **FAA Review: Forecast & Design Aircraft May 19, 2026**
- Facilities Requirements Draft July 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: Complete in November 2024 (Budget \$64,600).

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

Phase 3 Status: System migration completed 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 **completed** using Phase 3 budget savings. **Documentation of workflows and data management is being finalized in June.** 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 **was completed ahead of schedule** and under budget. At this point, staff is confident that no funding for FY26-27 will be requested, and Phase 5 is no longer needed. 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. **Maintenance and workflow management documentation is being finalized and should be delivered by June 30, 2026.**

Budget:

- Proposed Budget (Phases 1-4) \$193,600
- Current Expenditure **\$149,242**

Schedule:

- Phase 4 (Data Migration) Initiated December 2025
- Cut-Over Date April 2026
- Phase 4 Completion **June 2026**
- 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 **has been closed out**.

Budget:

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

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
- **Project Close-Out May 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, April, and **May** 2026. A final

sampling event and wrap up meeting **occurred on** May 6, 2026. **Additional upstream odor evaluation samples were collected on May 21 to rule out off-airport contaminants.** Dowl's final deliverable will be Deliverable #3 Summary Report of Investigative Findings and Proposed Corrective Actions **which is scheduled for the end of June.**

Budget:

- Proposed Budget \$194,000
- Current Expenditure **\$111,955**

Schedule:

- Final Sampling Event & Wrap-Up Meeting May 2026
- Upstream Odor
- Deliverable #3 July 2026

### CIP Project Schedule

ID	Task Name	RNO/RTS	PM	Start	Finish	Qtr 2, 2026	Jun	Jul	Qtr 3, 2026	Sep	Oct	Qtr 4, 2026	Dec	Jan	Qtr 1, 2027	Mar
						May			Aug			Nov		Feb		
1	<b>PROJECT NAME</b>	<b>RNO RTS</b>	<b>PM</b>													
2	<b>Federal Funded (AIP, BIL, PFC, AIG, etc.)</b>															
3																
4	<b>Airfield Signage &amp; Taxiway Renaming</b>	<b>RNO</b>	<b>CC</b>													
5	Construction			4/6/2026	7/9/2026	Construction										
6	Closeout			7/10/2026	10/1/2026	Closeout										
7																
8	<b>RTS TWY A &amp; Aircraft Apron Reconstruction - Ph 5</b>	<b>RTS</b>	<b>BJ</b>													
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	<b>CIP (O&amp;M)</b>															
15																
16	<b>RTS O-Block Utilities</b>	<b>RTS</b>	<b>BJ/CC</b>													
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	<b>RTS Pavement Maintenance 2026</b>	<b>RTS</b>	<b>BJ</b>													
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	<b>Airfield Maintenance Yard Pavement Reconstruction</b>	<b>RNO</b>	<b>DL</b>													
29	Design			12/15/2024	2/27/2025	Design										
30	Bidding			1/5/2026	2/6/2026	Bidding										
31	Construction			4/6/2026	6/12/2026	Construction										
32	Closeout			6/15/2026	7/23/2026	Closeout										
33																
34	<b>RTS Hangars 5 and 6 Fire Line Extension</b>	<b>RTS</b>	<b>DL</b>													
35	Design			4/1/2025	4/10/2026	Design										
36	Bidding			4/13/2026	5/6/2026	Bidding										
37	Construction			6/15/2026	9/14/2026	Construction										
38	Closeout			9/15/2026	11/12/2026	Closeout										
39																

### CIP Project Schedule

ID	Task Name	RNO/RTS	PM	Start	Finish	Qtr 2, 2026		Jul	Qtr 3, 2026		Oct	Qtr 4, 2026		Qtr 1, 2027			
						May	Jun		Aug	Sep		Nov	Dec	Jan	Feb	Mar	
40	<b>Blue Lot Extension Construction (High Roller Lot)</b>	RNO	BJ/CC														
41	Design			6/23/2025	8/15/2025												
42	Bidding			8/18/2025	9/12/2025												
43	Construction			9/15/2025	6/26/2026												
44	Closeout			6/29/2026	8/7/2026												
45																	
46	<b>RNO Electrical Substation Study</b>	RNO	DL														
47	Design			12/15/2025	7/31/2026												
48																	
49	<b>ARFF Roof Replacement Design and Construction</b>	RNO	DL														
50	Design			7/31/2025	8/27/2025												
51	Bidding			9/1/2025	10/23/2025												
52	Construction			10/24/2025	3/26/2026												
53	Closeout			3/27/2026	4/17/2026												
54																	
55	<b>RNO Backflow Prevention Installation Project</b>	RNO	CC														
56	Design			9/1/2025	3/6/2026												
57	Bidding			3/9/2026	4/17/2026												
58	Construction			5/18/2026	6/30/2026												
59	Closeout			7/1/2026	8/14/2026												
60																	
61	<b>RTS Site Readiness Study</b>	RTS	GP														
62	Design			4/10/2025	8/29/2025												
63																	
64	<b>North Apron Deicing Tank</b>	RNO	GP														
65	Design			4/24/2026	6/25/2026												
66	Bidding			6/26/2026	8/6/2026												
67	Construction			8/7/2026	11/12/2026												
68	Closeout			11/13/2026	1/14/2027												
69																	
70	<b>RNO Runway 17L &amp; Taxiway Charlie Saw &amp; Seal</b>	RNO	GP														
71	Design			4/24/2026	6/25/2026												
72	Bidding			6/26/2026	7/24/2026												
73	Construction			7/27/2026	9/4/2026												
74	Closeout			9/7/2026	11/6/2026												

### CIP Project Schedule

ID	Task Name	RNO/RTS	PM	Start	Finish	Qtr 2, 2026			Qtr 3, 2026			Qtr 4, 2026			Qtr 1, 2027		
						May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
75																	
76	<b>PLANNING PROJECTS</b>																
77																	
78	<b>RTS Master Plan &amp; ALP Update</b>	<b>RTS</b>	<b>JH</b>														
79	Planning Study			6/2/2025	7/2/2027												
80																	
81	<b>RTAA GIS Master Plan (Phases 1-5)</b>	<b>RNO</b>	<b>JH</b>														
82	Planning Study			1/2/2025	6/30/2026	Planning											
83																	
84	<b>RNO Stormwater / Drainage Investigation</b>	<b>RNO</b>	<b>LB</b>														
85	Planning Study			1/5/2026	7/31/2026	Planning											

# Administrative Report

**Date:** June 9, 2026

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

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## BACKGROUND

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

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

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

## DISCUSSION

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

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### Agreements and POs in Excess of \$25,000

**Key to abbreviations:**

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

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

PO = Purchase Order  
PSA = Professional Service Agreement

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
04/23/26	Wood Rodgers	\$39,900.00	Design Services North Cargo Glycol Storage Tank	FY26 CIP	Engineering & Construction
04/27/26	Atkins North America	\$79,486.00	RNO Airfield Pavement Maintenance-Design	FY26 CIP	Engineering & Construction
04/28/26	Resource Development Co.	\$379,500.00	Backflow Retrofit Project	FY26 CIP	Engineering & Construction

### Change Orders and Amendments

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
05/06/26	Fisher & Phillips, LLP	\$30,000.00	C.O. #1 increase contract from \$40,000.00 to \$70,000.00 for Teamsters negotiations.	FY26 O&M	People & Culture
05/11/26	Kone, Inc.	\$8,000.00	C.O.#3 increase contract for Emergency Escalator/ Elevator Services to \$43,000.00.	FY26 O&M	BHS