

BOARD OF TRUSTEES

Adam Kramer, Chair
Roy Tuscany, Vice-Chair
Cortney Young, Treasurer
Joel Grace, Secretary
Ronald Bath, Trustee
Shaun Carey, Trustee
Mike Carrigan, Trustee
Garrett Gordon, Trustee
Brian Kulpin, Trustee

**PRESIDENT/CEO**

Cris Jensen, A.A.E.

CHIEF LEGAL OFFICER

Jenn Ewan

BOARD CLERK

Lori Corkery

AGENDA**Board of Trustees Caucus**

Tuesday, September 8, 2026 | 12:00 PM
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/87343961352>

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

Webinar ID: 873 4396 1352

Accommodations

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

Public Comment

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

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

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

Posting

This agenda has been posted at the following locations:

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

Supporting Materials

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

1. CALL TO ORDER AND ROLL CALL

2. PUBLIC COMMENT (Caucus items only)

3. STAFF PRESENTATIONS

These presentations are being heard in advance of the September 10, 2026, Board Meeting, at which time formal action on these items will be considered.

- 3.1 [Board Memo No. 09/2026-42](#) Authorization for the President/CEO to execute a Professional Services Agreement with the Board-selected firm to modernize foundational governance documents and establish contemporary Board-CEO-staff interaction practices
- 3.2 [Board Memo No. 09/2026-43](#) Authorization for the President/CEO to execute a Construction Contract for the Fire Suppression System Upgrades at the Reno-Stead Airport, with Gerhardt and Berry Construction Accepting the Base Bid & Bid Alternate 1 contingent on funding from the Washoe County Sheriff's Office, in the amount of \$1,541,281
- 3.3 [Board Memo No. 09/2026-44](#) Authorization for the President/CEO to award the elevator and escalator maintenance service agreement, with Kone, Inc., for an initial term of three (3) years, from October 1, 2026 through June 30, 2029, in the amount of \$293,205, with an option for two (2) one-year extensions at the sole discretion of the RTAA that could extend the contract through June 30, 2031
- 3.4 [Board Memo No. 09/2026-45](#) Authorization for the President/CEO to execute a Construction Contract with Resource Develop Company LLC, for the North Apron Deice Pad Tank Installation, in the amount of \$617,973
- 3.5 [Board Memo No. 09/2026-46](#) Authorization for the President/CEO to Execute a Construction Contract with Q&D Construction for the RNO Airfield Pavement Maintenance Project 2026 at Reno-Tahoe International Airport, accepting the Base Bid and Bid Alternates 1, 2, & 3, in the Amount of \$1,110,000
- 3.6 [Board Memo No. 09/2026-47](#) Authorization for the President/CEO, or his designee, to negotiate final terms and execute a fifty-year ground lease for a four-acre site located on the east side of the airfield at 601 South Rock Boulevard, between the Reno-Tahoe Airport Authority and South Rock LLC, for a minimum contract value of \$8,363,520
- 3.7 [Board Memo No. 09/2026-48](#) Discussion and possible action to approve, with or without revision, the President/CEO goals for Fiscal Year 2026-2027

4. RECOMMENDTION OF ITEMS TO BE INCLUDED ON THE CONSENT AGENDA FOR THE SEPTEMBER 10, 2026, REGULAR BOARD MEETING (for possible action)

5. GENERAL BUSINESS ITEMS

- 5.1 New Trustee/Executive Liaison Program Guidelines (*non-action item*)

6. INFORMATIONAL ITEMS

- 6.1 MoreRNO Executive Summary
- 6.2 Capital Improvement Program Report
- 6.3 Quarterly RTS Master Plan update
- 6.4 Administrative Award of Contracts - Expenditures
- 6.5 Administrative Award of Contracts - Revenues
- 6.6 Financial Reporting Package – July 2026

7. TRUSTEE COMMENTS

8. PUBLIC COMMENT (non-agenda items only)

9. ADJOURNMENT

Board Memorandum

09/2026-42

Date: September 10, 2026

Subject: Authorization for the President/CEO to execute a Professional Services Agreement with the Board-selected firm to modernize foundational governance documents and establish contemporary Board-CEO-staff interaction practices.

Presenters:

- **RTAA:** Cris Jensen, President & CEO
- **M2P Consulting Inc. (Prime) with FlashPoint Leadership (Subconsultant):**
 - **Mitch Cole** (Engagement Lead, M2P)
 - **Krista Skidmore** (Project Lead & Training Program Architect, FlashPoint)
 - **Lucia Dini** (Project Coordinator, M2P)
 - **Zane Seals** (Project Manager, M2P)
- **Whitehouse Group Inc. (Prime) with GFT (1 of 2 Subconsultants):**
 - **Amy Vargas:** Whitehouse Group-Organizational Systems Director: (Project Manager)
 - **Todd Brauer:** Whitehouse Group-COO: (Board Administration Lead)
 - **Josh Simmons:** Whitehouse Group-Associate: (Team Development Lead)
 - **Keith Chase:** GFT-Strategy Consultant: (Airport Authority Governance Lead)

BACKGROUND

The RTAA Board of Trustees is an appointed body providing strategic oversight of the RTAA at a pivotal moment in the organization's history. The RTAA is actively executing the MoreRNO capital program – the largest infrastructure investment in the airport's history, representing \$1 billion in facility improvements – that demands cohesive, confident, and well-aligned leadership at every level. At the same time, the organization is welcoming its second CEO in six years, and a majority of Trustees are relatively new to the Board. Staff sees this as a rare and timely opportunity – one that invites us all to be intentional about how we work together, to establish shared expectations, and to build the kind of high-functioning Board-CEO-staff partnership that will carry the RTAA through this critical period and beyond.

To that end, per Board direction, staff issued RFP #25/26-18 and are bringing forward for the Board's consideration two firms whose services would accomplish two important objectives: first, to review and modernize the board's foundational operational documents – many of which haven't been updated in nearly two decades – and second, to establish clear, contemporary best practices that define how Trustees, the CEO and staff interact, communicate, and collaborate in service of the Board's strategic vision.

Staff acknowledges that it is generally customary practice to bring a single recommended firm before the Board for final authorization. However, given that the selected agency will work directly and closely with the Board itself and given that the RFP Review Committee's scoring of the two finalist firms was remarkably close, staff believes this engagement warrants the Board's direct participation in the selection. Presenting both finalists offers the Board the opportunity to hear from each firm firsthand and determine which is the strongest fit for the RTAA's needs and culture.

DISCUSSION

FIRM 1: BOARD ADMINISTRATION & OPERATIONS + TEAM DEVELOPMENT CONSULTING SERVICES:

M2P Consulting Inc. (Prime) with FlashPoint Leadership (Subconsultant)

M2P Consulting is a global, aviation-focused management consulting firm with over 25 years of experience supporting aviation organizations across operational, strategic, and governance matters. Operating from four offices across the Americas, Europe, and the Middle East, M2P's 100+ consultants have delivered 500+ projects for 100+ clients worldwide. M2P will serve as Prime Consultant for Board Administration and Operations, with FlashPoint Leadership serving as Subconsultant responsible for Team Development Consulting Services.

The assigned **M2P** team includes:

- **Mitch Cole** (*Engagement Lead*): 7+ years of management consulting experience in operating-model and governance design, decision rights, roles/responsibilities, KPIs, and operating procedures; led Terminal Operator program governance at Chicago O'Hare (ORD).
- **Andreas Haefner** (*Subject Matter Expert*): 13+ years in aviation organizational strategy, business-process redesign, and change management; previously built RTAA's own 2022 Digital Transformation Plan and IT Strategy.
- **Zane Seals** (*Project Manager*): 10 years leading process-improvement and transformation initiatives across public-sector and transportation organizations; certified PMI-CAPM and Six Sigma Yellow Belt.
- **Lucia Dini** (*Project Coordinator*): 4+ years in airport digital transformation and data-driven strategy; owns master schedule and deliverable tracking.

The assigned **FlashPoint** team includes:

- **Krista Skidmore** (*Project Lead & Training Program Architect*): CEO and Founder of FlashPoint Leadership, 25+ years in HR, talent management, and organizational development; certified SHRM-SCP, SPHR, and practitioner of Everything DiSC and The Five Behaviors.
- **Amy Savage** (*Facilitator & Project Co-Lead*): 20+ years in leadership development; developed 40,000+ leaders worldwide via the LPI and The Leadership Challenge.
- **John McGonigle** (*Facilitator & Project Co-Lead*): former Fortune 500 Executive Vice President (AT&T, T-Mobile, Sprint, Sony, Netflix, Samsung, Target, Microsoft); M.S. in Learning and Organizational Change from Northwestern University.
- **Joanna Sears** (*Project Manager*): 7 years administering the Leadership Practices Inventory

(LPI) and other leadership assessments.

M2P and FlashPoint: **Four-Phase Engagement & Deliverables**

1. Discovery

- a. **Interview & Survey Schedule:** Confirmed schedule for Trustee/Staff interviews, survey administration window, and Board meeting observation.
- b. **Discovery Findings Summary:** A jointly developed summary integrating document review, Trustee and Staff interviews, survey results, governance observations, and Board effectiveness themes into one comprehensive assessment that establishes the foundation for subsequent recommendations.

2. Analysis & Design

- a. **Discovery Findings Summary** (*continued*): Synthesized findings, key themes, and integrated recommendations that bridge Discovery into governance design and Board development recommendations based on Phase 1 discovery.
- b. **Draft Governance Documents:** Draft Bylaws, Code of Conduct, Board Operating Procedures, and governance recommendations prepared for Trustee review.
- c. **Team-Development Design:** Half-day DiSC workshop and DiSC management assessment tool/report to help Trustees and senior staff better understand styles and ways of working around communication, collaboration, and decision-making, providing a visual depiction of a team map.
- d. **Team-Development Design** (*continued*): A customized retreat framework and sustaining workshop framework aligned to Discovery findings and organizational priorities.

3. Facilitation & Development

- a. **Board-Approved Governance Documents:** Final Bylaws, Code of Conduct, Board Operating Procedures, and governance documents approved by the Board.
- b. **Trustee Onboarding Program:** A comprehensive onboarding experience that equips future Trustees with the knowledge, expectations, and governance practices necessary for effective Board service.
- c. **Board Retreat Facilitation:** Facilitated one-day Board retreat focused on strengthening trust, communication, collaboration, constructive dialogue, and governance effectiveness, utilizing The Five Behaviors Team Assessment.

4. Implementation & Sustainability

- a. **Half-Day Sustaining Workshop:** Half-day workshop leveraging the 4 Stages of Psychological Safety for Trustees and senior staff, combining tailored training and technology to ensure a deeper sense of inclusion and a greater appreciation for vulnerability.
- b. **Follow-Up Session Summary:** Summary of progress, governance effectiveness, Board development outcomes, and recommended next steps following implementation.

- c. **Final Recommendations Report and Roadmap:** An integrated roadmap sequencing governance recommendations, Board effectiveness priorities, ownership, implementation milestones, and future governance review cadence.

Structured over a 14-week period beginning with a proposed Notice to Proceed on **September 21, 2026**, and concluding by the **end of calendar year 2026**.

The total not-to-exceed proposed cost is **\$113,675** (\$68,275 M2P / \$45,400 FlashPoint).

FIRM 2: BOARD ADMINISTRATION, OPERATIONAL & TEAM DEVELOPMENT CONSULTING SERVICES:

Whitehouse Group Inc. (Prime) with GFT and Media Relations Group (MRG) (Subconsultants)

Whitehouse Group is a comprehensive government management consulting firm dedicated to helping public agencies optimize organizational performance, improve governance, and build the systems, strategies, culture, and workforce capabilities needed to deliver exceptional public service. Since 2008, Whitehouse Group has successfully managed contracts of varying size and complexity while consistently maintaining the personnel, resources, and financial capacity necessary to meet client expectations. GFT is a nationally recognized engineering firm with expertise and extensive knowledge of airport authorities, and MRG is a woman-owned DBE firm specializing in stakeholder engagement and graphic design.

The assigned Whitehouse Group team includes:

- **Amy J. Vargas, LCSW, SHRM-CP** (*Project Manager & Strategic Client Advisor*): 17 years with Whitehouse Group; specializes in organizational development, human resources, facilitation, and adult learning; will direct three integrated workstreams.
- **Todd A. Brauer, AICP, PTP** (*Board Administration Lead/President & COO*): 30+ years of experience helping public agencies solve complex transportation and organizational challenges; will serve as primary lead for Board Administration needs including Bylaws, Code of Conduct, and governing documents.
- **Nicholas A. Torres, AICP** (*Operational Reviews Lead*): 11 years with Whitehouse Group; specializes in performance improvement, operational improvement, and strategic planning for public transit authorities and their Boards.
- **Joshua A. Simmons** (*Team Development Lead/Deputy Project Manager*): former City Commissioner and Board Member of the Broward MPO; brings firsthand governance and public service experience to team development facilitation.
- **Keith Chase** (*Airport Authority Governance Advisory Lead, GFT Subconsultant*): 45 years of experience; former Pennsylvania Deputy Secretary for Aviation, Rail, and Ports; former Board member of the Susquehanna Area Regional Airport Authority (SARAA).
- **Alicia Gonzalez** (*Stakeholder Engagement Advisor, MRG Subconsultant*): 33+ years partnering with public-sector organizations to strengthen performance and stakeholder engagement.

Whitehouse Group proposes a four-phase engagement:

1. Listen

- a. **Board Administration and Operational Assessment Report:** A comprehensive assessment report produced following confidential interviews and surveys with Trustees and Staff, review of Board structure, bylaws, committees, and processes, and benchmarking against peer Airport Authorities.

2. Collaborate

- a. **Board Retreat Facilitation:** Interactive, in-person sessions to present findings, clarify roles and responsibilities between the Board and staff, and facilitate Board workshops and team sessions.
- b. **Board Retreat Deliverable:** Documented outcomes of the facilitated retreat, capturing decisions made, roles clarified, and next steps agreed upon by Trustees and senior staff.

3. Analyze

- a. **Updated Bylaws Document:** A fully revised Bylaws integrating the updated Code of Conduct, conflict-of-interest standards, and defined trigger events to ensure regular review.
- b. **Updated Code of Conduct Policy:** A revised Code of Conduct incorporated directly into the Bylaws, including conflict-of-interest requirements and communication protocols.
- c. **Board Operating Procedures:** Updated procedures aligning Board workflows with governance responsibilities, including a strategic communication plan for capital project updates, risks, and decisions.

4. Implement

- a. **Trustee Onboarding Program:** A structured, repeatable onboarding program that integrates future appointees into RTAA's operations, fiduciary duties, and governance standards, ensuring leadership continuity.
- b. **Facilitated Follow-Up Sessions:** Follow-up sessions, as needed, to measure progress against the goals established during the engagement.

Structured over a 20-week schedule from the **September 21, 2026** Notice to Proceed through approximately **February 2027**, with flexibility to align with RTAA's priorities.

The total not-to-exceed proposed cost is **\$85,500**, with value-added implementation support and coaching offered as a courtesy service post-project.

Finalists scores

The Review Committee independently evaluated all eight submissions. Following the individual reviews, the Committee convened in a formal session to discuss scoring rationale, align evaluation approaches, and deliberate on the selection of the two finalist firms. This level of diligence reflects RTAA's commitment to a fair, transparent, and methodical procurement process, ensuring that the

Board receives a thoroughly vetted recommendation supported by documented, criteria-based scoring.

FIRM	SCORE
M2P/FlashPoint	224.80
Whitehouse/GFT/MRG	221.60

What the Board will hear

Both finalist firms (and their subconsultants) have been invited to present to the Board. Staff has advised each firm that their full written proposals were shared with the Trustees as part of this packet.

Each firm's 10-minute presentation will focus on the following key areas:

- Their proposed methodology for delivering the required services, including the anticipated schedule, timeline, major phases, and step-by-step processes.
- Their approach to reviewing, developing, and updating foundational operational documents, supported by specific examples from prior engagements that demonstrate relevant experience.
- How their team operates within the requirements of Nevada's Open Meeting Law, including how they address related considerations when working with boards and governing bodies. Firms should also describe the measures they use to protect anonymity and confidentiality in assessments, surveys, interviews, communications, and other sensitive information gathered during the engagement.
- How they facilitate discussions involving differing or opposing viewpoints.

Following the presentations, the Board will be asked to select one of the two finalist firms to perform this work.

OPTION	SUMMARY
1	Award to M2P Consulting Inc. (with FlashPoint Leadership)
2	Award to Whitehouse Group Inc. (with GFT and MRG)

STAFF RECOMMENDATION

Staff recommends that the Board hear presentations from both M2P Consulting Inc. (with FlashPoint Leadership) and Whitehouse Group Inc. (with GFT and MRG) at the September 10, 2026, Board Meeting, and thereafter authorize the President & CEO, or authorized representative, to negotiate and execute a Professional Services Agreement with the Board's preferred firm for Board Administration, Operational & Team Development Consulting Services, with funding from the General Revenue Fund.

This approach is strategically aligned with the RTAA's "People" strategic priority, which emphasizes investment in leadership development and the cultivation of collaborative, supportive working relationships across all organizational levels, including the Board of Trustees. The engagement of a firm providing both governance and team development services creates a synergistic framework: governance expertise establishes structural clarity and best practices for Board effectiveness, while team development services build the interpersonal trust and cohesion necessary to operationalize those governance improvements. This integrated approach directly supports the organizational stability and symbiotic Trustee-staff relationship required to successfully execute the MoreRNO capital program, navigate the current period of organizational transition, and provide long-term guidance on overall airport operations.

Board Discretion

The Board retains full discretion to provide direction on the path forward. Staff is prepared to provide additional information, analysis, or clarification regarding any option should the Board request it prior to or during deliberation.

FISCAL IMPACT

The fiscal impact of this item is dependent upon the firm selected by the Board. Funding source: general revenue fund.

FIRM	PROPOSED NOT-TO-EXCEED COST	FUNDING SOURCE
M2P Consulting Inc. + FlashPoint Leadership	\$113,675	General Revenue Fund
Whitehouse Group Inc. + GFT + MRG	\$85,500	General Revenue Fund

Pursuant to Resolution No. 557, the Interim President/CEO, or authorized representative, is authorized to approve Professional Services Agreements equal to or less than \$250,000. The estimated contract amounts for both firms fall within that delegated authority threshold; accordingly, no separate Board approval of the contract execution(s) is required following the Board's selection. All expenditures will be consistent with RTAA's financial stewardship principles and subject to Board-approved budget authority.

RECOMMENDED MOTIONS (CHOOSE ONLY ONE)

Motion 1: *"Move to authorize the President/CEO, or authorized representative, to negotiate and execute a Professional Services Agreement with M2P Consulting Inc. and FlashPoint Leadership for Board Administration, Operational & Team Development Consulting Services, in an amount not to exceed \$113,675, with funding from the General Revenue Fund."*

— OR —

Motion 2: *"Move to authorize the President/CEO, or authorized representative, to negotiate and execute a Professional Services Agreement with Whitehouse Group Inc., GFT, and Media Relations Group (MRG) for Board Administration, Operational & Team Development Consulting Services, in an amount not to exceed \$85,500, with funding from the General Revenue Fund."*

Board Memorandum

09/2026-43

Date: September 10, 2026

Subject: Authorization for the President/CEO to execute a Construction Contract for the Fire Suppression System Upgrades at the Reno-Stead Airport, with Gerhardt and Berry Construction Accepting the Base Bid & Bid Alternate 1 contingent on funding from the Washoe County Sheriff's Office, in the amount of \$1,541,281

Presenter: Dennis LeBaron, Facilities Project Manager II

BACKGROUND

This project is to upgrade the fire suppression systems for Hangars 5 and 6 at the Reno-Stead Airport (RTS) that were constructed in the 1960s and are currently served by an aging fire suppression system supported by a fire water storage tank and diesel-powered fire pump system. Hangar 5 was recently sold to the Washoe County Sheriff's Office (WCSO) by the Reno-Tahoe Airport Authority (RTAA), and Hangar 6 is still owned by the RTAA and currently leased to Tactical Air Support, Inc. The existing fire system relies on a 210,000-gallon water storage tank that was converted from a fuel-oil storage tank originally constructed in the 1940s. The diesel fire pump was replaced following a fire event in 2006 and is now approximately 20 years old, nearing the end of its useful service life.

A feasibility study completed by Ainsworth Associates Mechanical Engineers determined that the existing fire suppression infrastructure requires significant repairs and recommended transitioning to a direct connection to the municipal water service main. In 2023, Performance Based Fire Protection Engineering completed a National Fire Protection Association 409 Hangar Fire Risk Assessment that identified additional improvements necessary to meet current fire protection standards, including replacement of sprinkler piping, sprinkler heads, and the fire alarm system.

DISCUSSION

The Fire Suppression System Upgrades Project at Hangars 5 and 6 was developed to improve the fire protection infrastructure serving the facilities. The project includes extending a municipal fire water main to provide a new fire service connection to Hangar 5 and a future connection point at Hangar 6. The project also includes upgrades to the existing fire suppression and fire alarm systems within Hangar 5, which are being funded by the WCSO. Options for fire suppression and fire alarm improvements within Hangar 6 are currently being evaluated by the Commercial Business Department and will be addressed at a future date. Extending the municipal water main to Hangar 6 as part of this project will provide the infrastructure necessary to support those future improvements.

The project was originally bid earlier in 2026; however, the bids received exceeded the available project budgets for both the RTAA and WCSO. The project scope was subsequently reevaluated

and revised to address the budget constraints and was rebid. The project was publicly advertised for the second time on August 12, 2026, through the Reno Gazette Journal (RGJ), the RTAA website, and the Nevada Government eMarketplace (NGEM). Bids were opened on August 19, 2026. Two (2) bids were received. A summary of the bid results is provided in Table 1 – Bid Tabulation.

Table 1 – Bid Tabulation

Scope	Engineer's Estimate	Q&D Construction	Gerhardt & Berry Construction
Water Main (Base Bid)	\$875,972	\$1,029,000	\$908,281
Hanger 5 Fire Suppression (Bid Alt #1)	\$733,062	\$657,000	\$633,000
Total Awarded	\$1,609,034	\$1,686,000	\$1,541,281

Following evaluation of the bids, Gerhardt & Berry Construction was determined to be the lowest responsive and responsible bidder, with a total bid of \$1,541,281.

The total project contract duration is ninety (90) calendar days. The Notice to Proceed will be issued for September 14, 2026, following final Board approval. The contractors construction schedule of the fire suppression system is anticipated to be complete in November 2026. The estimated schedule is summarized in Table 2 – Preliminary Schedule.

Table 2 – Preliminary Schedule

Activity	Date
Board Approval	September 10, 2026
Notice to Proceed	September 14, 2026
Construction	September 2026 – November 2026
Notice of Completion	November 17, 2026

FISCAL IMPACT

The costs associated with the Fire Suppression System Upgrades Project, including the construction contract with Gerhardt and Berry Construction, construction management services, contract administration, and owner's contingency, will initially be funded through the RTAA RTS Special Fund for Fiscal Year 2025–26. RTAA will execute the construction contract with Gerhardt and Berry Construction and will be reimbursed by the WCSO for costs associated with improvements benefiting Hangar 5.

Project costs will be allocated between RTAA and WCSO based on the facility improvements and shared infrastructure included in the project. WCSO will reimburse RTAA for the Hangar 5 fire suppression improvements, while RTAA will fund improvements associated with Hangar 6 and a

proportionate share of the shared infrastructure serving both facilities. See Table 4 for amounts the RTAA will be reimbursed by the WCSO.

The overall anticipated budget for the Fire Suppression System Upgrades Project, including the RTAA-funded portion of construction, WCSO reimbursement for applicable work, project management, contract administration (Ainsworth), construction management (AtkinsRéalis), and owner's contingency, is estimated at \$1,771,027. A detailed breakdown is provided below in Table 4 – Project Estimate at Completion.

Table 4 – Project Estimate at Completion

Scope	Total Project Cost	RTAA Share	WCSO Share
Contract Administration (Ainsworth)	\$85,000	\$85,000	\$0
Construction Management (AtkinsRéalis)	\$40,680	\$20,340	\$20,340
Construction (Gerhardt and Berry Construction)	\$1,541,281	\$521,242	\$1,020,039
Other Direct Costs	\$24,066	\$12,033	\$12,033
Owner's Contingency	\$90,000	\$40,000	\$40,000
Estimate at Completion	\$1,771,027	\$678,615	\$1,092,412

STRATEGIC PRIORITIES

Safety and Security
Facilities for the Future
General Aviation

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

“Move to authorize the President/CEO to execute a Construction Contract for the Fire Suppression System Upgrades at the Reno-Stead Airport, with Gerhardt and Berry Construction Accepting the Base Bid & Bid Alternate 1 contingent on funding from the Washoe County Sheriff's office, in the amount of \$1,541,281.”

Board Memorandum

09/2026-44

Date: September 10, 2026

Subject: Authorization for the President/CEO to award the elevator and escalator maintenance service agreement, with Kone, Inc., for an initial term of three (3) years, from October 1, 2026 through June 30, 2029, in the amount of \$293,205, with an option for two (2) one-year extensions at the sole discretion of the RTAA that could extend the contract through June 30, 2031

Presenter: Chris Cobb, Interim Chief Planning & Infrastructure Officer

BACKGROUND

The Reno Tahoe Airport Authority (RTAA) is subject to the requirements of Nevada Revised Statute (NRS) 455C pertaining to the maintenance and operations of the elevators and escalators in order to maintain the required operating permits and ensure the safe and proper operation of the equipment. RNO owns six (6) escalators and fourteen (14) elevators. RTS has one elevator in the terminal and one “Wheel-O-Vator” wheelchair lift located in the Bureau of Land Management (BLM) Fire Base Facility.

The RTAA regularly solicits bids for the maintenance and repair of its elevators and escalators due to the complexity of this work and the specialized expertise required, which is not available through its in-house staff or staffing levels. These services are typically procured through multi-year contracts, with optional extensions for up to five years. Rebidding the maintenance and repair contract allows the RTAA to maintain competitive pricing and ensure it continues to receive cost-effective and reliable services.

DISCUSSION

The Elevator and Escalator Maintenance Service Agreement was publicly advertised on July 1, 2026, in the Reno Gazette Journal (RGJ), on the RTAA website, and through the Nevada Government eMarketplace (NGEM). Bid opening occurred on August 5, 2026, with bids received from three contractors as summarized in Table 1 – Bid Tabulation.

Table 1 – Bid Tabulation

	Kone Inc.	Koch Elev	TK Elev
Year 1	\$76,365	\$80,307	\$162,144.09
Year 2	\$106,656	\$112,429.80	\$222,678
Year 3	\$110,184	\$118,051.32	229,358.40

Contract Sum:	\$293,205	\$310,788.12	\$614,180.49
Year 4 Option	\$114,540	\$123,953.88	\$236,239.20
Year 5 Option	\$119,172	\$130,151.52	\$243,326.28
Contract Sum with Option Years	\$526,917	\$654,893.52	\$1,093,745.97

The initial Request for Bid for the service and maintenance of this equipment will be awarded to KONE, Inc. on October 1, 2026, and include the initial three-year contract with two (2) one-year renewal options to be awarded in subsequent years based on the performance of the contractor.

FISCAL IMPACT

This contract is budgeted in the FY 2026/2027 Building Maintenance Contracted Services Line Item account in the amount of \$76,365.00.

STRATEGIC PRIORITIES

Safety and Security

People

Facilities for the Future

Financial Stewardship

Customer Experience

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

“Move to authorize the President/CEO to award the Elevator and Escalator Maintenance Service Agreement with KONE, Inc., for an initial term of three (3) years, from October 1, 2026 through June 30, 2029, in the amount of \$293,295, with an option for two (2) one-year extensions at the sole discretion of the RTAA that could extend the Contract through June 30, 2031.”

Board Memorandum

09/2026-45

Date: September 10, 2026

Subject: Authorization for the President/CEO to execute a Construction Contract with Resource Develop Company LLC, for the North Apron Deice Pad Tank Installation, in the amount of \$617,973

Presenter: Chris Cobb, Interim Chief Planning & Infrastructure Officer

BACKGROUND

During periods of heavy snowfall, de-icing operations on the North Apron can generate runoff that is conveyed through the existing storm drain system. In 2014, the airport proactively installed a drainage piping system as part of an apron reconstruction project. With the addition of an underground storage tank, this system can capture aircraft deicing fluid (ADF) during significant snow events before it enters the storm drain system.

As part of the construction of the new concourses, and to improve future operational efficiency during snow events, underground storage tanks for the collection of ADF during periods of heavy snowfall were proposed for both the North and South Aprons. The South Apron storage tank was installed as part of the South Remain Overnight (RON) expansion, which supported construction of new Concourse A. The tank was included within the South RON project's scope.

The North Apron underground storage tank is located near the FedEx cargo operations area, well outside the limits of the NewGen A&B project. The North Apron tank is being delivered through the Reno-Tahoe Airport Authority's Capital Improvement Program, as approved by the Board of Trustees in May 2026.

To support construction in advance of winter deicing activities and to accommodate equipment lead times, the Reno-Tahoe Airport Authority has already purchased the 10,000-gallon storage tank and lift station and will supply them to the contractor for installation.

DISCUSSION

The North Apron Deice Pad Tank Installation consists of the installation of a 10,000-gallon underground storage tank, lift station, excavation, backfill, paving, and electrical wiring.

The North Apron Deice Pad Tank Installation was publicly advertised on July 15, 2026, in the Reno Gazette Journal (RGJ), on the RTAA website, and through the Nevada Government eMarketplace (NGEM). Bid opening occurred on August 5, 2026, with bids received from two contractors as summarized in Table 1 – Bid Tabulation.

Table 1 – Bid Tabulation

Scope	Resource Development Co.	Q&D Construction
Base Bid	\$617,973.00	\$766,000.00

Following evaluation of bids, Resource Development Company LLC was determined to be the lowest responsive and responsible bidder.

The contract provides a 15-calendar-day procurement period and a 30-calendar-day construction duration for completion of the Basis of Award. The estimated project schedule is shown in Table 2 – Preliminary Construction Schedule:

Table 2 – Preliminary Construction Schedule

Activity	Date
Board Approval	Sep 10, 2026
Procurement	Sep 17 – Oct 1, 2026
Construction	Oct 2 – Oct 31, 2026

FISCAL IMPACT

The costs associated with the North Apron Deice Pad Tank Installation including the construction contract with RDC, construction management/contract administration, and the Owner's Contingency will be funded through the Reno-Tahoe Airport Authority (RTAA) Capital Improvement Program for Fiscal Year 2026–27 and from savings in the RTAA CIP Airfield Pavement Maintenance from Fiscal Year 2025-26.

Table 3 – Funding Sources

Funding Source	Total Amount
FY26/27 CIP	\$565,000
FY25/26 CIP	\$170,000
Total	\$735,000

The total project budget, including tank/lift station procurement, construction, construction management, contract administration, and owner's contingency, is estimated at \$735,000, as summarized in Table 4 – Project Estimate at Completion.

Table 4 – Project Estimate at Completion

Contract Administration/ Construction Management	Tank/Lift Station	Construction	Permitting	Owner's Contingency	Estimate At Completion
\$10,000	\$ 85,015.09	\$617,973	6,400	\$15,000	\$735,000

STRATEGIC PRIORITIES

Facilities for the Future

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

“Move to authorization the President/CEO to execute a Construction Contract with Resource Develop Company LLC, for the North Apron Deice Pad Tank Installation, in the amount of \$617,973.”

Board Memorandum

09/2026-46

Date: September 10, 2026

Subject: Authorization for the President/CEO to Execute a Construction Contract with Q&D Construction for the RNO Airfield Pavement Maintenance Project 2026 at Reno-Tahoe International Airport, accepting the Base Bid and Bid Alternates 1, 2, & 3, in the Amount of \$1,110,000

Presenter: Bryce Juzek, Manager of Engineering & Construction

BACKGROUND

The Reno-Tahoe Airport Authority (RTAA) maintains an extensive airfield pavement system consisting of runways, taxiways, and aircraft aprons that support daily aircraft operations. Maintaining these pavements in good condition is essential to ensuring safe and reliable airfield operations, preserving pavement conditions, and extending the useful life of the existing infrastructure.

As part of RTAA's pavement management program, RDM International, Inc. completed the 2026 Airfield Pavement Management Program Update to evaluate the condition of the airfield pavement and identify areas requiring maintenance or repair. The assessment identified localized pavement deficiencies and recommended maintenance treatments to address existing deterioration and prevent further degradation of the pavement.

Based on the findings and recommendations of the RDM 2026 Pavement Management Program Update, RTAA developed the RNO Airfield Pavement Maintenance Project 2026. The project will address localized pavement deficiencies on Runway 17L and Taxiway Charlie through targeted maintenance and repairs, including joint and crack sealing, concrete spall repairs, and localized concrete panel replacement.

The proposed work is intended to address pavement deterioration before it progresses to more significant failures, helping preserve the condition and service life of the airfield pavement while reducing the potential for more extensive and costly rehabilitation in the future.

DISCUSSION

The RNO Airfield Pavement Maintenance Project 2026 will address localized pavement deficiencies on Runway 17L and Taxiway Charlie. The work includes pavement removal, joint and crack repairs, concrete spall repairs, and localized concrete pavement replacement. The project also includes contingent quantities for additional spall repairs, pavement removal and replacement, and joint and crack repairs that may be utilized as needed based on actual field conditions encountered during construction.

The project was previously advertised earlier in 2026; however, the bids received exceeded the available project budget. RTAA subsequently reevaluated the project scope and requirements, made adjustments to reduce the overall project cost while maintaining the priority pavement maintenance needs, and rebid the project.

The project was publicly advertised for the second time on August 19, 2026, through the Reno Gazette Journal, the RTAA website, and the Nevada Government eMarketplace (NGEM). Bids were opened on August 26, 2026, with two (2) bids received and only one being deemed responsive. A summary of the bid results is provided in Table 1 – Bid Tabulation.

Table 1 – Bid Tabulation

Scope	Engineer's Estimate	Q&D Construction
Base Bid	\$963,210.00	\$985,804.00
Bid Alternative No. 1	\$70,000.00	\$63,000.00
Bid Alternative No. 2	\$50,000.00	\$46,250.00
Bid Alternative No. 3	\$18,000.00	\$14,946.00
Total	\$1,101,210.00	\$1,110,000.00

Following evaluation of the bids, Q&D Construction was determined to be the lowest responsive and responsible bidder, with a total bid amount of \$1,110,000. The bid is within the available project budget, and RTAA staff recommends awarding the construction contract to Q&D Construction.

The total project duration is approximately eighty-seven (87) calendar days. Following final Board approval, the Notice to Proceed is anticipated to be issued on September 30, 2026. Construction is anticipated to be completed in December 2026. The preliminary project schedule is summarized in Table 2 – Preliminary Schedule.

Table 2 – Preliminary Schedule

Activity	Date
Board Approval	September 10, 2026
Notice to Proceed	September 30, 2026
Construction	September 30 – December 8, 2026
Notice of Completion	December 9, 2026

FISCAL IMPACT

The RNO Airfield Pavement Maintenance Project 2026 will be funded through the Airside Pavement Maintenance budget as part of the Reno-Tahoe Airport Authority (RTAA) Capital Improvement Program for Fiscal Year 2025-26 & 2026–27.

The project budget encompasses the construction contract with Q&D Construction, construction management services with CME, contract administration with AtkinsRéalis, and contains an Owner's Contingency. The overall anticipated budget for RNO Airfield Pavement Maintenance Project 2026 is \$1,488,606.

