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AGENDA
Board of Trustees Caucus Meeting
Tuesday, November 10, 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

The following items are presented for discussion in preparation for the regular Board meeting on November 12, 2026, at which formal action will be considered, as applicable. No action will be taken on these items at the Caucus meeting.

3.1 Board Memo No. 11/2026-53: Authorization for the President/CEO to negotiate final terms and execute a new 12-year Nonexclusive Retail Concession Lease with Hudson Group (HG) Retail, LLC, with one two-year extension option and a minimum estimated contract value of $29,790,000

3.2 Board Memo No. 11/2026-54: Authorization for the President/CEO to negotiate final terms and execute a new 15-year Nonexclusive Food and Beverage Concession Lease with SSP AMERICA RNO, LLC, with a minimum estimated contract value of $41,034,000

3.3 Board Memo No. 11/2026-55: Authorization for the President/CEO to negotiate final terms and execute a contract with Zoeftig, Ltd., for furniture procurement for the New Gen A&B Project at the Reno-Tahoe International Airport in the amount of $1,646,438.40, including an owner's contingency in the amount of $150,000

3.4 Board Memo No. 11/2026-56: Authorization for the President/CEO to negotiate final terms and execute a contract with Atlas Logistics, Inc., for furniture storage, assembly, and installation for the New Gen A&B Project at the Reno-Tahoe International Airport in the amount of $425,690, including an owner's contingency in the amount of $50,000

3.5 Board Memo No. 11/2026-57: Authorization for the President/CEO to negotiate final terms and execute a contract with PeopleSpace, Inc., for furniture procurement and installation services for the New Gen A&B Project at the Reno-Tahoe International Airport in the amount of $1,852,892.80, including an owner's contingency in the amount of $150,000

3.6 Board Memo No. 11/2026-58: Authorization for the President/CEO to negotiate final terms and execute a contract with Brock Solutions for the baggage handling system upper-level controls upgrade at Reno-Tahoe International Airport, in the amount of $1,487,840

3.7 Board Memo No. 11/2026-59: Authorization for the President/CEO to negotiate final terms and execute a Professional Services Agreement with two separate artists (Marcel Boehm/Tahoe Table Company, and Thomas Diel Designs LLC) for the design, fabrication, and installation of four custom commissioned conference tables (two tables per artist) in the new Police Station and Airport Authority Headquarters (HQ) at Reno-Tahoe International Airport for an amount not to exceed $55,000 and $42,000, respectively

3.8 Board Memo No. 11/2026-60: Authorization for the President/CEO to negotiate final terms and execute a one-year contract with Anthem for Reno-Tahoe Airport Authority employee medical/dental/vision insurance coverage in the amount of $6,128,896 and to fund $48,600 into employee health savings accounts

4. GENERAL BUSINESS ITEMS

4.1 Reno-Stead Airport (RTS) site readiness update
4.2 VMAT Grant update
4.3 MoreRNO Program update

5. ITEMS PROVIDED FOR INFORMATIONAL PURPOSES

5.1 Financial Reporting Package (September 2026)
5.2 Capital Improvement Program Report
5.3 Administrative Award of Contracts (Expenditures)
5.4 Administrative Award of Contracts (Revenues)

6. TRUSTEE COMMENTS

7. PUBLIC COMMENT (non-agenda items only)

8. ADJOURNMENT

Reno-Tahoe Airport Authority

Board Memorandum

11/2026-53

Date: November 12, 2026

Subject: Authorization for the President/CEO to negotiate final terms and execute a new 12-year Nonexclusive Retail Concession Lease with Hudson Group (HG) Retail, LLC, with one two-year extension option and a minimum estimated contract value of $29,790,000

Presenter: Shawna Carpenter, Concessions Manager

BACKGROUND

The Reno-Tahoe Airport Authority (RTAA) is redeveloping its concessions program in coordination with the MoreRNO capital program and New Gen A&B concourse construction. With existing concessions agreements nearing expiration, this effort provides an opportunity to introduce new concepts, modernize existing locations, and align long-term agreements with the airport's future facilities and passenger demand.

Program development, supported by concession consultants with the Paslay Group, has included industry, market, and financial analysis, passenger research, coordination with the terminal design and construction teams, and local and industry outreach. Outreach began two years before the Request for Proposals (RFP) release with RTAA's Best Bites and Brands social media campaign, designed to generate interest and give community members a voice in the airport's future by inviting them to submit their favorite local restaurants and brands. Following that campaign, RTAA hosted virtual and in-person events to encourage local business participation. These outreach activities highlighted existing local participation in the concessions program, explained the unique requirements of operating in an airport, and illustrated opportunities for local businesses to participate, from supplying products to operating as subtenants or through brand licensing arrangements. These efforts informed the mix, size, and placement of concession locations; the packaging and phasing of opportunities to support customer service and revenue continuity during construction; and the development of lease terms aligned with industry standards and best practices.

On May 26, 2026, RTAA issued RFP #25/26-17 for Food & Beverage and Retail Concessions. The solicitation included two food and beverage packages and one retail package, with proposals due August 31, 2026. The RFP sought experienced operators to deliver a balance of local and nationally recognized concepts, quality facilities, and competitive financial returns.

DISCUSSION

The RFP included one retail package comprising six locations. RTAA received three responsive proposals for the retail package. Evaluation criteria addressed operator experience and

qualifications; concepts, design, implementation and investment; operations, customer experience, sustainability and innovation; and the financial proposal.

The 12-member evaluation committee included seven voting members, with representation from Trustee Gordon, the airlines, and RTAA's Finance, Planning & Environmental Services, Commercial Business, and Marketing & Public Affairs departments, along with non-voting members from Finance, Terminal Operations, and Commercial Business, and subject matter support from RTAA's concession consultants. The committee reviewed proposals and interviewed all three responsive proposers before supporting award of the retail package to Hudson Group (HG) Retail, LLC (Hudson). Consistent with the evaluation criteria, Hudson demonstrated the experience, small business partnerships, and operational capability to deliver concepts and quality facilities aligned with RTAA's design and project goals, an enhanced customer experience, and competitive financial returns.

The solicitation included Small Business Enterprise Concessionaire (SBEC) participation goals. Hudson's proposed small business participation includes operation of one full retail location by Traveller Gifts, LLC, along with Traveller Gifts' participation as a joint venture partner in the operation of the other five retail locations. Traveller Gifts has maintained a presence at Reno-Tahoe International Airport (RNO) since 1984. This partnership will help preserve longstanding RNO retail experience, established local relationships, and continuity as the new retail program is introduced.

Openings will align with the MoreRNO construction schedule. Design, construction, and operational transitions will require continued coordination among Hudson, RTAA, and the project teams to maintain passenger services and minimize disruption.

The proposed Hudson lease includes six retail locations across the new concourses, terminal connector, and pre-security area, providing convenience and specialty retail offerings. Hudson will design, construct, operate, and maintain these locations in accordance with RTAA's design requirements and Concessions Operating Standards.

The proposed agreement provides for a 12-year operating period through June 30, 2041, with earlier lease execution to allow design and construction to proceed. Hudson may request one additional two-year extension, subject to RTAA approval. The required midterm refurbishment will support continued investment in the facilities throughout the operating period.

Hudson brings nearly 40 years of continuous airport retail experience, with operations dating to 1987. Hudson operates more than 1,000 travel retail stores across nearly 90 airports and transportation hubs throughout North America.

FISCAL IMPACT

The minimum contract value of the proposed lease is estimated at $29,790,000 based on projected Minimum Annual Guarantee (MAG) obligations over the 12-year operating term. Revenue is anticipated to exceed the MAG, with Hudson projecting $37,742,000 in concession revenue to RTAA over that term based on forecasted sales and the applicable percentage fees. These estimates exclude the additional two-year extension, which is subject to RTAA approval. Actual revenue

will depend on sales performance, opening dates, and applicable lease adjustments. Key financial terms are summarized on the following page:

Financial Element	Overview
Estimated contract value	$37,742,000 over the initial 12-year operating term.
Minimum contract value	$29,790,000 based on projected MAG obligations over the 12-year term, subject to applicable adjustments.
Minimum Annual Guarantee (MAG)	Initial annual MAG of $1,100,000 beginning July 1, 2029; adjusts annually to 85% of the prior year's concession fee payments, with no decrease below the preceding year's MAG, subject to lease relief provisions.
Percentage fees	RTAA receives the greater of MAG or percentage fees once MAG commences. Percentage fees are 10% of gross revenue at pre-security location PR1 and 20% at all other locations. Percentage fees apply during the transition period (the time between when the new Concourse A opens and Concourse B is completed) and before MAG commencement.
SBEC participation	Hudson must comply with the Small Business Enterprise Concessionaire participation commitments incorporated into Exhibit E of the lease.
Capital investment and other obligations	Hudson funds tenant improvements, operations, and required midterm refurbishment, generally at least 20% of initial investment by each location's eighth year. Support space rent and other applicable charges are additional.

STRATEGIC PRIORITIES

Facilities for the Future
Financial Stewardship
Customer Experience
Sustainability

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

"Move to authorize the President/CEO to negotiate final terms and execute a new 12-year Nonexclusive Retail Concession Lease with Hudson Group (HG) Retail, LLC, with one two-year extension option and a minimum estimated contract value of $29,790,000."

Reno-Tahoe Airport Authority

Board Memorandum

11/2026-54

Date: November 12, 2026

Subject: Authorization for the President/CEO to negotiate final terms and execute a new 15-year Nonexclusive Food and Beverage Concession Lease with SSP AMERICA RNO, LLC, with a minimum estimated contract value of $41,034,000

Presenter: Shawna Carpenter, Concessions Manager

BACKGROUND

The Reno-Tahoe Airport Authority (RTAA) is redeveloping its concessions program in coordination with the MoreRNO capital program and New Gen A&B concourse construction. With existing concessions agreements nearing expiration, this effort provides an opportunity to introduce new concepts, modernize existing locations, and align long-term agreements with the airport's future facilities and passenger demand.