Table 4 – Project Estimate at Completion

Design/CA (AtkinsRéalis)	Construction Management (CME)	Construction (Q&D Construction)	Owner's Contingency	Estimate At Completion
\$129,411	\$199,195	\$1,110,000	\$50,000	\$1,488,606

STRATEGIC PRIORITIES

Safety and Security

People

Facilities for the Future

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

“Move to authorize the President/CEO to Execute a Construction Contract with Q&D Construction for the RNO Airfield Pavement Maintenance Project 2026 at Reno-Tahoe International Airport, accepting the Base Bid and Bid Alternates 1, 2, & 3, in the Amount of \$1,110,000.”

Board Memorandum

09/2026-47

Date: September 10, 2026

Subject: Authorization for the President/CEO, or his designee, to negotiate final terms and execute a fifty-year ground lease for a four-acre site located on the east side of the airfield at 601 South Rock Boulevard, between the Reno-Tahoe Airport Authority and South Rock LLC, for a minimum contract value of \$8,363,520

Presenter: Aurora Ritter, Commercial business Development Director

BACKGROUND

The purpose of this action is to execute a 50-year ground lease (Lease) with South Rock LLC (South Rock) for the development of a general aviation (GA) corporate aircraft facility at the Reno-Tahoe International Airport (RNO).

In January 2019, the Reno-Tahoe Authority (RTAA) issued a Request for Proposals (RFP) for the purpose and with the intent of obtaining proposals from all interested respondents desiring to design, construct, finance, own, market, operate and maintain Fixed Base Operator (FBO) facilities, hangars, Maintenance, Repair and Overhaul Operator (MRO) facilities and/or other GA facilities at RNO. The RFP offered five parcels of land located on the east side of the RNO airfield that were offered in “as-is” condition for development and are identified as parcels A-1, A-2, B, C and D (Exhibit A). This site, identified as parcel B, was the only parcel offered that contained existing structures, including an approximately 20,000 square foot building and small outbuilding. As identified in the RNO Master Plan, the site’s highest and best use is for GA development; therefore, demolition of the structures has always been anticipated. However, at the time the RFP was issued, RTAA participation in the cost of redeveloping the site was not contemplated.

No development proposals for this site materialized as a result of this RFP and the RTAA has been marketing the site since this time through multiple channels, including broker meetings, developer meetings, and the RTAA website. A recurring concern has been the cost associated with demolishing the existing structures in addition to constructing the proposed improvements which include the reconstruction of the apron area and constructing a taxiway connector.

As part of the Fiscal Year (FY) 2026-2027 budget process, the Board approved a capital improvement request for the RTAA to demolish the existing structures located on this parcel. The demolition, which was intended to enhance the marketability of the site by allowing a prospective developer to focus on constructing the proposed improvements, including the ramp and apron, is planned for this current fiscal year.

Over the past couple of months, Staff has worked with South Rock LLC to identify a vacant parcel on which to construct a corporate hangar. These efforts culminated in the parties reaching mutually acceptable business terms for entering into a Lease.

DISCUSSION

On August 26, 2026, South Rock signed a Term Sheet (Exhibit B) outlining terms and provided a project concept plan to develop a GA corporate aircraft facility to include approximately 50,000sf of hangar space with associated ramp, parking, shop and office facilities (Exhibit C) for its own use.

The following terms have been negotiated as part of the term sheet, with further discussions to take place as part of the lease negotiations.

- Approximate Premises – 4 acres
- Condition of Property – “As-Is”, subject to the existing building and support building being demolished by the RTAA.
- Lease Term – 50 Years
- Lease Commencement – Upon execution
- Anticipated Initial Tenant Capital Investment: \$15M
- Base Land Rent – \$1.00/SF/Year/NNN (\$14,520 per month or \$174,240 per year)
- Rent Commencement – upon first certificate of occupancy or 2 years, whichever is earlier, provided, however, in the event Lessee, despite diligent effort, has not received FAA NEPA approvals within such 2-year period, such period can be extended until the receipt of the FAA NEPA approvals
- Rent Rate Adjustment – Annual adjustment based upon the Consumer Price Index for All Urban Consumers U.S. City Average, All Items (CPI-U) and a Fair Market Value (FMV) adjustment set via appraisal every 10 years
- Security Deposit – \$43,560 (equal to three (3) months’ rent)

South Rock shall be responsible at its sole cost and expense for all other requirements (utilities, permit fees, impact fees, etc.) resulting from the proposed development.

The proposed ground lease includes a performance milestone requiring South Rock to properly submit and apply for approval of the Federal Aviation Administration (FAA) Environmental Review (NEPA), within six (6) months of the Commencement Date and requires the construction completion of the approved improvements within twenty-four (24) months from the date of a formal NEPA determination.

FISCAL IMPACT

The ground rent rate established via appraisal is \$1.00 per square foot per year resulting in initial revenue of \$14,520 per month or \$174,240 per year. The proposed Lease would generate approximately \$8,363,520 in gross revenue over the fifty (50) year term, not including annual and FMV rent rate adjustments.

As mentioned above, the rental rate will be adjusted annually via CPI and via appraisal every ten (10) years.

To encourage South Rock's capital investment in RTAA-owned property, a standard incentive is proposed:

- 1) Rent commencement upon first certificate of occupancy or 2 years, whichever is earlier, provided, however, in the event Lessee, despite diligent effort, has not received FAA NEPA approvals within such 2-year period, such period can be extended until the receipt of the FAA NEPA approvals.

The proposed incentive is a key component of the financial structure to mitigate some of the developer's up-front risk due to an uncertain FAA NEPA process and the development of land in As-Is condition. This incentive has been offered by the RTAA to other developers making capital investments on RTAA-owned land.

STRATEGIC PRIORITIES

Financial Stewardship

General Aviation

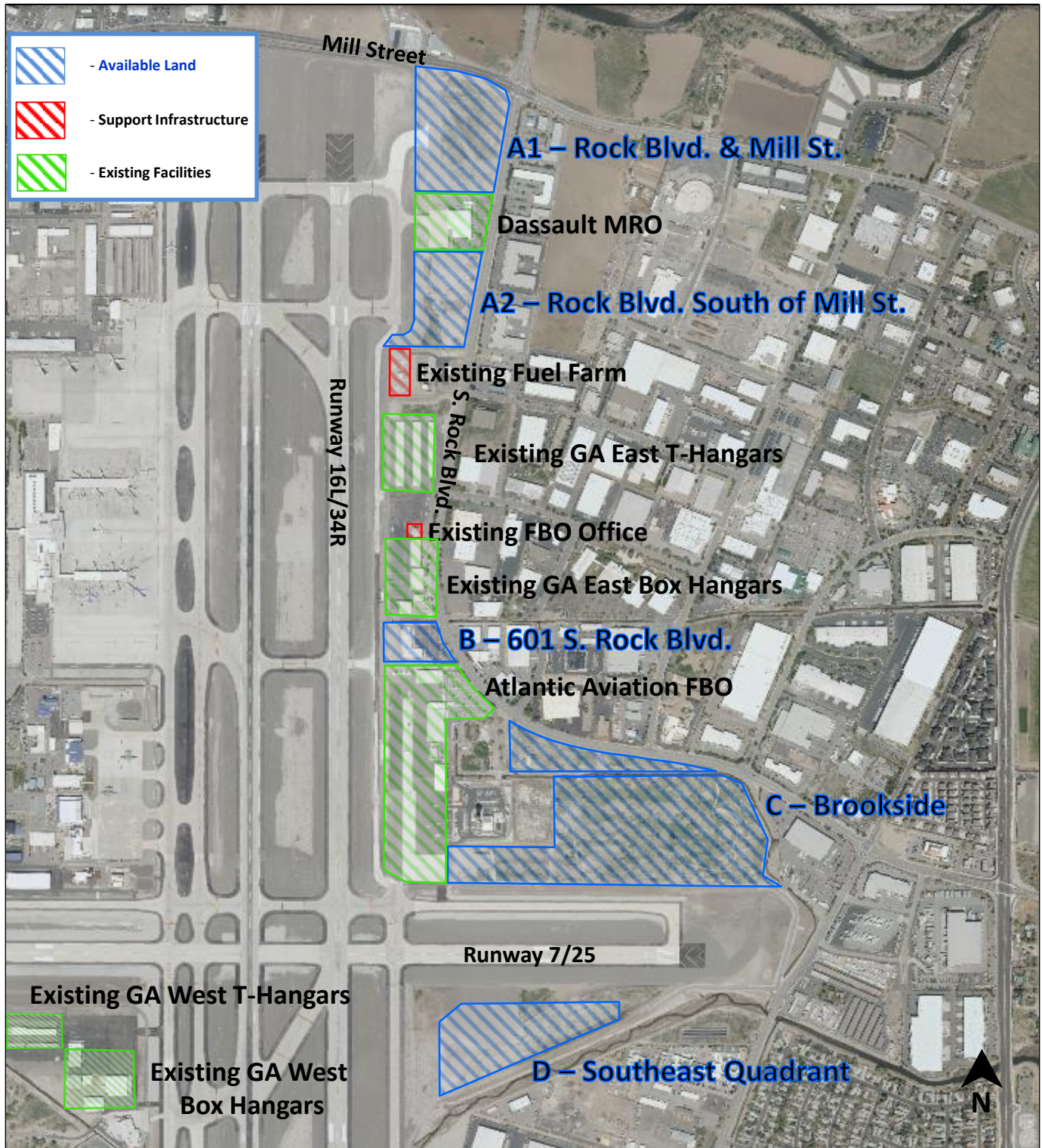
STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

"Move to authorize the President/CEO, or his designee, to negotiate final terms and execute a fifty-year ground lease for a four-acre site located on the east side of the airfield at 601 South Rock Boulevard, between the Reno-Tahoe Airport Authority and South Rock LLC, for a minimum contract value of \$8,353,520."

Exhibit A Request For Proposals Parcels



**Exhibit B
Term Sheet**

**Reno-Tahoe
Airport Authority**

**RENO-TAHOE INTERNATIONAL AIRPORT
PROPOSED DEVELOPMENT TERMS
SOUTH ROCK LLC**

Premises	Approximately ~4 acres of land located on the east side of KRNO Runway 35R and parallel taxiway C, south of Mill Street, commonly referenced as 601 South Rock Boulevard. Lessee accepts the Premises in As-Is Condition, subject to the existing building and support building being demolished by RTAA. The timing of the demolition is TBD.
Permitted Use	South Rock LLC is permitted to use the Premises for the purpose of developing a General Aviation corporate aircraft facility to include approximately 50,000sf of hangar space with associated ramp, parking, shop, and office facilities and for no other purpose. Lessee agrees that it will comply fully with General Aviation Commercial Minimum Standards (GAMS) and Rules & Regulations for Reno-Tahoe International Airport (KRNO), current version.
Ground Lease Term	50 years, no extensions
Anticipated Initial Tenant Capital Investment	\$15M
Ground Rent & Rent Adjustments	\$1/SF/YR (\$14,520 per month or \$174,240 per year) Annual adjustment based on Consumer Price Index for All Urban Customers (CPI-U) and Fair Market Value adjustment via appraisal every 10 years
Rent Commencement Date(s)	Upon issuance of Certificate of Occupancy or 2 years from the commencement date, whichever is earlier. In the event Lessee, despite diligent efforts, has not received FAA NEPA approvals within 2 years of commencement, Rent Commencement can be extended until the receipt of the FAA NEPA approvals.
Performance Milestones	Submittal to the FAA for its approval of the improvements (NEPA) to be submitted no later than 6 months from the commencement date. Construction of improvements completed within twenty-four (24) months from the date of a formal environmental process determination from the FAA (NEPA) and receipt of all required city, county, and state approvals.
Security Deposit	Equal to 3 months' rent, in the form of a Letter of Credit

108

**RENO-TAHOE INTERNATIONAL AIRPORT
SOUTH ROCK LLC PROPOSED TERMS**

Utilities/Taxes/ Licenses/Assessments	Lessee is responsible for the cost of all utilities including electrical, water and potentially water rights, natural gas and telecom services. Lessee is responsible for all taxes, fees, licenses, assessments and any other services/utilities.
Performance and Payment Bonds	Lessee shall furnish to Authority performance and payment bonds with Lessee's contractor or contractors as principals, each bond in a sum not less than one hundred percent (100%) of the amount of the contract securing Lessee's completion of the work in accordance with the plans and specifications approved in writing by Authority. The bonds shall also guarantee the payment of wages of employees and benefits, subcontractor's contracts, materials, supplies and equipment used in the performance of work and shall protect Authority from liability, losses or damages arising therefrom.
Improvements	Lessee is responsible for the permitting, installation and cost of all Authority approved improvements, including but not limited to, the reconstruction of any airside improvements (ramp/apron, taxiway connector, etc.) that are required. All improvement shall be compliant with current Federal Aviation Administration Airport Circular requirements. Lessee shall comply with Authority's policies and procedures for review, modification, and approval of tenant improvement projects including Authority's Land Development Permit process. Improvements constructed, installed or erected on the Premises become part of Authority's property upon expiration or termination at which time all improvements revert to the Authority.
Maintenance and Repair	Lessee is solely responsible for complete maintenance and repair of Premises and improvements thereto, including, but not limited to regular ground maintenance (sweeping, weed and dust control, trash and debris pickup) and snow removal.
Mid-Term Refurbishment Requirements	During the Term, Lessee shall develop, fund, execute and complete, in consultation with and upon the approval of the Authority, a refurbishment program commencing after 2036 to extend the useful life of the new Improvements throughout the Term on, under and within the Leased Premises, such as, but not limited to, facility interior remodeling, painting, structural repairs, building system upgrades, Aircraft Apron reconstruction, hangar re-sheeting, new carpet, and overall facility Improvements. The Refurbishment Program shall not be less than five (5) percent of the value of the original investment and shall be implemented on a mutually agreeable schedule between the Authority and Lessee throughout the Term.

1/18

**RENO TAHOE INTERNATIONAL
AIRPORT**

SOUTH ROCK LLC

Broker Fees	Lessee and Authority hereby agree and acknowledge that there is no broker in this transaction.

This Term Sheet is non-binding and merely expresses the terms the parties are prepared to incorporate into a Lease which will be binding only upon its signature by duly authorized representatives of both parties. If you agree with the terms please sign below.

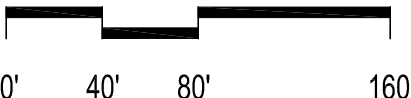
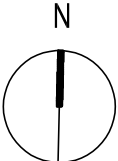
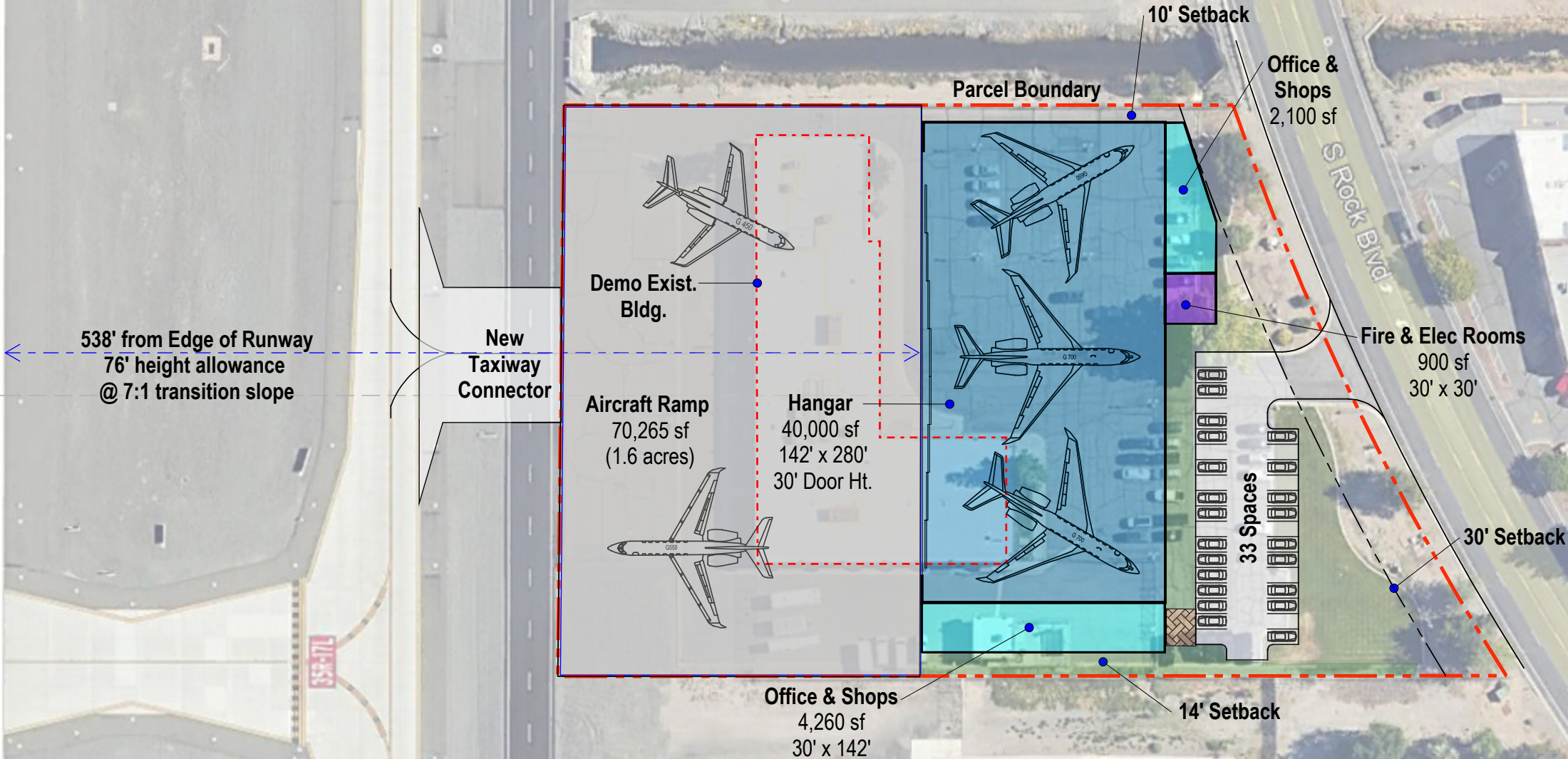
ACKNOWLEDGED AND ACCEPTED:

SOUTH ROCK LLC

Kenneth Ambrose, Manager



Exhibit C
Project Concept Plan



Board Memorandum

09/2026-48

Date: September 10, 2026

Subject: Discussion and possible action to approve, with or without revision, the President/CEO goals for Fiscal Year 2026-2027

Presenter: Emily Ellison, Chief People and Culture Officer
Cris Jensen, CEO

BACKGROUND

Pursuant to Mr. Jensen's Executive Employment Agreement (Exhibit B attached), entered into as of July 9, 2026, the Board of Trustees is required to adopt annual performance goals that shall serve to inform their annual evaluation of the President/CEO's performance and award, if any, of an annual discretionary performance bonus.

DISCUSSION

In considering the organization's strategic priorities and current and future initiatives, and in consultation with the Executive Leadership Team and the Chair of the Board of Trustees, Exhibit A (attached) details proposed goals for RTAA's President/CEO for the performance period July 1, 2026 – June 30, 2027.

As proposed, there are three primary goals focused on facilities, finances, and stakeholders. Within each of those goals, several initiatives are proposed, representing a mix of qualitative and quantitative measures. A blend of qualitative and quantitative measures is recommended to provide Trustees flexibility in assessing the President/CEO's performance in the future. A goal set that lacks qualitative measures risks limiting Trustees to evaluate only those things that can be measured. Conversely, a goal set that lacks quantitative measures risks lack of clarity around expectations and creates the potential for inconsistent assessment of performance among evaluators.

Once finalized and adopted, these goals serve as the roadmap for the work of the President/CEO, Executive Team, and organizational leaders for the fiscal year ahead.

As this is the first year of the President/CEO's contract, this year represents the foundational or baseline year for goal setting and performance evaluation. At a future meeting of the Board of Trustees, staff will bring forward for consideration a recommendation regarding the process and tool to be utilized to evaluate the President/CEO's performance for the prior fiscal year, each September, as required by the Executive Employment Agreement.

In future years, Trustees can expect that each September, the President/CEO will provide a report detailing accomplishment of the goals set for the prior fiscal year. And typically, with the support of the Chief People and Culture Officer, Trustees will conduct a performance evaluation using the previously adopted evaluation tool and process, and make a determination regarding award, if any, of a discretionary annual performance bonus provided for by employment agreement.

FISCAL IMPACT

There is no fiscal impact relative to the action to approve, with or without revision, the President/CEO's goals for the FY 26-27.

STRATEGIC PRIORITIES

Safety and Security

People

Facilities for the Future

Air Service and Cargo

Financial Stewardship

Customer Experience

General Aviation

Sustainability

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

"I move that the Board of Trustees approves [with revisions as discussed] or [as presented] the President/CEO Goals for FY 26-27."

RTAA President/CEO Goals and Performance Measures FY26-27

GOAL #1:	
Develop and Maintain Airport Infrastructure to Meet Current and Future Demand	
Strategic Plan Priority Nos. 1, 2, 3, 4, 5, 6, 7 and 8	
1	MoreRNO: Oversee the progress of New Gen A&B, specifically, the construction progress of Concourse A and starting Concourse B, which includes walk-out gate operations. Achieve significant milestones including New Gen B construction start end of October 2026, New Gen A dry-in by mid-March 2027, and New Gen A tenant/interior buildout readiness by end of July 2027. Ensure New Gen A is on track for 70% completion of the first phase by end of FY27, and for the overall New Gen A&B project to be approximately 45% complete. Continue coordination efforts with AAAC and airline representatives to maintain their support for the project and work to mitigate operational disruptions to the greatest extent possible. Oversee progress of the RTAA Police and Administrative Offices (The HQ) for permanent power by end of October 2026, final inspections and substantial completion readiness by mid-June 2027, with building completion/move-in ready by end of July 2027. Ensure RTAA staff are ready to operate out of the new facility, with built-out moving plan and required coordination efforts. Oversee owner-required coordination on the Ground Transportation Center (GTC) in support of ConRAC Solutions maintaining project progression for ground transportation activities operating out of the first floor by mid-July 2027, and overall facility completion by end of June 2028.
2	Strategic Parking Solution: Utilize a comprehensive, data driven planning process to develop a strategic roadmap for enhancing and expanding parking capacity (short-, mid-, and long-term objectives). A key part in this process is to continue building upon the completed parking study, establish capacity benchmarks and compare actual demand and utilization against Walker's projections to determine the anticipated timeline for a future parking solution. Develop a planning level cost estimate and financial strategy that incorporates projected bond capacity, recommended parking rate adjustments, and the potential to designate incremental parking revenue toward a future Landside major capital project. The roadmap will identify key milestones for planning, design, funding, and construction and result in a recommendation to the Board of Trustees by the end of the fiscal year.
3	Reno-Stead Airport (RTS) Master Plan and Land Development: Support the master plan process related to potential development of aeronautical and non-aeronautical infrastructure and related facilities. Additionally, support development of the RTS Land Strategy, which includes completion of the site readiness assessment, market analysis, and development of the marketing strategy. The Site Readiness Study will provide critical insights into the following areas: • Infrastructure Requirements: Identify the water, sewer, stormwater, utility, and roadway infrastructure needed to support future development, including rough-order-of-magnitude cost estimates. • Development Readiness: Identify areas of property that are most viable for development within the next five years, as well as areas with longer-term development potential. • Marketing Strategies & Master Plan: Provide essential information to support the development and refinement of the Marketing Strategies of the land and the Reno-Stead Master Plan.

	The findings will provide a foundation for strategic discussions regarding how to approach infrastructure investment to enhance the Airports Marketing Strategies.
4	New Capital Improvement Working Group: Establish and implement a cross-functional Capital Improvement Working Group (CIPWG) to create a consistent, transparent, and financially sustainable process for identifying, evaluating, prioritizing, estimating, approving, funding, tracking, and managing changes to RTAA capital projects within the Capital Improvement Plan (CIP). The CIPWG will serve as a centralized coordination point among Planning, Engineering, Facilities, Finance, Operations, Procurement, Information Technology, and other affected departments. Its work will ensure that projects entering the CIP have an appropriate level of scope definition; preliminary cost, schedule, and cash-flow information; documented priority and business justification; an identified funding strategy; an assessment of operational impacts and support requirements; and defined accountability for project delivery, reporting, and decision-making. Specific objectives include: adopting a charter that defines the CIPWG's purpose, authority, membership, meeting cadence, project-sponsor responsibilities, decision-making protocols; creating a standardized project-intake and screening process to document each proposed project purpose, scope, strategic alignment, operational need, preliminary cost, schedule, risks, stakeholder impacts, anticipated operating costs, funding considerations, and recommended priority; implementing a formal change-management process for material changes in project scope, budget, schedule or priority.
GOAL #2: Maintain Financial Strength, Revenue Self-Sufficiency and Improve Oversight	
Strategic Plan Priority Nos. 3, 4, 5, and 8	
1	Budget Performance: Maintain disciplined operating-expense management throughout the fiscal year by monitoring monthly actual expenses against the approved budget, identifying and addressing unfavorable variances promptly, and achieving year-end operating expenses at or below 98% of the approved operating expense budget.
2	Re-establish and operationalize the Board Audit Committee: In accordance with Resolution No. 580 and the adopted Audit Committee Charter, ensure that the Committee is appropriately constituted, informed, supported and positioned to provide effective independent oversight of Internal Audit, financial reporting, internal controls and significant audit matters. Objectives include establishing Committee membership; on-boarding and orientation; implementing meeting and administrative procedures in compliance with Nevada Open Meeting Law; providing initial Internal Audit status briefing; obtaining approval of an annual risk-based Internal Audit Plan; implementing oversight and reporting protocols; establishing confidential reporting procedures and developing an annual work plan.
3	Increase Operating Revenues: Optimize airport revenues by the end of the fiscal year, including aeronautical and non-aeronautical revenues. Examples include (a) targeted air service development initiatives, emphasizing the three core pillars of retaining, expanding, and attracting air service to enhance connectivity for both leisure and business travelers; proactively collaborate engagement with strategic partners (RSCVA, RASC, etc.) on coordinated marketing efforts for new destinations (e.g. BNA) and existing markets; (b) optimizing concession revenues through market solicitations for food/beverage, retail, gaming, lounge, and advertising programs, and (c) identification and implementation of new revenue streams. Monitor monthly revenue performance against a 3% growth target, ensuring alignment with adopted budget goals and making data-driven adjustments as needed to optimize growth.

GOAL #3: Further Strengthening Stakeholder Engagement Strategic Plan Priority Nos. 1, 2, 3, 5, 6, 7, and 8	
1	Stakeholder and Community Engagement: Building on the Authority’s established reputation and strong network of community and stakeholder relationships, continue advancing proactive engagement and communications strategies that sustain momentum deepen existing connections and support major initiatives and long-term objectives, including: • Sustaining and strengthening the Community Outreach Committee as a structured, two-way communication channel with stakeholders representing industries and perspectives from across the catchment area • Deepening integrated outreach efforts for concessions, public art and other MoreRNO-related RFPs, building on established community trust and interest in the program • Continue executing an inclusive engagement plan for the Reno-Stead Airport master plan update that leverages existing government, community, business, and industry relationships to ensure broad and meaningful participation • Expanding on established relationships with elected officials and community leaders to sustain awareness of significant airport projects and seek ongoing feedback, including structured introductory engagements for the incoming CEO with senior business, civic, and regional leaders to build upon the Authority’s existing profile and open communication channels • Further strengthening the RTAA’s well-established identity as the hometown airport for the full catchment area – including rural communities beyond the Reno, Sparks and Tahoe metropolitan footprint – by expanding the speakers bureau, sponsoring aligned community events and strengthening partnerships with rural changes of commerce and tourism agencies
2	Customer Experience: Remain committed to delivering and continuously elevating a high standard of service across the full traveler journey – from pre-arrival planning through on-campus departure and return. Leverage existing measurement tools and actively explore additional tools and methodologies that could deliver end-to-end experience metrics illustrating the full door to plane journey, providing a more complete and continuous picture of how passengers experience the airport at every touch point. Identify and implement customer-focused strategies and operational tactics that: • Before passengers arrive: Provide clear wayfinding, timely digital updates, and easy access to parking, ground transportation, airline and terminal information. • On campus: Minimize disruption during MoreRNO and other construction, support planning for partners and passengers alike and uphold a customer experience that reflects RTAA standards.
3	Sustaining and Strengthening Organizational Culture: Execute initiatives focused on sustaining and strengthening organizational culture and continue to build on further leveraging of the THRIVE values in daily operations to reinforce them as a performance and decision-making framework. Specifically: • Implement redesigned onboarding and professional learning program and establish participation goals based on first year benchmarking. • Employee retention goal based on voluntary separations excluding retirements. • Implement changes to the CSP/Management performance evaluation system based on continuous improvement data gathered in first three years of use. • Maintain or improve organizational culture survey participation and scores. • Measure and establish a benchmark for Executive Team participation in culture supporting activities. • Leverage significant strategic milestones planned for the RTAA over the coming months and year to build sustained excitement, pride, and interest among employees.

4	Board Governance and Team Development: Collaborate with the Board, key staff, and the selected consulting firm to update core governance documents, including the Bylaws, Code of Conduct, and conflict-of-interest standards, while supporting the continued development of a cohesive, high-functioning Board and reinforcing strong Board–staff communication. Implement a Board liaison structure that pairs each Trustee with a designated staff member to streamline communication, deepen Board expertise in specific operational areas, and ensure the full Board receives comprehensive, organization-wide information about airport operations.
5	Risk Management/Safety: As the RTAA continues implementation of the MoreRNO program and other significant capital improvements, further strengthen a proactive and collaborative safety culture that places the safety of employees, contractors, tenants, stakeholders, passengers, and the public at the forefront of project planning and execution. Establish safety as a shared responsibility across the airport campus and reinforce expectations that operational continuity and project delivery are achieved without compromising safety. • Develop and execute a plan for initial and ongoing ICS training for RTAA Management. • Update and maintain safety plan to reflect impacts of MoreRNO construction, including the Terminal Evacuation Plan, and provide employees related training as appropriate • Implement a safety awareness campaign for employees, construction workers, passengers, and tenants

EXECUTIVE EMPLOYMENT AGREEMENT

This Executive Employment Agreement (the "**Agreement**") is made and entered into as of **July 9, 2026** (the "**Effective Date**"), by and between **Cris Jensen** (the "**Executive**") and Reno-Tahoe Airport Authority, a Nevada quasi-municipal corporation (the "**Employer**" or "**RTAA**"). Except as expressly provided in Section 4 with respect to Base Salary, all rights, obligations, benefits, and terms set forth in this Agreement apply prospectively from the Effective Date.

WHEREAS, the Employer desires to employ the Executive on the terms and conditions set forth herein; and

WHEREAS, the Executive desires to be employed by the Employer on such terms and conditions.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and obligations set forth herein, the parties agree as follows:

1. Term. The Executive's employment with the Employer commenced on **June 2, 2026** (the "**Employment Start Date**"). This Agreement shall become effective as of the Effective Date and shall continue for a period of five (5) years, ending on **June 30, 2031**, unless earlier terminated in accordance with Section 5 (the "**Employment Term**")

1.1 Upon expiration of the Employment Term, the obligations of the Employer hereunder shall cease, and the Executive shall then be deemed to be an at-will employee of the Employer.

1.2 Notwithstanding the later Effective Date, the Executive's Base Salary, as set forth in Section 4, shall be deemed effective as of the Employment Start Date and shall apply retroactively to that date. All other compensation, benefits, rights, obligations, and terms of employment under this Agreement shall apply only prospectively from the Effective Date, except as expressly stated otherwise herein.

1.3 Notwithstanding the above and except as specifically set forth below, the parties recognize that Executive is an "AT WILL" employee and serves at the pleasure of the Board in accordance with the RTAA Bylaws of the Board. This means that both the Board and/or Executive can terminate Executive's employment for any reason or for no reason, subject to the requirements of Section 5, below.

2. Position and Duties.

2.1 Position. During the Employment Term, the Executive shall serve as the President/CEO of the Employer, reporting to RTAA Board of Trustees ("**Board**"). In such position, the Executive shall have such duties, authority, and responsibilities as shall be determined from time to time by RTAA Board of Trustees and in accordance with the RTAA Bylaws, subject to the limitations specified by statute, ordinance, regulation, resolution and action of the Board or other governing documents of Employer.

2.2 Duties. During the Employment Term, the Executive shall devote substantially all of the Executive's business time and attention to the performance of the Executive's duties hereunder and will not engage in any other business, profession, or occupation for compensation or otherwise which would conflict or interfere with the performance of such services either directly or indirectly without the prior written consent of the Board. Notwithstanding the foregoing, the Executive will be permitted to (a) with the prior written consent of the Board (which consent will not be unreasonably withheld or delayed) act or serve as a director, trustee, committee member, or principal of any type of business, civic, or charitable organization, and (b) purchase or own less than five percent (5%) of the publicly traded securities of any corporation; provided that, such ownership represents a passive investment and that the Executive is not a controlling person of, or a member of a group that controls, such corporation; provided further that, the activities described in clauses (a) and (b) do not interfere with the performance of the Executive's duties and responsibilities to the Employer as provided hereunder, including, but not limited to, the obligations set

forth in Section 2 hereof. The key responsibilities for the President/CEO position are attached hereto as **Exhibit A**.

3. Place of Performance. The principal place of Executive's employment shall be the Employer's principal executive office currently located in **2001 E. Plumb St., Reno, NV 89502**; provided that, the Executive may be required to travel on Employer business during the Employment Term. The Executive may work remotely so long as doing so does not interfere with the Executive's responsibilities under this Agreement;

4. Compensation.

4.1 Base Salary. The Employer shall pay the Executive an annual base salary of **Four Hundred Thousand and no/100 dollars (\$400,000.00)** in periodic installments in accordance with the Employer's customary payroll practices and applicable wage payment laws, but no less frequently than monthly. The Executive's annual base salary, as in effect from time to time, is hereinafter referred to as "**Base Salary**". The Executive shall be eligible for annual increases to the Base Salary, as determined in the sole discretion of the Board.

4.2 Annual Bonus.

(a) Annual Bonus Eligibility. Beginning with the Board's regular September 2027 meeting, and at the Board's regular September meeting each year thereafter during the Employment Term, the Executive shall be eligible for consideration for a discretionary, non-mandatory cash bonus (the "**Annual Bonus**"). The Annual Bonus shall not be prorated for any partial fiscal year, provided the Executive commenced employment by June 2, 2026.

(b) Discretion and Performance Criteria. Any Annual Bonus shall be awarded, if at all, in the sole discretion of the Board and shall be up to **ten percent (10%)** of the Executive's Base Salary in effect on the last day of the fiscal year being evaluated. The amount of any Annual Bonus shall be determined by the Board based on the Executive's achievement of performance criteria and goals established by the Board, in collaboration with the Executive. The Executive's performance shall be evaluated following the conclusion of each fiscal year at the Board's regular September meeting.

(c) Timing of Payment. Any Annual Bonus awarded shall be paid within thirty (30) days following the Board's determination at its September meeting and shall be subject to all applicable tax withholdings.

(d) Final-Year Bonus. If the Executive's employment remains active through June 30, 2031, the Executive shall remain eligible to be considered for an Annual Bonus with respect to the final fiscal year of employment, but only to the extent such bonus would otherwise have been earned based on fiscal-year performance and only if the termination is not for Cause. Any such bonus, if awarded, shall be paid at the same time as bonuses are paid to other eligible employees following the Board's September 2031 meeting. If the Executive is terminated for Cause, any unpaid Annual Bonus for a completed fiscal year shall be forfeited.