Program development, supported by concession consultants with the Paslay Group, has included industry, market, and financial analysis, passenger research, coordination with the terminal design and construction teams, and local and industry outreach. Outreach began two years before the Request for Proposals (RFP) release with RTAA's Best Bites and Brands social media campaign, designed to generate interest and give community members a voice in the airport's future by inviting them to submit their favorite local restaurants and brands. Following that campaign, RTAA hosted virtual and in-person events to encourage local business participation. These outreach activities highlighted existing local participation in the concessions program, explained the unique requirements of operating in an airport, and illustrated opportunities for local businesses to participate, from supplying products to operating as subtenants or through brand licensing arrangements. These efforts informed the mix, size, and placement of concession locations; the packaging and phasing of opportunities to support customer service and revenue continuity during construction; and the development of lease terms aligned with industry standards and best practices.

On May 26, 2026, RTAA issued RFP #25/26-17 for Food & Beverage and Retail Concessions. The solicitation included two food and beverage packages and one retail package, with proposals due August 31, 2026. The RFP sought experienced operators to deliver a balance of local and nationally recognized concepts, quality facilities, and competitive financial returns.

DISCUSSION

The RFP included twelve food and beverage locations in two packages: Food Package 1 with eight locations and Food Package 2 with four. SSP AMERICA RNO, LLC (SSP) submitted the only responsive proposal for Food Package 1, and no responsive proposals were received for Food

Package 2. Evaluation criteria addressed operator experience and qualifications; concepts, design, implementation and investment; operations, customer experience, sustainability and innovation; and the financial proposal.

To evaluate the responses to the RFP against these criteria, RTAA convened a 12-member evaluation committee that included seven voting members, with representation from Trustee Gordon, the airlines, and RTAA's Finance, Planning & Environmental Services, Commercial Business, and Marketing & Public Affairs departments, along with non-voting members from Finance, Terminal Operations, and Commercial Business, and subject matter support from RTAA's concession consultants. Before proceeding with a Notice of Intent to Award, the committee reviewed SSP's proposal and interviewed its team to address outstanding questions and validate its ability to deliver on the program's goals. The review reinforced the committee's confidence in SSP's experience, small business partnerships, and operational capability to deliver diverse dining concepts and quality facilities aligned with RTAA's design and project goals, an enhanced customer experience, and competitive financial returns. Therefore, the committee supported awarding Food Package 1 to SSP.

The solicitation included Small Business Enterprise Concessionaire (SBEC) participation goals. SSP will maintain its subtenant partnership with Praesta Nobis, LLC, led by Julianna Kendrick, for the operation of McDonald's, exceeding the applicable SBEC goal. Separately, SSP is enhancing its existing brand partnership through a joint venture with Sasso Concepts Ltd., bringing Chef Mark Estee into ownership and daily operating decisions. Together, these partnerships combine SSP's airport operating experience with Northern Nevada culinary expertise, supplier relationships, local ownership and leadership, and direct small-business participation.

Staff negotiated an adjustment to SSP's assigned locations to prioritize design and buildout of Concourse A, the first new concourse scheduled to open. Openings will align with the MoreRNO construction schedule, with initial locations scheduled to open in Concourse A in 2028 and remaining SSP locations following through 2029. Design, construction, and operational transitions will require continued coordination among SSP, RTAA, and the project teams to maintain passenger services and minimize disruption. Staff will return to the Board in early 2027 with a contract recommendation for the remaining food and beverage locations.

The proposed SSP lease includes eight locations across the new concourses, terminal connector, and pre-security area, offering full-service dining, casual dining and bar concepts, coffee, and quick-service options. SSP will design, construct, operate, and maintain these locations in accordance with RTAA's design requirements and Concessions Operating Standards.

The proposed agreement provides for a 15-year operating period through June 30, 2044, with earlier lease execution to allow design and construction to proceed. The required midterm refurbishment will support continued investment in the facilities throughout the operating period.

SSP and its predecessor entities have operated food and beverage concessions at Reno-Tahoe International Airport (RNO) since October 2001, representing approximately 25 years of service. The original ten-year agreement ran through September 2011. Amendments in 2006 and 2009 extended the operating period through September 2014 and September 2016, respectively. The 2006 amendment also added a terminal lobby Peet's Coffee location and established midterm

refurbishment requirements. RA Reno Airport Corp. merged into Creative Host Services, Inc. in October 2006, later renamed SSP America, Inc. in January 2008. RTAA approved the merger, change of control, and lease assignment in May 2008. A third amendment, executed in April 2012, extended the agreement through September 30, 2026, and a fourth and final amendment, executed in 2026, extended it through September 30, 2027.

FISCAL IMPACT

The minimum contract value of the proposed lease is estimated at $41,034,000 based on projected Minimum Annual Guarantee (MAG) obligations over the 15-year operating term. Revenue is anticipated to exceed the MAG, with SSP projecting $50,254,000 in concession revenue to RTAA over that term based on forecasted sales and the applicable percentage fees. Actual revenue will depend on sales performance, opening dates, and applicable lease adjustments. Key financial terms are summarized below:

Financial Element	Overview
Estimated contract value	$50,254,000 over the 15-year operating term.
Minimum contract value	$41,034,000 based on estimated MAG obligations over the 15-year term, subject to applicable adjustments.
Minimum Annual Guarantee (MAG)	Initial annual MAG of $1,900,000 beginning July 1, 2029; adjusts annually to 85% of the prior year's concession fee payments, with no decrease below the preceding year's MAG, subject to lease relief provisions.
Percentage fees	RTAA receives the greater of MAG or percentage fees once MAG commences. Percentage fees are 14% alcohol/11% other F&B at pre-security location PF1; 17% alcohol/12% other F&B at CB210/CB211; and 17% alcohol/13% other F&B/15% retail at all other locations. Percentage fees apply during the transition period (the time between when the new Concourse A opens and Concourse B is completed) and before MAG commencement.
SBEC participation	SSP must comply with the Small Business Enterprise Concessionaire participation commitments incorporated into Exhibit E of the lease.
Capital investment and other obligations	SSP funds tenant improvements, operations, and required midterm refurbishment, generally at least 20% of initial investment by each location's eighth year. Support space rent and other applicable charges are additional.

STRATEGIC PRIORITIES

Facilities for the Future
Financial Stewardship
Customer Experience
Sustainability

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

"Move to authorize the President/CEO to negotiate final terms and execute a new 15-year Nonexclusive Food and Beverage Concession Lease with SSP AMERICA RNO, LLC, with a minimum estimated contract value of 41,034,000."

Reno-Tahoe Airport Authority

Board Memorandum

11/2026-55

Date: November 12, 2026

Subject: Authorization for the President/CEO to negotiate final terms and execute a contract with Zoeftig, Ltd., for furniture procurement for the New Gen A&B Project at the Reno-Tahoe International Airport in the amount of $1,646,438.40, including an owner's contingency in the amount of $150,000

Presenter: Amanda Twitchell, Senior Project Manager – Architect Lead

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BACKGROUND

In June of 2023, the Reno-Tahoe Airport Authority (RTAA) Board of Trustees authorized the execution of a Professional Services Agreement (PSA) with Gensler Architecture, Design & Planning, P.C. (Gensler) to design the New Gen A&B Project (New Gen A&B). Gensler's design scope included, among other things, assistance with furniture selection and the creation of exhibits for procurement.

New Gen A&B replaces the two (2) existing concourses with two (2) new concourses. The new concourses will each be 570 feet long, approximately 122,000 square feet, and support 12 narrow-body aircraft capable boarding gates. The concourses will provide double the holdroom space, expansive views of the surrounding environment, increased natural light, upgraded and expanded amenities and concessions, and a resilient and energy efficient design.

Traditional beam seating is a dominant fixture in every airport holdroom and helps set the tone for the design. We initially looked at several different manufacturers and options but ultimately decided to refurbish our existing Zoeftig seating and procure additional new beams to match. This decision allowed us to save over a million dollars and limit our impact on the landfill.

DISCUSSION

The contract with Zoeftig Ltd. (Zoeftig) will include the procurement of 314 new beam seats, parts for the refurbishment of 335 existing beam seats, and attic stock of 50 seats and 20 backrests. The refurbishment of the existing beams will include the replacement of the seats and backrests and electrical retrofit to incorporate power units into the beams.

The model of beam seating that we currently have in the concourses is the Zoeftig Zenky Classic. The new product that we will be procuring is the Zoeftig Zenky Plus, with the exception of the arms and legs, which will be the Classic style to match the existing beams. The Zenky Plus backrests will have a higher split-upholstered back, in a fudge brown vinyl.

Zoeftig is a UK-based company that specializes in public sector seating and is a leading global supplier for aviation and airport terminals. They were founded over 50 years ago and have more than 350 installations across six continents.

Furniture selections have been coordinated with the architectural design, building systems, and technology infrastructure, including power and data locations, audiovisual integration points, and millwork interfaces. This coordination helps avoid conflicts during installation and ensures the furnishings are fully integrated with the building layout and operational needs.

FISCAL IMPACT

It is anticipated that this contract will be funded by RTAA issued Alternative Minimum Tax (AMT) Bonds. Below is a summary of the contract costs and the associated funding sources.

The proposed contract amount is included within the approved New Gen A&B Project Estimate at Completion (EAC) and does not increase the total project budget.

Table 1 – Zoeftig Contract Summary

Description	Cost	Funding Source
Concourse A Product	$594,312.79	AMT Bonds
Concourse B Product	$491,696.91	AMT Bonds
Attic Stock	$3,198.70	AMT Bonds
Shipping & Freight	$407,230.00	AMT Bonds
Owner's Contingency	$150,000	AMT Bonds
Total	**$1,596,438.80**	

Table 2 – Furniture Procurement Summary

Description	Cost	Funding Source
Zoeftig Ltd (Beam Seating)	$1,646,438.40	AMT Bonds
Atlas Logistics Inc. (Beam Storage & Assembly)	$425,690	AMT Bonds
PeopleSpace (Ancillary Furniture)	$1,852,892.80	AMT Bonds
Total	**$3,925,021.20**	

Table 3 – Updated New Gen A&B Estimate at Completion

Category	Description	Cost
Soft Costs	-	**$126,812,456**
A/E Design	Gensler	$45,928,700
Pre-Construction Services	Holder Q&D, a Joint Venture	$2,063,334
Pre-Construction Services	McCarthy	$2,463,000
Pre-Construction Services	Clark/Sullivan (CUP)	$49,800
Construction Admin	Gensler	$16,615,137
Construction Management	Construction Materials Engineering	$15,805,423
EPM (completed)	Red Brick	$1,672,515
PMO Services	Jacobs, OCMI, TransSolutions, Barich, CME, Mead & Hunt, Chrysalis, AvAirPros	$16,822,761
Agency, Utility & Environmental Compliance	Converse, Mead & Hunt, SGS, UES, Q&D, IME, NVE, City of Reno	$3,377,950
Administrative Expenses	Misc.	$8,962,651
Art Fund	TBD	$3,226,750
FF&E / Moving	TBD/Misc.	$6,110,000
Owner's Contingency	TBD/Misc.	$3,714,435
Hard Costs	-	**$523,187,544**
Central Utility Plant (CUP) – Long Lead Equipment	ACCO & Cupertino	$11,443,533
S. RON Apron Expansion	Q&D Construction	$7,732,266
Concourse Enabling Packages	Q&D Construction	$607,988
Concourse – Long Lead Equipment	Nelson Electric	$6,212,400
Concourse Common Use Enabling	Q&D Construction	$801,488
Central Utility Plant (CUP)	Clark/Sullivan	$45,462,531
New Gen A&B - Phase 0	McCarthy Building Companies, Inc.	$6,601,864
New Gen A&B	McCarthy Building Companies, Inc.	$444,325,457
Total Estimate at Completion	-	**$650,000,000**

STRATEGIC PRIORITIES

People
Facilities for the Future
Air Service and Cargo
Financial Stewardship
Customer Experience
Sustainability

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

"Move to authorize the President/CEO to negotiate final terms and execute a contract with Zoeftig Ltd. for furniture procurement for the New Gen A&B Project at the Reno-Tahoe International Airport in the amount of $1,646,438.40, including an Owner's Contingency in the amount of $150,000."

Reno-Tahoe Airport Authority

Board Memorandum

11/2026-56

Date: November 12, 2026

Subject: Authorization for the President/CEO to negotiate final terms and execute a contract with Atlas Logistics, Inc., for furniture storage, assembly, and installation for the New Gen A&B Project at the Reno-Tahoe International Airport in the amount of $425,690, including an owner's contingency in the amount of $50,000

Presenter: Amanda Twitchell, Senior Project Manager – Architect Lead

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BACKGROUND

In June of 2023, the Reno-Tahoe Airport Authority (RTAA) Board of Trustees authorized the execution of a Professional Services Agreement (PSA) with Gensler Architecture, Design & Planning, P.C. (Gensler) to design the New Gen A&B Project (New Gen A&B). Gensler's design scope included, among other things, assistance with furniture selection and the creation of exhibits for procurement.

New Gen A&B replaces the two (2) existing concourses with two (2) new concourses. The new concourses will each be 570 feet long, approximately 122,000 square feet, and support 12 narrow-body aircraft capable boarding gates. The concourses will provide double the holdroom space, expansive views of the surrounding environment, increased natural light, upgraded and expanded amenities and concessions, and a resilient and energy efficient design.

Traditional beam seating is a dominant fixture in every airport holdroom and helps set the tone for the design. We initially looked at several different manufacturers and options but ultimately decided to refurbish our existing Zoeftig seating and procure additional new beams to match. This decision allowed us to save over a million dollars and limit our impact on the landfill.

DISCUSSION

The Zoeftig beam seats will be shipped in two separate shipments (Concourse B product will ship approximately one year after Concourse A product) from the UK in broken down sub-assemblies. The contract with Atlas Logistics Inc. (Atlas) will include receiving the Zoeftig shipments, storage of the product (approximately 6 months for Concourse A and 90 days for Concourse B), assembly of the beams, and final installation in New Gen A&B.

Atlas is a national third-party logistics provider, subsidiary of Atlas World Group, with local offices in Reno, NV. They provide warehousing and distribution services and are a certified installer of Zoeftig products.

Furniture selections have been coordinated with the architectural design, building systems, and technology infrastructure, including power and data locations, audiovisual integration points, and millwork interfaces. This coordination helps avoid conflicts during installation and ensures the furnishings are fully integrated with the building layout and operational needs.

FISCAL IMPACT

It is anticipated that this contract will be funded by RTAA issued Alternative Minimum Tax (AMT) Bonds. Below is a summary of the contract costs and the associated funding sources.

The proposed contract amount is included within the approved New Gen A&B Project Estimate at Completion (EAC) and does not increase the total project budget.

Table 1 – Atlas Contract Summary

Description	Cost	Funding Source
Concourse A Product	$227,642.74	AMT Bonds
Concourse B Product	$148,047.26	AMT Bonds
Owner's Contingency	$50,000	AMT Bonds
Total	**$425,690**	

Table 2 – Furniture Procurement Summary

Description	Cost	Funding Source
Zoeftig Ltd (Beam Seating)	$1,646,438.40	AMT Bonds
Atlas Logistics Inc. (Beam Storage & Assembly)	$425,690	AMT Bonds
PeopleSpace (Ancillary Furniture)	$1,852,892.80	AMT Bonds
Total	**$3,925,021.20**	

Table 3 – Updated New Gen A&B Estimate at Completion

Category	Description	Cost
Soft Costs	-	**$126,812,456**
A/E Design	Gensler	$45,928,700
Pre-Construction Services	Holder Q&D, a Joint Venture	$2,063,334
Pre-Construction Services	McCarthy	$2,463,000
Pre-Construction Services	Clark/Sullivan (CUP)	$49,800

Construction Admin	Gensler	$16,615,137
Construction Management	Construction Materials Engineering	$15,805,423
EPM (completed)	Red Brick	$1,672,515
PMO Services	Jacobs, OCMI, TransSolutions, Barich, CME, Mead & Hunt, Chrysalis, AvAirPros	$16,822,761
Agency, Utility & Environmental Compliance	Converse, Mead & Hunt, SGS, UES, Q&D, IME, NVE, City of Reno	$3,377,950
Administrative Expenses	Misc.	$8,962,651
Art Fund	TBD	$3,226,750
FF&E / Moving	TBD/Misc.	$6,110,000
Owner's Contingency	TBD/Misc.	$3,714,435
Hard Costs	**-**	**$523,187,544**
Central Utility Plant (CUP) – Long Lead Equipment	ACCO & Cupertino	$11,443,533
S. RON Apron Expansion	Q&D Construction	$7,732,266
Concourse Enabling Packages	Q&D Construction	$607,988
Concourse – Long Lead Equipment	Nelson Electric	$6,212,400
Concourse Common Use Enabling	Q&D Construction	$801,488
Central Utility Plant (CUP)	Clark/Sullivan	$45,462,531
New Gen A&B - Phase 0	McCarthy Building Companies, Inc.	$6,601,864
New Gen A&B	McCarthy Building Companies, Inc.	$444,325,457
Total Estimate at Completion	**-**	**$650,000,000**

STRATEGIC PRIORITIES

People
Facilities for the Future
Air Service and Cargo
Financial Stewardship
Customer Experience
Sustainability

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

"Move to authorize the President/CEO to negotiate final terms and execute a contract with Atlas Logistics Inc. for furniture storage, assembly, and installation for the New Gen A&B Project at the Reno-Tahoe International Airport in the amount of $425,690, including an Owner's Contingency in the amount of $50,000."

Reno-Tahoe Airport Authority

Board Memorandum

11/2026-57

Date: November 12, 2026

Subject: Authorization for the President/CEO to negotiate final terms and execute a contract with PeopleSpace, Inc., for furniture procurement and installation services for the New Gen A&B Project at the Reno-Tahoe International Airport in the amount of $1,852,892.80, including an owner's contingency in the amount of $150,000

Presenter: Amanda Twitchell, Senior Project Manager – Architect Lead

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BACKGROUND

In June of 2023, the Reno-Tahoe Airport Authority (RTAA) Board of Trustees authorized the execution of a Professional Services Agreement (PSA) with Gensler Architecture, Design & Planning, P.C. (Gensler) to design the New Gen A&B Project (New Gen A&B). Gensler's design scope included, among other things, assistance with furniture selection and the creation of exhibits for procurement.

New Gen A&B replaces the two (2) existing concourses with two (2) new concourses. The new concourses will each be 570 feet long, approximately 122,000 square feet, and support 12 narrow-body aircraft capable boarding gates. The concourses will provide double the holdroom space, expansive views of the surrounding environment, increased natural light, upgraded and expanded amenities and concessions, and a resilient and energy efficient design.

While beam seating is a durable workhorse and will provide a majority of the seating opportunities, a goal of the design was to expand passenger seating options. Gensler and the MoreRNO team worked to strategically incorporate a variety of seating types while maintaining minimum seat counts in the holdrooms. In addition, with the concession program upgrade and expansion, new concession dining areas were designed into New Gen A&B that the project team selected furniture to procure.

DISCUSSION

In July of 2026, the Board of Trustees authorized the execution of a contract with PeopleSpace Inc. (PeopleSpace) for the HQ Furniture Procurement and Installation Services, after being selected by a committee based on a best-value evaluation. The solicitation for that contract was competitively bid via a Request for Proposals (RFP). In addition, PeopleSpace is an approved vendor of consortium contract agreements. The competitive selection process for the HQ and the nature of consortium contract agreements allows the New Gen A&B project to solicit directly for quotes with PeopleSpace.

Consortium contracts are competitively solicited and awarded by lead public agencies on behalf of participating governmental entities, allowing the Authority to leverage pre-established pricing and contract terms while streamlining procurement and maintaining flexibility in selecting furniture that best meets the functional requirements of each space.

The contract with PeopleSpace will include the procurement and installation of the ancillary furniture for New Gen A&B in the following areas: Gate Lounges (Holdrooms), West Bend Concession Dining, Terraces, Wellness Rooms, RTAA Facilities Offices, and CBP Outbound Interview Room.

Furniture selections have been coordinated with the architectural design, building systems, and technology infrastructure, including power and data locations, audiovisual integration points, and millwork interfaces. This coordination helps avoid conflicts during installation and ensures the furnishings are fully integrated with the building layout and operational needs.

FISCAL IMPACT

It is anticipated that this contract will be funded by RTAA issued Alternative Minimum Tax (AMT) Bonds. Below is a summary of the contract costs and the associated funding sources.

The proposed contract amount is included within the approved New Gen A&B Project Estimate at Completion (EAC) and does not increase the total project budget.