(e) Coordination With Termination Provisions. For the avoidance of doubt, the treatment of any Annual Bonus upon termination of employment shall be governed by Section 5, and this Section 4.2 shall be interpreted consistently with the definitions of "Accrued Amounts" and the provisions governing forfeiture or payment of earned but unpaid bonuses.

4.3 Retention Bonus. Executive shall be eligible for a retention bonus of Forty Thousand and no/100 dollars (\$40,000) per year payable upon the completion of years four (4) and five (5) of this agreement, consistent with the following terms.

(a) For the purposes of this section, contract years correspond with the following dates:

(i) Year 1: July 9, 2026 – June 30, 2027

- (ii) Year 2: July 1, 2027 – June 30, 2028
- (iii) Year 3: July 1, 2028 - June 30, 2029
- (iv) Year 4: July 1, 2029 - June 30, 2030
- (v) Year 5: July 1, 2030 – June 30, 2031

(b) Upon fulfillment of each year of the contract, the Executive will accrue a retention bonus in the amount of \$40,000.00.

(c) The total amount accrued in years one (1) through three (3) shall be payable to the Executive within thirty (30) days of fulfillment of year four (4) of this agreement.

(d) The amounts accrued for fulfillment of the agreement in year four (4) and year five (5) shall be payable to the Executive within thirty (30) days of fulfillment of year five (5) of this agreement.

(e) Any accrued but unpaid retention bonus shall be forfeited if the Executive separates employment for any reason prior to the fulfillment of any contract year.

(f) Retention bonus payments are subject to withholding as required by State and Federal law.

4.4 Transition Compensation. If the Board and the Executive agree that providing transition services (the “**Transition Services**”) would benefit the Employer, the Board and the Executive shall mutually determine the duration of such transition period (the “**Transition Period**”). For purposes of this Section, “Transition Services” means temporary support to ensure continuity of operations, including knowledge transfer, onboarding or acclimating a successor, and assisting with the orderly transition of duties. As consideration for providing the Transition Services, the Employer shall pay the Executive a pro rata amount of the Executive’s then-current Base Salary corresponding to the length of the Transition Period.

4.5 Fringe Benefits.

(a) Vehicle Expense. The Executive shall be entitled to a vehicle allowance of **eight hundred dollars (\$800.00)** per month.

(i) The Executive shall be responsible for all expenses related to the vehicle, including without limitation fuel, maintenance, taxes, insurance, license fees, and registration. The vehicle shall be registered in the Executive’s name, not the Employer’s. Because the Executive owns and/or maintains the vehicle in the Executive’s individual capacity and not as President/CEO of the Employer, the Employer assumes no liability with respect to the vehicle other than providing the monthly vehicle allowance set forth in this Section 4.3.

(b) Tuition Reimbursement. The Executive is eligible for tuition reimbursement for courses related to Executive’s employment or development at Employer subject to the terms and conditions as outlined in Management Guidelines in effect at the time.

4.6 Employee Benefits. During the Employment Term, the Executive shall be entitled to participate in all employee benefit plans, practices, and programs maintained by the Employer, as in effect from time to time (collectively, “**Employee Benefit Plans**”), on a basis which is no less favorable than is provided to other similarly situated executives of the Employer, to the extent consistent with applicable law and the terms of the applicable Employee Benefit Plans. The Employer reserves the right to amend or

terminate any Employee Benefit Plans at any time in its sole discretion, subject to the terms of such Employee Benefit Plan and applicable law.

(a) Medical, Dental, Vision, Long-term Disability Insurance, Flexible 125 Plan Coverage, Deferred Compensation, and other Benefits. The Executive shall be eligible to receive medical, prescription, dental, vision, and long-term disability insurance consistent in coverage and premiums with those offered to other Management employees.

(b) Life Insurance. The Executive shall be eligible for life insurance coverage as elected, up to a maximum amount of \$575,000, or the insurance carrier's guaranteed issuance in effect at the time, whichever is greater.

(c) Nevada Public Employees Retirement System ("PERS") Contribution. The Employer shall pay one hundred percent (100%) of the Executive's retirement contributions to PERS, up to the annual salary cap established by PERS. Mandatory increases to PERS contributions will be implemented consistent with the terms and conditions outlined in Management Guidelines and in effect at the time.

(d) Post Employment Health Plan (PEHP). The Executive shall continue to participate in the Employer's PEHP program consistent with the provisions outlined in Management Guidelines and in effect at the time.

(e) Employer Contribution to Deferred Compensation Plan. The Employer offers a 457 deferred compensation plan to the Executive beginning on the first day of employment. The Employer shall make no contributions to the Deferred Compensation Plan.

(f) Workers' Compensation Insurance. The Executive is covered by Workers' Compensation Insurance as mandated by State law. Employer pays the full cost of this insurance.

(g) Employee Assistance Program. Executive and Executive's dependents are eligible for benefits through an Employee Assistance Program provider at the expense of Employer, subject to the terms in effect for other Management employees and any requirements imposed by Employer's benefits provider(s).

4.7 Vacation; Paid Time Off. During the Employment Term, the Executive shall be entitled to accrual of vacation time consistent with the Management Guidelines and based on total RTAA service. If vacation leave accrual exceeds 520 hours at the end of the last pay period of any fiscal year, Executive will be paid for all vacation leave over this amount at that time. The Executive shall receive other paid time off in accordance with the Employer's policies for executive officers as such policies may exist from time to time.

(a) Upon termination of employment for any reason, the Executive shall be paid for all unused, accrued vacation leave at the Executive's then applicable Base Salary, prorated to an hourly rate.

4.8 Sick Leave. Upon the Effective Date, and each pay period thereafter in which the Executive receives compensation, the Executive shall accrue 4.6 hours of sick leave. The Executive may use available sick leave immediately. Accrued but unused sick leave may be carried over to the following year, and such accrual is unlimited.

(a) Employees may take sick leave for:

(i) an employee's own mental or physical illness, injury, or health condition;

(ii) the mental or physical illness, injury, or health condition of the employee's family member; or

(iii) the diagnosis, care, or treatment of a mental or physical illness, injury, or health condition of the employee or the employee's family member, including preventive and diagnostic care;

(iv) any other reason provided for under State or Federal law or Management Guidelines as they are in effect from time to time.

(b) On termination of employment, for any reason, Executive shall forfeit any unused but accrued sick leave.

4.9 Holiday Leave. Executive shall be entitled to holiday pay for all holidays recognized by the RTAA for other employees in addition to vacation and sick leave. The specific Holidays shall be designated by Employer and may be subject to change.

(a) Upon termination of Executive's employment for any reason, with the exception of any accrued but unused Floating Holiday, Executive shall not be entitled to compensation for any Holiday that has not yet occurred as of the effective date of termination.

4.10 Long-Term Housing Transition Stipend. The Employer shall reimburse the Executive for reasonable relocation expenses (the "**Long-Term Housing Transition Stipend Expenses**") associated with securing new long-term housing in connection with the Executive's commencement of employment, up to a maximum aggregate amount of \$15,000.00. Any such reimbursable expenses shall be paid within thirty (30) days after the Executive submits appropriate documentation, in accordance with the Employer's reimbursement policies.

(a) Reimbursement of Long-Term Housing Stipend Expenses. Should Executive resign or be terminated for Cause within twelve (12) months of the Employment Start Date, Executive will be required to repay, within ninety (90) days of such resignation or termination, the full amount of any Long-Term Housing Transition Stipend Expenses reimbursed to Executive pursuant to Section 4.10 of this Agreement.

4.11 Business Expenses. The Executive shall be entitled to reimbursement for all reasonable and necessary out-of-pocket business, entertainment, professional, and travel expenses incurred in connection with the performance of the Executive's duties hereunder, in accordance with the Employer's expense reimbursement policies and procedures. Such expenses, including professional dues and memberships, shall be paid or reimbursed upon the Executive's submission of appropriate documentation substantiating the expense. The Executive shall promptly submit all expenses for reimbursement and shall provide any documentation reasonably requested by the Employer. The Executive understands that failure to submit expenses timely or to provide required or requested documentation may result in denial of reimbursement.

4.12 Indemnification. In the event the Executive is made a party, or threatened to be made a party, to any action, suit, or proceeding, whether civil, criminal, administrative, or investigative (a "**Proceeding**"), other than any Proceeding initiated by the Executive or the Employer relating to any contest or dispute between them with respect to this Agreement or the Executive's employment hereunder, by reason of the fact that the Executive is or was a director or officer of the Employer or any affiliate, or is or was serving at the request of the Employer as a director, officer, member, employee, or agent of another corporation, partnership, joint venture, trust, or other enterprise, the Executive shall be indemnified, defended, and held harmless by the Employer to the fullest extent applicable to any other officer or director of the Employer and to the fullest extent permitted by law. Such indemnification shall include all liabilities, losses,

demands, claims, accounts, actions, and proceedings, and all related costs and expenses (including attorneys' fees), arising from acts or decisions made by the Executive while performing services for the Employer.

(a) Notwithstanding the foregoing, the Employer shall have no obligation to indemnify the Executive with respect to claims brought by the Employer against the Executive arising from acts of dishonesty, fraud, intentional misconduct, gross negligence, criminal acts, or ultra vires acts. In such circumstances, the Executive shall indemnify and hold harmless the Employer from all liabilities, losses, demands, claims, accounts, actions, and proceedings arising from the Executive's breach of this Agreement, fraud, or intentional illegal conduct.

(b) For purposes of this Agreement, *ultra vires acts* means any actions taken by the Executive that exceed the legal, statutory, or organizational authority granted to the Executive, including actions outside the scope of the Executive's position or actions expressly prohibited by law, the Employer's governing documents, or directives of the Board.

5. Termination of Employment.

5.1 For Cause or Without Good Reason.

(a) The Executive's employment hereunder may be terminated by the Employer for Cause or by the Executive without Good Reason. If the Executive's employment is terminated by the Employer for Cause or by the Executive without Good Reason, the Executive shall be entitled to receive:

(i) any accrued but unpaid Base Salary and accrued but unused vacation, which shall be paid as follows:

(A) If the Executive's employment is terminated by the Employer for Cause, such amounts shall be paid immediately upon the Termination Date, in compliance with NRS 608.020;

(B) If the Executive terminates employment without Good Reason, such amounts shall be paid not later than seven (7) days following the Termination Date or, if earlier, within seven (7) days following the Executive's written demand for payment, in compliance with NRS 608.030.

(ii) any earned but unpaid Annual Bonus with respect to any completed fiscal year immediately preceding the Termination Date, which shall be paid on the otherwise applicable payment date; provided that, if the Executive's employment is terminated by the Employer for Cause, then any such accrued but unpaid Annual Bonus shall be forfeited;

(iii) reimbursement for unreimbursed business expenses properly incurred by the Executive, which shall be subject to and paid in accordance with the Employer's expense reimbursement policy; and

(iv) such employee benefits, if any, to which the Executive may be entitled under the Employer's employee benefit plans as of the Termination Date; provided that, in no event shall the Executive be entitled to any payments in the nature of severance or termination payments except as specifically provided herein.

Items 5.1(a)(i) through 5.1(a)(iv) are referred to herein collectively as the "**Accrued Amounts**".

(b) For purposes of this Agreement, "**Cause**" shall mean:

- (i) the Executive's willful failure to comply with any valid and legal directive of the RTAA Board in conjunction with the Chief Legal Officer;
- (ii) the Executive's willful dishonesty, unethical or illegal conduct (including violations of the ethical or professional standards of the Nevada State Ethics Commission or the Nevada Ethics in Government Law), or other misconduct that is injurious to the Employer or its affiliates;
- (iii) the Executive's embezzlement, misappropriation, or fraud, whether or not related to the Executive's employment with the Employer;
- (iv) the Executive's willful violation of established written policies or procedures of the Federal Aviation Administration (FAA) or any other applicable regulatory authority;
- (v) the Executive's conviction of or plea of guilty or nolo contendere to a crime that constitutes a felony (or state law equivalent) or a crime that constitutes a misdemeanor involving moral turpitude (conduct that is inherently base, vile, or depraved, and contrary to the accepted rules of morality and the duties owed between persons or to society in general);
- (vi) the Executive's material violation of the Employer's written policies, other governing documents, Bylaws, statutory requirements, codes of conduct, including written policies related to discrimination, harassment, sexual harassment, performance of illegal or unethical activities, and ethical misconduct;
- (vii) the Executive's failure to cure a breach of this Agreement, if and to the extent the Employer elects to provide written notice and an opportunity to cure, and, where such notice is provided, the Executive fails to remedy the breach within thirty (30) days of receiving that notice;
- (viii) the Executive's willful unauthorized disclosure of Confidential Information (as defined below);
- (ix) the Executive's illegal use of narcotics or other controlled substances;
- (x) the Executive's material breach of any material obligation under this Agreement or any other written agreement between the Executive and the Employer; or
- (xi) the Executive's engagement in conduct that brings or is reasonably likely to bring the Employer negative publicity or into public disgrace, embarrassment, or disrepute.

For purposes of this provision, no act or failure to act on the part of the Executive shall be considered "willful" unless it is done, or omitted to be done, by the Executive in bad faith or without reasonable belief that the Executive's action or omission was in the best interests of the Employer. Any act, or failure to act, based on authority given pursuant to a resolution duly adopted by the Board or on the advice of counsel for the Employer shall be conclusively presumed to be done, or omitted to be done, by the Executive in good faith and in the best interests of the Employer.

Termination of the Executive's employment shall not be deemed to be for Cause unless and until the Employer delivers to the Executive a copy of a resolution duly adopted by the affirmative vote of not less than a majority of the Board (after reasonable written notice is provided to the Executive and the Executive is given an opportunity, together with counsel, to be heard before the Board), finding that the Executive has engaged in the conduct described in any of (i)-(xii) above. Except for a failure, breach, or refusal which, by its nature, cannot reasonably be expected to be cured, the Executive shall have ten (10) business days from the delivery of written notice by the Employer within which to cure any acts constituting Cause; provided however, that, if the Employer reasonably expects irreparable injury from a delay of ten (10) business days, the Employer may give the Executive notice of such shorter period within which to cure as is reasonable under the

circumstances, which may include the termination of the Executive's employment without notice and with immediate effect.

(c) For purposes of this Agreement, "**Good Reason**" shall mean the occurrence of any of the following, in each case during the Employment Term without the Executive's written consent:

- (i) a reduction in the Executive's Base Salary other than a general reduction in Base Salary that affects all similarly situated executives in substantially the same proportions;
- (ii) any material breach by the Employer of any material provision of this Agreement; or
- (iii) a material, adverse change in the Executive's authority, duties, or responsibilities (other than temporarily while the Executive is physically or mentally incapacitated or as required by applicable law).

The Executive cannot terminate employment for Good Reason unless the Executive has provided written notice to the Employer of the existence of the circumstances providing grounds for termination for Good Reason within 30 days of the initial existence of such grounds and the Employer has had at least 30 days from the date on which such notice is provided to cure such circumstances. If the Executive does not terminate employment for Good Reason within 30 days after the first occurrence of applicable grounds, then the Executive will be deemed to have waived the right to terminate for Good Reason with respect to such grounds.

5.2 Without Cause or for Good Reason. The Employment Term and the Executive's employment hereunder may be terminated by the Executive for Good Reason or by the Employer without Cause. In the event of such termination, the Executive shall be entitled to receive the Accrued Amounts, and the Executive shall be entitled to receive the following:

(a) Severance Payment. A lump sum severance payment equal to six (6) months of the Executive's then-applicable Base Salary, which shall be paid as follows:

- (i) If the termination is initiated by the Employer without Cause, such payment shall be made within thirty (30) calendar days following the Termination Date;
- (ii) If the termination is initiated by the Executive for Good Reason, such payment shall be made within thirty (30) calendar days following the Termination Date;

Provided, however, that in no event shall such payment be made later than two and one-half (2½) months after the end of the calendar year in which the Termination Date occurs.

(b) Accrued Vacation Leave Payment. A lump sum payment for all accrued but unused vacation leave, calculated at the Executive's then-applicable Base Salary rate, which shall be paid as follows:

- (i) If the termination is initiated by the Employer without Cause, such payment shall be made immediately upon the Termination Date, or if administratively impracticable, no later than the next regular payday following the Termination Date, consistent with NRS 608.020;
- (ii) If the termination is initiated by the Executive for Good Reason, such payment shall be made no later than the next regular payday following the Termination Date, or within seven (7) business days of the Executive's written demand for payment, whichever is earlier, consistent with NRS 608.030;

Provided, further, that in the event the Employer fails to make timely payment of accrued vacation leave as required by this Section 5.2(b), the Executive's wages shall continue at the same rate from the Termination Date until paid, for a period not to exceed thirty (30) days, as provided by NRS 608.030.

(c) If the Executive timely and properly elects health continuation coverage under the Consolidated Omnibus Budget Reconciliation Act of 1985 ("**COBRA**"), the Employer shall pay the monthly COBRA premium for such coverage for the Executive and the Executive's dependents. The Employer shall continue paying such premiums until the earliest of: (i) the six-month anniversary of the Termination Date; (ii) the date the Executive is no longer eligible to receive COBRA continuation coverage; and (iii) the date on which the Executive receives coverage from another employer or other source. Notwithstanding the foregoing, if the Employer's making payments under this Section 5.2(d) would violate the nondiscrimination rules applicable to non-grandfathered plans under the Affordable Care Act (the "**ACA**"), or result in the imposition of penalties under the ACA and the related regulations and guidance promulgated thereunder), the parties agree to reform this Section 5.2(d) in a manner as is necessary to comply with the ACA.

5.3 Death or Disability.

(a) The Executive's employment hereunder shall terminate automatically on the Executive's death during the Employment Term, and the Employer may terminate the Executive's employment on account of the Executive's Disability.

(b) If the Executive's employment is terminated during the Employment Term on account of the Executive's death or Disability, the Executive (or the Executive's estate and/or beneficiaries, as the case may be) shall be entitled to receive the following:

(i) the Accrued Amounts, which shall be paid in accordance with applicable Nevada law, including without limitation NRS 608.020, as follows:

(A) In the event of termination on account of Disability, all accrued but unpaid Base Salary and accrued but unused vacation leave shall be paid immediately upon the Termination Date, and all other Accrued Amounts shall be paid as soon as administratively practicable but no later than the next regular payroll date following the Termination Date; and

(B) In the event of termination on account of death, all accrued but unpaid Base Salary and accrued but unused vacation leave shall be paid to the Executive's estate or designated beneficiaries as soon as administratively practicable but no later than thirty (30) days following the date of the Executive's death, and all other Accrued Amounts shall be paid on the same schedule.

Notwithstanding any other provision contained herein, all payments made in connection with the Executive's Disability shall be provided in a manner which is consistent with federal and state law.

(c) For purposes of this Agreement, "**Disability**" shall mean a condition that entitles the Executive to receive long-term disability benefits through the Nevada Public Employees' Pension System (NVPERS), or if there is no such eligibility, the Executive's inability, due to physical or mental incapacity, to perform the essential functions of the Executive's job, with or without reasonable accommodation, for one hundred eighty (180) days out of any three hundred sixty-five (365) day period or one hundred twenty (120) consecutive days. Any question as to the existence of the Executive's Disability as to which the Executive and the Employer cannot agree shall be determined in writing by a qualified independent physician mutually acceptable to the Executive and

the Employer. If the Executive and the Employer cannot agree as to a qualified independent physician, each shall appoint such a physician, and those two physicians shall select a third who shall make such determination in writing. The determination of Disability made in writing to the Employer and the Executive shall be final and conclusive for all purposes of this Agreement.

5.4 Notice of Termination. Any termination of the Executive's employment hereunder by the Employer or by the Executive during the Employment Term (other than termination pursuant to Section 5.3(a) on account of the Executive's death) shall be communicated by written notice of termination ("**Notice of Termination**") to the other party hereto in accordance with Section 20. The Notice of Termination shall specify:

- (a) The termination provision of this Agreement relied upon;
- (b) To the extent applicable, the facts and circumstances claimed to provide a basis for termination of the Executive's employment under the provision so indicated; and
- (c) The applicable Termination Date.

5.5 Termination Date. The Executive's "**Termination Date**" shall be:

- (a) If the Executive's employment hereunder terminates on account of the Executive's death, the date of the Executive's death;
- (b) If the Executive's employment hereunder is terminated on account of the Executive's Disability, the date that it is determined that the Executive has a Disability;
- (c) If the Employer terminates the Executive's employment hereunder for Cause, the date the Notice of Termination is delivered to the Executive;
- (d) If the Employer terminates the Executive's employment hereunder without Cause, the date specified in the Notice of Termination, which shall be no less than 30 days following the date on which the Notice of Termination is delivered;
- (e) If the Executive terminates the Executive's employment hereunder with or without Good Reason, the date specified in the Executive's Notice of Termination, which shall be no less than 14 days following the date on which the Notice of Termination is delivered; provided that, the Employer may waive all or any part of the 14 day notice period for no consideration by giving written notice to the Executive and for all purposes of this Agreement, the Executive's Termination Date shall be the date determined by the Employer.

5.6 Resignation of All Other Positions. On termination of the Executive's employment hereunder for any reason, the Executive shall be deemed to have resigned from all positions that the Executive holds as an officer or member of the Board (or a committee thereof) of the Employer or any of its affiliates.

6. Cooperation. The parties agree that certain matters in which the Executive will be involved during the Employment Term may necessitate the Executive's cooperation in the future. Accordingly, following the termination of the Executive's employment for any reason, to the extent reasonably requested by the Employer or the Board, the Executive shall cooperate with the Employer or the Board in connection with matters arising out of the Executive's service to the Employer; provided that, the Employer shall make reasonable efforts to minimize disruption of the Executive's other activities. The Employer shall reimburse the Executive for reasonable expenses incurred in connection with such cooperation and, to the extent that the Executive is required to spend substantial time (more than 20 hours in a month) on such matters, the Employer shall compensate the Executive at an hourly rate based on the Executive's Base Salary on the Termination Date.

7. Confidential Information. The Executive understands and acknowledges that during the Employment Term, the Executive will have access to and learn about Confidential Information, as defined below.

7.1 Confidential Information Defined.

(a) Definition.

For purposes of this Agreement, "**Confidential Information**" includes, but is not limited to, all information not generally known to the public, in spoken, printed, electronic, or any other form or medium, relating directly or indirectly to: practices, methods, policies, plans, documents, operations, strategies, agreements, contracts, terms of agreements, transactions, negotiations, pending negotiations, trade secrets, computer programs, computer software, operating systems, metadata, records, personnel information, internal controls, and security procedures of the Employer or its businesses, or of any other person or entity that has entrusted information to the Employer in confidence.

The Executive understands that the above list is not exhaustive, and that Confidential Information also includes other information that is marked or otherwise identified as confidential or proprietary, or that would otherwise appear to a reasonable person to be confidential or proprietary in the context and circumstances in which the information is known or used.

The Executive understands and agrees that Confidential Information includes information developed by Executive in the course of employment by the Employer as if the Employer furnished the same Confidential Information to the Executive in the first instance. Confidential Information shall not include information that is generally available to and known by the public at the time of disclosure to the Executive; provided that, such disclosure is through no direct or indirect fault of the Executive or person(s) acting on the Executive's behalf.

(b) Permitted disclosures. Nothing herein shall be construed to prevent disclosure of Confidential Information as may be required by applicable law or regulation, or pursuant to the valid order of a court of competent jurisdiction or an authorized government agency, provided that the disclosure does not exceed the extent of disclosure required by such law, regulation, or order. The Executive shall promptly provide written notice of any such order to Chairman of the Board.

(c) Notice of Immunity Under the Economic Espionage Act of 1996, as amended by the Defend Trade Secrets Act of 2016 ("DTSA"). Notwithstanding any other provision of this Agreement:

(i) The Executive will not be held criminally or civilly liable under any federal or state trade secret law for any disclosure of a trade secret that:

(A) is made (1) in confidence to a federal, state, or local government official, either directly or indirectly, or to an attorney; and (2) solely for the purpose of reporting or investigating a suspected violation of law; or

(B) is made in a complaint or other document filed under seal in a lawsuit or other proceeding.

(ii) If the Executive files a lawsuit for retaliation by the Employer for reporting a suspected violation of law, the Executive may disclose the Employer's trade secrets to the Executive's attorney and use the trade secret information in the court proceeding if the Executive:

(A) files any document containing trade secrets under seal; and

(B) does not disclose trade secrets, except pursuant to court order.

The Executive understands and acknowledges that the Executive's obligations under this Agreement with regard to any particular Confidential Information shall commence immediately upon the Executive first having access to such Confidential Information (whether before or after the Executive begins employment by the Employer) and shall continue during and after the Executive's employment by the Employer until such time as such Confidential Information has

become public knowledge other than as a result of the Executive's breach of this Agreement or breach by those acting in concert with the Executive or on the Executive's behalf.

7.2 Intellectual Property. Executive recognizes and agrees that all copyrights, trademarks, or other intellectual property rights to created works arising in any way from Executive's employment by Employer are the sole and exclusive property of Employer and agrees to not assert any such rights against Employer or any third parties.

8. Non-Disparagement. The Executive agrees and covenants that the Executive will not at any time make, publish or communicate to any person or entity or in any public forum any defamatory or disparaging remarks, comments, or statements concerning the Employer or its businesses, or any of its employees, officers.

This Section 8 does not, in any way, restrict or impede the Executive from exercising protected rights to the extent that such rights cannot be waived by agreement or from complying with any applicable law or regulation or a valid order of a court of competent jurisdiction or an authorized government agency, provided that such compliance does not exceed that required by the law, regulation, or order. The Executive shall promptly provide written notice of any such order to Chairman of the Board.

9. Remedies. In the event of a breach or threatened breach by the Executive of Section 7 or Section 8 of this Agreement, the Executive hereby consents and agrees that the Employer shall be entitled to seek, in addition to other available remedies, a temporary or permanent injunction or other equitable relief against such breach or threatened breach from any court of competent jurisdiction, and that money damages would not afford an adequate remedy, without the necessity of showing any actual damages. The aforementioned equitable relief shall be in addition to, not in lieu of, legal remedies, monetary damages, or other available forms of relief.

10. Arbitration. Any dispute, controversy, or claim arising out of or related to this Agreement or any breach of this Agreement or the Executive's employment, whether the claim arises in contract, tort, or statute, shall be submitted to and decided by binding arbitration. Arbitration shall be administered exclusively by an impartial arbitrator in the State of Nevada and shall be conducted consistent with the rules, regulations, and requirements issued by the American Arbitration Association as well as any requirements imposed by Nevada law. Any arbitral award determination shall be final and binding upon the parties. Each party shall pay its own expenses for the arbitration, and the fees and expenses of the arbitration shall be shared equally. Employee expressly acknowledges and agrees that, through this Section 10, **EXECUTIVE FULLY UNDERSTANDS AND AGREES THAT EXECUTIVE IS GIVING UP CERTAIN RIGHTS OTHERWISE AFFORDED TO THEM BY CIVIL COURT ACTIONS, INCLUDING BUT NOT LIMITED TO THE RIGHT TO A JURY OR COURT TRIAL.**

11. Security.

11.1 Security and Access. The Executive agrees and covenants (a) to comply with all Employer security policies and procedures as in force from time to time ("**Facilities and Information Technology Resources**"); (b) not to access or use any Facilities and Information Technology Resources except as authorized by the Employer; and (iii) not to access or use any Facilities and Information Technology Resources in any manner after the termination of the Executive's employment by the Employer, whether termination is voluntary or involuntary. The Executive agrees to notify the Employer promptly in the event the Executive learns of any violation of the foregoing by others, or of any other misappropriation or unauthorized access, use, reproduction, or reverse engineering of, or tampering with any Facilities and Information Technology Resources or other Employer property or materials by others.

11.2 Exit Obligations. Upon (a) voluntary or involuntary termination of the Executive's employment or (b) the Employer's request at any time during the Executive's employment, the Executive shall (i) provide or return to the Employer any and all Employer property, including key cards, access cards, identification cards, computers, and smartphones and all Employer documents and materials belonging to the Employer and stored in any fashion, including but not limited to those that constitute or

contain any Confidential Information, that are in the possession or control of the Executive, whether they were provided to the Executive by the Employer or any of its business associates or created by the Executive in connection with the Executive's employment by the Employer; and (ii) delete or destroy all copies of any such documents and materials not returned to the Employer that remain in the Executive's possession or control, including those stored on any non-Employer devices, networks, storage locations, and media in the Executive's possession or control.

12. Publicity. The Executive hereby irrevocably consents to any and all uses and displays, by the Employer and its agents, representatives and licensees, of the Executive's name, voice, likeness, image, appearance, and biographical information in, on or in connection with any pictures, photographs, audio and video recordings, digital images, websites, television programs and advertising, other advertising and publicity, sales and marketing brochures, books, magazines, other publications, and all other printed and electronic forms and media throughout the world, at any time during or after the Employment Term, for all legitimate commercial and business purposes of the Employer ("**Permitted Uses**") without further consent from or royalty, payment, or other compensation to the Executive. The Executive hereby forever waives and releases the Employer and its directors, officers, employees, and agents from any and all claims, actions, damages, losses, costs, expenses, and liability of any kind, arising under any legal or equitable theory whatsoever at any time during or after the Employment Term, arising directly or indirectly from the Employer's and its agents', representatives', and licensees' exercise of their rights in connection with any Permitted Uses.

13. Governing Law: Jurisdiction and Venue. This Agreement, for all purposes, shall be construed in accordance with the laws of Nevada without regard to conflicts of law principles. Except as otherwise provided in Section 10, any action (i) to compel arbitration, (ii) to enforce, confirm, or vacate an arbitration award, or (iii) for any other judicial relief expressly permitted under the Federal Arbitration Act or Nevada law, shall be brought exclusively in a state or federal court located in Washoe County, Nevada. The parties irrevocably submit to the exclusive jurisdiction of such courts for the limited purposes described in this Section 13 and waive any defense of inconvenient forum with respect to such proceedings.

14. Entire Agreement. Unless specifically provided herein, this Agreement contains all of the understandings and representations between the Executive and the Employer pertaining to the subject matter hereof and supersedes all prior and contemporaneous understandings, agreements, representations, and warranties, both written and oral, with respect to such subject matter. The parties mutually agree that the Agreement can be specifically enforced in court and can be cited as evidence in legal proceedings alleging breach of the Agreement.

15. Modification and Waiver. No provision of this Agreement may be amended or modified unless such amendment or modification is agreed to in writing and signed by the Executive and by Board Chair of the Employer. No waiver by either of the parties of any breach by the other party hereto of any condition or provision of this Agreement to be performed by the other party hereto shall be deemed a waiver of any similar or dissimilar provision or condition at the same or any prior or subsequent time, nor shall the failure of or delay by either of the parties in exercising any right, power, or privilege hereunder operate as a waiver thereof to preclude any other or further exercise thereof or the exercise of any other such right, power, or privilege.

16. Severability. Should any provision of this Agreement be held by a court of competent jurisdiction to be enforceable only if modified, or if any portion of this Agreement shall be held as unenforceable and thus stricken, such holding shall not affect the validity of the remainder of this Agreement, the balance of which shall continue to be binding upon the parties with any such modification to become a part hereof and treated as though originally set forth in this Agreement.

The parties further agree that any such court is expressly authorized to modify any such unenforceable provision of this Agreement in lieu of severing such unenforceable provision from this Agreement in its entirety, whether by rewriting the offending provision, deleting any or all of the offending provision, adding additional language to this Agreement, or by making such other modifications as it deems

warranted to carry out the intent and agreement of the parties as embodied herein to the maximum extent permitted by law.

The parties expressly agree that this Agreement as so modified by the court shall be binding upon and enforceable against each of them. In any event, should one or more of the provisions of this Agreement be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provisions hereof, and if such provision or provisions are not modified as provided above, this Agreement shall be construed as if such invalid, illegal, or unenforceable provisions had not been set forth herein.

17. Captions. Captions and headings of the sections and paragraphs of this Agreement are intended solely for convenience, and no provision of this Agreement is to be construed by reference to the caption or heading of any section or paragraph.

18. Counterparts. This Agreement may be executed in separate counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument.

19. Successors and Assigns. This Agreement is personal to the Executive and shall not be assigned by the Executive. Any purported assignment by the Executive shall be null and void from the initial date of the purported assignment. The Employer may assign this Agreement to any successor or assign (whether direct or indirect, by purchase, merger, consolidation, or otherwise) to all or substantially all of the business or assets of the Employer. This Agreement shall inure to the benefit of the Employer and permitted successors and assigns.

20. Notice. Notices and all other communications provided for in this Agreement shall be in writing and shall be delivered personally or sent by registered or certified mail, return receipt requested, or by overnight carrier to the parties at the addresses set forth below (or such other addresses as specified by the parties by like notice):

If to the Employer:

Reno-Tahoe Airport Authority
2001 E. Plumb Lane
Reno, NV 89502
Attn: Chief Legal Officer

If to the Executive:

3903 Hazy Swale Way
Sparks, NV 89436

21. Representations of the Executive. The Executive represents and warrants to the Employer that:

(a) The Executive's acceptance of employment with the Employer and the performance of duties hereunder will not conflict with or result in a violation of, a breach of, or a default under any contract, agreement, or understanding to which the Executive is a party or is otherwise bound.

(b) The Executive's acceptance of employment with the Employer and the performance of duties hereunder will not violate any non-solicitation, non-competition, or other similar covenant or agreement of a prior employer.

22. Withholding. The Employer shall have the right to withhold any amount payable hereunder any Federal, state, and local taxes in order for the Employer to satisfy any withholding tax obligation it may have under any applicable law or regulation.

23. Survival. Upon the expiration or other termination of this Agreement, the respective rights and obligations of the parties hereto shall survive such expiration or other termination to the extent necessary to carry out the intentions of the parties under this Agreement.

24. Acknowledgement of Full Understanding. THE EXECUTIVE ACKNOWLEDGES AND AGREES THAT THE EXECUTIVE HAS FULLY READ, UNDERSTANDS AND VOLUNTARILY ENTERS INTO THIS AGREEMENT. THE EXECUTIVE ACKNOWLEDGES AND AGREES THAT THE EXECUTIVE HAS HAD AN OPPORTUNITY TO ASK QUESTIONS AND CONSULT WITH AN ATTORNEY OF THE EXECUTIVE'S CHOICE BEFORE SIGNING THIS AGREEMENT.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first above written.