Table 1 – PeopleSpace Contract Summary

Description	Cost	Funding Source
Furniture	$1,378,252.80	AMT Bonds
Installation	$201,920.00	AMT Bonds
Freight	$82,135.00	AMT Bonds
Project Management Services	$40,585.00	AMT Bonds
Owner's Contingency	$150,000	AMT Bonds
Total	**$1,852,892.80**	

Table 2 – Furniture Procurement Summary

Description	Cost	Funding Source
Zoeftig Ltd (Beam Seating)	$1,646,438.40	AMT Bonds
Atlas Logistics Inc. (Beam Storage & Assembly)	$425,690	AMT Bonds
PeopleSpace Inc. (Ancillary Furniture)	$1,852,892.80	AMT Bonds
Total	**$3,925,021.20**	

Table 3 – Updated New Gen A&B Estimate at Completion

Category	Description	Cost
Soft Costs	-	**$126,812,456**
A/E Design	Gensler	$45,928,700
Pre-Construction Services	Holder Q&D, a Joint Venture	$2,063,334
Pre-Construction Services	McCarthy	$2,463,000
Pre-Construction Services	Clark/Sullivan (CUP)	$49,800
Construction Admin	Gensler	$16,615,137
Construction Management	Construction Materials Engineering	$15,805,423
EPM (completed)	Red Brick	$1,672,515
PMO Services	Jacobs, OCMI, TransSolutions, Barich, CME, Mead & Hunt, Chrysalis, AvAirPros	$16,822,761
Agency, Utility & Environmental Compliance	Converse, Mead & Hunt, SGS, UES, Q&D, IME, NVE, City of Reno	$3,377,950
Administrative Expenses	Misc.	$8,962,651
Art Fund	TBD	$3,226,750
FF&E / Moving	TBD/Misc.	$6,110,000
Owner's Contingency	TBD/Misc.	$3,714,435
Hard Costs	-	**$523,187,544**
Central Utility Plant (CUP) – Long Lead Equipment	ACCO & Cupertino	$11,443,533
S. RON Apron Expansion	Q&D Construction	$7,732,266
Concourse Enabling Packages	Q&D Construction	$607,988
Concourse – Long Lead Equipment	Nelson Electric	$6,212,400
Concourse Common Use Enabling	Q&D Construction	$801,488
Central Utility Plant (CUP)	Clark/Sullivan	$45,462,531
New Gen A&B - Phase 0	McCarthy Building Companies, Inc.	$6,601,864
New Gen A&B	McCarthy Building Companies, Inc.	$444,325,457
Total Estimate at Completion	-	**$650,000,000**

STRATEGIC PRIORITIES

People
Facilities for the Future
Air Service and Cargo
Financial Stewardship
Customer Experience
Sustainability

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

"Move to authorize the President/CEO to negotiate final terms and execute a contract with PeopleSpace Inc. for furniture procurement and installation services for the New Gen A&B Project at the Reno-Tahoe International Airport in the amount of $1,852,892.80, Including an Owner's Contingency in the amount of $150,000."

Reno-Tahoe Airport Authority

Board Memorandum

11/2026-58

Date: November 12, 2026

Subject: Authorization for the President/CEO to negotiate final terms and execute a contract with Brock Solutions for the baggage handling system upper-level controls upgrade at Reno-Tahoe International Airport, in the amount of $1,487,840

Presenter: Chris Cobb, Interim Chief of Planning & Infrastructure

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BACKGROUND

The Baggage Handling System (BHS) transports passengers' bags from check-in to the point at which they can be loaded into a cart to go to the aircraft. Along the way, the system moves bags through a network of conveyors and belts, with designated screening points to ensure required security checks are completed. Once the bags reach their destination, they are transferred to carts for delivery to the aircraft.

The BHS consists of three main components:

- Upper-Level Controls (the brain): Directs and manages the overall operation of the system.
- Lower-Level Controls (the nervous system): Controls and coordinates the equipment and processes that move bags through the system.
- Mechanical Equipment (the body): Include the physical conveyors, belts, motors, and other equipment used to transport the baggage through the system.

In 2025, RNO staff from Building Maintenance and Information Technology (IT), along with Daifuku and Brock Solutions, conducted an assessment of the airport's Baggage Handling System. The assessment identified several areas requiring attention within both the Upper-Level and Lower-Level Controls.

The most immediate priority identified was the need to upgrade the Upper-Level Controls to address aging technology and infrastructure.

The assessment identified several outdated components within the Upper-Level Controls infrastructure:

- Operating Systems: Microsoft operating systems are running on versions released in 2008 and 2012.
- Server Hardware: The IT server hardware was last replaced in 2015.
- Workstations: The workstations are running Windows 7.
- Hardware and Cybersecurity: The system's hardware and cybersecurity infrastructure are based on designs and standards from 2010 and 2015.

These aging systems and technologies highlight the need to modernize the Upper-Level Controls infrastructure to improve system reliability, maintainability, and cybersecurity.

DISCUSSION

Baggage Handling Systems (BHS) are proprietary systems that can be upgraded in specific areas by the existing vendor or replaced in their entirety through a competitive bidding process. Given that full system replacement is estimated to cost approximately $6 million or more, RNO staff determined that a phased upgrade approach with the current vendor would be the most efficient and cost-effective option.

Pursuant to NRS 332.115, the airport is authorized to procure the work associated with this contract as by its nature are not adapted to award by a competitive solicitation.

RNO staff from Building Maintenance and IT collaborated with Daifuku and Brock Solutions to identify the necessary computer hardware, programming, system design, testing, onsite commissioning, and training requirements for the project.

Brock Solutions submitted a proposal of $1,487,840 for the Upper-Level Controls upgrades. This amount includes a $75,000 contingency to cover potential increases in computer hardware costs.

FISCAL IMPACT

The Baggage Handling System (BHS) Upper-Level Controls upgrade was originally budgeted at $1,350,000 in the Reno-Tahoe Airport Authority (RTAA) Fiscal Year 2026–27 Capital Improvement Program. An additional $137,840 will be allocated by the Finance Department during the mid-year budget process to cover the project's increased costs.

As required, the Airport Airline Affairs Committee (AAAC) first approved the $1,350,000 item in April 2026 and was notified of the additional funding request October 2026 for the budget increase to support the project.

STRATEGIC PRIORITIES

Safety and Security
Facilities for the Future
Air Service and Cargo
Customer Experience

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

"Move to authorize the President/CEO to negotiate final terms and execute a contract with Brock Solutions for the baggage handling system upper-level controls upgrade at Reno-Tahoe International Airport, in the amount of $1,487,840."

Reno-Tahoe Airport Authority

Board Memorandum

11/2026-59

Date: November 12, 2026

Subject: Authorization for the President/CEO to negotiate final terms and execute a Professional Services Agreement with two separate artists (Marcel Boehm/Tahoe Table Company, and Thomas Diel Designs LLC) for the design, fabrication, and installation of four custom commissioned conference tables (two tables per artist) in the new Police Station and Airport Authority Headquarters (HQ) at Reno-Tahoe International Airport for an amount not to exceed $55,000 and $42,000, respectively

Presenter: Holly Hayden, Public Art Consultant & Artist Liaison, RTAA 1% for Art at the Airport Program

BACKGROUND

An Airport Art Plan was passed in 2004 that set into motion a means of celebrating the region's cultural heritage and offering an artistic experience to passengers, guests, tenants, and employees. This plan includes rotating exhibits, performances, and loaned sculpture.

On September 9, 2021, a pledge was made for a dynamic, robust, innovative, and interactive public art experience when the Board of Trustees passed Resolution No. 552 establishing 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.

Today's request is for Board approval to contract with two separate artists, Marcel Boehm/Tahoe Table Company and Thomas Diel Designs LLC, to design, fabricate, and install custom conference tables in the HQ interior.

ARTISTS BACKGROUNDS

Marcel Boehm, Tahoe Table Company. Based in Reno/Lake Tahoe, Boehm is a master Swiss craftsman inspired by the majestic mountains of the Sierra. Boehm's tables are one-of-a-kind works of functional art and denote the big, bold nature of his surroundings.

"I've lived between Reno and Tahoe City my whole life. I've been involved in construction since high school and have owned Tahoe Table Company for the last 10 years. I graduated from UNR in 2003 with a Computer Science degree which coincided with the dotcom crash. So I went back into the construction field. I owned my own construction company in Tahoe City up until about 10 years ago when I decided to start Tahoe Table Company. It has been great and I truly love doing what I do. I enjoy the whole process of making a table for my clients and then seeing their reaction to the final product. My wife and I have two awesome kiddos that are 10 and 7 who are growing up way too fast, which makes me sad. We try to do as much outdoor stuff as possible with them. We still have our Tahoe City home and I love taking them up there and showing them dad's old stomping ground."

Thomas Diel, Thomas Diel Designs LLC: Thomas Diel is a self-employed maker and designer who works in all hardwoods, most metals, and many other materials in both residential and contract/commercial markets, in furniture, art, and architectural accessories; from design through to fabrication. Diel's goal is to design and realize built utilitarian objects into the art realm.

Tom designs and makes art furniture or as he likes to call his "mini edifices" out of wood, metal, concrete, or most any material with an industrial flair that evokes stylings of "The Machine Age" and beyond. Many pieces have been inspired by the built environment and industrial iconography. He designs with thought, using materials and methods of construction with the execution of craft always at the forefront. From sketches to CAD drawings through bench work, all aspects have been smudged by his hand. He welcomes commissions and collaborations as the one-off design build has been his long-held pursuit.

Trained as an industrial designer he caught the furniture bug while finishing final studies at The University of Kansas in 1991. After graduating he worked in as many differing fields to learn materials and the ways with which to work them with which someday to apply his own aesthetic. He has been happily self-employed since 2011 where you can find him following his passion. Currently based in Fort Worth, Texas, Diel's art and design journey has taken him all across the US from the midwest to the south gaining inspiration along the way.

DISCUSSION

The HQ (Police and Airport Authority Headquarters building), a new four-story, 62,000-square-foot building, will house both the airport police station and administrative campus for the Reno-Tahoe Airport Authority. The building will serve as the headquarters for all police operations, public meetings, and essential business management functions of the RTAA. The HQ is designed with public access in mind to foster stronger connections between airport police, Airport Authority, and the community.

With the assistance of the RTAA Project Team, staff, Public Art Consultant, and the Art Advisory Committee, custom artworks were selected for the HQ Call for Artists Custom conference tables RFQ.

The overall process included an open RFQ call for artists through the free public national art application intake platform, CallforEntry.org.

The RFQ was promoted through a comprehensive marketing and communications campaign that included email newsletters, website engagement, and various arts organizations channels, capturing thousands of impressions.

An online informational session (RFQ pre-submittal meeting) for artists was held live via Zoom and recorded for viewing on RNO's Arts at the Airport website page, to review the application process, teach artists about the project, and capture live Q&A.

Following RTAA procurement guidelines and national public art best practices, applications were reviewed and narrowed down via judging criteria set forth in the RFQ. The Selection Panel was comprised of RTAA Art Advisory Committee members who represent the local arts community and project advisors. Panelists reviewed applications, selected three semi-finalists for the RFP process, watched proposals and artist presentations, and ultimately selected two finalists instead of one.

This RFP marks the final public art solicitations for the HQ building – four separate public Calls for Artists (national, regional and local) with an emphasis on local artists, commissioning nine separate artists/art teams for 12 artwork locations including terrazzo lobby floor and exterior concrete artworks, five wall-based interior locations, a police training room mural, and four custom conference room tables.

The RTAA Art Advisory Committee members and advisory members are:
Note: * *indicates HQ Artwork Selection Panel Juror*
Megan Berner, City of Reno Arts & Culture
Bryce Chisholm, ABCArtAttack
Bethany Drysdale, Washoe County
Stephanie Gibson, UNR John and Geraldine Lilley Museum of Art
*Shanda Golden, City of Sparks Arts & Culture
*Tony Manfredi, Nevada Arts Council
*Beverly Mobley, Stewart Indian School
Crimson Rose, Burning Man Arts
*Dennyse Sewell, Pioneer Center for the Performing Arts
Jerry Snyder, The Generator
David Walker, Nevada Museum of Art, *alternate*
*Brian Shinkle, RTAA Staff liaison
*Bryce Juzek, RTAA Project Team liaison

* Advisors: RS&H interior design representatives
Kyle Kapaun, Briehn Wildman, and Caroline Riedel

* Board of Trustees Liaison: Roy Tuscany

RFQ/RFP PROCESS TIMELINE: HQ Custom Conference Tables
2024-2025: HQ locations visioning and planning
August 14, 2025: all HQ art locations presentation to RTAA Board of Trustees
October 3, 2025: HQ groundbreaking event, RTAA staff

June 26, 2026: RFQ OPEN via CallforEntry.org, HQ custom conference tables
July 16, 2026: RFQ Artist Information Session via Zoom (recorded to post online)
August 27, 2026: RFQ CLOSED
August 2026: AAC selection panelists review RFQ applications, and select 3 semi-finalists
September: Pre-submittal meeting for 3 RFP semi-finalists – (blind webinar Zoom)
October 26, 2026: Three RFP semi-finalist artists presentations to Selection Panel (Zoom)
November 2, 2026: RTAA Executive Team presentation rehearsal – share HQ finalists
November 10, 2026: RTAA Board Caucus
November 12, 2026: RTAA Board meeting – Recommend HQ custom conference tables finalists for approval

ESTIMATED HQ CUSTOM CONFERENCE TABLES TIMELINE	
November 12, 2026	RTAA Board meeting, request Board approval to move forward
November-December 2026	Contract signing, paperwork, artist onboarding
January 2027	All artists proposal revisions, project meetings, collaboration & approvals
Q1 2027	Materials & supplies purchasing, Artwork fabrication begins,
Q2 2027	Artwork fabrication, studio visit check-ins
Early summer 2027	Onsite delivery and installation of conference tables
Summer 2027	HQ Opens

FISCAL IMPACT

This public art commission falls within the guidelines of Resolution No. 552 and the establishment of the Public Art Fund. Total cost of this public art commission will not exceed $55,000 and $42,000, each.

STRATEGIC PRIORITIES

People
Facilities for the Future
Customer Experience

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

PROPOSED MOTION

"Move to authorize the President/CEO to negotiate final terms and execute a Professional Services Agreement with artists, Marcel Boehm/Tahoe Table Company and Thomas Diel Designs LLC, for the design, fabrication, and installation of custom commissioned permanent artwork in the new Police Station and Airport Authority Headquarters (HQ) at Reno-Tahoe International Airport for an amount not to exceed $55,000 and $42,000, respectively."

Reno-Tahoe Airport Authority

Board Memorandum

11/2026-60

Date: November 12, 2026

Subject: Authorization for the President/CEO to negotiate final terms and execute a one-year contract with Anthem for Reno-Tahoe Airport Authority employee medical/dental/vision insurance coverage in the amount of $6,128,896 and to fund $48,600 into employee health savings accounts

Presenter: Emily Ellison, Chief People Operations & Culture Officer

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BACKGROUND

The contract for RTAA employee medical insurance coverage will expire on December 31, 2026. The RTAA's group health insurance broker of record, LP Insurance, placed this coverage out to bid in August 2026.

Employee health and welfare insurance benefits are a mandatory subject of collective bargaining under Nevada Revised Statute (NRS) 288.150, and the RTAA's Insurance Committee acts on behalf of their respective employee group in making a collective recommendation to the President/CEO regarding contract awards to provide those services. The committee is comprised of representatives from the Teamsters Union Local 533 (Teamsters), the Airport Authority Police Officers' Protective Association (AAPOPA), the Airport Authority Police Supervisors' Protective Association (AAPSPA), and the non-collectively bargained Civil Service Plan and Management Guidelines employee groups.

Over the course of several meetings, the Committee reviewed and compared the quotes received from various carriers in detail and voted to recommend to the President/CEO moving forward with a contract with Anthem for medical, dental, and vision benefits for calendar year 2027. The President/CEO supports the Insurance Committee's recommendation and it is presented in greater detail for the Board's consideration below.

DISCUSSION

Medical Insurance Coverage

The RTAA's medical insurance coverage is currently provided through United HealthCare ("UHC") and includes two "Copay" Preferred Provider Organization (PPO) plan options and a High-Deductible PPO plan option with a Health Savings Account ("HSA").

In August 2026, the RTAA's insurance broker of record, LP Insurance, placed the RTAA's employee medical insurance coverage out to bid with all seven available providers. In

September 2026, LP Insurance completed its bid process and provided the RTAA with the responsive quotes indicated in Table 1, below:

Table 1 – Calendar Year 2027 Medical Insurance Quotes Recap

Carrier	CY 2026 Premiums	CY 2027 Premiums Quoted	Annual Change ($)	Annual Change (%)
United Healthcare	$4,794,863	$6,203,103	+$1,408,266	+29.37%
Anthem	N/A	$5,786,276	+$991,413	+20.68%
Kaiser Permanente	N/A	$5,870,628	+$1,075,764	+22.44%
Aetna	N/A	Not competitive		
Prominence	N/A	Not competitive		
Cigna	N/A	Declined to quote		

Rising costs and RTAA's claims experience significantly impacted United Healthcare's (UHC) renewal proposals, resulting in quoted medical and dental premiums increases of 29.37% and 42.8%, respectively. Maintaining continuity of carriers and minimizing disruption to covered employees is a primary consideration in our renewal strategy however, these estimates represent substantially increased expenses for covered employees and expenses that far exceed the organization's adopted budget and future budget assumptions, if we were to remain covered by UHC.

In comparing more affordable coverage options, the Committee favored Anthem because its coverage terms mirror and its network of providers is most comparable to UHC's, allowing for minimal disruption to employees because of the change in carriers.

Health Savings Account ("HSA") Contribution

One of RTAA's medical plan options is a High-Deductible Health Savings Account (HSA) PPO plan. This plan requires members to pay 100% of their costs until they reach the annual deductible amount ($3,500 individual / $7,000 family). To pay for these out-of-pocket costs, the plan is paired with a tax-advantaged HSA. The employee, rather than the plan, absorbs the cost of healthcare expenses up to the deductible, in exchange for lower monthly premiums. Typically, a financial incentive is offered to encourage enrollment in this plan. RTAA has historically funded a portion of the difference between the employer contribution for this plan and the traditional PPO plans into employee HSAs. The Insurance Committee recommends continuing this incentive and funding amounts recommended continuing as follows: Emp Only: $1,200, Emp + Spouse or Child: $1,500; and Emp + Family: $1,800. Based on current enrollment in the HSA plan, the calendar year 2027 cost for this funding would total approximately $48,600.

Dental and Vision Insurance Coverage

Anthem offered an additional 2% decrease to its medical insurance premiums, as well as a 5% discount to vision coverage, if the RTAA bundles dental and vision with medical coverage. Bundling coverage allows employees to continue accessing care on all lines of coverage through one carrier, a convenience currently available through UHC. Additionally, Anthem offers dental and vision networks that are comparable to those provided by UHC.

FISCAL IMPACT

Table 2 summarizes total estimated calendar year (CY) 2027 costs for all coverages at a total of $6,128,896, which are offset by employee premium contributions of approximately $499,511. These costs represent an overall increase of approximately $1,071,143 (21.18%) over CY 2026 costs but remain below the amount budgeted for fiscal year (FY) 2026-2027 by approximately $229,281, or 4.33%.

Table 2 - Calendar Year 2027 Fiscal Impact

Coverage	CY 2026 Premiums	CY 2027 Premiums	Annual Difference ($)	Annual Difference (%)
Medical	$4,794.863	$5,786,276*	+$991,413	+20.68%
Dental	$232,663	$310,740	+$78,077	+33.56%
Vision	$30,227	$31,880	+$1,653	5.47%
Total Calendar	**$5,057,753**	**$6,128,896***	**+$1,071,143**	**+21.18%**

*$499,511 of this cost is offset by employee contributions

STRATEGIC PRIORITIES

People
Financial Stewardship

STAFF RECOMMENDATION

Staff recommends that the Board approve the motion presented below.

PROPOSED MOTION

"Move to authorize the President/CEO to negotiate final terms and execute a one-year contract with Anthem on behalf of the Reno-Tahoe Airport Authority for bundled employee medical, dental and vision coverage for the 2027 calendar year in the approximate total amount of $6,128,896; and fund $48,600 into employee health savings accounts."