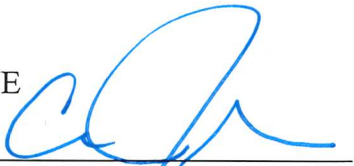
RENO-TAHOE AIRPORT AUTHORITY

By 

Name: Adam Kramer

Title: Chairman of the RTAA Board of Trustees

EXECUTIVE

Signature: 

Print Name: Cris Jensen

EXHIBIT A

PRESIDENT & CHIEF EXECUTIVE OFFICER KEY RESPONSIBILITIES

The President & CEO serves as the primary executive responsible for implementing Trustee/Board policies, overseeing financial and business management, ensuring safety, security, regulatory compliance, operational efficiency, and leading a high-performing workforce. The role requires a visionary leader who can balance regulatory compliance with strategic initiatives to enhance airport operational effectiveness, foster business development, and improve the overall passenger and tenant experience. Specific responsibilities include but are not limited to:

- Oversee all administrative, operational, and financial affairs of the Authority in alignment with the Board's directives.
- Develop a strong collaborative working relationship with the Trustees, assist the Trustees in their policy-making duties and enable the Board of Trustees and its committees to make well-informed decisions by providing relevant information, share activities, opportunities, and risks to include options and potential consequences.
- Lead the development and implementation of both long- and short-term strategic initiatives and provide clear direction to the airport's staff, integrating and coordinating with all departments, optimizing tangible and intangible assets and assure the Board achieves its strategic vision and mission.
- Establish financial philosophies and strategies for responsible planning, operation, and sustainment of programs, facilities, and services to include securing financial resources and grants to meet demands.
- Continually, creatively, and persuasively work to attract new air service at Reno-Tahoe International Airport and ensure new and existing airline relationships and partnerships are well-maintained.
- Be a catalyst for economic development in the region and build partnerships that enhance awareness and support business recruitment and retention activities.
- Develop and implement policies, procedures, and strategic initiatives that ensure regulatory compliance, enhance operational efficiency, improve customer satisfaction, and strengthen economic sustainability.
- Proactively identify regulatory and legislative impacts on the airport system and educate and advocate for appropriate consideration and positive solutions.
- Nurture community relationships including with elected officials, business leaders, business partners, tenants, and neighbors of the airport including organizations that play vital roles in promoting and sustaining air service to the region.
- Negotiate agreements with airlines, tenants, vendors, service providers, consultants, concessionaires, and/or other businesses that operate at the airports facilities or provide professional or other services.
- Foster a positive work culture, build and inspire a high-performing team, champion professional growth and organizational excellence.

Board Memorandum

09/2026-xx

Date: September 10, 2026

Subject: New Trustee/Executive Liaison Program Guidelines (*informational only*)

Presenter: Adam Kramer, Chair, RTAA Board of Trustees

BACKGROUND

The Board of Trustees and Executive Leadership Team share responsibility for providing effective leadership as RTAA navigates a significant period of growth and change. While their roles are distinct, they are complementary: the Board provides strategic direction and fiduciary oversight, while the Executive Leadership Team manages the organization and advances the Board's strategic priorities.

With major initiatives like MoreRNO and other key strategic priorities underway, a high-functioning Board/CEO/staff collaboration is more critical than ever. Two opportunities in particular make this the right moment to introduce a new program to support effective communication and leadership:

1. **Building institutional knowledge:** A majority of current Trustees are relatively new to the RTAA Board. Creating structured opportunities for Trustees to develop deeper familiarity with the organization, including its operations, priorities, and challenges, will support effective leadership during this period of significant activity and change.
2. **Strengthening the Board/Executive partnership and communication:** Recent leadership change makes a strong, two-way street of engagement more important than ever. Both the Board and Executive Leadership Team benefit from a deeper understanding of one another's perspectives, responsibilities, and areas of expertise.

For these reasons, the Board Chair is recommending the adoption of a Trustee/Executive Liaison Program – a structured framework designed to pair each Trustee with a member of the Executive Leadership Team, deepen engagement across the organization, and position RTAA for continued success during this critical period of growth and change.

DISCUSSION

Program Purpose:

The program is built around four core functions:

1. **Develop divisional expertise:** Each Trustee will be paired with a member of the Executive Leadership Team (the Executive) to develop meaningful depth in one functional area, while collectively ensuring the Board has informed representation across all major areas of the organization.
2. **Serve as a resource:** Trustees will be positioned to ask informed questions in their functional area and to share that information with other Trustees. This also affords the Trustee the opportunity to offer perspective and serve as a resource – both to their Executive liaison and to fellow Trustees – seeking context outside their own assigned area.
3. **Advocate before the Board:** When divisional items are brought before the Board, the assigned Trustee will be positioned to provide perspective on the matter being presented, offering context and articulating reasoning for their support or dissent.
4. **Streamline informal committee appointments:** The guidelines will simplify and streamline appointments to the following informal committees of the Board, which were previously appointed by the Chair: Community Outreach Committee (COC), Airport Sustainability Advisory Committee, CEO Users Working Group, CEO Land Development Working Group, Air Service Committee, and Art Advisory Committee.

Trustee/Executive Pairings:

Trustee	Executive Leadership	Title and/or Functional Area
Adam Kramer, Chair	Cris Jensen, A.A.E.	President/CEO/Executive Leadership
Roy Tuscany, Vice Chair	Natalie Brown, APR	Chief Marketing & Public Affairs Officer/Marketing & Communications
Joel Grace, Secretary	Jackie Caulk, P.E.	MoreRNO Program Director/Capital Program Delivery
Cortney Young, Treasurer	Randy Carlton	Chief Finance & Administration Officer/Finance & Administration
Ronald Bath, Trustee	Jenn Ewan	Chief Legal Officer/Legal Matters
Shaun Carey, Trustee	Chris Cobb, P.E.	Interim Chief Planning & Infrastructure Officer/Planning, Infrastructure, Engineering
Mike Carrigan, Trustee	Emily Ellison, SPHR	Chief People and Culture Officer/Labor & Employment Matters, Policies, and RTAA Culture
Garrett Gordon, Trustee	Mark Berg	Chief Commercial Officer/Air Service, Concessions, Tenants and other Commercial Development
Brian Kulpin, Trustee	Graham Ritz, A.A.E., C.A.E.	Interim Chief Operations and Public Safety Officer (COPSO)/Airside & Landside Operations, Safety, and Law Enforcement Matters

How the program works in practice:

Example 1: A Trustee assigned to Airside/Landside Operations might spend time with Operations staff to understand runway inspections, snow and ice control, and airfield maintenance protocols. Over time, that Trustee becomes the Board's internal resource on airfield operations, able to ask informed questions, offer perspective during discussions, and support both Executive leadership and fellow Trustees when decisions touch that functional area.

Example 2: During a discussion on next year's capital budget, the Trustee assigned to Airside/Landside Operations asks how a proposed runway rehabilitation project will affect RTAA's overall debt capacity. Recognizing that finance is outside their assigned area, the Trustee does not reach out directly to Finance staff. Instead, they contact the Trustee assigned to Finance & Accounting to get a clearer understanding of how debt service, cash flow, and capital planning interact. The Finance-focused Trustee then provides context, helps frame the right questions for staff, and ensures any follow-up is routed through the CEO/CFO rather than individual staff members.

This allows each Trustee to develop meaningful depth in their assigned area while allowing their peers to do the same, rather than creating multiple parallel relationships between Trustees and executives across the organization.

Program Structure:

- **Pairing review:** Trustee/Executive pairings will be reviewed by the President/CEO and Chair of the Board on the same cadence as Trustee appointments and reappointments. A review will not necessarily result in a change in pairings. Over time, however, should periodic rotation be implemented, it would provide Trustees with the opportunity to develop deep knowledge across most, if not all, of RTAA's major functions and areas of responsibility.
- **Meeting cadence:** Each Trustee and Executive will determine a mutually agreeable meeting cadence based on their respective responsibilities and the needs of their area. As a best practice, liaison meetings should occur at least once every two months. Except in time-sensitive situations, communications and meetings should occur during normal business hours.
- **Board presentations:** The Trustee and Executive should collaborate whenever the Executive or a member of their team is preparing to present to the Board – including discussing the purpose of the presentation, key issues and questions that may arise, and opportunities for the Trustee to provide informed perspective and context from behind the dais.
- **Focus and operational authority:** Trustee/Executive discussions may include strategic priorities, major initiatives, emerging issues, industry trends, challenges, and opportunities within the Executive's area of responsibility. This program is not intended to delegate to the Trustee supervisory, operational or decision-making authority over the Executive or their area of responsibility. Executives remain accountable through the President/CEO and established organizational structures.

- **Peer resource:** Trustees should direct questions or feedback outside their assigned area through the Trustee who is paired with the Executive responsible for that area. That Trustee can then work with their Executive liaison and bring relevant information, questions or perspectives back to the Board as appropriate. See Example 2, above.
- **Board connection:** Trustees may use their deeper knowledge to ask informed questions, offer suggestions and perspective, and help bring attention to important issues within their liaison area when they arise during Board meetings.

Nevada Open Meeting Law Considerations:

Trustees may communicate one-on-one and share views, provided those conversations are not used to build consensus or otherwise violate Nevada Open Meeting Law.

FISCAL IMPACT

None

STRATEGIC PRIORITIES

The Trustee/Executive Liaison program either directly or indirectly touches all RTAA strategic priorities, most strongly aligning with:

- People
- Facilities for the Future
- Financial Stewardship



Reno-Tahoe Airport Authority Executive Summary



TABLE OF CONTENTS

MORERNO PROGRAM OVERVIEW	1
September Overview	2
Key Achievements	2
Major Updates	2
Critical Decisions	3
Urgent Issues & Risks	3
Summary	3
Funding Sources	4
Critical Decisions' Schedule	5
Schedule Planning	6
MoreRNO Program KPIs	6
GTC	7
Project Details	7
KPIs	7
Project Status	8
Financial Summary	8
Construction Progress Pictures	9
THE HQ	10
Project Details	10
Project Status	10
Financial Summary	12
Construction Performance Summary	13
NEW GEN A&B	14
CUP Description & Details	14
Project Status	14
Financial Summary	15
Construction Performance Summary	16
New Gen A&B Description & Details	17
Project Status	18
Financial Summary	19
Construction Performance Summary	20
PUBLIC ART PROGRAM	21
Budget Overview	21

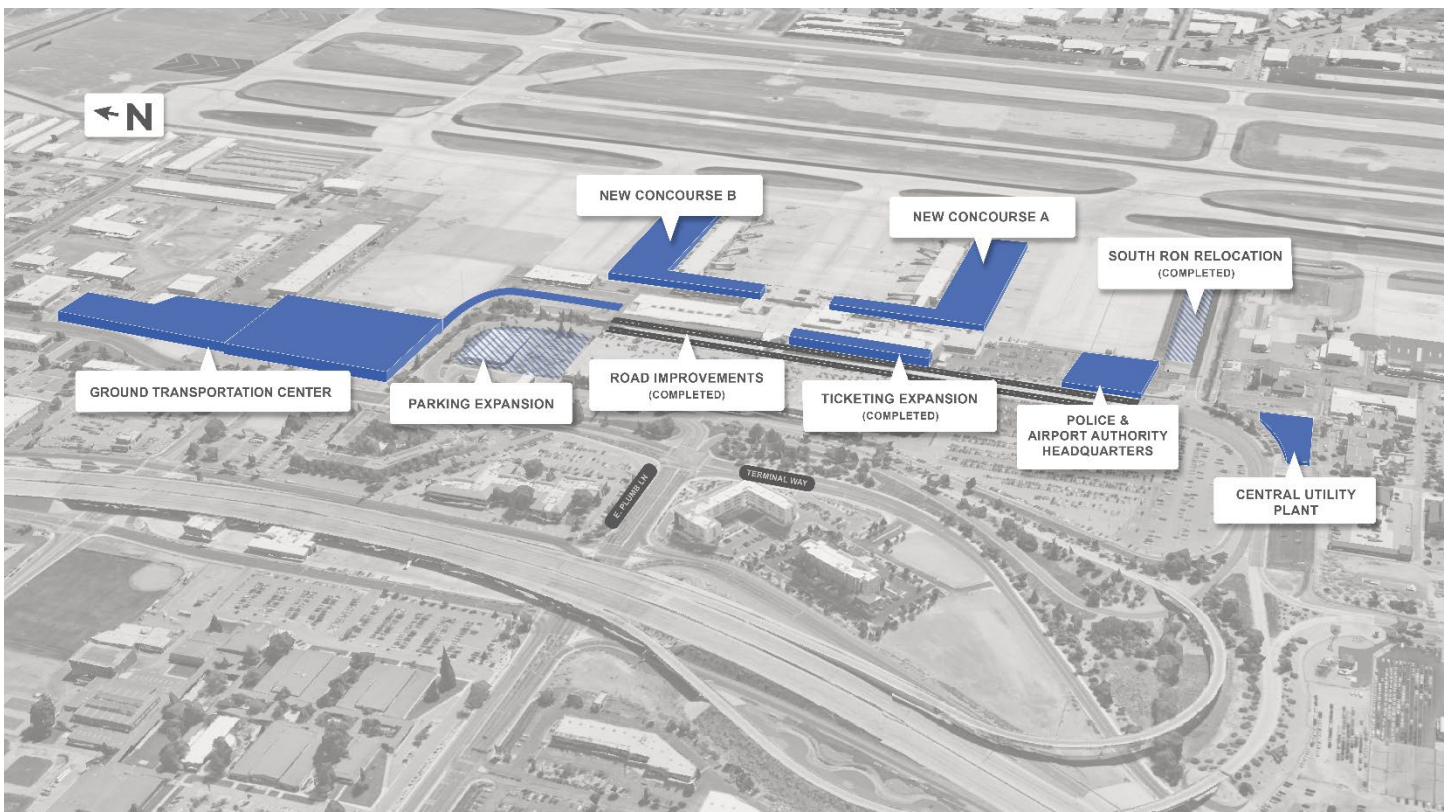
Budget Summary	22
Public Art Portfolio – Project Dashboards.....	23
HQ.....	23
Loop Road Canopies	24
New Gen A&B Concourses.....	24
GTC Pedestrian Walkway.....	25
Ticketing Hall	25
Public Art Fund Portfolio Summary.....	26
Public Art Program Overview & Look Ahead	26
COMPLETED PROJECTS	27
Ticketing Hall.....	27
Project Details.....	27
Project Stats.....	28
Project Pictures.....	28
The Loop Road	29
Project Details.....	29
Stats	29
Project Pictures.....	30
S. RON	31
Project Details.....	31
Stats	31
Project Pictures.....	32
Enabling Projects’ Descriptions & Details	33
Project Details.....	33
Stats	33
Project Pictures	34
APPENDICES.....	35
MoreRNO Program Schedule	Pages 36-50
MoreRNO Dashboard Financials	Pages 51-53
MoreRNO Cashflow Projections	Pages 53-57
MoreRNO Contingency Drawdown	Pages 58-59

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 both the New Gen A&B and the new consolidated rental car facility have been completed. Long-lead equipment is still being received for New Gen A&B, but on schedule. 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.



September Overview

The MoreRNO Program continues to reshape Reno-Tahoe International Airport (RTIA) through a strategically coordinated series of multi-year capital projects designed to increase capacity, upgrade safety and operating systems, and elevate the overall passenger experience. As of September 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, HQ and GTC. In parallel, New Gen A&B construction is currently focused on foundational, structural work and underground utility installation supporting the future Concourse A.

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

Key Achievements

- **Completed Projects:** The Ticketing Hall, Loop Road improvements, and enabling projects for the Ground Transportation Center (GTC) and New Gen A&B are now fully complete and operational. Long-lead equipment is still being received for New Gen A&B, but on schedule. 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.
- **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. Site utilities and grading are reported at 97 percent, foundations at 99 percent, vertical columns at 98 percent, garage slab-on-grade at 50%, and Level 2 deck work at 10%. The fueling-station top-out slab was completed August 17, and the first Level 2 slab placement was completed August 20th. Once complete, the GTC will reclaim approximately 700 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, foundation work, concrete masonry unit (CMU) installation, structural steel erection, concrete deck placement, and exterior wall framing. Building exterior, roofing, interior construction activities, and the MTR/TR Room build-outs are underway. The project remains on schedule and within budget.
- **New Gen A&B Development:** Construction of the common-use gate modifications, enabling work, and S. RON apron expansion are complete and closed out. Long-lead equipment is still being received for New Gen A&B, but on schedule. Construction on the CUP is progressing smoothly, with the slab foundation, steel erection, interior wall, and the exterior envelope systems complete. Construction on New Gen A&B began on February 17th and work has been focused on foundations and underground utilities for concourse A. The installation of relocated gate B9 was completed on May 27th and minor Phase 0 work continues. Phase 2 began on July 29th, which took down C10 and C12 gates in preparation for Phase 3 work. In September, steel erection began on Concourse A.

Major Updates

- **Funding:** The first bond issuance was completed September 4, 2024, and a second round of bonding efforts are underway with a target completion of September 2026. Several Federal Aviation Administration (FAA) grants have

been approved, including multiple Airport Terminal Program (ATP) Grants (a \$20M ATP Grant awarded 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 the CUP project trending toward earlier completion. Continued coordination across concurrent efforts—particularly the HQ, CUP—remains critical to support the timely delivery of New Gen A&B.
- **Enabling Projects:** Essential enabling packages supporting New Gen A&B, including long-lead electrical equipment procurement, and Phase 0 tasks—are nearly complete.

Critical Decisions

- **Upcoming Board Actions:** At the October board meeting, the MoreRNO program will be requesting a change order for program support services from Jacobs. At the November Board meeting, the New Gen A&B project will request Board authorization to execute a furniture procurement package for the concourses.

Urgent Issues & Risks

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

Summary

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

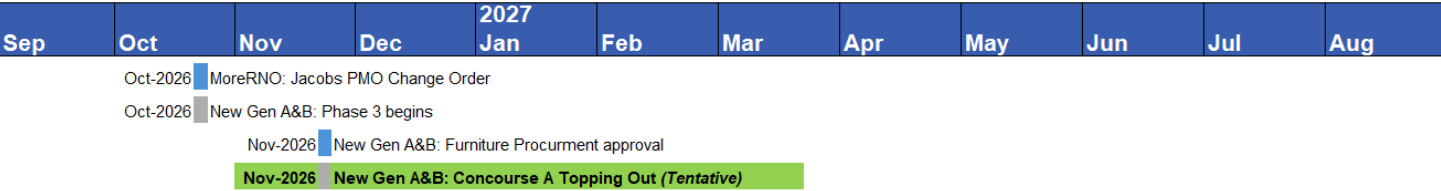
Funding Sources

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.



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

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.

MoreNO Program KPIs

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

KPIs Legend			
GREEN	This indicates that the KPI is performing well and is on track or exceeding the desired target. It's a positive result, meaning everything is going smoothly.		
YELLOW	This signals that the KPI is slightly off target or is approaching a critical threshold. It represents a warning or caution, suggesting that attention may be needed soon to prevent further decline or to get back on track.		
RED	This indicates that the KPI is significantly off track, underperforming, or has failed to meet the target. It is a red flag, signaling that corrective actions are urgently needed to improve performance.		
Key Performance Indicators			
Project Name	Budget	Schedule	Remarks
HQ Design			Substantially complete.
HQ Construction			Installation 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 is complete and building construction continues to progress with site work and equipment installation.
Concourse A&B Design			100% complete.
Concourse A&B Construction			Construction is progressing from early civil work into structural and mechanical work, with fabrication and procurement continuing for future phases. Steel erection began in September.

GTC

The new GTC at RNO is set to revolutionize ground transportation services. Spanning four floors and covering approximately 440,220 square feet, this state-of-the-art, four-story innovative facility will offer a seamless experience for passengers by housing all rental car, taxi, and ground transportation operations, including shuttles and Transportation Network Companies (TNC) like Uber and Lyft. With nearly three times more space than the current rental car facilities, the GTC is designed to grow alongside the airport, ensuring convenience and efficiency. This project will also enhance public safety by reducing traffic along the Loop Road in front of the terminal and will allow the airport to reclaim approximately 700 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 August 18, 2026.

Project Details

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

KPIs

		KEY PERFORMANCE INDICATORS			Data Date: 8/17/26
PROJECT NAME	STAGE	BUDGET	SCHEDULE	SAFETY	REMARKS
Terminal Way Utility Work	Construction	●	●	●	
ConRAC Site Work	Construction	●	●	●	
Garage / CSB Slab on Grade	Construction	●	●	●	
Fuel Station	Construction	●	●	●	

Project Status

PROJECT STATUS

- Textron Tenant Improvement Final Acceptance requested by Conrac Solutions
- Conrac site work continues:
 - 50% of Garage slab on grade completed
 - Garage foundation excavations and concrete placements continue
 - CSB/Garage vertical columns and sheer wall placements continue
 - CSB/Garage second floor work started
 - Fuel Station precast panels set, work continues

SCHEDULE	START	FINISH	DURATION (CDs)	2024	2025	2026	2027	2028
Project Summary	4/9/24	10/31/28	1,666					
Enabling Projects (FC)	7/2/24	7/24/25	387					
GTC Open	7/24/25	6/25/27	701					
GTC/CSB/Garage Complete	7/24/25	12/17/27	882					
ConRAC Open (RAC TIs)	12/18/27	6/15/28	180					
Pedestrian Walkway	12/18/27	9/18/28	275					
Existing QTA Demo	6/15/28	10/31/28	138					

3-MONTH LOOK AHEAD	DATE	AUG	SEP	OCT
Garage Slab on Deck Pours Start	8/20/26	●		
AMB Foundations Start	8/27/26	●		
Car Wash Foundations Start	9/8/26		●	
AOA Pavement Resurfacing Start	9/21/26		●	
Car Wash Precast Panels Installed	10/2/26			●

SAFETY – 30 DAYS PRIOR (7/31/26 data date)	MAN HOURS	REPORTABLE	LOST TIME
Prior Month	13,207	0	0
This Month	16,110	0	0
Cumulative	245,880	3	1

Financial Summary

PROJECT BUDGET	INITIAL BUDGET	APPROVED CHANGES	CURRENT BUDGET	COMPLETED TO DATE	WORK REMAINING
Construction Costs	\$280,546,180	\$741,562	\$281,268,689	\$150,655,920	\$130,612,769
Project Soft Costs	\$18,332,500	\$(741,562)	\$17,609,991	\$4,047,605	\$13,562,386
Total Project Costs	\$298,878,680	-	\$298,878,680	\$154,703,525	\$144,175,155

Construction Progress Pictures



Site Camera Looking NE



Garage Slab on Grade



Vertical Columns and Shear Walls



Garage / CSB 2nd Floor Started



Fuel Station Continues

THE HQ

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

Project Details

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

Project Status

The project secured permit approval from the City of Reno in late October 2025 following the Board's approval of Guaranteed Maximum Price (GMP) Proposal #3 in September 2025. The approved scope includes construction of the four-story headquarters 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 Art Fund and will feature commissioned artwork.

Construction continues to progress on schedule and within budget. Structural steel erection, concrete floor decks and stairs, exterior wall framing, is complete. Work is transitioning to roofing, fireproofing, exterior wall systems, MTR & TR room build-out, and interior build-out activities. The exterior mockup is complete.

Tie-ins to the Central Utility Plant (CUP) hot and cold-water distribution network have been completed. Coordination with the CUP project remains a key focus to ensure schedule alignment and avoid operational conflicts. The Headquarters project team also continues to coordinate closely with the New Gen AB Concourse program to ensure the Main Telecommunications Room (MTR) scope is ready to support existing concourse operations during construction of the new Concourse A.

At its July 2026 meeting, the RTAA Board of Trustees approved a furniture contract with PeopleSpace and Haworth to provide furnishings for the new headquarters building. The design team continues to work with stakeholders on final

furniture selections. RTAA also received the audiovisual (AV) design package from CCS Presentation Systems, following Board approval in March 2026, and coordination is underway to implement the AV systems. The Public Art team has selected the wall base, and terrazzo flooring artists and issued Requests for Qualifications (RFQs) for the conference table artwork.

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

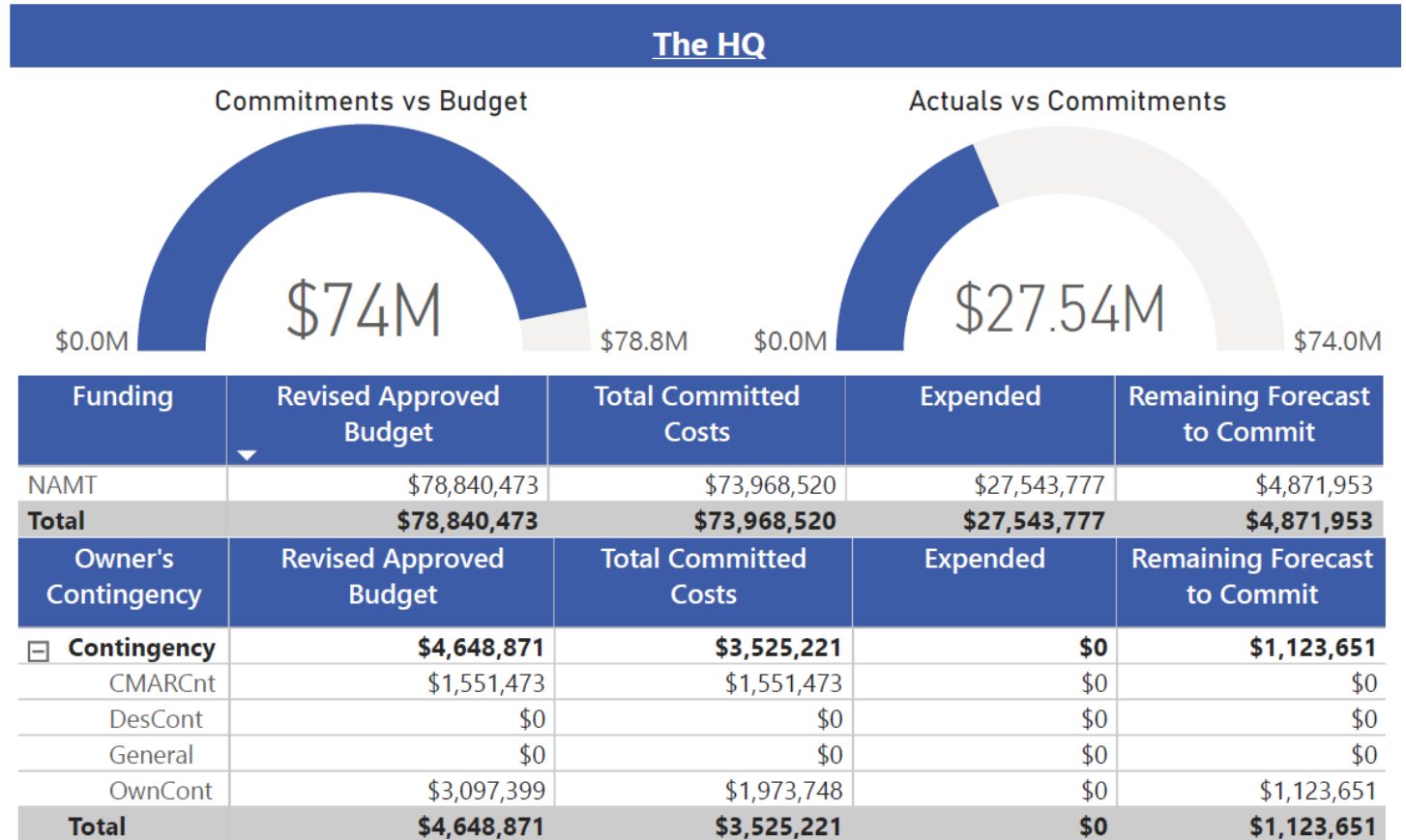
- GMP #1, Early Procurement Package for Long Lead Electrical (LLE)
 - Board Approval of GMP #1 – 01/09/25
 - Executed Contract – 01/15/25
 - Issue NTP for Procurement – 01/15/25
- GMP #3, Construction Package
 - Board Approval of GMP #3 – 09/11/25
 - Executed Contract – 09/16/25
 - Issue NTP – 09/22/25

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	07/26/27	679				

3-MONTH LOOK AHEAD	Date	Sep	Oct	Nov
Exterior Wall Finishes				
Rough-ins				
MTR & TR Buildouts				
Interior Finishes				
CUP Utility Tie-Ins				
Sitework / Landscaping				
Commissioning / Closeout				

Financial Summary

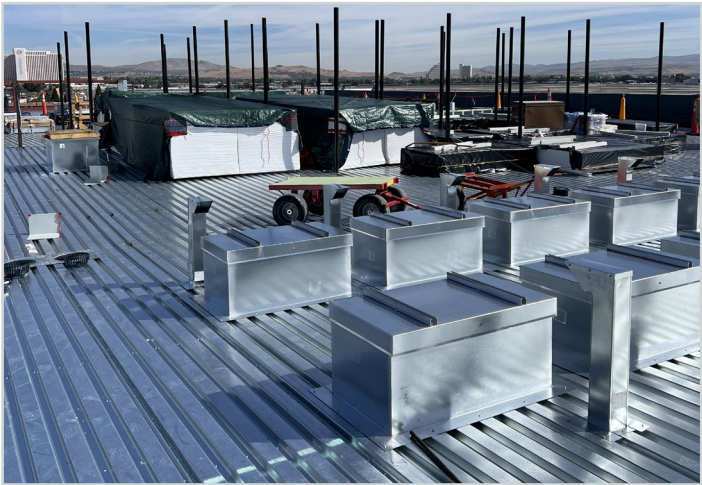
The following summary reflects Construction, Construction Administration, Construction Management and Owner's Contingency only. As a reminder, this data will be updated to reflect significant changes or approvals in the month following the approval.



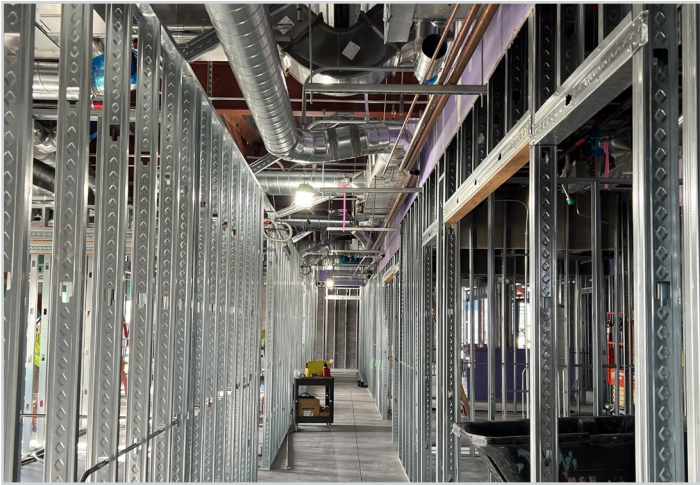
Construction Performance Summary



West Elevation - Exterior Framing



Mech. Roof Curb Installation on Metal Roof Deck



Wall Framing / Mechanical - First Floor



Interior Core Wall Framing - Second Floor



Exterior Social Space Deck



Mechanical Equipment Pads

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.

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

Project Status

Construction Manager at Risk (CMAR) mobilization began on August 4, 2025. Recently completed construction activities include interior MEP rough-in, interior framing, interior drywall, interior insulation, interior tape/texture, interior painting, overhead doors, exterior metal panels, glazing, overhead MEP conduit and piping, housekeeping pads, and acoustical ceilings. Major activities underway include construction of equipment connections and site work. The utility trench work was completed in late July. Construction of the NV Energy trench began in March and pathway and NV Energy wire pull are complete. 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	Sep	Oct	Nov
Site Work		●	●	●
Interior Buildout		●		
Equipment Install & Start-up		●	●	●
Power Available for HQ			●	
Hot/Cold Water Available for HQ				●
Test & Balance				●

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	\$46,692,970	\$46,192,970	\$24,069,576	\$500,000
ATP	\$13,000,000	\$13,000,000	\$10,843,638	\$0
NAMT	\$5,292,614	\$5,292,614	\$2,532,702	\$0
PFC	\$2,345,616	\$2,345,616	\$2,215,156	\$0
Total	\$67,331,200	\$66,831,200	\$39,661,073	\$500,000
Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
☒ Contingency	\$3,176,222	\$2,676,222	\$0	\$500,000
CMARCnt	\$1,045,845	\$1,045,845	\$0	\$0
OwnCont	\$2,130,377	\$1,630,377	\$0	\$500,000
Total	\$3,176,222	\$2,676,222	\$0	\$500,000

Construction Performance Summary



Exterior



Exterior



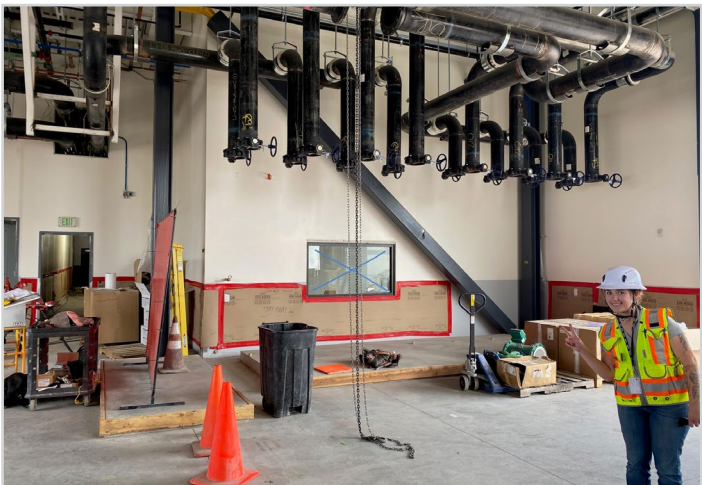
Glass Mock Up Review



Equipment



Equipment

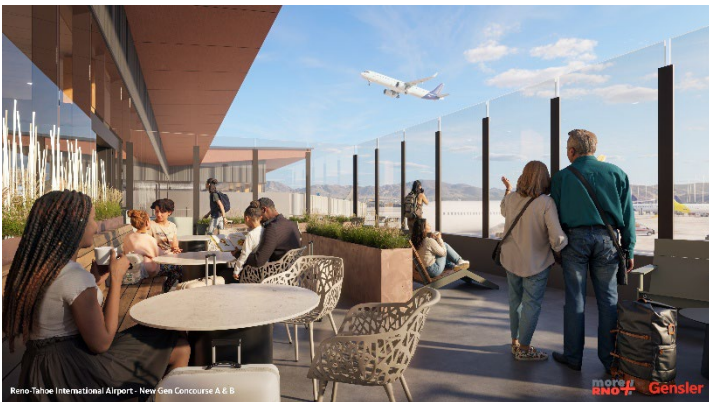


Interior Piping

New Gen A&B Description & Details

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

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



Project Status

Phase 0 Guaranteed Maximum Price (GMP) #1 was approved by the Board in November 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. Phase 1 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, the installation of the relocated B9 boarding bridge, various underground utilities, and foundations for Concourse A. Phase 2 began on July 29th with the removal of existing Gates C10 and C12 from service to make preparations for walkout gates in Phase 3. Phase 2 activities include the installation of the relocated C12 boarding bridge, the installation for the temporary walkout structures and infrastructure for gates B12a, C13a, and C13b, and the re-striping of various envelope, VSR, and taxi lane/taxiway markings.

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	Sep	Oct	Nov
New Gen A: Civil/Utilities		●	●	
New Gen A: Foundations		●	●	
New Gen A: Mockup Exterior		●		
Phase 2 Construction		●	●	
New Gen A: Steel Erection		●	●	●
Phase 3 Construction		●	●	●
Ceiling Mock-up		●	●	●
New Gen A: Metal Deck			●	●
New Gen A: Slab on Grade/Slab on Deck				●

Financial Summary

New Gen CONA & CONB

Commitments vs Budget



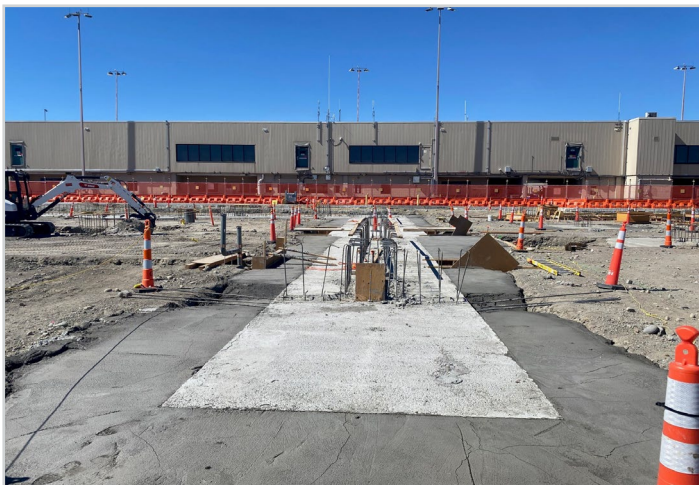
Actuals vs Commitments



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	\$828,594	\$0
AIG	\$27,491,102	\$27,491,102	\$4,063,526	\$0
AIPE	\$30,638,154	\$30,638,154	\$4,772,801	\$0
PFC	\$46,502,150	\$46,502,150	\$23,964,737	\$0
AMT	\$370,417,858	\$370,417,858	\$57,892,770	\$0
Total	\$521,416,647	\$521,416,647	\$91,522,428	\$0

Owner's Contingency	Revised Approved Budget	Total Committed Costs	Expended	Remaining Forecast to Commit
☒ Contingency	\$29,221,665	\$29,221,665	\$0	\$0
CMARCnt	\$16,567,739	\$16,567,739	\$0	\$0
OwnCont	\$12,653,926	\$12,653,926	\$0	\$0
Total	\$29,221,665	\$29,221,665	\$0	\$0

Construction Performance Summary



Concourse A - Foundations



Concourse A - Foundations



Concourse A - Hydronic Piping



Concourse A - Matrix 2 Paving



Concourse C - Boarding Bridge Modifications



Concourse C - Interior Modifications

PUBLIC ART PROGRAM

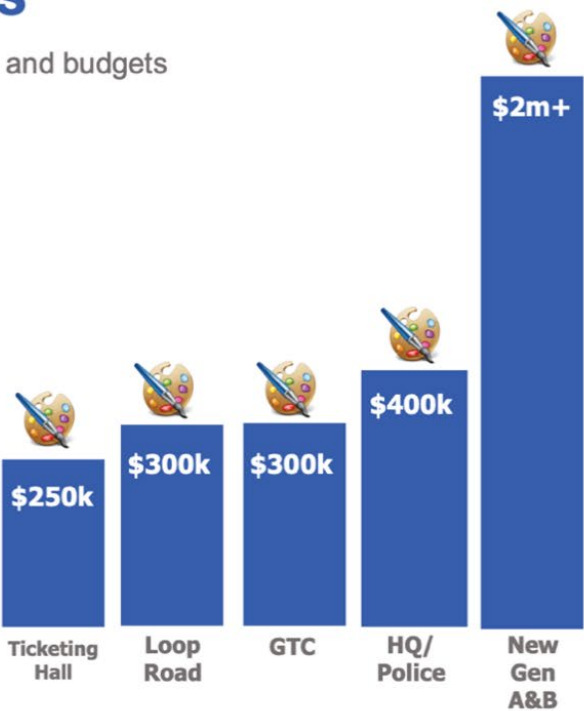
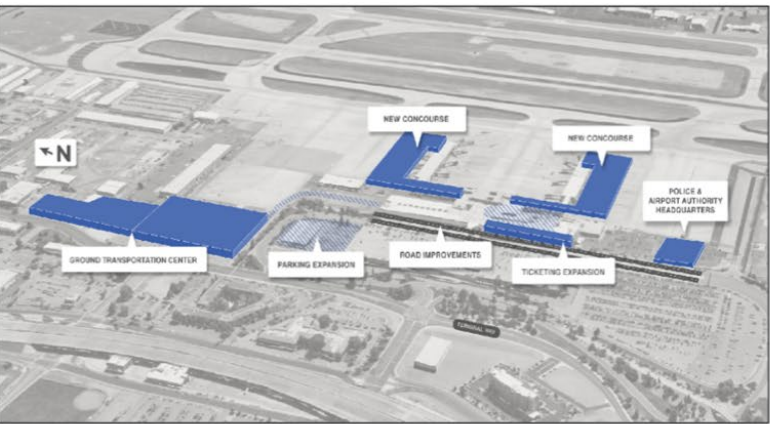
Resolution No. 552 establishes a policy calling for a strong art presence that is integrated into the airport architecture, interior, grounds, and travel experience. Resolution No. 552 pledges a minimum of 1% of design and construction costs for capital improvement projects (CIPs) in public spaces for art at RNO and RTS. These projects are to be completed in partnership with the RTAA’s Art Advisory Committee whose expertise in the recruitment, selection, acquisition, installation, and maintenance of permanent artworks will support the strategic direction of the airport art program.

In addition, in January 2025, the Board approved the creation of a Public Art Fund to provide a mechanism for the Authority to collect 1% from eligible CIPs and pool the funds to support the purchase and maintenance of public art throughout the campus.

Budget Overview

Public Art Budget allocations

Campus-wide approach to determining high-impact locations and budgets



Budget Summary

Metric	\$ Total	Notes
Public Art Fund	\$3,987,447	- Total fund - HQ contribution: \$610,697 - New Gen A&B contribution: \$3,376,749.69
Project Budgets	\$3,000,000	Locations identified campus-wide: Loop Road, GTC Pedestrian Walkway, HQ, New Gen A&B, (Ticketing Hall budget completed prior)
Program Support Costs (detailed below)	\$810,529	Art Consultant, Architect Fees, Designer Fees
Contingency	\$150,000	Unspent category reserve
Maintenance	\$26,918	Unspent category reserve
Spent to Date	\$556,699	13.9% of project budgets

Funding Note: New Gen A&B provides approximately 85% of the current fund; HQ provides approximately 15%. Architect and designer fees are fully spent; art consultant spend is ongoing.

Interest earned on account is ongoing – see end Portfolio Summary grand total.

Art Program Support Costs

Description	Budget	Spent to Date	Remaining
Art Consultant	\$610,100	\$175,770	\$434,330
Architect Fees	\$150,000	\$150,000	0
Designer Fees	\$50,429	\$50,429	0
TOTAL	\$810,529	\$376,199	\$434,330

Public Art Portfolio – Project Dashboards

HQ



	\$ Amount	Notes
Budget	\$400,000	Project allocation
Spent	\$56,000	14% of budget
Remaining	\$344,000	Available
Status	Design/Fabrication in-process	Current phase

Expenses itemized	Spent to Date	Notes
RFP Stipends	\$6,000	3x semi-finalists
Artist Invoices: Terrazzo	\$50,000	Interior entryway terrazzo & exterior patio
Artist Invoices: Wall-based	0	5x artists
Artist Invoices: Police mural	0	1 artist
Artist Invoices: Conf Tables	0	RFQ closed August 27, 2026

Program/Artwork Status

- *Open Ascent*: interior terrazzo lobby artwork scheduled October 2026; exterior plaza timeline Spring 2027.
- Six interior artworks approved August 2026 at \$20,000 each; completion expected Summer 2027.
- RFQ for custom furniture (budget: \$80,000) closed August 27, 2026, Board approval pending.

LOOP ROAD CANOPIES



	\$ Amount	Notes
Budget	\$300,000	Project allocation
Spent	\$124,500	41.5% of budget
Remaining	\$175,500	Available
Status	Design/Fabrication in-process	Current phase

Expenses itemized	Spent to Date	Notes
RFP Stipends	\$7,500	3x semi-finalists
Artist Invoices	\$117,000	

Program/Artwork Status

- Reno-Tahoe Textures scheduled for installation Spring 2027.

NEW GEN A&B CONCOURSES

	\$ Amount	Notes
Budget	\$2,000,000	Project allocation
Spent	\$0	0% of budget
Remaining	\$2,000,000	Available
Status	Planning / Phased RFPs	Current phase

Program/Artwork Status

- Multiple RFPs will be issued in phases starting in 2027.

GTC PEDESTRIAN WALKWAY

	Value	Notes
Budget	\$300,000	Project allocation
Spent	\$0	0% of budget
Remaining	\$300,000	Available
Status	Planning	Current phase

Program/Artwork Status

- RFP is expected to be issued in 2027.

TICKETING HALL

	Value	Notes
Budget	\$250,000	Project allocation
Spent	\$250,000	100% of budget
Remaining	\$0	complete
Status	Complete	complete

Program/Artwork Status

- *Repeated Refrains* by Dixie Friend Gay; board-approved June 2023; installed March 2024. **NOTE:** This total was spent and project concluded before the Public Art Fund creation and not included in current status reporting.

Public Art Fund Portfolio Summary

Project	Budget	Spent	Remaining	% Spent	Status
HQ	\$400,000	\$56,000	\$344,000	14%	Design / Fabrication Underway
Loop Road	\$300,000	\$124,500	\$175,500	41.5%	Active Development
New Gen A&B	\$2,000,000	\$0	\$2,000,000	0%	Planning / Phased RFPs
GTC Pedestrian Walkway	\$300,000	\$0	\$300,000	0%	Planning
Additional Program Support Costs	\$810,529	\$376,199	\$434,330	46.4%	Ongoing
Fund Contingency (\$150,000), Maintenance, and Reserves (\$26,918)	\$176,918	\$0	\$176,918	0%	Reserves ongoing
Subtotal	\$3,987,447	\$556,699	\$3,430,748	13.9%	Base Art Budget total
Additions to Fund	Total	Spent	Amount		Notes
Interest Earnings	\$0	\$0	\$135,037.62		Monthly interest, ongoing
Donations	\$0	\$0	\$0		
GRAND TOTALS	\$4,122,484.62	\$556,699	\$3,565,785.62	13.5%	Total Public Art Fund

Public Art Program Overview & Look Ahead

	Budget Allocation	2026				2027				2028				2029			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Loop Road, Canopies	\$300,000																
HQ	\$400,000																
New Gen A	\$ 2M																
New Gen B	(combined)																
GTC Pedestrian Walkway	\$300,000																

Visioning/ Planning
RFQ/RFP Phase, Artist Selection
Design Development
Installation

COMPLETED PROJECTS

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

Ticketing Hall

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

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

Project Details

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

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

Project Stats

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

Project Pictures



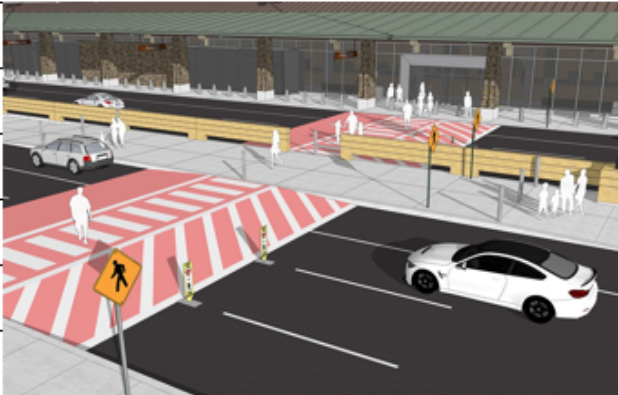
The Loop Road

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

Project Details

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

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



Stats

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

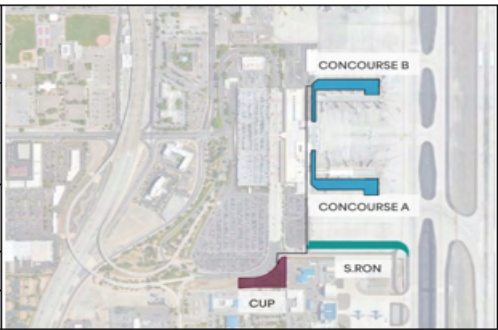
Project Pictures



S. RON

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.

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

Stats

S. RON Project Stats				
	Start Date	Finish Date	Status	Remarks
Schedule	6/20/23	11/7/25	●	Enabling project for the New Gen A&B project. Completed on schedule.
	Budget	Expended	Status	Remarks
Budget	\$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.

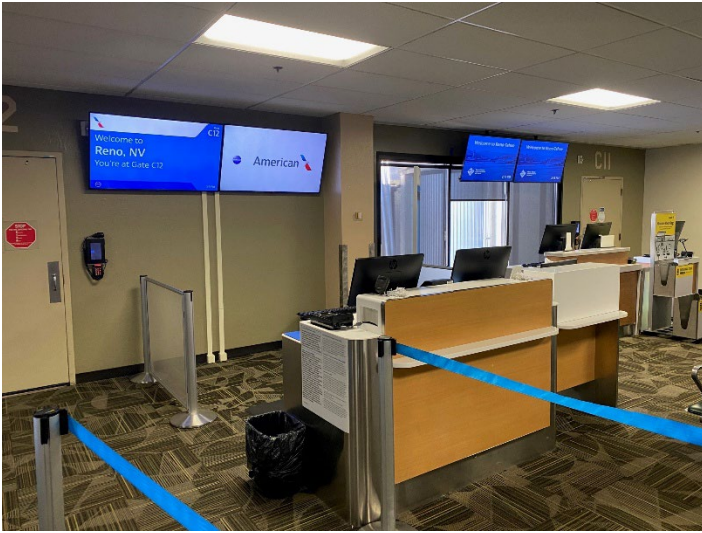
Common Use Enabling

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 is closed out.

Stats

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

Project Pictures



APPENDICES

MoreRNO Program Schedule	Pages 36-50
MoreRNO Dashboard Financials	Pages 51-53
MoreRNO Cashflow Projections	Pages 54-57
MoreRNO Contingency Drawdown	Pages 58-59

#	Activity ID	Activity Name	Start	Finish																																																																								
					2026												2027												2028												2029												2030												2031											
					M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J																					
1	RTAA ConRAC - Live		02-May-24 A	14-Nov-28																																																																								
2	Summary & Milestones		02-May-24 A	14-Nov-28																																																																								
3	Contract Overview		02-May-24 A	13-Nov-28																																																																								
4	A1740	(LOE) Joint Use Facility Duration RACTI Ready (42 months = 5/2/24 to 11/2/27)	02-May-24 A	30-Dec-27																																																																								
5	A1820	(LOE) Joint Use Facility Duraton w/ TI (48 months = 5/2/24 to 5/1/28)	02-May-24 A	28-Jun-28																																																																								
6	Joint Use Facility		27-Aug-25 A	28-Jun-28																																																																								
7	Total Substantial Completion		02-Aug-26	13-Nov-28																																																																								
8	Adverse Weather Events		16-Nov-27	30-Dec-27																																																																								
9	RTAA Milestones		03-Aug-26	14-Nov-28																																																																								
10	RTAA230	Salvage Item Pick-up - RTAA - Sector 4	03-Aug-26																																																																									
11	RTAA2060	(MS) RTAA IT CSB Coordination IDF Rooms	03-Aug-26																																																																									
12	RTAA1140	RTAA to Issue LNTP concurrent with the issuance of Permit 8	15-Sep-26	21-Sep-26																																																																								
13	RTAA2020	(MS) RTAA IT Garage Coordination IDF Rooms	05-Nov-26																																																																									
14	RTAA2050	(MS) RTAA IT 155 Coordination IDF Room	26-Jan-27																																																																									
15	RTAA200	(MS) RTAA Joint Use Facility Final Completion		29-Mar-28																																																																								
16	RTAA1060	RTAA Issue LNTP for Existing QTA Demo	24-May-28	14-Jun-28																																																																								
17	RTAA2070	(MS) RTAA IT Existing Garage Coordination IDF Vault	14-Nov-28																																																																									
18	Preconstruction Summary		22-Sep-26	22-Sep-26																																																																								
19	Construction Summary		26-Aug-25 A	13-Nov-28																																																																								
20	Demo & Utilities		26-Aug-25 A	03-Aug-26																																																																								
21	Joint Use Facility		08-Apr-26 A	16-Jun-28																																																																								
22	QTA Demo & Site Remediation		03-Jan-28	13-Nov-28																																																																								
23	Preconstruction		01-Jul-25 A	13-Nov-28																																																																								
24	Design & Permitting		16-Jan-26 A	16-Dec-26																																																																								
25	Architectural & Civil Permits		26-May-26 A	16-Dec-26																																																																								
26	Permit Package 7 - Car Wash		08-Jun-26 A	06-Aug-26																																																																								
27	Package 7 - Agency Review - Car Wash		08-Jun-26 A	06-Aug-26																																																																								
28	Permit Package 8 - Signage		26-May-26 A	21-Sep-26																																																																								
29	Package 8 - Agency Review - Signage		26-May-26 A	21-Sep-26																																																																								
30	Permit Package 9 - Gate 155 & Bark Park		03-Aug-26	16-Dec-26																																																																								
31	Permit Package 10 - Site Wall		03-Aug-26	16-Dec-26																																																																								
32	Permanent Power		16-Jan-26 A	05-Nov-26																																																																								
33	ConRAC		16-Jan-26 A	05-Nov-26																																																																								

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

Reno Tahoe Airport Integrated Schedule
As of August 1, 2026
GTC, HQ, CUP NewGEN A&B & TSA

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

#	Activity ID	Activity Name	Start	Finish																																																																								
					2026												2027												2028												2029												2030												2031											
					M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J																					
34		Trade Buyout	16-Jan-26 A	10-Sep-26																																																																								
35		Procurement	01-Jul-25 A	13-Nov-28																																																																								
36		Mock-ups	20-Jul-26 A	13-Aug-26																																																																								
37		ConRAC Mock-ups	20-Jul-26 A	13-Aug-26																																																																								
38		Pre-Construction Meting	14-Aug-26	14-Jun-27																																																																								
39		Pre Installation Meeting	05-Aug-26	13-Nov-28																																																																								
40		Construction	08-Jun-26 A	25-Sep-28																																																																								
41		New Utilities	23-Jun-26 A	21-Oct-27																																																																								
42		New Utilities / Sitework- Sector 1 (Grid Lines G7 - G15)	23-Feb-27	15-Mar-27																																																																								
43		New Utilities / Sitework- Sector 2 (Grid Lines F4 - G6)	23-Jun-26 A	14-Sep-26																																																																								
44		New Utilities / Sitework- Sector 3 (Grid Lines F1 - F4 & C1 - C2)	03-Aug-26	15-Mar-27																																																																								
45		New Utilities / Sitework - Sector 4 - Pedestrian Walkway	27-Jul-27	21-Oct-27																																																																								
46		ConRAC Construction	08-Jun-26 A	15-Nov-27																																																																								
47		Garage Building	02-Jul-26 A	15-Oct-27																																																																								
48		Garage Foundation & Slab on Grade	16-Jul-26 A	21-Aug-26																																																																								
49		Slab On Grade	17-Jul-26 A	30-Sep-26																																																																								
50		SOG 2	03-Aug-26	04-Aug-26																																																																								
51		SOG 3	24-Jul-26 A	10-Aug-26																																																																								
52		SOG 4	23-Jul-26 A	17-Aug-26																																																																								
53		SOG 5	17-Jul-26 A	21-Aug-26																																																																								
54		SOG 6	05-Aug-26	08-Sep-26																																																																								
55		SOG 7	05-Aug-26	18-Sep-26																																																																								
56		SOG 8	05-Aug-26	30-Sep-26																																																																								
57		Garage Superstructure	02-Jul-26 A	02-Jun-27																																																																								
58		2nd Floor	02-Jul-26 A	23-Feb-27																																																																								
59		3rd Floor	06-Oct-26	15-Jan-27																																																																								
60		4th Floor	09-Dec-26	22-Mar-27																																																																								
61		Roof	28-Jan-27	02-Jun-27																																																																								
62		Garage Helix Topping Slabs	11-Nov-26	21-Jul-27																																																																								
63		2nd Floor Helixes	11-Nov-26	21-Apr-27																																																																								
64		3rd Floor Helixes	19-Jan-27	03-Jun-27																																																																								
65		4th Floor Helixes	23-Mar-27	21-Jul-27																																																																								

Reno Tahoe Airport Integrated Schedule
As of August 1, 2026
GTC, HQ, CUP NewGEN A&B & TSA

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



Reno-Tahoe International Airport /MoreRNO
Integrated Master Schedule
Acitivities in Progress & Not Started

#	Activity ID	Activity Name	Start	Finish																																																					
					2026				2027				2028				2029				2030				2031																																
					M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J		
66		Garage Architectural	20-Oct-26	15-Oct-27																																																					
67		Facade	19-Feb-27	13-May-27																																																					
68		Stair Towers	20-Oct-26	20-May-27																																																					
69		1st Floor - Garage	22-Oct-26	05-Aug-27																																																					
70		2nd Floor - Garage	22-Jan-27	23-Jun-27																																																					
71		3rd Floor - Garage	29-Jan-27	15-Jul-27																																																					
72		4th Floor Garage	17-Feb-27	02-Sep-27																																																					
73		Garage Testing & Commissioning	24-Feb-27	15-Oct-27																																																					
74		CSB - Customer Service Building	27-Oct-26	25-Oct-27																																																					
75		CSB Stair #5	04-Jan-27	01-Apr-27																																																					
76		CSB West Elevation	04-Jan-27	01-Apr-27																																																					
77		CSB Roof and Facade	05-Jan-27	16-Jul-27																																																					
78		CSB Vertical	11-Jan-27	26-Aug-27																																																					
79		Ground Floor	27-Oct-26	22-Sep-27																																																					
80		2nd Floor	04-Nov-26	20-Sep-27																																																					
81		3rd Floor	11-Nov-26	04-Oct-27																																																					
82		4th Floor	18-Nov-26	20-Oct-27																																																					
83		CSB - Testing & Commissioning	16-Aug-27	25-Oct-27																																																					
84		Admin and Maintenance Building	19-Aug-26	24-Sep-27																																																					
85		Car Wash / Fuel Area - Sector 3 & 4	08-Jun-26 A	23-Aug-27																																																					
86		Fueling Island	08-Jun-26 A	23-Aug-27																																																					
87		Fuel Tank	03-Mar-27	18-Mar-27																																																					
88		Fuel Building	08-Jun-26 A	21-Jul-27																																																					
89		Fuel Island - Testing & Commissioning	21-Jun-27	23-Aug-27																																																					
90		Car Wash Building	23-Jul-26 A	04-Aug-27																																																					
91		QTA Staging and Fueling - Sector 3	23-Mar-27	18-Aug-27																																																					
92		Final Testing & Inspection	26-Oct-27	15-Nov-27																																																					
93		Sitework - Roads and Finishes	22-Jun-26 A	15-Oct-27																																																					
94		East Roadway & Gate 155	01-Sep-26	01-Oct-27																																																					
95		AOA Paving	01-Sep-26	30-Oct-26																																																					
96		North Gate 155 Access Road	17-Nov-26	22-Apr-27																																																					
97		South Gate 155 Access Road	10-Jun-27	31-Aug-27																																																					

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

Reno Tahoe Airport Integrated Schedule
As of August 1, 2026
GTC, HQ, CUP NewGEN A&B & TSA

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

Page 39 of 59

<i>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.</i>	Reno Tahoe Airport Integrated Schedule As of August 1, 2026 GTC, HQ, CUP NewGEN A&B & TSA	Actual Work Remaining Level of Effort Actual Level of Effort Remaining Work Critical Remaining Work Milestone
MoreRNO Executive Summary September 2026	5 of 15	Page 40 of 59
Acitivities in Progress & Not Started		

<i>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.</i>	Reno Tahoe Airport Integrated Schedule As of August 1, 2026 GTC, HQ, CUP NewGEN A&B & TSA	Actual Work Remaining Level of Effort Actual Level of Effort Remaining Work Critical Remaining Work Milestone Milestone
MoreRNO Executive Summary September 2026 Acitivities in Progress & Not Started	6 of 15	Page 41 of 59

<i>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.</i>	Reno Tahoe Airport Integrated Schedule As of August 1, 2026 GTC, HQ, CUP NewGEN A&B & TSA	Actual Work Remaining Level of Effort Actual Level of Effort Remaining Work Critical Remaining Work ◆ ◆ Milestone
MoreRNO Executive Summary September 2026	7 of 15	Page 42 of 59
Acitivities in Progress & Not Started		

#	Activity ID	Activity Name	Start	Finish																																														
					2026				2027				2028				2029				2030				2031																									
					M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J							
229		New Gen Concourse A - GMP #2	30-Jun-26 A	21-Feb-29																																														
230		Site - New Gen Concourse A - GMP #2	30-Jun-26 A	27-Dec-28																																														
231		Substructure - New Gen Concourse A	29-Jul-26 A	22-Aug-28																																														
232		Superstructure - New Gen Concourse A	12-Aug-26	20-Jan-27																																														
233		Sequence 1 (GL1-6/GS-MS) - Superstructure - New Gen A Concourse	12-Aug-26	09-Nov-26																																														
234		Slab on Metal Deck - SEQ 1 (GL1-3.6/FS-JS)	29-Oct-26	24-Nov-26																																														
235		Sequence 2 (GL6-10/JS-MS)) - Superstructure - New Gen A Concourse	28-Sep-26	23-Nov-26																																														
236		Slab on Metal Deck - SEQ 2 (GL1-5/JS-MS)	05-Nov-26	02-Dec-26																																														
237		Sequence 3 (GL10-13A/JS-MS) - Superstructure - New Gen A Concourse	08-Oct-26	08-Dec-26																																														
238		Slab on Metal Deck - SEQ 3 (GL5-9/JS-MS)	12-Nov-26	09-Dec-26																																														
239		Sequence 4 (GL13B-17/JS-NS) - Superstructure - New Gen A Concourse	16-Oct-26	22-Dec-26																																														
240		Slab on Metal Deck - SEQ 4 (GL9-13A/JS-MS)	24-Nov-26	21-Dec-26																																														
241		Slab on Metal Deck - SEQ 5 (GL13A-16/JS-NS)	02-Dec-26	29-Dec-26																																														
242		Slab on Metal Deck - POUR 6 (GL16-17/JS-NS)	09-Dec-26	31-Dec-26																																														
243		Fireproofing Apron Level	25-Nov-26	07-Jan-27																																														
244		Fireproofing Concourse Level	25-Nov-26	20-Jan-27																																														
245		Exterior Enclosure - New Gen Concourse A - GMP #2	20-Oct-26	18-Jun-27																																														
246		Temporary Enclosure (For SOMD & Fireproofing Activities) - Apron Level	20-Oct-26	18-Jan-27																																														
247		Temporary Enclosure (For SOMD & Fireproofing Activities) - Concourse Level	18-Nov-26	25-Jan-27																																														
248		Temporary Infrastructure Measures	17-Nov-26	03-Dec-26																																														
249		Clearstory (139' to 153' - 4") - All Elevation - Zone C/B	24-Nov-26	01-Apr-27																																														
250		Clearstory (139' to 153' - 4") - All Elevation - Zone A	24-Nov-26	01-Apr-27																																														
251		Concourse Level (116' to 153' - 4") - West Elevation - Zone D/C	27-Oct-26	03-Mar-27																									</																					

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

Reno Tahoe Airport Integrated Schedule

As of August 1, 2026

GTC, HQ, CUP NewGEN A&B & TSA

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



Reno-Tahoe International Airport /MoreRNO
Integrated Master Schedule
Acitivities in Progress & Not Started

#	Activity ID	Activity Name	Start	Finish																																														
					2026				2027				2028				2029				2030				2031																									
					M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J							
263		High Roof - South of K Line - Zone C/B	02-Dec-26	29-Mar-27																																														
264		High Roof - South of K Line - Zone A	09-Dec-26	25-Mar-27																																														
265		Production Rough-In / Framing - New Gen Concourse A - Apron Level - GMP #2	04-Jan-27	06-Apr-27																																														
266		Apron Level - Production Rough-In - Hydronic Piping	04-Jan-27	25-Jan-27																																														
267		Apron Level - Production Rough-In - Fire Sprinkler	19-Jan-27	01-Feb-27																																														
268		Apron Level - Production Rough-In - Ductwork	26-Jan-27	01-Mar-27																																														
269		Apron Level - Production Rough-In - Electircal	16-Feb-27	08-Mar-27																																														
270		Apron Level - Production Rough-In - Low Voltage	02-Mar-27	29-Mar-27																																														
271		Apron Level - Production Rough-In - Plumbing	02-Feb-27	01-Mar-27																																														
272		Apron Level - Production Framing	02-Mar-27	06-Apr-27																																														
273		Interior Build-Out - New Gen Concourse A - Apron Level - GMP #2	24-Dec-26	27-Aug-27																																														
274		Apron Level - Mechanical Rm CA104MR - Zone C	12-Mar-27	21-Jun-27																																														
275		Apron Level - Tech Rm CA105TR - Zone C	17-Mar-27	08-Jul-27																																														
276		Apron Level - Elevator Control CA110EC - Zone C (West Elevator)	16-Mar-27	10-Jun-27																																														
277		Apron Level - Rm Build-Out (Recycle/Gaming/Storage) - Zone C	17-Mar-27	29-Jun-27																																														
278		Apron Level - Mechanical Rm CA112MR - Zone C/B	12-Mar-27	21-Jun-27																																														
279		Apron Level - Electrical Rm CA122ER - Zone C/B	24-Dec-26	18-Aug-27																																														
280		Apron Level - Mechanical Rm CA126MR - Zone B	10-Mar-27	23-Jun-27																																														
281		Apron Level - Electrical Rm CA127ER - Zone B	24-Dec-26	12-Aug-27																																														
282		Apron Level - Tech Rm CA123TR - Zone B	16-Mar-27	23-Jul-27																																														
283		Apron Level - Tech Rm CA128TR - Zone B	10-Mar-27	19-Jul-27																																														
284		Apron Level - Elevator Control CA139EC - Zone B (East Elevator)	09-Mar-27	03-Jun-27																																														
285		Apron Level - Fire Riser Rm CA130FR - Zone B	12-Mar-27	01-Jun-27																																														
286		Apron Level - Emergency Elect CA134EE - Zone B	04-Mar-27	02-Aug-27																																														
287		Apron Level - Rm Build-Out (WN Spaces) - Zone B	31-Mar-27	27-Aug-27																																														
288		Apron Level - Rm Build-Out (RTAA & Concesions Storage) - Zone B	31-Mar-27	03-Aug-27																																														

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

Reno Tahoe Airport Integrated Schedule
As of August 1, 2026
GTC, HQ, CUP NewGEN A&B & TSA

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

#	Activity ID	Activity Name	Start	Finish	Gantt Chart																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
					2026							2027							2028							2029							2030							2031																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
					M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
297		Concourse Level - Production Rough-In / Framing - Zone B	12-Jan-27	12-Apr-27																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

Reno Tahoe Airport Integrated Schedule
As of August 1, 2026
GTC, HQ, CUP NewGEN A&B & TSA

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



Reno-Tahoe International Airport /MoreRNO
Integrated Master Schedule
Acitivities in Progress & Not Started

#	Activity ID	Activity Name	Start	Finish																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
					2026					2027					2028					2029					2030					2031																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
					M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
331		Gate A1	28-Jul-27	03-Sep-27																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

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

Reno Tahoe Airport Integrated Schedule
As of August 1, 2026
GTC, HQ, CUP NewGEN A&B & TSA

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

[illegible]

 Actual Work
 Remaining Level of Effort
 Actual Level of Effort
 Remaining Work
 Critical Remaining Work
 Milestone

#	Activity ID	Activity Name	Start	Finish
2026 JJASONDJFMAMJJJASONDJFMAMJJJASONDJFMAMJJJASONDJFMAMJJJASONDJFMAMJJJ				
399		Concourse Level (116' to 153 - 4") - East - Zone L (All Elevations)	13-Sep-27	11-Feb-28
400		Clearstory (139' to 153' - 4") - All Elevation - Zone J/K	20-Aug-27	21-Dec-27
401		Clearstory (139' to 153' - 4") - All Elevation - Zone L	03-Sep-27	21-Dec-27
402		Low Roof - South of HN Line - Zone H/J Connector	26-Oct-27	01-Nov-27
403		Low Roof - North of QN Line - Zone J/K	20-Aug-27	15-Dec-27
404		Low Roof - North of QN Line - Zone L	27-Aug-27	02-Nov-27
405		High Roof - South of QN Line - Zone J/K	27-Aug-27	03-Jan-28
406		High Roof - South of QN Line - Zone L	17-Sep-27	29-Dec-27
407		Buildout	06-Aug-27	04-Aug-28
408		Production Rough-In / Framing - New Gen Concourse B - Apron Level - GMP #2	27-Sep-27	27-Dec-27
409		Apron Level - Production Rough-In - Hydronic Piping	27-Sep-27	13-Oct-27
410		Apron Level - Production Rough-In - Fire Sprinkler	14-Oct-27	03-Nov-27
411		Apron Level - Production Rough-In - Ductwork	21-Oct-27	02-Dec-27
412		Apron Level - Production Rough-In - Electircal	04-Nov-27	24-Nov-27
413		Apron Level - Production Rough-In - Low Voltage	18-Nov-27	16-Dec-27
414		Apron Level - Production Rough-In - Plumbing	21-Oct-27	17-Nov-27
415		Apron Level - Production Framing	04-Nov-27	27-Dec-27
416		Interior Build-Out - New Gen Concourse B - Apron Level - GMP #2	09-Nov-27	08-Jun-28
417		Apron Level - Mechanical Rm CB110MR - Zone J South	09-Nov-27	24-Feb-28
418		Apron Level - Tech Rm CB101TR - Zone J North	17-Dec-27	10-Apr-28
419		Apron Level - Elevator Control CB105EC - Zone J North (West Elevator)	03-Dec-27	01-Mar-28
420		Apron Level - Rm Build-Out (Recycle/Gaming/Storage) - Zone J	06-Dec-27	20-Mar-28
421		Apron Level - Mechanical Rm CB107MR - Zone J/K	01-Dec-27	10-Mar-28
422		Apron Level - Electrical Rm CB144ER - Zone J/K	03-Dec-27	08-May-28
423		Apron Level - Mechanical Rm CB154MR - Zone K South	29-Nov-27	14-Mar-28
424		Apron Level - Electrical Rm CB155ER - Zone K South	29-Nov-27	02-May-28
425		Apron Level - Tech Rm CB145TR - Zone K South	03-Dec-27	12-Apr-28
426		Apron Level - Tech Rm CB156TR - Zone K South	29-Nov-27	06-Apr-28
427		Apron Level - Elevator Control CB142EC - Zone K North (East Elevator)	03-Dec-27	01-Mar-28
428		Apron Level - Fire Riser Rm CB131FR - Zone K North	01-Dec-27	21-Feb-28
429		Apron Level - Emergency Elect CB135EE - Zone K North	22-Nov-27	08-Jun-28
430		Apron Level - Rm Build-Out (United Airlines Spaces) - Zone K	20-Dec-27	17-May-28
431		Apron Level - Rm Build-Out (RTAA Facilities & AS Spaces) - Zone K	20-Dec-27	21-Apr-28
432		Apron Level - Rm Build-Out (Men's & Women's RR CB136/CB137/CB138) - Zone K	20-Dec-27	27-Apr-28
433		Apron Level - Nursing Room CB141 - Zone K	20-Dec-27	29-Feb-28
434		Apron Level - Mechanical Rm CB143MR - Zone K/L	08-Dec-27	23-Mar-28

Reno Tahoe Airport Integrated Schedule
As of August 1, 2026
GTC, HQ, CUP NewGEN A&B & TSA

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

[illegible]

 Actual Work
 Remaining Level of Effort
 Actual Level of Effort
 Remaining Work
 Critical Remaining Work
 Milestone

Reno-Tahoe International Airport /MoreRNO
Integrated Master Schedule
Acitivities in Progress & Not Started

Print Date 26-Aug-26

Data Date 01-Aug-26

#	Activity ID	Activity Name	Start	Finish
2026				
M J J A S O N D				
2027				
J F M A M J J A S O N D				
2028				
J F M A M J J A S O N D				
2029				
J F M A M J J A S O N D				
2030				
J F M A M J J A S O N D				
2031				
J F M A M J J				
469	Closeout		22-Feb-29	28-Dec-29
470	TSA Space		25-Mar-26 A	08-Mar-28
471	A1000	30% Schematic Design	25-Mar-26 A	28-Aug-26
472	A1010	60% Design Development	31-Aug-26	20-Nov-26
473	A1020	Issued for Permit	20-Nov-26	11-Dec-26
474	A1025	Issued for Bid	14-Dec-26	13-Jan-27
475	A1030	Issue For Construcion Package	14-Jan-27	09-Apr-27
476	A1040	HQ Project Completion		12-Jul-27*
477	A1050	HQ Move-in	13-Jul-27	09-Aug-27
478	A1060	TSA Construction	10-Aug-27	02-Feb-28
479	A1070	TSA Move-in	03-Feb-28	01-Mar-28
480	A1080	TSA Moved		01-Mar-28
481	A1090	Demo Existing Concourse B	02-Mar-28	08-Mar-28

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.