Reno-Tahoe Airport Authority
Executive Summary

Vol. No. 22

November 2026

TABLE OF CONTENTS

MORERNO PROGRAM OVERVIEW 1

November Overview 2

Key Achievements 2

Major Updates 3

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

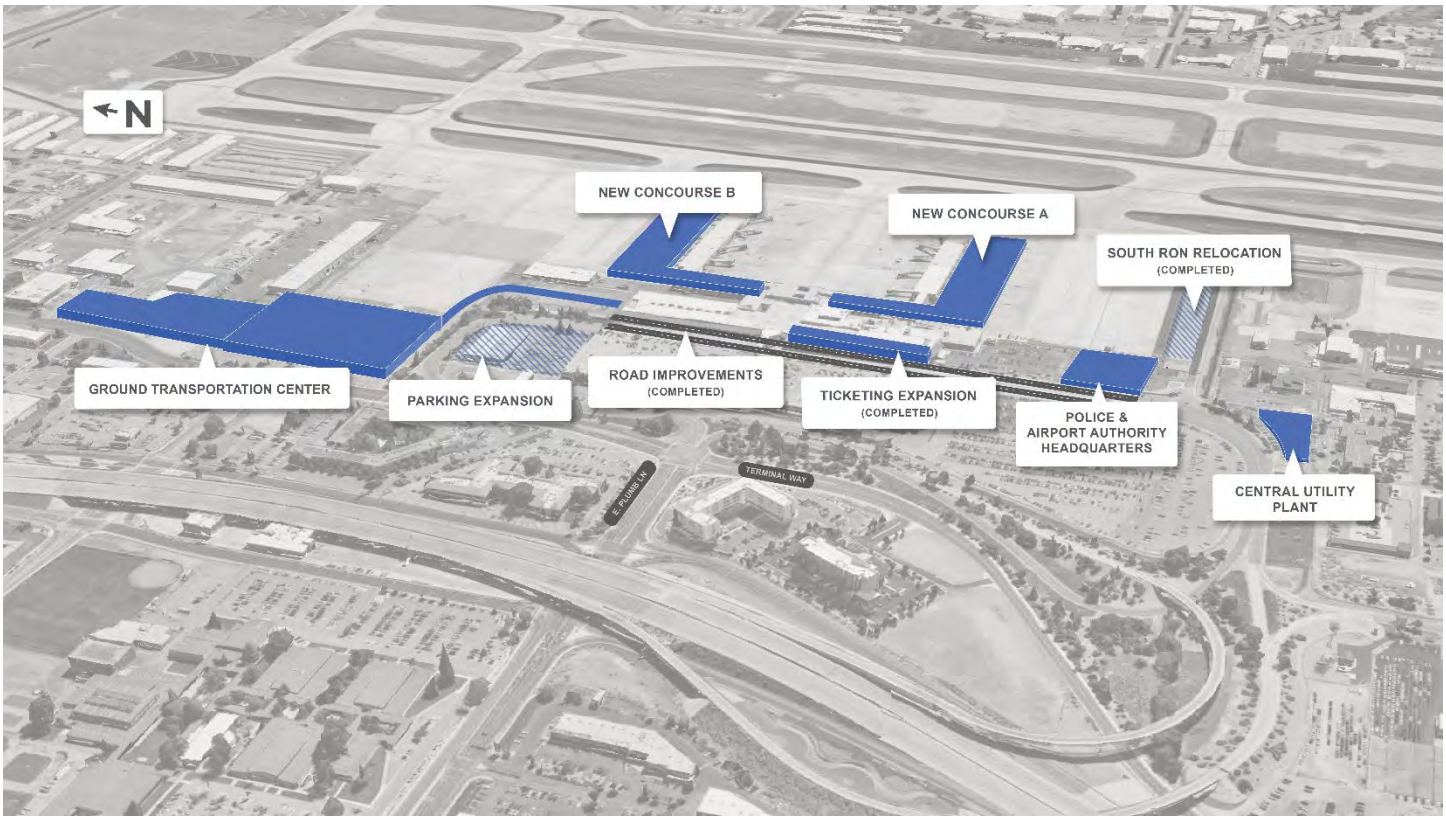
Budget Summary 22
Public Art Portfolio – Project Dashboards 23
HQ 23
Loop Road Canopies 24
New Gen A&B Concourses 24
GTC Pedestrian Walkway 25
Ticketing Hall 25
Public Art Fund Portfolio Summary 26
Public Art Program Overview & Look Ahead 26
COMPLETED PROJECTS 27
APPENDICES 28
MoreRNO Program Schedule ..... Pages 29-51
MoreRNO Dashboard Financials ..... Pages 52-54
MoreRNO Cashflow Projections ..... Pages 55-58
MoreRNO Contingency Drawdown ..... Pages 59-60

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 new Concourses A&B, 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 (ConRAC).
- "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.



November 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 November 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 Concourses A&B.

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 Finish Grading is reported at 97 percent, fuel station utilities at 99 percent, AMB finish grading at 99 percent, garage slab-on-grade at 100%, level 2 columns at 30%, garage/CSB second deck at 85 percent, and garage helixes (level 1) are at 30%. 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, roofing, and exterior wall framing. Building exterior, 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. The majority of the CUP building construction is complete with the current focus on equipment startup and commissioning. 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. 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 and will complete in mid-November. Phase 3 began on October 22nd, kicking off the construction of New Gen B, and putting ground-boarding gates into operation.

Major Updates

- **Funding**: The first bond issuance was completed September 4, 2024, and a second round of bonding efforts closed on September 2, 2026. Several Federal Aviation Administration (FAA) grants have been approved, including multiple Airport Terminal Program (ATP) Grants (a $20M ATP Grant was awarded) 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. The CUP project is 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 November Board meeting, the New Gen A&B project will request Board authorization to execute furniture procurement packages 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. The focus continues to 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.



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.

MoreRNO Program KPIs

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

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

Key Performance Indicators

Project Name	Budget	Schedule	Remarks
HQ Design			Complete.
HQ Construction			CUP Tie-Ins, MRT, Rough-Ins, and Finishes 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			Building closed in, site work, systems start-up, and commissioning underway.
Concourse A&B Design			100% complete.
Concourse A&B Construction			Construction has moved into Phase 3 which includes the new walkout gates on existing B and C, early demo work for new Concourse B, topping out steel on new Concourse A, as well as slab on metal deck. Steel erection experienced a slight slippage but there are no concerns of impact to completion at this time.

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 October 20, 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: 10/19/26
PROJECT NAME	**STAGE**	**BUDGET**	**SCHEDULE**	**SAFETY**	**REMARKS**
ConRAC Site Work	Construction	●	●	●	
Garage / CSB	Construction	●	●	●	
Fuel Station	Construction	●	●	●	
Car Wash	Construction	●	●	●	

Project Status

PROJECT STATUS

- Conrac site work continues:
  - 100% of CSB/Garage slab on grade placed
  - 100% of CSB/Garage vertical columns and sheer wall placements on ground level
  - 88% of CSB/Garage second deck placed
  - 30% of Garage Helixes placed from 1st to 2nd floor complete
  - Fuel Station building slab on grade placed for interior and island
  - Car Wash permit issued by City of Reno

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/CSB/Garage Complete	7/24/25	12/17/27	876					
ConRAC RAC TIs	12/18/27	6/15/28	180					
ConRAC Open	6/15/28	6/15/28	0					
Pedestrian Walkway	1/27/28	9/26/28	243					
Existing QTA Demo	6/15/28	10/31/28	138					

3-MONTH LOOK AHEAD	DATE	OCT	NOV	DEC
Garage/CSB Level 3 Slab on Deck Start	10/16/26			
Garage Level 2 Slab on Deck Finish	10/22/26			
Fuel Station Slab on Grade Placement	11/3/26			
Fuel Station Canopy Erection Start	11/17/26			
Car Wash Foundation Placement	12/18/26			

SAFETY – 30 DAYS PRIOR (9/30/26 data date)	MAN HOURS	REPORTABLE	LOST TIME
Prior Month	26,311	0	0
This Month	18,279	0	0
Cumulative	290,470	3	1

Financial Summary

PROJECT BUDGET	INITIAL BUDGET	APPROVED CHANGES	CURRENT BUDGET	COMPLETED TO DATE	WORK REMAINING
Construction Costs	$280,546,180	$708,614	$281,254,794	$166,313,654	$114,941,140
Project Soft Costs	$18,332,500	$(708,614)	$17,623,886	$4,505,636	$13,118,250
Total Project Costs	$298,878,680	-	$298,878,680	$170,819,290	$128,059,390

Construction Progress Pictures



Site Camera Looking NE



Site Camera at B13 – Garage Helixes, AMB, QTA, Fuel Station, Car Wash



CSB / Garage Level 1



Fuel Station Work 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, concrete floor decks and stairs, exterior wall framing, waterproofing, level one through four rough-in, and roofing is complete. Work continues on exterior wall systems, MTR & TR room build-out, and interior build-out and finish activities. The exterior mockup is complete.

Tie-ins to the Central Utility Plant (CUP) hot and cold-water distribution network have been completed. Permanent power has been made available from the CUP. 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.

The Public Art team has selected the wall base, and terrazzo flooring artists. Terrazzo is being installed and the artists for the conference table artwork have been selected and will be presented to the board for approval.