Reno Tahoe Airport Integrated Schedule
As of August 1, 2026
GTC, HQ, CUP NewGEN A&B & TSA

15 of 15

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

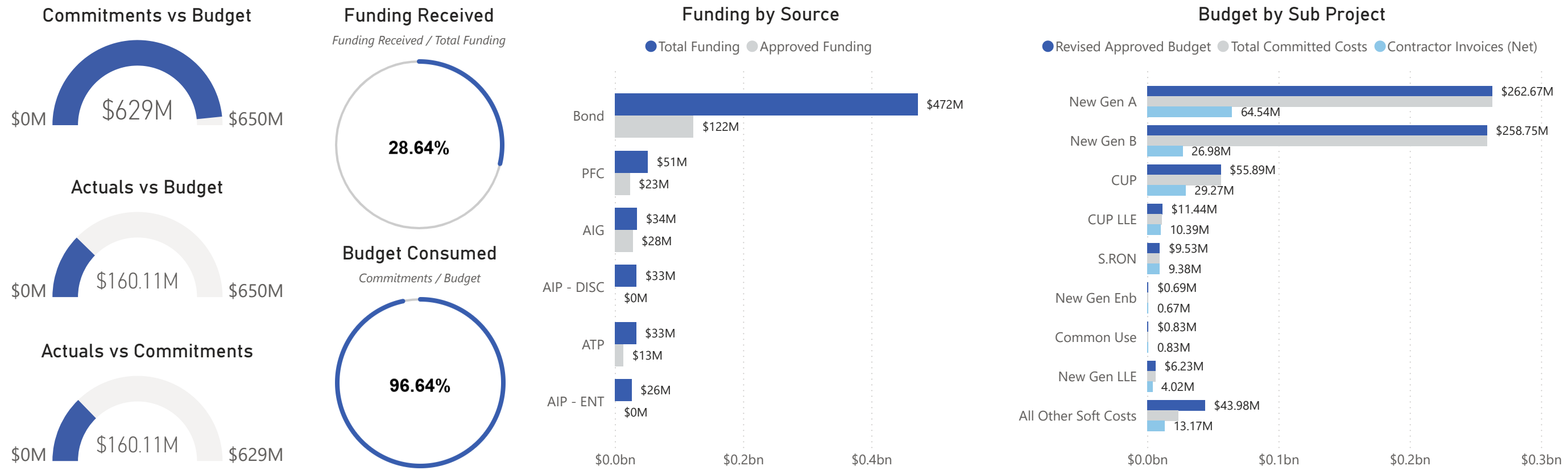


The New Gen Project

Data Date - 7/31/2026



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	\$629.1M	\$0.0M	\$629.1M	\$20.9M	\$160.1M	\$0.0M	\$489.9M	\$650.0M



Cost Type	Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	Estimate to Complete	Estimate at Completion
Soft Costs	\$126,812,903	\$106,538,240	\$0	\$106,538,240	\$20,274,664	\$70,149,881	\$0	\$56,663,022	\$126,812,903
Design	\$46,165,381	\$46,165,380	\$0	\$46,165,380	\$0	\$45,863,393	\$0	\$301,988	\$46,165,381
CMAR Pre-Con	\$4,576,134	\$4,576,134	\$0	\$4,576,134	\$0	\$4,576,134	\$0	\$0	\$4,576,134
CA	\$16,290,229	\$16,290,229	\$0	\$16,290,229	\$0	\$2,869,397	\$0	\$13,420,831	\$16,290,229
CM	\$15,805,423	\$15,805,423	\$0	\$15,805,423	\$0	\$2,804,585	\$0	\$13,000,837	\$15,805,423
PMO/SME/All	\$39,066,866	\$23,701,074	\$0	\$23,701,074	\$15,365,791	\$14,036,372	\$0	\$25,030,493	\$39,066,866
Owner Contingency	\$4,908,872	\$0	\$0	\$0	\$4,908,872	\$0	\$0	\$4,908,872	\$4,908,872
Hard Costs	\$523,187,097	\$522,517,075	\$0	\$522,517,075	\$670,022	\$89,961,839	\$0	\$433,225,257	\$523,187,097
Hard Costs	\$508,232,772	\$508,232,772	\$0	\$508,232,772	\$0	\$89,961,839	\$0	\$418,270,933	\$508,232,772
Owner Contingency	\$14,954,325	\$14,284,303	\$0	\$14,284,303	\$670,022	\$0	\$0	\$14,954,325	\$14,954,325
Total	\$650,000,000	\$629,055,314	\$0	\$629,055,314	\$20,944,686	\$160,111,721	\$0	\$489,888,279	\$650,000,000



The HQ Project

Data Date - 7/31/2026

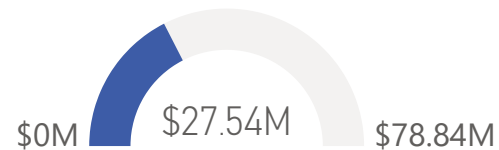


Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	ETC	EAC
\$78.8M	\$74.0M	\$0.0M	\$74.0M	\$4.9M	\$27.5M	\$0.0M	\$51.3M	\$78.8M

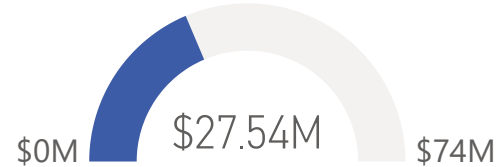
Commitments vs Budget



Actuals vs Budget

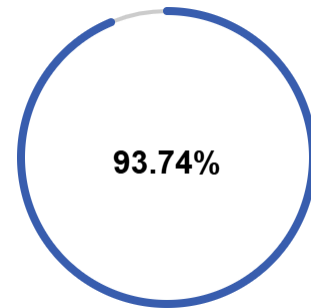


Actuals vs Commitments

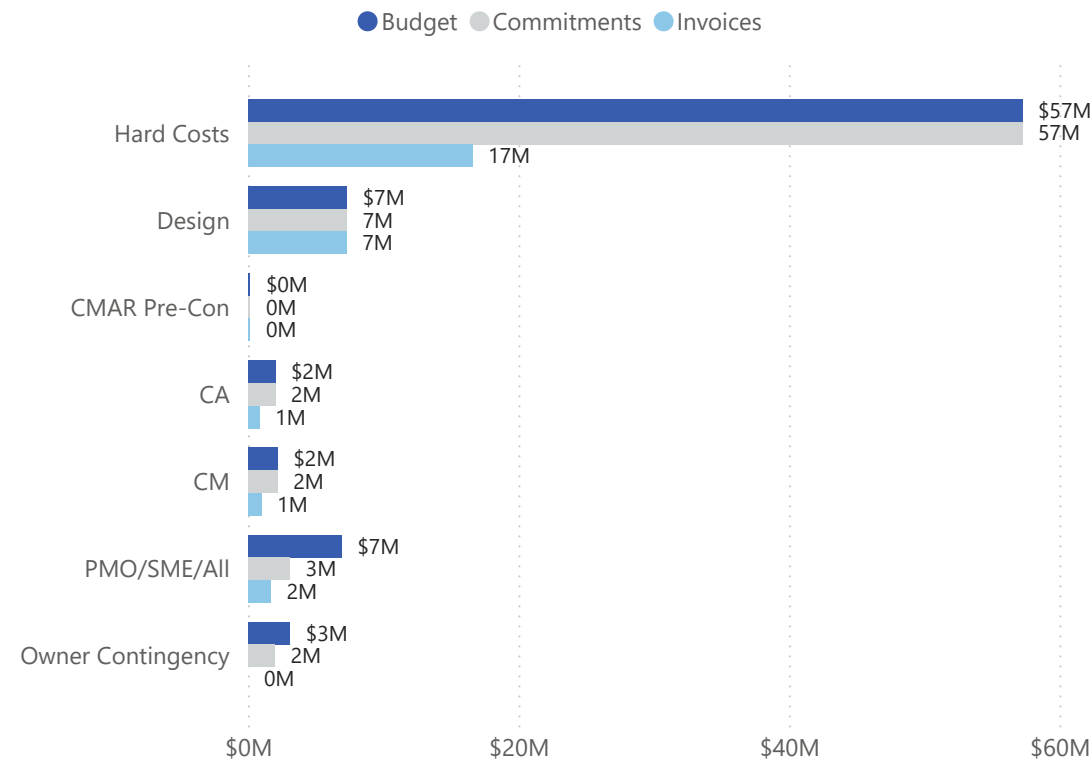


Budget Consumed

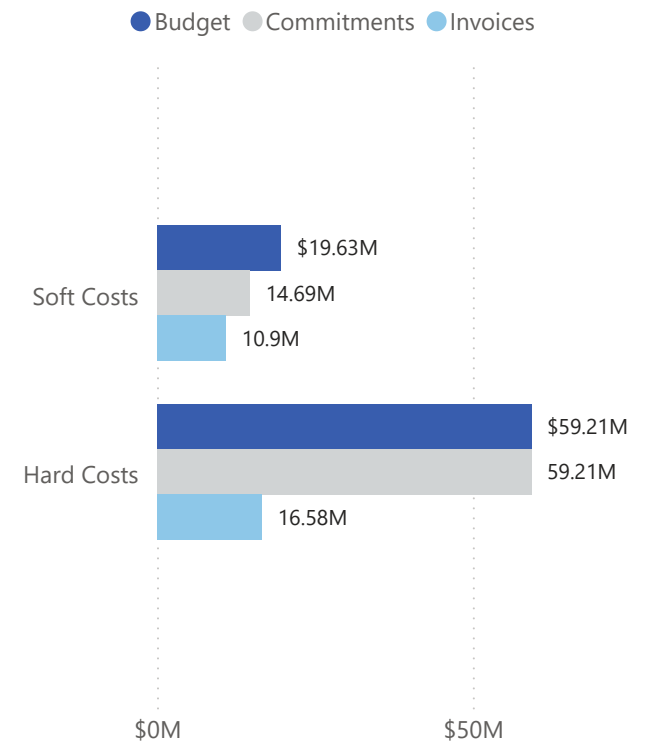
Commitments / Budget



Soft Cost by Category



Budget by Cost Type



Cost Type Abbreviation	Revised Approved Budget	Total Committed Costs	Pending COs	Projected Total Commitments	Remaining to Commit	Expended	Forecasted Amount	Estimate to Complete	Estimate at Completion
☒ Soft Costs	\$19,626,954	\$14,755,001	\$0	\$14,755,001	\$4,871,953	\$10,959,634	\$0	\$8,667,320	\$19,626,954
Design	\$7,298,150	\$7,298,150	\$0	\$7,298,150	(\$0)	\$7,277,978	\$0	\$20,172	\$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	\$835,996	\$0	\$1,163,065	\$1,999,061
CM	\$2,175,218	\$2,175,218	\$0	\$2,175,218	\$0	\$977,011	\$0	\$1,198,207	\$2,175,218
PMO/SME/All	\$6,911,374	\$3,163,072	\$0	\$3,163,072	\$3,748,302	\$1,749,149	\$0	\$5,162,226	\$6,911,374
Owner Contingency	\$1,123,651	\$0	\$0	\$0	\$1,123,651	\$0	\$0	\$1,123,651	\$1,123,651
☒ Hard Costs	\$59,213,519	\$59,213,519	\$0	\$59,213,519	\$0	\$16,584,143	\$0	\$42,629,376	\$59,213,519
Hard Costs	\$57,239,771	\$57,239,771	\$0	\$57,239,771	\$0	\$16,584,143	\$0	\$40,655,628	\$57,239,771
Owner Contingency	\$1,973,748	\$1,973,748	\$0	\$1,973,748	\$0	\$0	\$0	\$1,973,748	\$1,973,748
Total	\$78,840,473	\$73,968,520	\$0	\$73,968,520	\$4,871,953	\$27,543,777	\$0	\$51,296,696	\$78,840,473



The New Gen Concourse A & B (Hard Cost)



Data Date - 7/31/2026

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
☒ Hard Costs	\$523,187,097	\$522,517,075	\$0	\$522,517,075	\$670,022	\$89,961,839	\$0	\$433,225,257	\$523,187,097
☒ NGCOMU	\$801,488	\$801,488	\$0	\$801,488	\$0	\$801,488	\$0	\$0	\$801,488
Hard Costs	\$801,488	\$801,488	\$0	\$801,488	\$0	\$801,488	\$0	\$0	\$801,488
Owner Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
☒ NGCONA	\$226,148,723	\$226,148,723	\$0	\$226,148,723	\$0	\$39,869,123	\$0	\$186,279,600	\$226,148,723
Hard Costs	\$219,760,280	\$219,760,280	\$0	\$219,760,280	\$0	\$39,869,123	\$0	\$179,891,157	\$219,760,280
Owner Contingency	\$6,388,443	\$6,388,443	\$0	\$6,388,443	\$0	\$0	\$0	\$6,388,443	\$6,388,443
☒ NGCONB	\$224,778,414	\$224,778,414	\$0	\$224,778,414	\$0	\$4,745,092	\$0	\$220,033,322	\$224,778,414
Hard Costs	\$218,512,931	\$218,512,931	\$0	\$218,512,931	\$0	\$4,745,092	\$0	\$213,767,838	\$218,512,931
Owner Contingency	\$6,265,484	\$6,265,484	\$0	\$6,265,484	\$0	\$0	\$0	\$6,265,484	\$6,265,484
☒ NGCUPLE	\$11,443,551	\$10,943,551	\$0	\$10,943,551	\$500,000	\$10,390,986	\$0	\$1,052,565	\$11,443,551
Hard Costs	\$10,943,551	\$10,943,551	\$0	\$10,943,551	\$0	\$10,390,986	\$0	\$552,565	\$10,943,551
Owner Contingency	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$500,000
☒ NGENBL	\$607,988	\$607,988	\$0	\$607,988	\$0	\$607,988	\$0	\$0	\$607,988
Hard Costs	\$607,988	\$607,988	\$0	\$607,988	\$0	\$607,988	\$0	\$0	\$607,988
Owner Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
☒ NGNCUP	\$45,462,276	\$45,462,276	\$0	\$45,462,276	\$0	\$21,839,589	\$0	\$23,622,687	\$45,462,276
Hard Costs	\$43,831,899	\$43,831,899	\$0	\$43,831,899	\$0	\$21,839,589	\$0	\$21,992,311	\$43,831,899
Owner Contingency	\$1,630,377	\$1,630,377	\$0	\$1,630,377	\$0	\$0	\$0	\$1,630,377	\$1,630,377
☒ NGNLLE	\$6,212,400	\$6,069,161	\$0	\$6,069,161	\$143,239	\$4,002,100	\$0	\$2,210,300	\$6,212,400
Hard Costs	\$6,069,161	\$6,069,161	\$0	\$6,069,161	\$0	\$4,002,100	\$0	\$2,067,061	\$6,069,161
Owner Contingency	\$143,239	\$0	\$0	\$0	\$143,239	\$0	\$0	\$143,239	\$143,239
☒ NGSRON	\$7,732,257	\$7,705,474	\$0	\$7,705,474	\$26,783	\$7,705,474	\$0	\$26,783	\$7,732,257
Hard Costs	\$7,705,474	\$7,705,474	\$0	\$7,705,474	\$0	\$7,705,474	\$0	\$0	\$7,705,474
Owner Contingency	\$26,783	\$0	\$0	\$0	\$26,783	\$0	\$0	\$26,783	\$26,783
Total	\$523,187,097	\$522,517,075	\$0	\$522,517,075	\$670,022	\$89,961,839	\$0	\$433,225,257	\$523,187,097



CASHFLOW

Data Date - 7/31/2026



Total Expended
\$187,655,498

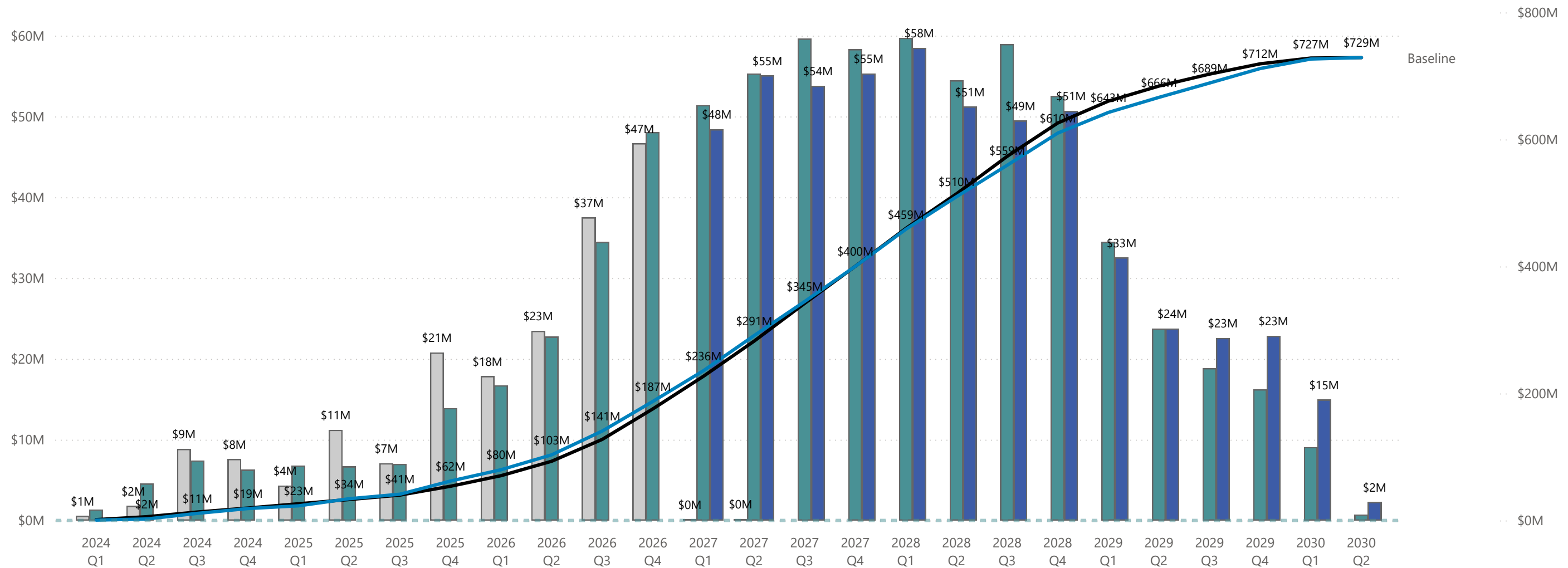
Estimate to Complete
\$541,184,975

Estimate at Complete
\$728,840,473

Progress
12.9%

Fund ID	Total Expended	Total Forecasted	Estimate at Completion	Progress
	\$0		\$0	
AIG	\$11,287,408	\$23,427,576	\$34,714,984	16.28%
AIP	\$0		\$0	
AIPD		\$20,000,000	\$20,000,000	
AIPE	\$4,772,801	\$25,865,353	\$30,638,154	7.79%
AMT	\$102,180,690	\$367,437,700	\$469,618,390	10.89%
ATP	\$11,672,231	\$27,695,153	\$39,367,384	14.82%
NAMT	\$30,076,480	\$54,056,608	\$84,133,087	17.86%
Total	\$187,655,498	\$541,184,975	\$728,840,473	12.87%

Forecast by Fiscal Qtr





CASHFLOW (New Gen)

Data Date - 7/31/2026



Previous Invoices (Paid)
\$160,111,721

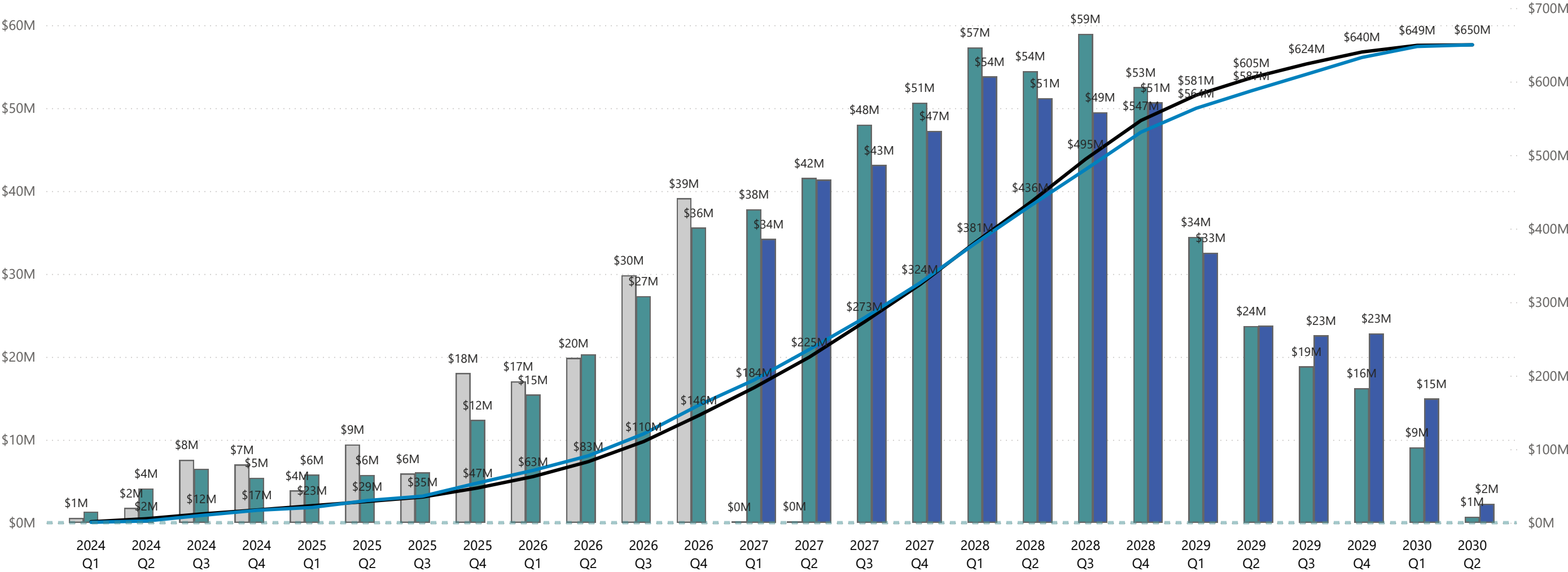
Total Forecast
\$489,888,279

Estimate at Completion
\$650,000,000

Progress
12.3%

Fund ID	Total Expended	Total Forecasted	Estimate at Completion	Progress
	\$0		\$0	
AIG	\$11,287,408	\$23,427,576	\$34,714,984	16.28%
AIP	\$0		\$0	
AIPD		\$20,000,000	\$20,000,000	
AIPE	\$4,772,801	\$25,865,353	\$30,638,154	7.79%
AMT	\$102,180,690	\$367,437,700	\$469,618,390	10.89%
ATP	\$11,672,231	\$27,695,153	\$39,367,384	14.82%
NAMT	\$2,532,702	\$2,759,912	\$5,292,614	23.68%
Total	\$160,111,721	\$489,888,279	\$650,000,000	12.32%

Forecast by Fiscal Qtr





CASHFLOW (HQ)

Data Date - 7/31/2026



Total Expended
\$27,543,777

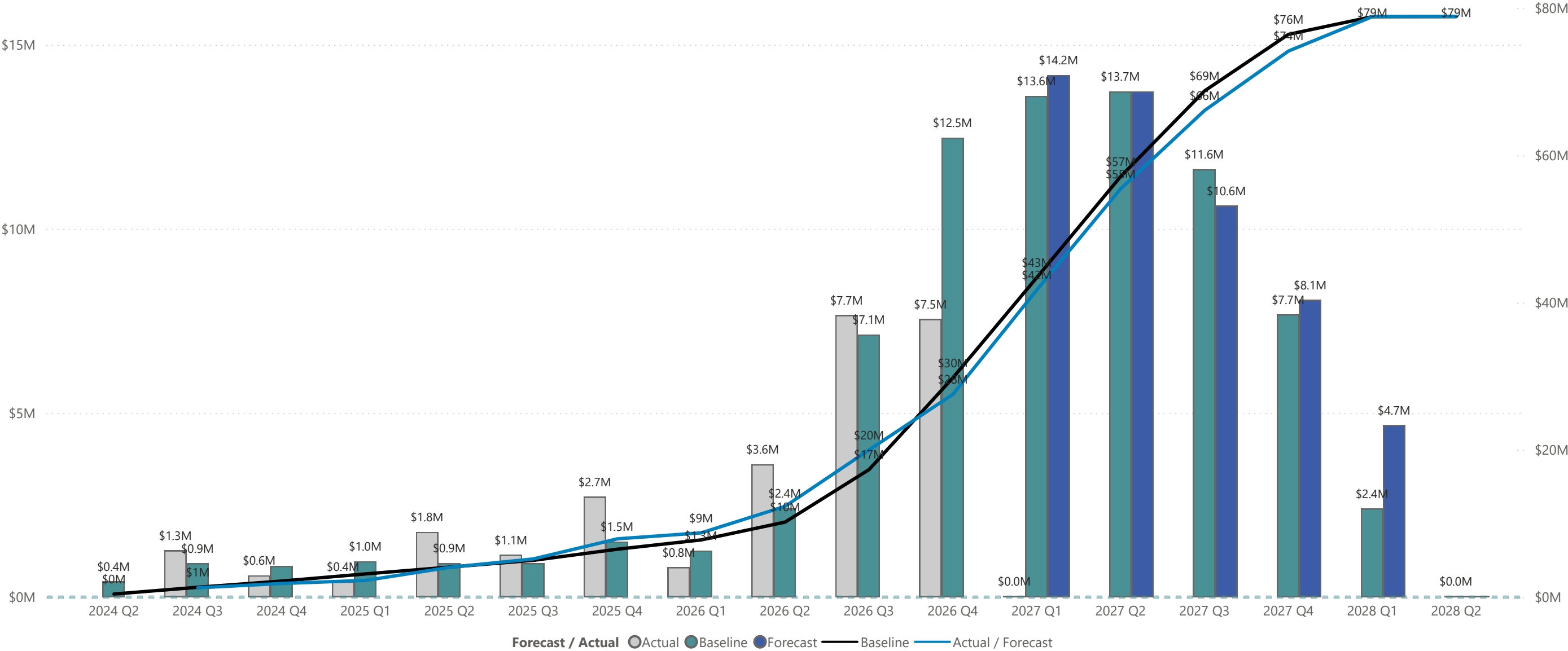
Total Forecast
\$51,296,696

Estimate at Completion
\$78,840,473

Progress
17.5%

Fund ID	Total Expended	Total Forecasted	Estimate at Completion	Progress
NAMT	\$27,543,777	\$51,296,696	\$78,840,473	17.47%
Total	\$27,543,777	\$51,296,696	\$78,840,473	17.47%

Forecast by Fiscal Qtr





CASHFLOW

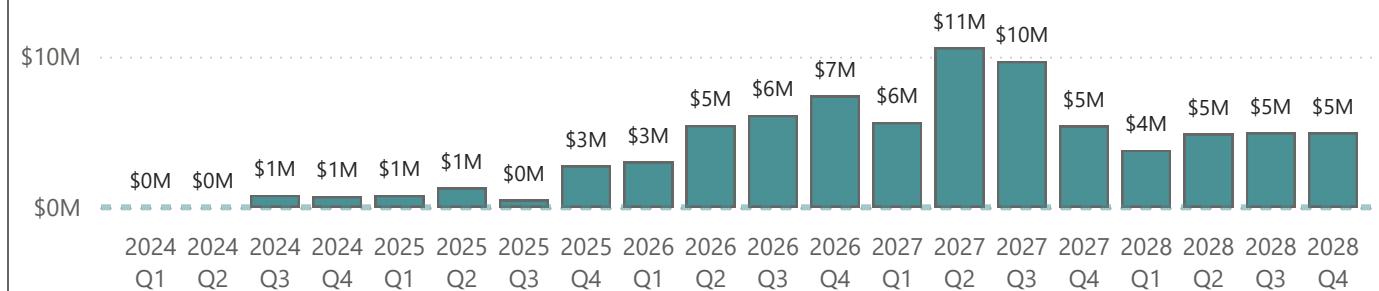
Data Date - 7/31/2026



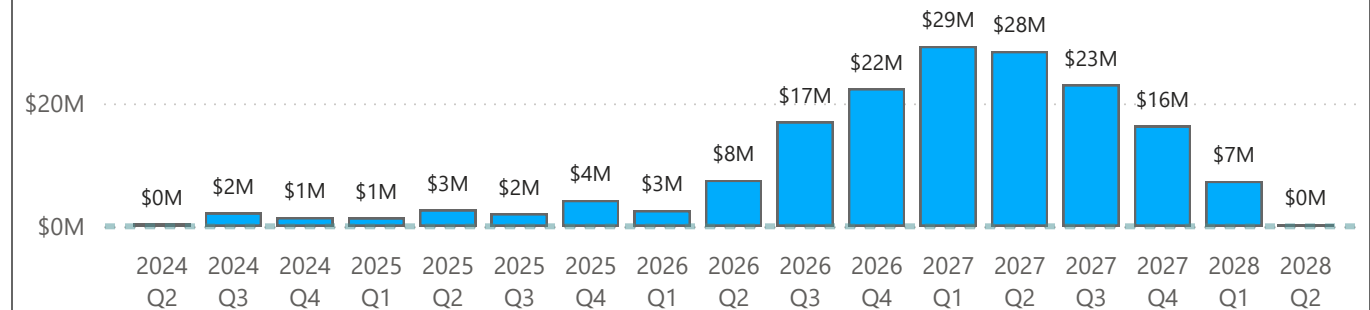
Fund ID	Total Expended	Total Forecasted	Progress
AIG	\$0		
AIP	\$11,287,408	\$23,427,576	16.28%
AIPD	\$0		
AIPE	\$4,772,801	\$25,865,353	7.79%
AMT	\$102,180,690	\$367,437,700	10.89%
ATP	\$11,672,231	\$27,695,153	14.82%
NAMT	\$30,076,480	\$54,056,608	17.86%

	HDQTRS	NGCOMU	NGCONA	NGCONB	NGCUPLE	NGENBL	NGNALL	NGNCUP	NGNLLE	NGSRON
--	--------	--------	--------	--------	---------	--------	--------	--------	--------	--------

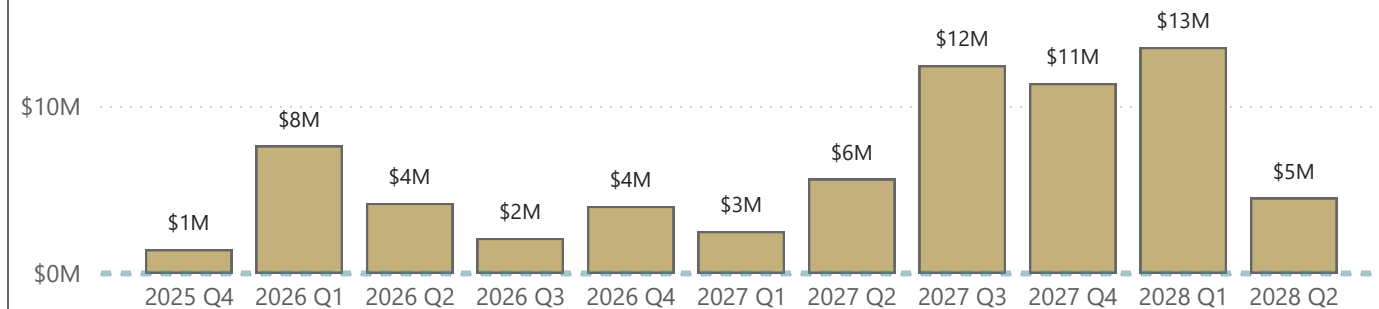
Bond AMT



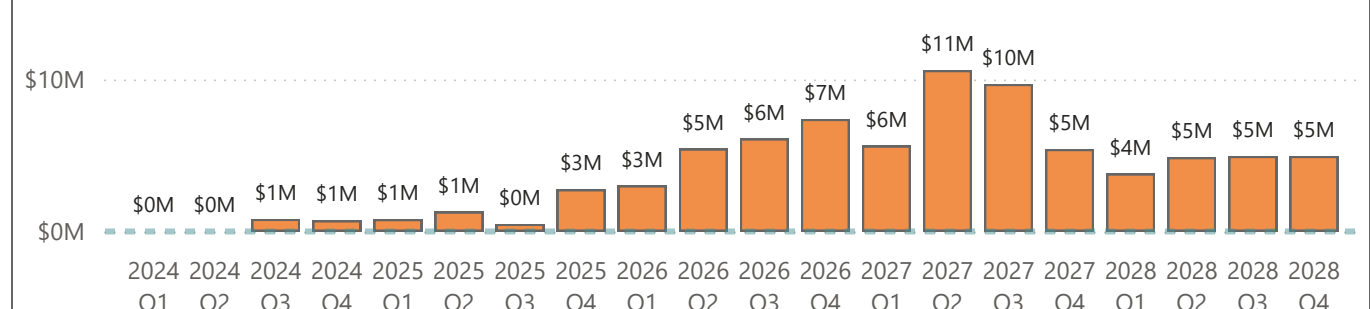
Bond Non AMT



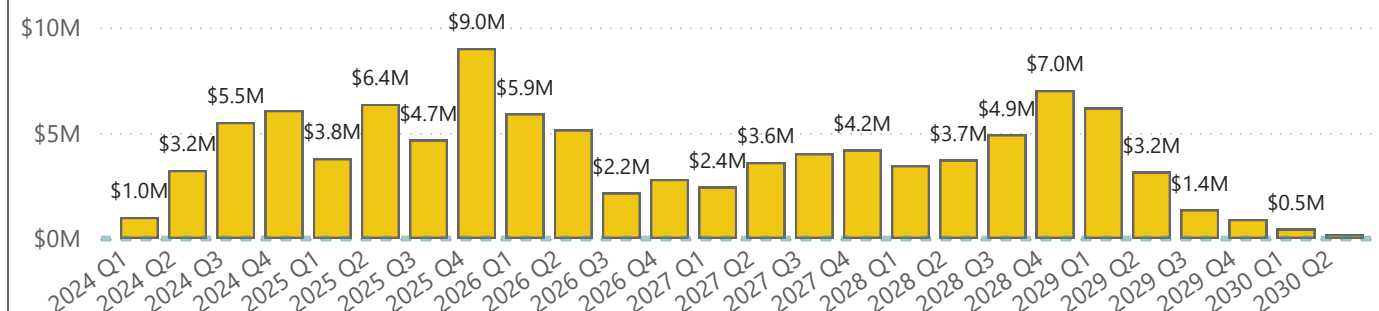
AIG



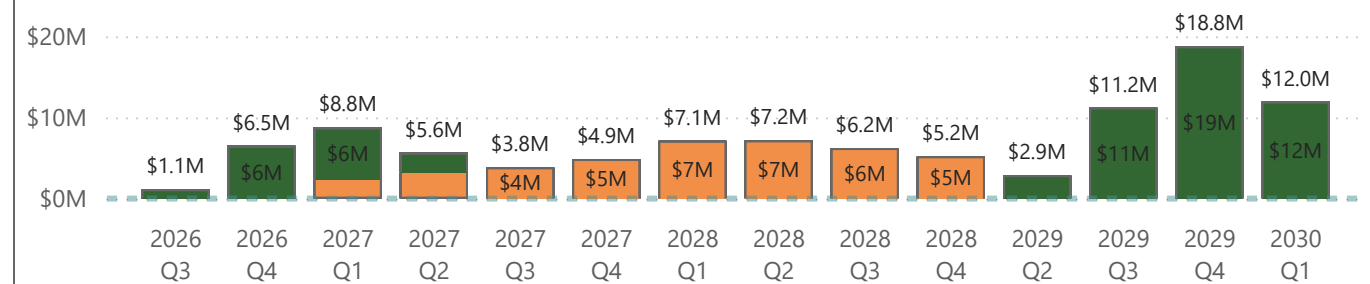
ATP



PFC



AIPE & AIPD



Fund ID ● AIPD ● AIPE



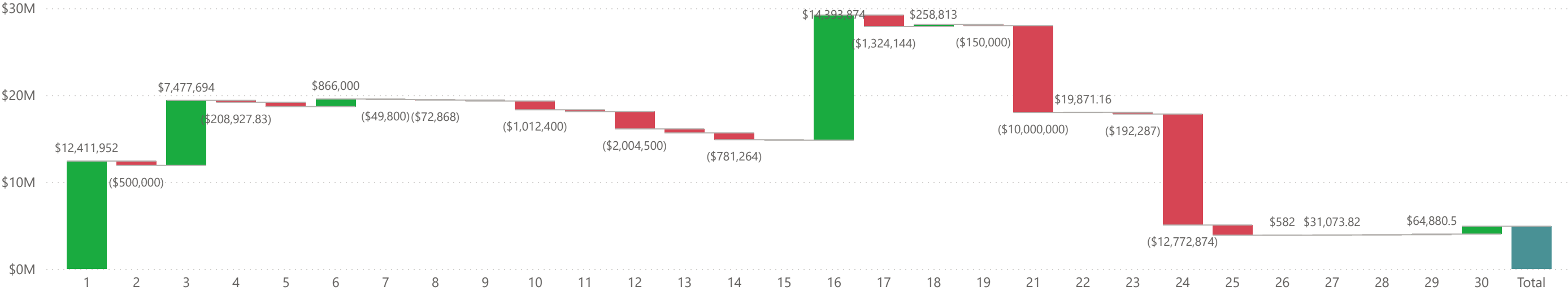
NEW GEN CONTINGENCY DRAWDOWN



Data Date - 7/31/2026

No	Title	Value	Cumulative Value
1	Original Contingency at \$570M	\$12,411,952	\$12,411,952
2	less allocation to CUP LLE Owner's Contingency	(\$500,000)	\$11,911,952
3	budget increase to \$650M	\$7,477,694	\$19,389,646
4	less HQD CUP LLE Pmts for GMP #1 / #2 (not included in ROM revision; term'd contract)	(\$208,927.83)	\$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	\$19,871.16	\$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	(\$1,169,836.71)	\$3,880,802.62
26	CM Budget Adjustment	\$582	\$3,881,384.62
27	CME PMO Services Contract Closeout	\$31,073.82	\$3,912,458.44
28	Common Use Closeout	\$29,808.42	\$3,942,266.86
29	Enabling Closeout	\$64,880.5	\$4,007,147.36
Total		\$4,908,872.12	

● Increase ● Decrease ● Total





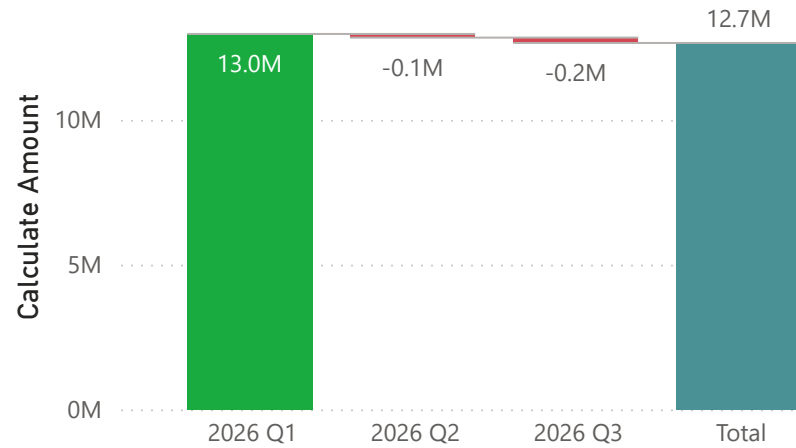
CMAR CONTINGENCY DRAWDOWN

Data Date - 7/31/2026



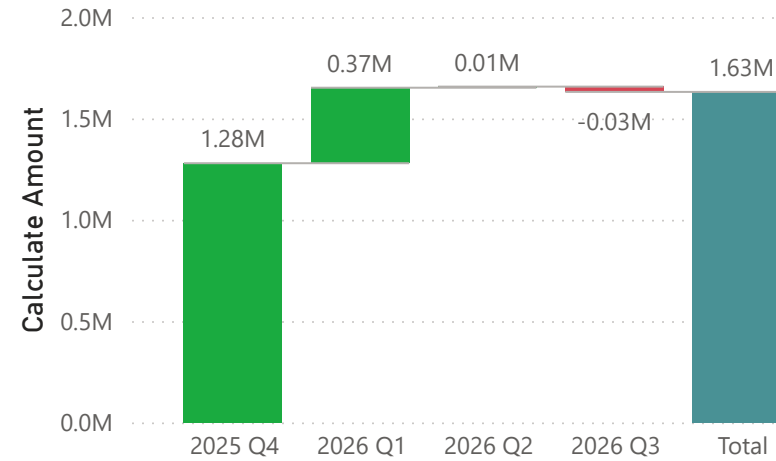
Concourses Owner Contingency

● Increase ● Decrease ● Total



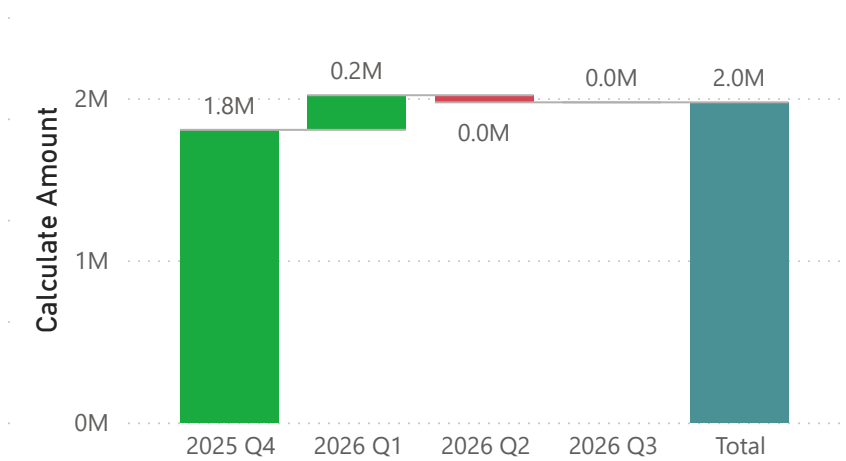
CUP Owner Contingency

● Increase ● Decrease ● Total



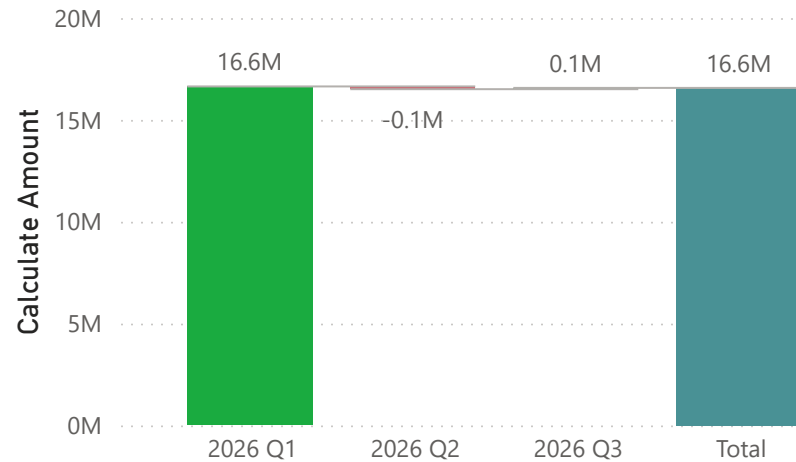
HQ Owner Contingency

● Increase ● Decrease ● Total



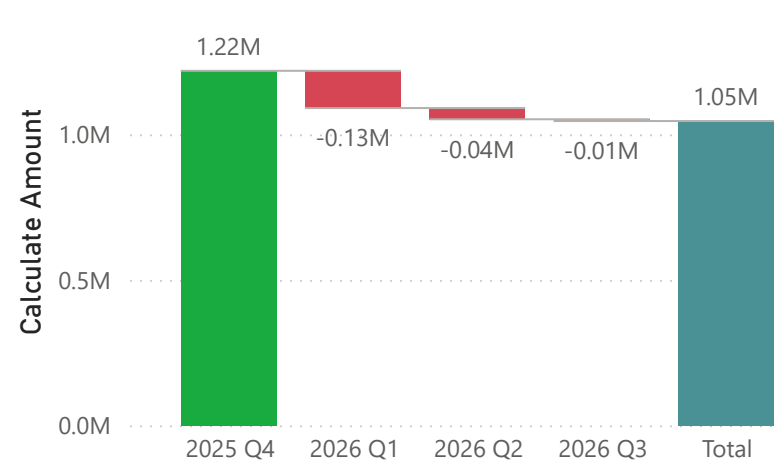
Concourses CMAR Contingency

● Increase ● Decrease ● Total



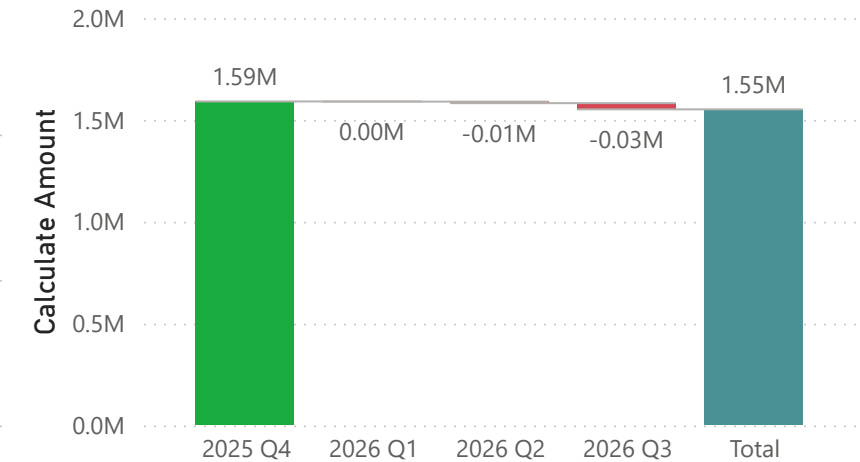
CUP CMAR Contingency

● Increase ● Decrease ● Total



HQ CMAR Contingency

● Increase ● Decrease ● Total



Planning and Construction Committee Capital Improvement Program Report September 2026

Current Capital Improvement Program Projects:

Engineering & Construction Projects

Reno-Stead Airport (RTS):

RTS Pavement Maintenance 2026
O-Block Utility Extension
Fire Suppression System Upgrades
RTS Site Readiness Study
TWY A & Aircraft Apron Reconstruction – Phase 5
RTS Tower Roof Replacement
RTS Airfield Electrical Vault Roof Replacement

Reno-Tahoe International Airport (RNO):

Blue Lot Extension Design and Construction
Airfield Signage and Renaming Project
Airside Pavement Maintenance Project 2026
RNO Electrical Substation 3, 4, 5, & 6 Design
RNO Airfield Pavement Maintenance Project 2026
RNO Taxiway Alpha & Bravo Infield Slurry Project
North Apron Deicing Tank
RNO Airfield Maintenance Storage Roof Replacement
RNO Mini Warehouse Storage Unit Demolition

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 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 annual FY26 pavement maintenance project evaluates the condition of selected existing pavement areas, completes the necessary design work, and identifies appropriate rehabilitation or preventive maintenance strategies. The project will address pavement deficiencies and extend the service life of existing pavement infrastructure.

A/E Design Firm: J-U-B Engineers, Inc. – Civil Design

Contractor: Not selected.

Current Status: Staff finalized the 2026 Pavement Maintenance Project and divided the work into four separate projects:

- Project 1A: Mt. Vida Street, Mt. Vimbo Street, and a section of Alpha Avenue
- Project 1B: Maintenance Yard and pavement between the apron and the north face of the terminal building and Aviation Classics
- Project 2: Hangar Access Road
- Project 3: Preliminary design of pavement south of the apron from the Air Traffic Control Tower to the grandstands

The final geotechnical report has been completed, and J-U-B ENGINEERS is currently completing the civil design. The 90% design drawings for Project 1A have been submitted to the RTAA Engineering Department for review.

Budget:

- | | |
|-----------------------|-----------|
| • Proposed Budget | \$250,000 |
| • Current Expenditure | \$60,650 |

Schedule:

- | | |
|-------------------------|--------------|
| • Civil Design Drawings | October 2026 |
| • Utility Evaluation | October 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, and **permanent power has been connected by NV Energy. The contractor is currently completing the remaining punch list items in preparation for final project closeout.**

Budget:

- Proposed Budget \$1,000,000
- Current Expenditure **\$931,941**

Schedule:

- Final Walk Thru and Closeout **October 2026**

Fire Suppression System Upgrades

Project Description: This project will design and construct a fire water main to provide a connection to the public water system for Hangars 5 and 6 at Reno-Stead Airport. Currently, both hangars are supplied with fire suppression water from an on-site above-ground welded steel storage tank and fire pump house. The existing system is beyond its useful life and requires significant investment to maintain. Connecting to the public water system will provide a more reliable long-term fire suppression system.

A/E Design Firm: Ainsworth Associates Mechanical Engineers.

Contractor: **Gerhardt and Berry Construction**

Current Status: Design has been completed, **and the project was rebid following revisions to the scope to bring the project within the available budget. The revised scope removes the Hangar 6 fire suppression system upgrade while retaining the fire main extension to provide a future connection point. Two bids were received for the revised project scope, and the contract award is being presented to the Board for consideration in September 2026.**

Budget:

- Proposed Budget \$2,550,653
- Current Expenditure **\$66,248**

Schedule:

- **Construction Start September 2026**

RTS Taxiway Alpha & Aircraft Apron Reconstruction Project – Phase 5

Project Description: This project is Phase 5 of the RTS Taxiway Alpha and Aircraft Apron Reconstruction Program and includes reconstruction of the aircraft apron on the far west end of the apron area. This phase also includes storm drain improvements and associated airfield infrastructure upgrades. The project has been phased to align with FAA funding allocations and annual construction funding availability.

A/E Design Firm: Kimley-Horn

Contractor: Q&D Construction

Current Status: **Construction is underway. Phase 1 has been completed, and work has progressed into Phases 2, 3, and 5. Schedule and phasing adjustments have been made to accommodate coordination with the Fire Suppression System Upgrades**

Project. The project continues to progress, with no significant construction issues identified at this time.

Budget:

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

Schedule:

- Construction Start August 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 continue to have reoccurring meetings on a 2-3-week interval. It is estimated that a final report will be prepared in late September 2026.

Budget:

- Proposed Budget \$125,000
- Current Expenditure **\$77,250**

Schedule:

- Feasibility Study Completion September 2026

RTS Tower Roof Replacement

Project Description: This project will replace the existing roof system on the Reno-Stead Airport control tower. The project is intended to address the condition of the existing roof and provide a new roofing system to extend the service life of the facility.

A/E Design Firm: Paul Cavin Architect LLC

Contractor: TBD

Current Status: **Design is complete, and the project is currently out to bid. Bids will be received in mid-September, with bid results to be available following the bid opening.**

Budget:

- | | |
|------------------------|----------------|
| • Proposed Budget | \$65,000 |
| • Current Expenditures | \$3,750 |

Schedule:

- | | |
|------------------------------|----------------|
| • Invitation to Bid released | August 2026 |
| • Construction Start | September 2026 |

RTS Runway Electrical Vault Roof Replacement

Project Description: This project will replace the existing roof system on the airfield electrical vault at Reno-Stead Airport. The project will address the condition of the existing roof system and provide a new roofing system to protect critical airfield electrical equipment and extend the service life of the facility.

A/E Design Firm: Paul Cavin Architect LLC

Contractor: TBD

Current Status: **Design is complete, and the project is currently out to bid. Bids will be received in mid-September, with bid results to be available following the bid opening.**

Budget:

- | | |
|------------------------|----------------|
| • Proposed Budget | \$28,000 |
| • Current Expenditures | \$3,000 |

Schedule:

- | | |
|------------------------------|----------------|
| • Invitation to Bid released | August 2026 |
| • Construction Start | September 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 and is in closeout. Staff continue to coordinate closely with ANG, and agreements between the RTAA and ANG remain under development and review. **Final punch list items are being completed.**

Budget:

- | | |
|-----------------------|-------------|
| • Proposed Budget | \$2,272,440 |
| • Current Expenditure | \$1,680,593 |

Schedule:

- | | |
|---------------------------|-------------|
| • Construction Completion | July 2026 |
| • Closeout | August 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 is completed 24 days ahead of schedule. The signage switch over was completed on the night of July 8, 2026, to align with the FAA publication date of July 9, 2026, for the updated aeronautical charts for RNO. The project is now in closeout.

Budget:

- | | |
|-----------------------|--------------------|
| • Proposed Budget | \$4,564,800 |
| • Current Expenditure | \$3,959,672 |

Schedule:

- | | |
|-------------------|--------------|
| • Completion Date | July 9, 2026 |
|-------------------|--------------|

RNO Airfield Pavement Maintenance Project 2026

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: AtkinsRéalis

Contractor: **Q&D Construction**

Current Status: Design has been completed, and the project was initially publicly bid; **however, the sole bid received exceeded the available project budget. The project requirements and scope were subsequently revised to reduce costs, and the project was rebid based on the revised scope. One bid was received for the revised scope, and the project is being presented to the Board for consideration of contract award.**

Budget:

- Proposed Budget \$1,488,606
- Current Expenditures **\$79,486**

Schedule:

- Construction Start September 2026

RNO Taxiway Alpha & Bravo Infield Slurry Project

Project Description: This project is part of RTAA's annual FY27 airside preventative maintenance program and includes slurry sealing of the shoulders and infield areas adjacent to Taxiways Alpha and Bravo. The project will extend the service life of existing pavement surfaces and maintain airfield infrastructure.

A/E Design Firm: Reno Tahoe Airport Authority

Contractor: Sierra Nevada Construction

Current Status: Design has been completed, and the project was publicly bid. The project received four bids, with Sierra Nevada Construction identified as the low responsive bidder. **The preconstruction meeting has been completed, and construction is scheduled to begin in early September 2026.**

Budget:

- Proposed Budget \$300,000
- Current Expenditures \$0

Schedule:

- Invitation to Bid released July 2026
- Construction Start September 2026

RNO Electrical Substation 3, 4, 5, & 6 Design

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

A/E Design Firm: PK Electrical.

Contractor: Not selected.

Current Status: PK Electrical has started work on the feasibility study. Electrical meters were installed on the substations at the end of July to monitor power usage and collect data to evaluate existing electrical demand and system requirements.

Budget:

- Proposed Budget \$131,600

- Current Expenditure \$2,550

Schedule:

- Feasibility Study Completion July 2027

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: **Resource Development Company LLC**

Current Status: Wood Rodgers has completed the design documents, and the project was publicly bid. **Two bids were received, with Resource Development Company identified as the low bidder. RTAA has pre-purchased the glycol collection tank from Jensen Precast to support the project schedule. Construction is anticipated to begin immediately following contract award, with the goal of having the tank operational prior to the 2026 deicing season.**

Budget:

- Proposed Budget \$565,000
- Current Expenditure \$0

Schedule:

- Plans completed June 2026
- Bidding July 2026
- Construction August-October 2026

RNO Airfield Maintenance Storage Roof Replacement

Project Description: This project will replace the existing roof system on the airfield maintenance storage roof replacement at RNO. The project will address the condition of the existing roof system and provide a new roofing system to protect critical airfield maintenance storage roof replacement and extend the service life of the facility.

A/E Design Firm: Paul Cavin Architect LLC

Contractor: **Western Single Ply**

Current Status: **Design is complete, and the project is currently out to bid. Bids are anticipated to be received by the end of August, with bid results to be available following the bid opening.**

Budget:

- Proposed Budget \$620,930
- Current Expenditure **\$750**

Schedule:

- Construction **October 2026**

RNO Mini Warehouse Storage Unit Demolition

Project Description: This project will demolish two existing mini warehouse storage buildings, including required hazardous materials abatement, and install new Air Operations Area (AOA) security fencing. The project will create additional airside storage space for ground service equipment (GSE) and other airport tenants to store ground support equipment.

A/E Design Firm: Kimley-Horn

Contractor: **Olcese Construction Company**

Current Status: Kimley-Horn has completed the design documents, and the project was publicly bid. **Four bids were received, with Olcese Construction Company identified as the low bidder. Construction is scheduled to begin in September 2026.**

Budget:

- Proposed Budget **\$323,185**
- Current Expenditure **\$835**

Schedule:

- Construction September 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 **July 31, 2026**, there have been **60** scheduled engagement opportunities for stakeholders, tenants, and/or the general public. **Three (3) working documents (Inventory / Existing Conditions, Forecasts, 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 **and are posted online for public review and feedback:** the Inventory / Existing Conditions, the Forecast, and the Environmental Overview. **The next major master plan component is the Facilities Requirement section. The draft section was received by staff at the end of July and is currently under internal review.**

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 July 9, 2026, the RTAA was notified by the FAA that the 10-year aviation forecasts and existing & future critical aircraft have been approved.**

Budget:

- | | |
|-----------------------|------------------|
| • Proposed Budget | \$1,926,752 |
| • Current Expenditure | \$978,323 |

Outreach Schedule:

- | | |
|-----------------------------|--------------------|
| • 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 10, 2026 (posted) |
| • RTS Acceptance into FAA FCT Program | March 17, 2026 |
| • Environmental Overview Draft | May 8, 2026 (posted) |
| • FAA Approval of Forecast & Design Aircraft | July 9, 2026 |
| • Forecast Draft | July 13, 2026 (posted) |

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

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

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

Current Status: Data migration, originally scheduled for FY26-27, has been **completed** using Phase 3 budget savings. **The final deliverable, workflow and data management documentation, is complete. The planning effort is complete, and the project is in close-out.**

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. |
| • Project Close Out | August 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: **The final deliverable for this project has been received. The planning effort is complete, and the project is in close-out.**

Budget:

- | | |
|-----------------------|------------------|
| • Proposed Budget | \$194,000 |
| • Current Expenditure | \$177,169 |

Schedule:

- | | |
|----------------------------|------------------|
| • Project Close Out | July 2026 |
|----------------------------|------------------|

CIP Project Schedule																			
ID	Task Name	RNO/RTS	PM	Start	Finish	Jul	Qtr 3, 2026 Aug	Sep	Oct	Qtr 4, 2026 Nov	Dec	Jan	Qtr 1, 2027 Feb	Mar	Apr	Qtr 2, 2027 May	Jun	Jul	Qtr 3, 2027 Aug
1	PROJECT NAME	RNO RTS	PM																
2	Federal Funded (AIP, BIL, PFC, AIG, etc.)																		
3																			
4	Airfield Signage & Taxiway Renaming	RNO	CC																
5	Construction			Mon 4/6/26	Thu 7/9/26														
6	Closeout			Fri 7/10/26	Thu 10/1/26														
7																			
8	RTS TWY A & Aircraft Apron Reconstruction - Ph 5	RTS	BJ																
9	Design			Mon 12/15/2	Fri 3/27/26														
10	Bidding			Mon 3/30/26	Fri 5/8/26														
11	Construction			Mon 8/3/26	Wed 11/18/2														
12	Closeout			Thu 11/19/26	Mon 2/1/27														
13																			
14	CIP (O&M)																		
15																			
16	RTS Pavement Maintenance 2026	RTS	BJ	Wed 1/1/25	Wed 1/1/25														
17	Design			Mon 12/15/2	Mon 10/26/2														
18																			
19	RTS O-Block Utility Extension	RTS	BJ/CC																
20	Design			Mon 12/2/24	Fri 6/27/25														
21	Bidding			Mon 6/30/25	Mon 8/11/25														
22	Construction			Wed 10/1/25	Tue 6/30/26														
23	Closeout			Thu 7/2/26	Fri 10/30/26														
24																			
25	RTS Fire Suppression System Upgrades	RTS	DL	Wed 1/1/25	Wed 1/1/25														
26	Design			Tue 4/1/25	Fri 4/10/26														
27	Bidding			Mon 4/13/26	Wed 5/6/26														
28	Bidding			Mon 8/10/26	Wed 8/19/26														
29	Construction			Mon 9/14/26	Mon 12/14/2														
30	Closeout			Tue 12/15/26	Thu 2/11/27														
31																			
32	RTS Site Readiness Study	RTS	CSC	Wed 1/1/25	Wed 1/1/25														
33	Design			Thu 10/16/25	Wed 9/30/26														
34																			
35	RTS Tower Roof Replacement	RNO	DL	Wed 1/1/25	Wed 1/1/25														
36	Design			Mon 8/3/26	Mon 8/10/26														
37	Bidding			Tue 8/11/26	Wed 9/9/26														
38	Construction			Thu 9/10/26	Wed 10/7/26														
39	Closeout			Thu 10/8/26	Wed 12/30/2														
40																			

CIP Project Schedule																				
ID	Task Name	RNO/RTS	PM	Start	Finish	Qtr 3, 2026			Qtr 4, 2026			Qtr 1, 2027			Qtr 2, 2027			Qtr 3, 2027		
						Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	
41	RTS Runway Electrical Vault Roof Replacement	RNO	DL	Wed 1/1/25	Wed 1/1/25															
42	Design			Mon 8/3/26	Mon 8/10/26		Design													
43	Bidding			Tue 8/11/26	Wed 9/9/26			Bidding												
44	Construction			Thu 9/10/26	Wed 10/7/26				Construction											
45	Closeout			Thu 10/8/26	Wed 12/30/2						Closeout									
46																				
47	Blue Lot Extension Construction (High Roller Lot)	RNO	BJ/CC	Wed 1/1/25	Wed 1/1/25															
48	Design			Mon 6/23/25	Fri 8/15/25															
49	Bidding			Mon 8/18/25	Fri 9/12/25															
50	Construction			Mon 9/15/25	Mon 7/6/26		Construction													
51	Closeout			Tue 7/7/26	Mon 9/28/26						Closeout									
52																				
53	RNO Airfield Pavement Maintenance Project 2026	RNO	BJ/CC																	
54	Design			Mon 5/25/26	Tue 6/30/26		Design													
55	Bidding			Wed 7/1/26	Wed 8/26/26			Bidding												
56	Construction			Wed 9/30/26	Mon 12/7/26					Construction										
57	Closeout			Tue 12/8/26	Mon 3/1/27							Closeout								
58																				
59	RNO Taxiway Alpha & Bravo Infield Slurry Project	RNO	BJ																	
60	Design			Fri 5/15/26	Thu 6/25/26		Design													
61	Bidding			Fri 6/26/26	Fri 7/17/26			Bidding												
62	Construction			Wed 9/2/26	Tue 9/15/26					Construction										
63	Closeout			Wed 9/16/26	Tue 12/8/26							Closeout								
64																				
65	RNO Electrical Substation 3, 4, 5, & 6 Design	RNO	DL																	
66	Design			Fri 5/15/26	Wed 12/30/2							Design								
67																				
68	North Apron Deicing Tank	RNO	BS																	
69	Design			Mon 5/4/26	Fri 7/3/26		Design													
70	Bidding			Wed 7/8/26	Wed 8/5/26			Bidding												
71	Construction			Mon 9/21/26	Fri 10/30/26					Construction										
72	Closeout			Mon 11/2/26	Fri 1/22/27							Closeout								
73																				
74	RNO Airfield Maintenance Storage Roof Replacement	RNO	BJ																	
75	Design			Mon 8/3/26	Fri 8/21/26			Design												
76	Bidding			Mon 8/24/26	Thu 9/10/26				Bidding											
77	Construction			Mon 10/5/26	Fri 11/20/26					Construction										
78	Closeout			Mon 11/23/2	Fri 1/22/27								Closeout							

[illegible]

Administrative Report

Date: September 8, 2026

Subject: Administrative Award of Contracts – Expenditures

BACKGROUND

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

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

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

DISCUSSION

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

///

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
08/06/26	John F. Connell	\$25,040.09	Maximo 3mo License	FY27 O&M	Technology & Info Sys.
08/06/26	API Group Safety	\$29,900.00	Terminal Sprinkler Repairs	FY27 O&M	Building Maintenance
08/06/26	API Group Safety	\$34,235.00	FY27 Fire Sprinkler & Alarm Inspections/Testing	FY27 O&M	Building Maintenance
08/06/26	Lamar Airport Advertising Group	\$34,248.00	Austin Incentive Ads	FY27 O&M	Air Service Development
08/11/26	Jensen Enterprise	\$85,015.09	Tank & Lift Station	FY27 CIP	Engineering & Construction
08/12/26	Keith Leavitt	\$26,250.00	RTS Land Strategy	FY27 O&M	Commercial Business Development

Change Orders and Amendments

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

Administrative Report

Date: September 8, 2026

Subject: Administrative Award of Contracts – Revenues (Pursuant to Resolution No. 557)

BACKGROUND

At the July 14, 2022, meeting of the Board of Trustees of the Reno-Tahoe Airport Authority, the Board approved Resolution No. 557, recognizing the inherent authority of the President/CEO, or authorized representative to award revenue contracts except those that are, in combination, more than 5 years in Term, including options, and generate aggregate revenues of \$250,000 or more.

DISCUSSION

Resolution No. 557 requires that the President/CEO provide the Board of Trustees with an administrative report setting forth a list of revenue contracts and associated options to extend approved administratively as a result of the resolution to be given to the Board on a monthly basis.

August 2026

Date	Lessee	Property Address	Agreement Term	Contract Value	Portfolio
8/1/26	Integrated Power Services, LLC dba National Field Services	2900 Vassar Street, Suite CC-16, Reno, NV 89502	12 Months	\$7,968.36	Outside Properties
8/1/26	Swen Carlson	2890 Vassar Street, Suite BB-16, Reno, NV 89502	12 Months	\$6,910.56	Outside Properties

Administrative Report

Date: September 8, 2026

Subject: Financial Reporting Package – July 2026

EXECUTIVE SUMMARY

Attached is the Financial Reporting Package for July, the first month of the 2026-27 fiscal year (FY). The package includes a high-level summary of total revenues and expenses and a more detailed discussion of key metrics.

In July 2026, RNO was served by 10 passenger airlines offering nonstop scheduled service to 20 destinations. Enplanements totaled 242,151, representing a decrease of 1.4% compared to the budget forecast and an increase of 1.2% from July 2025. Total landed weight was 4.2% higher than the budget forecast for both passenger and cargo airlines and reflected a 5.4% increase from the prior year.

Year To Date July 31, 2026 (In Thousands)						
	Prior Year YTD	YTD Budget	YTD Actual	% to Prior Year	% to Budget	\$ to Budget
Operating Revenue	\$ 8,104	\$ 8,377	\$ 9,017	11.3%	7.6%	\$ 640
Airline Revenue	\$ 2,612	\$ 3,013	\$ 3,152	20.7%	4.6%	\$ 139
Non-Airline Revenue	\$ 5,493	\$ 5,364	\$ 5,865	6.8%	9.3%	\$ 501
Operating Expenses	\$ 5,510	\$ 6,266	\$ 5,874	6.6%	-6.3%	\$ (392)
Net Operating Income	\$ 2,594	\$ 2,111	\$ 3,143	21.1%	48.9%	\$ 1,032
Non-Operating Income	\$ 1,039	\$ 312	\$ (132)	-112.7%	-142.3%	\$ (443)
Net Income Before Depreciation	\$ 3,633	\$ 2,422	\$ 3,011	-17.1%	24.3%	\$ 589

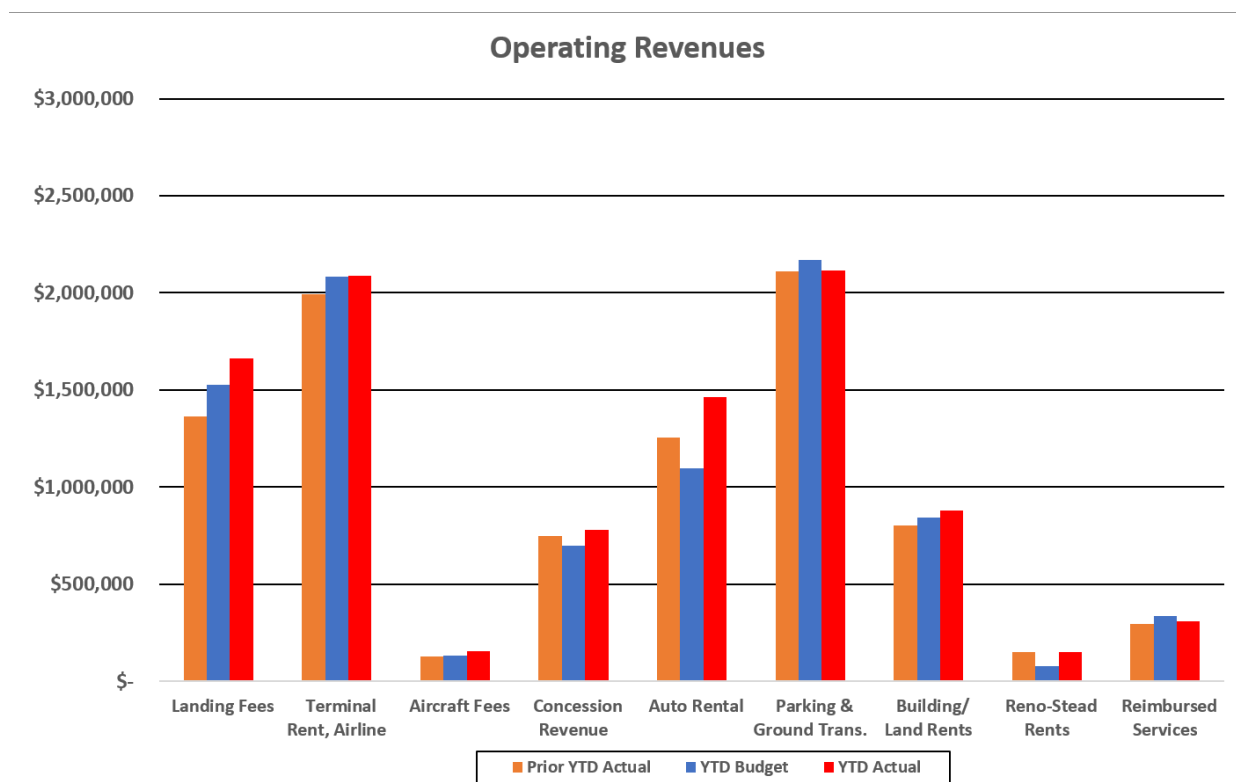
Based on actual results through July 31, 2026, net income before depreciation was approximately \$3.011 million, reflecting an increase of \$0.589 million or 24.3% from the budget forecast. This noteworthy increase is driven by net-operating income surpassing expectations by \$1.032 million, or 48.9%. Operating revenues for July were \$0.640 million or 7.6% favorable to budget driven primarily by higher revenues from landing fees and auto rental concession fees. Operating expenses were \$0.392 million or 6.3% below the budgeted amount, with the largest savings in Personnel Services, Administrative Expenses, and Materials and Supplies. These savings are largely due to timing.