PROJECT STATUS

Design

30% Schematic Design delivered 04/29/24
60% Design Development delivered 01/21/25
Issued for Bid Documents delivered 06/27/25

Construction

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

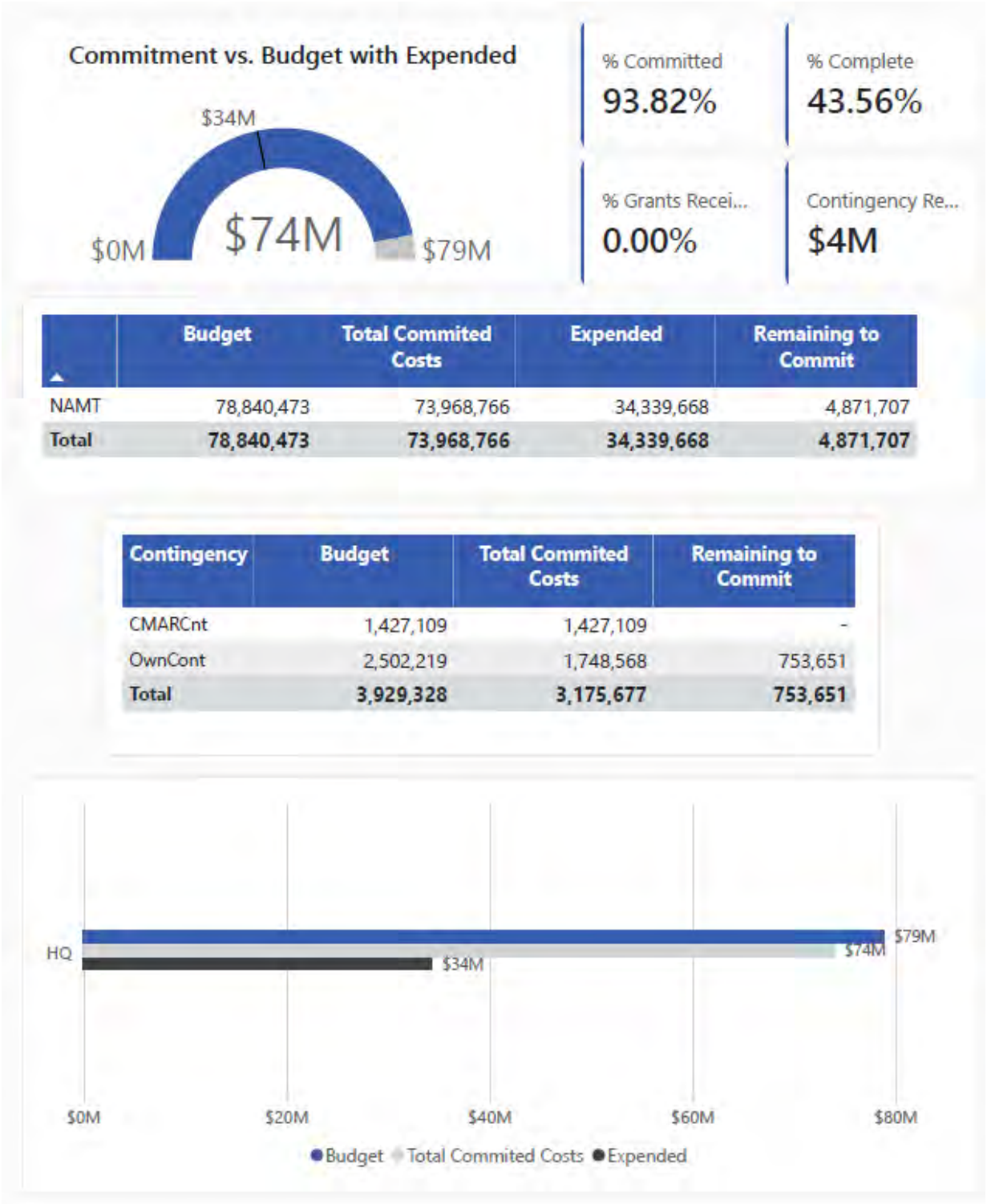
SCHEDULE	Start	Finish	Duration (Days)	2024	2025	2026	2027
Design	11/21/23	08/22/25	641				
GMP #1 LLE	01/17/25	11/13/26	666				
GMP #3 Construction	09/16/25	07/26/27	679				

3-MONTH LOOK AHEAD	Date	Nov	Dec	Jan'27
Exterior Wall Finishes		●		
Rough-ins		●		
MTR & TR Buildouts		●	●	
Interior Finishes		●	●	●
CUP Utility Tie-Ins		●		
Commissioning / Closeout		●	●	●
Glazing		●	●	●
Exterior Metal Panels				●
Elevators		●	●	●
Sitework/Landscaping			●	●

Financial Summary

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

The HQ



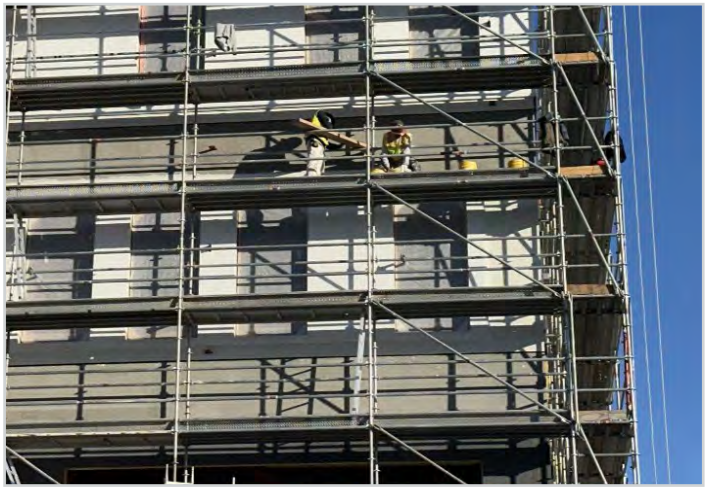
	Budget	Total Commited Costs	Expended	Remaining to Commit
NAMT	78,840,473	73,968,766	34,339,668	4,871,707
Total	**78,840,473**	**73,968,766**	**34,339,668**	**4,871,707**

Contingency	Budget	Total Commited Costs	Remaining to Commit
CMARCnt	1,427,109	1,427,109	-
OwnCont	2,502,219	1,748,568	753,651
Total	**3,929,328**	**3,175,677**	**753,651**

Construction Performance Summary



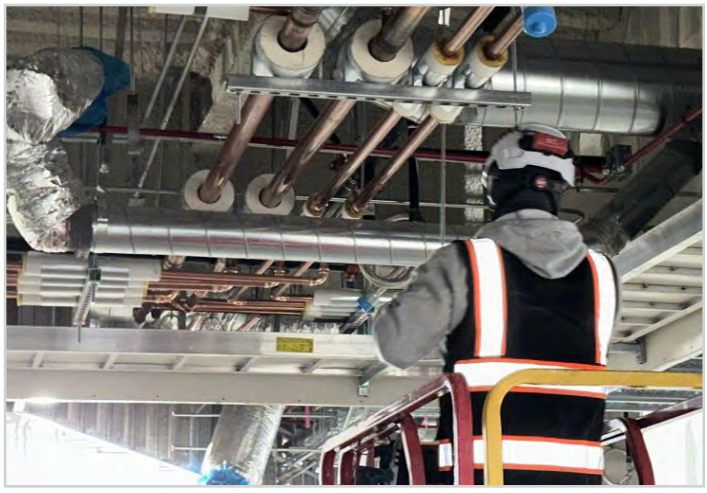
Southeast Corner of the Building



EIFS Installation



Electrical & Mechanical Conduit on 3rd Floor



Plumbing Installation on 2nd Floor



Elevator Hoist Beams



Painting Walls on 1st Floor

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 122,000 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, exterior metal panels, glazing, overhead MEP conduit and piping, housekeeping pads, flooring, curb and gutter, and acoustical ceilings. Major activities underway include construction of equipment connections and site work. Primary power to the building was energized on October 9, 2026. Start-up and commissioning of equipment is scheduled to begin in December. 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)
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

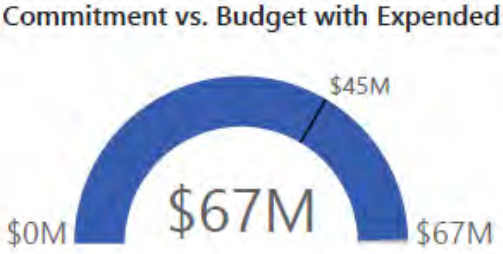


3-MONTH LOOK AHEAD	Date	Nov	Dec	Jan'27
Site Work		●	●	
Equipment Install & Start-up		●	●	
Hot/Cold Water Available for HQ			●	

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





	Budget	Total Commited Costs	Expended	Remaining to Commit
AMT	46,689,598	46,216,446	28,237,877	473,152
ATP	13,000,000	13,000,000	11,347,828	-
NAMT	5,296,241	5,296,241	3,224,021	-
Total	**67,331,455**	**66,858,303**	**45,075,519**	**473,152**

Contingency	Budget	Total Commited Costs	Remaining to Commit
CMARCnt	1,045,845	1,045,845	-
OwnCont	2,079,352	1,606,200	473,152
Total	**3,125,197**	**2,652,045**	**473,152**



Exterior



Exterior



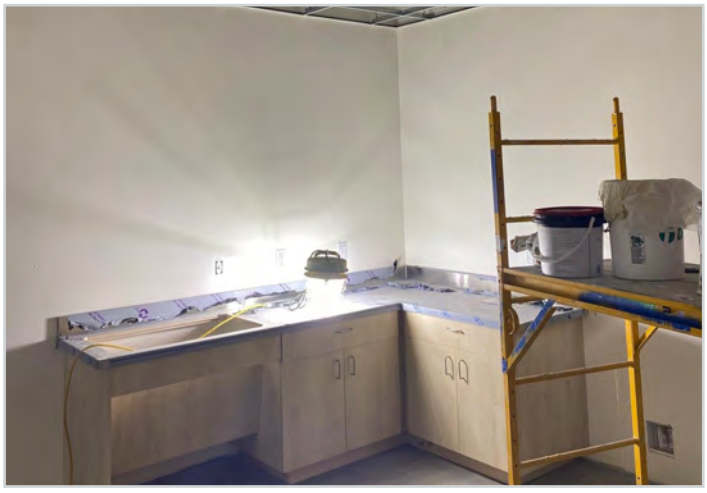
Interior - Expansion Tank



Interior - Equipment



Interior - Equipment



Interior - Break Room

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 122,000 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 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. Steel erection for Concourse A began on September 15, 2026 and will be complete in mid-November. Two-thirds of the New Gen A slab on grade is poured. The final section of slab on metal deck is scheduled to be poured in mid-November. Construction of new Concourse B began in Phase 3 on October 22, 2026. Gates C2, C4, C6 and C8 were permanently taken out of service at that time. The first activities in this phase include installation of the construction zone fence around the New Gen B work site, removal of the impacted passenger boarding bridges, and concrete demolition.