OPERATING REVENUES

Year-to-date operating revenues mostly exceed prior-year actuals and either exceed, or are in line with the adopted budget across most categories. There are a few areas however where revenues are lower than budget. Most notably, Parking demand has softened and year-to-date revenues are \$34,830 or 1.8% below budget. Ground Transportation has also softened with year-to-date revenues at \$21,258 or 10.8% below budget. In contrast, Auto Rental has exceeded year-to-date-budget by \$367,772, or 33.6%, and Concessions have exceeded year-to-date-budget by \$80,993, or 11.6%. Additionally, Reno-Stead Rents

exceeded year-to-date budget by \$72,771, or 90.7% due to many hangar tenants paying their annual rents as one lump sum in July rather than paying monthly.

The chart below reflects year-to-date actual operating revenues compared to the adopted budget and prior-year actual year-to-date results:



AIRLINE REVENUES

Airline revenues are collected through rates and charges established in RTAA's Airline-Airport Use and Lease Agreement (AAULA) with signatory airlines, which is effective from July 1, 2023, through June 30, 2033. The AAULA uses a hybrid rate-setting structure in which all net airfield cost center expenses including operating, maintenance, debt service, amortization, and capital improvement costs, are fully recovered through airline landing fees. Terminal building costs, however, are compensatory, with airlines charged only for the space they occupy or use.

The AAULA also includes a revenue-sharing program that distributes available net revenues to signatory passenger airlines based on their number of enplaned passengers. This structure is intended to encourage air service growth by linking revenue credits to passenger volumes. Airlines may apply these revenue-sharing credits toward their monthly rates and charges.

Landing Fees

The formula for calculating landing fees consists of 100% cost recovery of Airfield-related operating costs, capital improvement costs, debt service, amortization, and other charges. These costs are mitigated by Airfield-derived revenues and non-signatory landing fees. Landing fees were budgeted and collected at \$4.94 per 1,000 lbs. of landed weight for signatory airlines and \$5.68 for non-signatory airlines. Non-

signatory airlines pay 15% above the budgeted signatory airline rate. Based on actual results for the month of July 2026, the calculated signatory landing fee per 1,000 lbs. was \$3.80 per 1,000 lbs. of landed weight, 12.4% lower than the budgeted rate. Landing fee revenues through the month of July 2026 were \$1.662 million, approximately \$134,762 or 8.8% favorable to the FY 2026-27 budget due to higher than budgeted landed weight.

Airline Terminal Rents

Airline terminal rents are determined by the recovery of all Terminal costs, including operating and maintenance, capital improvement, debt service, and amortization. This cost is divided by the square footage of the airline rentable space in the terminal building. The Terminal requirement is partially offset by in-terminal concession revenues, a 50% share of gaming revenues, and reimbursed services. The budgeted average rental rate is \$178.82 per square foot per annum. Based on year-to-date results through July FY 2026-27, the calculated average terminal rental rate was \$146.20, a decrease of 18.2% compared to the budget. The decrease is primarily due to the lower operating costs of the Terminal cost center. Actual airline terminal rental revenues collected were \$2.090 million as of July 2026, surpassing the budget by approximately \$6,872, or 0.3%.

NON-AIRLINE REVENUES

Year to date FY 2026-27 actual non-airline operating revenues totaled \$5.865 million, \$0.501 million or 9.3% above the budget forecast.

Non-airline operating revenues play a crucial role in supporting RTAA's operating costs outside of airline affiliated operations. While airline revenues are calculated and collected as cost recovery for airline-related operations, non-airline operating revenues are essential to fund internal operations, equipment acquisitions, and capital improvement projects that are not directly associated with airline operations. Nonairline operating revenues are primarily comprised of terminal and rental car concession revenues, public parking, building/land rents, and reimbursement of RTAA-provided services.

The favorable variance is driven primarily by Auto Rentals exceeding budget overall, producing a favorable variance of \$367,772, or 33.6% above budget. Concessions also outperformed budget, with a favorable variance of \$80,993, or 11.6% above budget. Reno-Tahoe Building and Land revenues exceeded budget by \$37,820, or 4.5%. Reno-Stead Rent revenues finished favorable to budget by \$72,771 for the month of July 2026, reflecting a year-to-date positive variance 90.7% against budget due to many hangar tenants paying their annual rents as one lump sum in July rather than paying monthly. Parking and Ground Transportation came in under budget, with a year-to-date shortfall of \$56,088, or 2.6% below budget on softening demand.

NON-OPERATING REVENUES (EXPENSES)

Year-to-date net non-operating revenues totaled (\$131,701), trailing the budget by approximately \$311,658, or (142.3%). This unfavorable variance is primarily attributable to lower-than-budgeted Passenger Facility Charges, and Interest Expenses, both due to timing.

Non-operating revenues consist mainly of Passenger Facility Charges, interest income, and aviation fuel tax. PFCs are collected by airlines at the time of ticket sale at a rate of \$4.50 per enplaned passenger, of which RTAA receives a net amount of \$4.39 after a \$0.11 administrative fee.

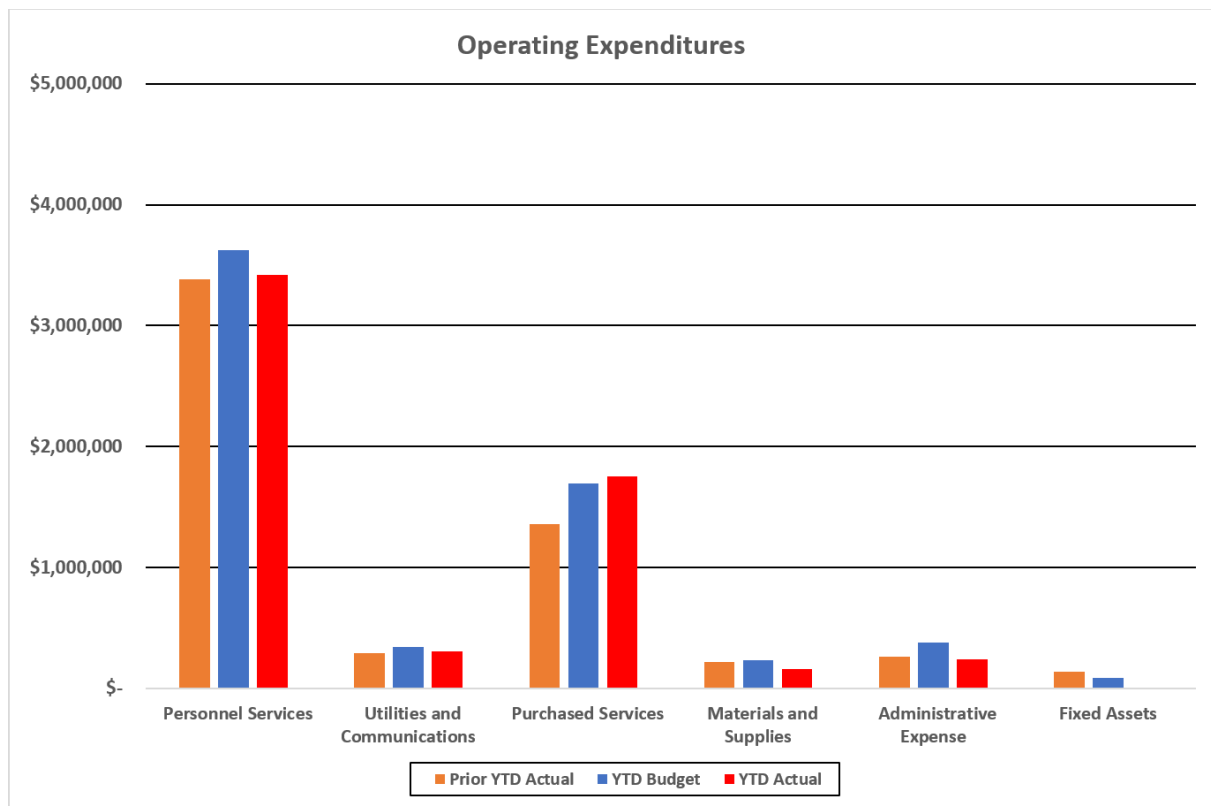
Through July, PFC revenues totaled \$34,041, representing a decrease of \$772,072, or 95.8%, compared to the prior year and \$750,560, or 95.7%, below budget. Because PFCs are collected at the time of ticket

purchase, revenues may not align precisely with actual passenger activity in each period. Interest income trailed the year-to-date budget by \$82,241, or 12.8%.

OPERATING EXPENSES

Based on FY 2026–27 results of July, operating expenses are generally trending favorably relative to the adopted budget across all categories. Personnel Services, Administrative expenses, and Materials and Supplies represent the most notable variances, actual July expenditures were below budget primarily due to the timing of expenses.

The chart below reflects actual operating expenses for the fiscal year as compared to the budget and prior year amounts:



DEBT SERVICE

On September 4, 2024, RTAA issued \$238.260 million of airport revenue bonds to fund airport capital improvements and to refinance \$22.410 million of a non-revolving line of credit obligation for the MoreRNO program. The 2024 Bonds were issued in two series, including Series 2024A (AMT) and Series 2024B (Non-AMT) revenue bonds. “AMT” refers to bonds where the interest earned by the bondholder is subject to the Alternative Minimum Tax reporting requirements of the IRS. AMT bonds are used generally to finance qualified private activity projects, such as terminal facilities associated with the NewGEN A&B project. Non-AMT bonds are not subject to the Alternative Minimum Tax requirements and are generally used to finance government purpose facilities such as the RTAA Headquarters project. The 2024 Bonds are rated A+, A3 and A by Kroll Bond Rating Agency, Moody’s Investor Service, and S&P Global rating, respectively.

Proceeds from the 2024 Bonds are held by a Trustee, U.S. Bank. The fiduciary duties of the Trustee include the safekeeping of bond proceeds, facilitating payments of principal and interest to bondholders, investment oversight, recordkeeping and compliance monitoring to ensure RTAA is adhering to its bond covenants. By fulfilling these duties, the bond trustee plays a vital role in maintaining the structural integrity of the bond issue and protects the interests of both RTAA and the bondholders. As of July 31, 2026, the account balances reported by the Trustee were as follows:

Description	2024A Bonds	2024B Bonds	Total
Principal Outstanding	\$ 159,575,000	\$ 78,405,000	\$ 237,980,000
Account Balances:			
Capitalized Interest	\$ 12,025,942	\$ 1,370,566	\$ 13,396,507
Project Funds	\$ 24,977,904	\$ 53,363,843	\$ 78,341,747
Common Debt Service Reserve Fund			\$ 17,091,182
Total Balances	\$ 37,003,845	\$ 54,734,409	\$ 108,829,436

*The debt service reserve is a shared reserve for all outstanding bonds.

The account balances above are invested under the direction of RTAA in accordance with the Bond Indenture and Investment Policy approved by the RTAA Board. RTAA utilizes the services of Government Portfolio Advisors to assist with the investment of these assets. Investments are structured in a diversified portfolio to align with project delivery milestones and maximize interest earnings on the bond proceeds until they are utilized for project expenses. Interest earned on the bond proceeds augment the project fund account. Additionally, the 2024 Bonds included funding to pay for transactional costs of issuance associated with the bond underwriting, legal expenses, financial advisory and other fees.

On August 17, 2026, RTAA completed the pricing of the 2026 Bonds totaling \$351.105 million. The bonds substantially complete funding for the MoreRNO capital program, including the NewGEN A&B and HQ projects under construction. Despite a challenging market backdrop — including roughly \$18 billion of municipal supply that week versus an \$11 billion year-to-date weekly average, a competing \$2.7 billion LAX transaction, and 30-year U.S. Treasury yields rising above 5.30% (their highest level since 2007) on the day of pricing — investor demand was exceptionally strong, generating nearly \$1.0 billion in total orders, a 2.7x overall subscription rate, and participation from more than 40 institutional investors, 63% of whom were new to the Authority's investor base. This order-book strength allowed the underwriter to lower yields by 1 to 8 basis points on select maturities at final award, resulting in an all-in combined true interest cost (TIC) of 4.94%. Overall, the transaction represented a successful execution in a difficult market, securing critical funding for MoreRNO while also broadening and strengthening the Authority's institutional investor base. The bond transaction is scheduled for closing on September 2, 2026.

KEY BENCHMARKS

The table below summarizes year-to-date key performance benchmarks as of July 31, 2026, comparing FY 2026-27 actual results to the adopted budget and prior year performance.

Key Statistics/Benchmarks	Year To Date July 31, 2026			8.33% Of Fiscal Year	
	FY25-26 Prior Year YTD	FY26-27 Budget YTD	FY26-27 Actual YTD	Actuals vs Prior Year	Actual vs Budget
Enplaned Passengers	239,345	245,563	242,151	1.2%	-1.4%
Airline CPE	\$ 10.22	\$ 12.40	\$ 12.23	19.7%	-1.4%
Non-Airline Revenue per EPAX (a)	\$ 21.72	\$ 20.47	\$ 22.93	5.6%	12.0%
Operating Ratio	68.0%	74.8%	65.1%	-4.2%	-12.9%
Days Cash on Hand	541	540	492	-9.1%	-8.9%
Revenue Sharing Per Enplaned Passenger	\$ 6.04	\$ 4.37	\$ 7.45	23.3%	70.5%

(a) Excludes cost reimbursement for the Baggage Handling System (BHS) paid by the airlines.

Enplaned Passengers

Enplaned passengers represent the total number of passengers boarding aircraft at the airport during the reporting period. Enplaned passengers reported for the month of July 2026 were 242,151, a 1.2% increase compared to the prior fiscal year and 1.4% lower than the budget forecast. Year to date, total enplanements were 242,151, an increase of 1.2% compared to prior year and a decrease of 1.4% compared to budget.

Airline Cost per Enplaned Passenger (CPE)

This ratio represents airline payments for use of airport facilities including landing fees, terminal rents, and baggage handling systems, in accordance with the adopted rates and charges methodology as outlined in the AAULA. RTAA aims to maintain a reasonable cost structure for airlines operating at RNO to attract and maintain air service to our community.

Non-Airline Revenue per Enplaned Passenger

This ratio represents operating revenues derived from sources other than the airlines, divided by enplaned passengers for the fiscal year. It measures operating revenue capacity from various sources including terminal rents, rental car concession fees, public parking, and land and building rents from non-airline facilities at both airports.

Operating Ratio

The Operating Ratio is calculated by dividing operating and maintenance expenses by total operating revenues. This ratio indicates whether the level of operating expenses as a proportion of operating revenues is consistent and tracking with the approved expenditures and revenues adopted in the budget. Generally, a lower ratio of expenses to revenues is positive as it reflects an improvement in the net operating revenues available to pay debt service and generate additional cash flow.

Revenue Sharing per Enplaned Passenger

The AAULA establishes a formula of revenue sharing between RTAA and the signatory airlines of annual funds remaining after all RTAA obligations, and the Debt Service Coverage (DSC) ratios have been fulfilled. Once all such obligations are met, signatory commercial airlines receive a distribution equivalent to the following:

- \$2.00 for each enplaned passenger by airline traveling from RNO provided that the actual DSC ratio is within the range of 1.4 times to 1.5 times. Should the ratio of 1.4 times not be achieved, RTAA deducts from the \$2.00 revenue share distribution until 1.4 times DSC is reached. A minimum of 1.4 times DSC is a key credit strength for RTAA's debt financing goals.
- Additionally, should the actual DSC ratio exceed 1.5 times, the amount above this threshold is shared 50/50 between RTAA and signatory airlines.

Days Cash on Hand (DCOH)

DCOH is an important measure of liquidity. It is calculated by dividing unrestricted cash and investments by the daily operating and maintenance expenditure budget (annual operating and maintenance budget divided by 365 days). RTAA's policy is a desired target of at least 365 days. July DCOH is 492 days, 48 days lower than the annual budget. The July variance is timing related. There were a few large payments related to MoreRNO that occurred in the month of July. The total budget number assumes additional cash on hand following the September 2026 issuance of Series 2026 A/B Bonds.

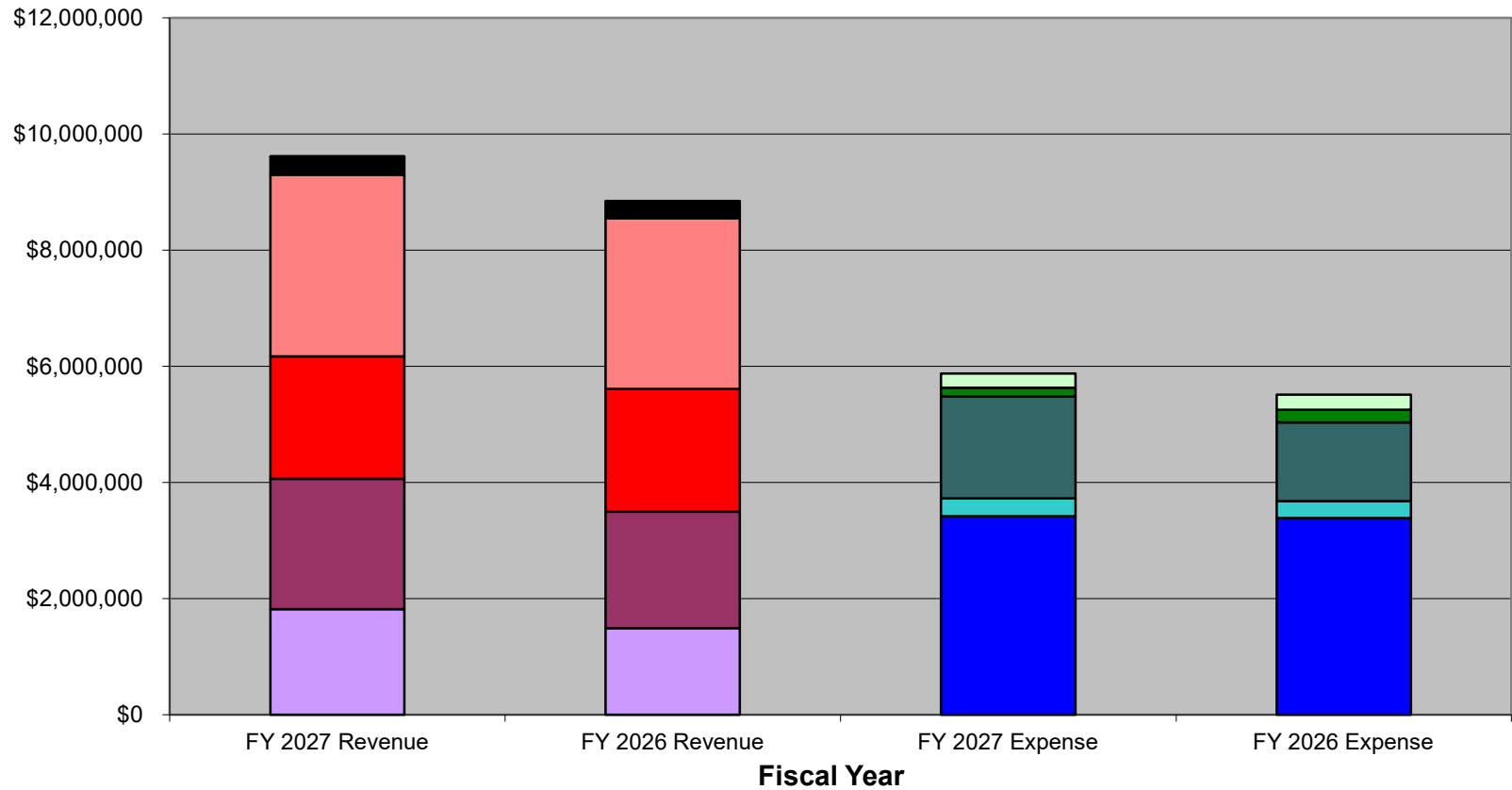
OPERATING STATEMENT
RENO-TAHOE AIRPORT AUTHORITY
For the One Month Ending July 31, 2026

	<i>CURRENT MONTH</i>				<i>For the One Month Ending July 31, 2026</i>							
	CURRENT YEAR	PRIOR YEAR	VARIANCE	%	YTD CURRENT YEAR	YTD PRIOR YEAR	VARIANCE	%	8.33%		OF FISCAL YEAR	
	2027	2026			2027	2026			2027			
REVENUES												
Landing Fees	\$ 1,662,454	\$ 1,363,138	\$ 299,316	22.0%	\$ 1,662,454	\$ 1,363,138	\$ 299,316	22.0%	\$ 1,527,692	\$ 134,762	8.8%	
Airline Terminal Rental	2,090,300	1,993,946	96,354	4.8%	2,090,300	1,993,946	96,354	4.8%	2,083,428	6,872	0.3%	
Airline Revenue Sharing	(600,611)	(745,467)	144,856	-19.4%	(600,611)	(745,467)	144,856	-19.4%	(598,199)	(2,411)	0.4%	
Aircraft Fees	154,250	130,932	23,318	17.8%	154,250	130,932	23,318	17.8%	132,791	21,459	16.2%	
Concession Revenue	780,621	747,978	32,643	4.4%	780,621	747,978	32,643	4.4%	699,628	80,993	11.6%	
Auto Rentals	1,462,714	1,254,521	208,193	16.6%	1,462,714	1,254,521	208,193	16.6%	1,094,942	367,772	33.6%	
Parking & Ground Transportation	2,113,352	2,110,030	3,322	0.2%	2,113,352	2,110,030	3,322	0.2%	2,169,440	(56,088)	-2.6%	
RNO Building & Land Rents	882,129	801,364	80,764	10.1%	882,129	801,364	80,764	10.1%	844,309	37,820	4.5%	
RTS Rents	153,019	149,388	3,631	2.4%	153,019	149,388	3,631	2.4%	80,249	72,771	90.7%	
Reimbursed Services	311,425	295,161	16,264	5.5%	311,425	295,161	16,264	5.5%	337,520	(26,095)	-7.7%	
Other Revenues	7,188	3,300	3,888	117.8%	7,188	3,300	3,888	117.8%	5,000	2,188	43.8%	
OPERATING REVENUE	\$ 9,016,841	\$ 8,104,292	\$ 912,549	11.3%	\$ 9,016,841	\$ 8,104,292	\$ 912,549	11.3%	\$ 8,376,800	\$ 640,041	7.6%	
EXPENSES												
Personnel Services	\$ 3,418,097	\$ 3,384,999	\$ 33,098	1.0%	\$ 3,418,097	\$ 3,384,999	\$ 33,098	1.0%	\$ 3,621,775	\$ (203,678)	-5.6%	
Utilities and Communications	306,847	288,929	17,918	6.2%	306,847	288,929	17,918	6.2%	339,346	(32,498)	-9.6%	
Purchased Services	1,751,804	1,360,310	391,494	28.8%	1,751,804	1,360,310	391,494	28.8%	1,690,805	60,999	3.6%	
Materials and Supplies	155,350	217,812	(62,463)	-28.7%	155,350	217,812	(62,463)	-28.7%	234,086	(78,736)	-33.6%	
Administrative Expense	241,977	257,981	(16,004)	-6.2%	241,977	257,981	(16,004)	-6.2%	380,089	(138,112)	-36.3%	
OPERATING EXPENSES	\$ 5,874,075	\$ 5,510,031	\$ 364,044	6.6%	\$ 5,874,075	\$ 5,510,031	\$ 364,044	6.6%	\$ 6,266,100	\$ (392,025)	-6.3%	
NET OPERATING INC. BEFORE DEPR.	\$ 3,142,766	\$ 2,594,261	\$ 548,505	21.1%	\$ 3,142,766	\$ 2,594,261	\$ 548,505	21.1%	\$ 2,110,699	\$ 1,032,067	48.9%	
Depreciation and Amortization	2,026,977	2,216,237	(189,260)	-8.5%	2,026,977	2,216,237	(189,260)	-8.5%	2,249,910	(222,933)	-9.9%	
OPERATING INCOME	\$ 1,115,789	\$ 378,024	\$ 737,765	195.2%	\$ 1,115,789	\$ 378,024	\$ 737,765	195.2%	\$ (139,211)	\$ 1,255,000	901.5%	
NON-OPERATING INCOME (EXPENSE)												
Interest Income	\$ 559,688	\$ 829,315	\$ (269,628)	-32.5%	\$ 559,688	\$ 829,315	\$ (269,628)	-32.5%	\$ 641,929	(82,241)	-12.8%	
Passenger Facility Charge	34,041	806,112	(772,072)	-95.8%	34,041	806,112	(772,072)	-95.8%	784,601	(750,560)	-95.7%	
Customer Facility Charge (interest only)	-	-	-	n.a.	-	-	-	n.a.	-	-	n.a.	
Jet Fuel Tax Revenue	25,000	35,317	(10,317)	-29.2%	25,000	35,317	(10,317)	-29.2%	25,000	0	0.0%	
Federal Assistance	-	1,394	(1,394)	-100.0%	-	1,394	(1,394)	-100.0%	-	-	n.a.	
Other Non-Operating Revenue (Expense)	186,609	150,403	36,207	24.1%	186,609	150,403	36,207	24.1%	(54,748)	241,357	-440.9%	
Interest Expense	(937,039)	(783,960)	(153,079)	19.5%	(937,039)	(783,960)	(153,079)	19.5%	(1,085,124)	148,085	-13.6%	
Total	\$ (131,701)	\$ 1,038,581	\$ (1,170,282)	-112.7%	\$ (131,701)	\$ 1,038,581	\$ (1,170,282)	-112.7%	\$ 311,658	\$ (443,359)	-142.3%	
Net Income Before Capital Contributions	\$ 984,088	\$ 1,416,605	\$ (432,517)	-30.5%	\$ 984,088	\$ 1,416,605	\$ (432,517)	-30.5%	\$ 172,448	\$ 811,641	470.7%	

OPERATING STATEMENT
RENO-TAHOE AIRPORT AUTHORITY
For the One Month Ending July 31, 2026

	CURRENT MONTH				YEAR TO DATE				ANNUAL BUDGET	
	ACTUAL	BUDGET	VARIANCE		ACTUAL	BUDGET	VARIANCE		TOTAL	ANNUAL BUDGET % TO DATE
			\$	%			\$	%		
REVENUES										
Landing Fees	\$ 1,662,454	\$ 1,527,692	\$ 134,762	8.8%	\$ 1,662,454	\$ 1,527,692	\$ 134,762	8.8%	\$ 16,443,495	10%
Terminal Rent, Airline	2,090,300	2,083,428	6,872	0.3%	2,090,300	2,083,428	6,872	0.3%	22,608,859	9%
Airline Revenue Sharing	(600,611)	(598,199)	(2,411)	0.4%	(600,611)	(598,199)	(2,411)	0.4%	(6,163,204)	10%
Aircraft Fees	154,250	132,791	21,459	16.2%	154,250	132,791	21,459	16.2%	1,593,497	10%
Concession Revenue	780,621	699,628	80,993	11.6%	780,621	699,628	80,993	11.6%	7,523,917	10%
Auto Rental	1,462,714	1,094,942	367,772	33.6%	1,462,714	1,094,942	367,772	33.6%	11,337,861	13%
Parking & Ground Transportation	2,113,352	2,169,440	(56,088)	-2.6%	2,113,352	2,169,440	(56,088)	-2.6%	25,589,286	8%
Reno-Tahoe Building/ Land Rents	882,129	844,309	37,820	4.5%	882,129	844,309	37,820	4.5%	9,800,859	9%
Reno-Stead Rents	153,019	80,249	72,771	90.7%	153,019	80,249	72,771	90.7%	962,985	16%
Reimbursed Services	311,425	337,520	(26,095)	-7.7%	311,425	337,520	(26,095)	-7.7%	3,581,843	9%
Miscellaneous	7,188	5,000	2,188	43.8%	7,188	5,000	2,188	43.8%	57,500	13%
OPERATING REVENUE	\$ 9,016,841	\$ 8,376,800	\$ 640,041	7.6%	\$ 9,016,841	\$ 8,376,800	\$ 640,041	7.6%	\$ 93,336,897	10%
EXPENSES										
Personnel Services	\$ 3,418,097	\$ 3,621,775	\$ (203,678)	-5.6%	\$ 3,418,097	\$ 3,621,775	\$ (203,678)	-5.6%	\$ 44,754,485	8%
Utilities and Communications	306,847	339,346	(32,498)	-9.6%	306,847	339,346	(32,498)	-9.6%	3,804,800	8%
Purchased Services	1,751,804	1,690,805	60,999	3.6%	1,751,804	1,690,805	60,999	3.6%	22,312,081	8%
Materials and Supplies	155,350	234,086	(78,736)	-33.6%	155,350	234,086	(78,736)	-33.6%	2,845,080	5%
Administrative Expense	241,977	380,089	(138,112)	-36.3%	241,977	380,089	(138,112)	-36.3%	4,561,252	5%
OPERATING EXPENSES	\$ 5,874,075	\$ 6,266,100	\$ (392,025)	-6.3%	\$ 5,874,075	\$ 6,266,100	\$ (392,025)	-6.3%	\$ 78,277,698	8%
NET OPERATING INC. BEFORE DEPR.	\$ 3,142,766	\$ 2,110,699	\$ 1,032,067	48.9%	\$ 3,142,766	\$ 2,110,699	\$ 1,032,067	48.9%	\$ 15,059,199	21%
Depreciation and Amortization	2,026,977	2,249,910	(222,933)	-9.9%	2,026,977	2,249,910	(222,933)	-9.9%	27,000,000	8%
OPERATING INCOME	\$ 1,115,789	\$ (139,211)	\$ 1,255,000	901.5%	\$ 1,115,789	\$ (139,211)	\$ 1,255,000	901.5%	\$ (11,940,801)	-9%
NON-OPERATING INCOME (EXPENSE)										
Interest Income	\$ 559,688	\$ 641,929	\$ (82,241)	-12.8%	\$ 559,688	\$ 641,929	\$ (82,241)	-12.8%	\$ 7,022,691	8%
Passenger Facility Charge	34,041	784,601	(750,560)	-95.7%	34,041	784,601	(750,560)	-95.7%	10,072,263	0%
Customer Facility Charge	-	-	-	n.a.	-	-	-	n.a.	-	n.a.
Jet Fuel Tax Revenue	25,000	25,000	-	0.0%	25,000	25,000	-	0.0%	323,400	8%
Federal Stimulus	-	-	-	n.a.	-	-	-	n.a.	-	n.a.
Other Non-Operating Revenue (Expense)	186,609	(54,748)	241,357	-440.9%	186,609	(54,748)	241,357	-440.9%	-	n.a.
Interest Expense	(937,039)	(1,085,124)	148,085	-13.6%	(937,039)	(1,085,124)	148,085	-13.6%	(28,520,147)	3%
Total	\$ (131,701)	\$ 311,658	\$ (443,359)	-142.3%	\$ (131,701)	\$ 311,658	\$ (443,359)	-142.3%	\$ (11,101,793)	1%
Net Income Before Capital Contributions	\$ 984,088	\$ 172,448	\$ 811,641	470.7%	\$ 984,088	\$ 172,448	\$ 811,641	470.7%	\$ (23,042,594)	-4%

Operating Revenue and Expense on July 31, 2026



SUMMARY OF NON-AIRLINE REVENUES

Reno-Tahoe Airport Authority

	7/31/2026 YTD Actual	7/31/2025 YTD Actual	Over (Under) Prior Year	% Variance	7/31/2026 Year to Date Budget	Over (Under) Budget	% Variance
Aircraft Fees - Reno	\$ 131,838	\$ 128,184	\$ 3,653	2.8%	\$ 128,962	\$ 2,876	2.2%
Aircraft Fees - Stead	22,413	2,748	19,665	715.6%	3,830	18,583	485.3%
Gaming Concession	164,860	173,306	(8,446)	-4.9%	152,225	12,635	8.3%
Food & Beverage	234,466	228,147	6,320	2.8%	223,427	11,039	4.9%
Retail/Merchandise	149,644	139,924	9,719	6.9%	132,583	17,061	12.9%
Advertising	130,158	92,433	37,725	40.8%	81,094	49,064	60.5%
Other Concessions	21,165	21,876	(711)	-3.2%	15,133	6,032	39.9%
FBO and Ground Handlers	76,861	87,229	(10,368)	-11.9%	90,373	(13,513)	-15.0%
Stead Concessions	3,468	5,063	(1,595)	-31.5%	4,792	(1,324)	-27.6%
Auto Rental	1,462,714	1,254,521	208,193	16.6%	1,094,942	367,772	33.6%
Ground Transportation	175,915	149,589	26,326	17.6%	197,173	(21,258)	-10.8%
Auto Parking	1,937,437	1,960,441	(23,004)	-1.2%	1,972,267	(34,830)	-1.8%
Other Terminal Rents	119,884	98,040	21,844	22.3%	101,858	18,026	17.7%
Reno-Tahoe Building Rents	354,916	278,044	76,872	27.6%	345,696	9,220	2.7%
Reno-Tahoe Land Rents	407,328	425,279	(17,951)	-4.2%	396,755	10,574	2.7%
Reno-Stead Rents	153,019	149,388	3,631	2.4%	80,249	72,771	90.7%
Reimbursed Services	311,425	295,161	16,264	5.5%	337,520	(26,095)	-7.7%
Miscellaneous	7,188	3,300	3,888	117.8%	5,000	2,188	43.8%
Total Non-Airline Operating Revenue	5,864,698	5,492,675	372,024	6.8%	5,363,879	500,819	9.3%
Non Operating Revenue (a)	771,297	(427,259)	1,198,556	-280.5%	612,181	159,116	26.0%
TOTAL NON-AIRLINE REVENUE	\$ 6,635,995	\$ 5,065,416	\$ 1,570,580	31.0%	\$ 5,976,060	\$ 659,935	11.0%

Year to Date Enplaned Passengers	242,151	239,345	245,563
----------------------------------	---------	---------	---------

Non-Airline Revenue Per EPAX	\$ 22.93	\$ 21.72	\$ 20.47
------------------------------	----------	----------	----------

Parking Revenue per EPAX	\$ 8.00	\$ 8.19	\$ 8.03
--------------------------	---------	---------	---------

(a) Excludes PFC and CFC revenues

SUMMARY OF ENPLANED PASSENGERS BY AIRLINE

Reno-Tahoe International Airport

Enplaned passengers by Airline

Signatory Carriers

	Jul-26	Jul-25	Percent change
Alaska	25,099	27,345	-8.2%
American	34,642	34,749	-0.3%
Delta	29,767	27,733	7.3%
Southwest	100,255	90,800	10.4%
United	37,741	38,628	-2.3%

Total

Non-Signatory and Charter

Frontier	6,916	3,631	90.5%
JetBlue	2,621	3,342	-21.6%
New Pacific Airlines, Inc.	-	-	n.a.
Spirit Airlines	-	7,581	-100.0%
Sun Country Airlines	2,522	2,814	-10.4%
Volaris	2,588	2,722	-4.9%
Other Charters	-	-	n.a.

Total

Total enplaned passengers

Month		
Jul-26	Jul-25	Percent change
227,504	219,255	3.8%
14,647	20,090	-27.1%
242,151	239,345	1.2%

Year-to-date		
YTD 2026-27	YTD 2025-26	Percent change
227,504	219,255	3.8%
14,647	20,090	-27.1%
242,151	239,345	1.2%

**Enplaned Passenger Market Share
Year to Date July 2026**