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

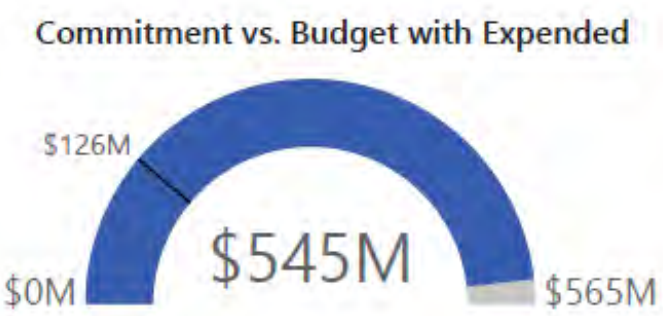
- CMAR selection completed; board approval 06/12/25
- Phase 0 (GMP #1) - board approval 11/13/25
- New Gen A&B (GMP #2) & CA/CM Services - Board approval 01/08/25

SCHEDULE	Start	Finish	Duration (Days)
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	Nov	Dec	Jan'27
New Gen A: Civil/Utilities		●		
New Gen A: Mockup Exterior		●	●	●
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			●	●
New Gen B: Civil/Utilities			●	●
New Gen B: Site			●	●
New Gen A: Exterior Enclosure			●	●

New Gen CONA & CONB



% Committed	% Complete
96.44%	22.28%

% Grants Recei...	Contingency Re...
54.59%	$34M

	Budget	Total Commited Costs	Expended	Remaining to Commit
AIG	27,191,102	27,191,102	5,861,646	-
AIPD	20,000,000	20,000,000	0	-
AIPE	30,638,154	30,638,154	5,159,382	-
AIPS	2,000,000	2,000,000	1,336,521	-
AMT	419,060,715	398,913,306	85,309,859	20,147,409
ATP	20,000,000	20,000,000	1,220,700	-
PFC	46,502,150	46,502,150	27,095,685	0
Total	**565,392,121**	**545,244,712**	**125,983,793**	**20,147,409**

Contingency	Budget	Total Commited Costs	Remaining to Commit
CMARCnt	16,157,883	16,157,883	-
OwnCont	17,427,174	12,518,301	4,908,872
Total	**33,585,057**	**28,676,185**	**4,908,872**





Concourse A - Crane



Concourse A - Steel Erection



Concourse A - Steel



B12a Walkout Structure



C13 Walkout Simulation



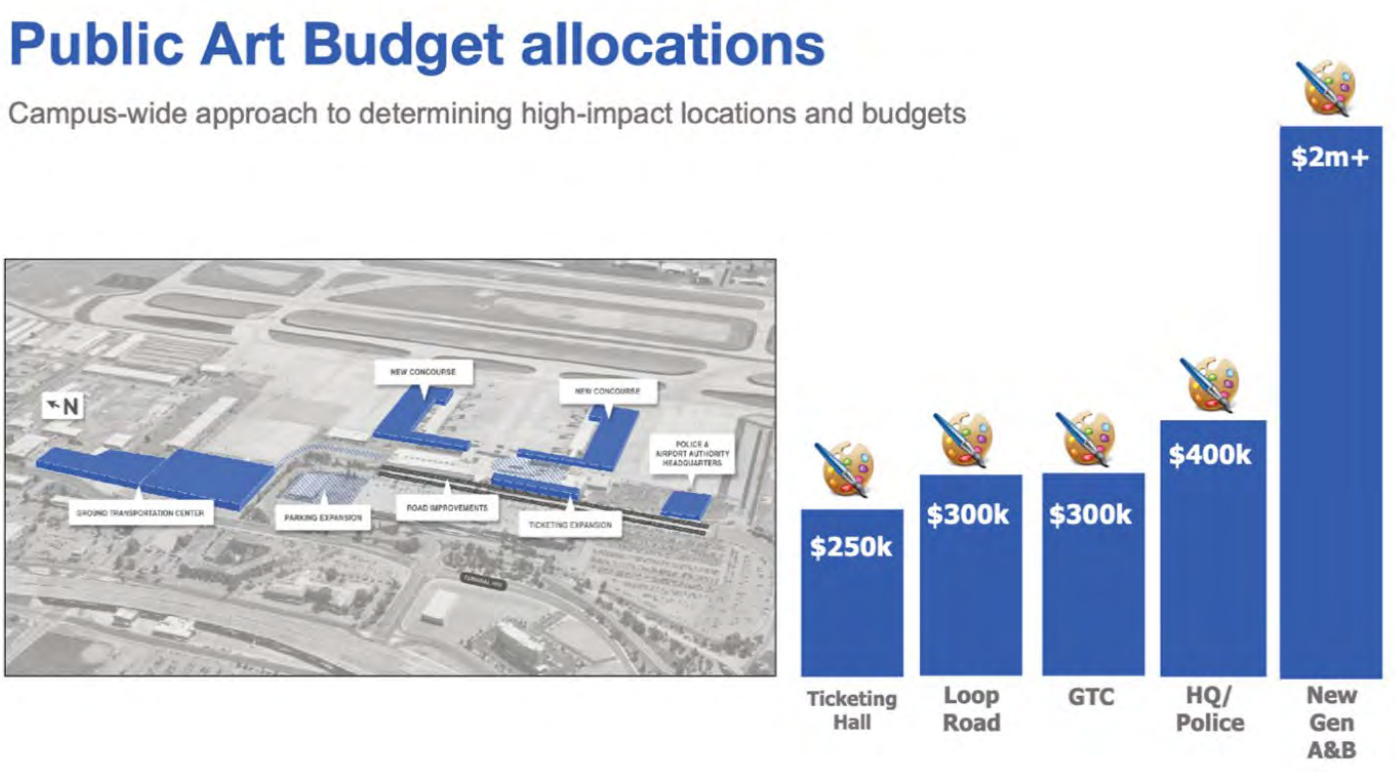
C13 Walkout Simulation

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



Budget Summary

Metric	$ Total	Notes
Public Art Fund	$3,987,447	• Total fund o HQ contribution: $610,697 o 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	$592,038	14.8% 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	$188,234	$421,865
Architect Fees	$150,000	$150,000	0
Designer Fees	$50,429	$50,429	0
TOTAL	**$810,529**	$388,663	$421,865

Public Art Portfolio – Project Dashboards

HQ





	$ Amount	Notes
Budget	$400,000	Project allocation
Spent	$152,000	38% of budget
Remaining	$248,000	Available
Status	Design/Fabrication in-process	Current phase

Expenses itemized	Spent to Date	Notes
RFP Stipends	$6,000	3x semi-finalists
Artist Invoices: Terrazzo	$130,000	Interior entryway terrazzo & exterior patio
Artist Invoices: Wall-based	$16,000	5x artists
Artist Invoices: Police mural	0	1 artist
Artist Invoices: Conf Tables	0	RFP in-progress

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	$51,375	17.2 % of budget
Remaining	$248,625	Available
Status	Design/Fabrication in-process	Current phase

Expenses itemized	Spent to Date	Notes
RFP Stipends	$7,500	3x semi-finalists
Artist Invoices	$43,875	Engineered Artworks

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

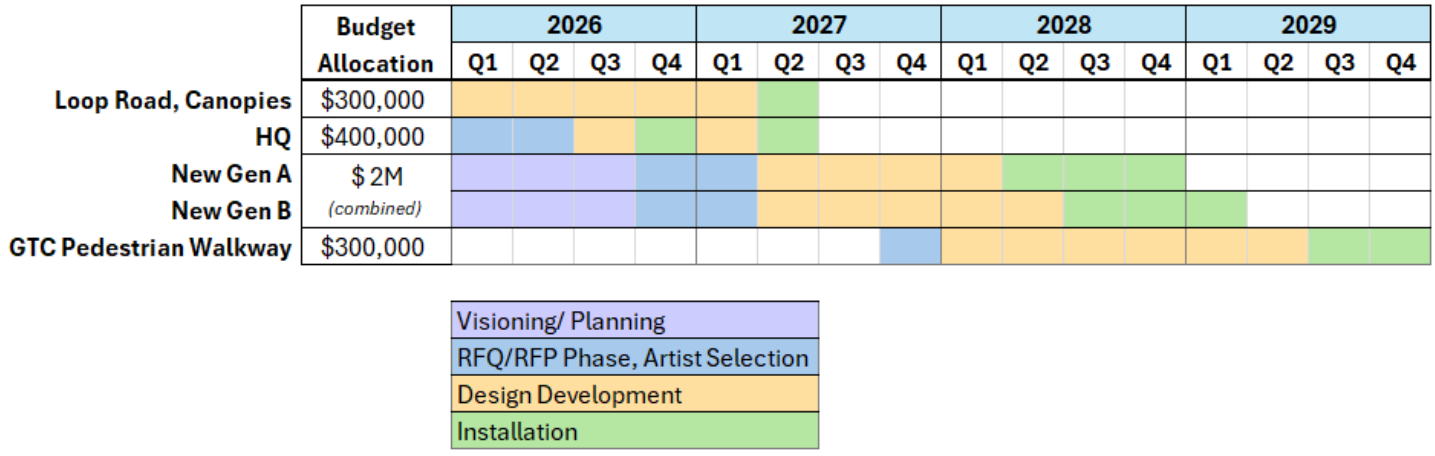
Program/Artwork Status

- *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	$152,000	$248,000	38%	Design / Fabrication Underway
Loop Road	$300,000	$51,375	$248,625	17.2%	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	$388,663	$421,865	47.9%	Ongoing
Fund Contingency ($150,000), Maintenance, and Reserves ($26,918)	$176,918	$0	$176,918	0%	Reserves ongoing
Subtotal	**$3,987,447**	**$592,038**	**$3,395,408**	**14.8%**	**Base Art Budget total**
Additions to Fund	**Total**	**Spent**	**Amount**		**Notes**
Interest Earnings	$0	$0	+ $144,099		Monthly interest, ongoing
Donations	$0	$0	$0		
GRAND TOTALS	**$4,122,484.62**	**$592,038**	**$3,539,507**	**13.5%**	**Total Public Art Fund**

Public Art Program Overview & Look Ahead



COMPLETED PROJECTS

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

- **Ticketing Hall**
- **The Loop Road**
- **S.RON**
- **Enabling Projects**
    - **Concourse Enabling**
    - **Concourse Long Lead Equipment (LLE)**
    - **Common Use Enabling**

(Please refer to past reports for details regarding completed projects)

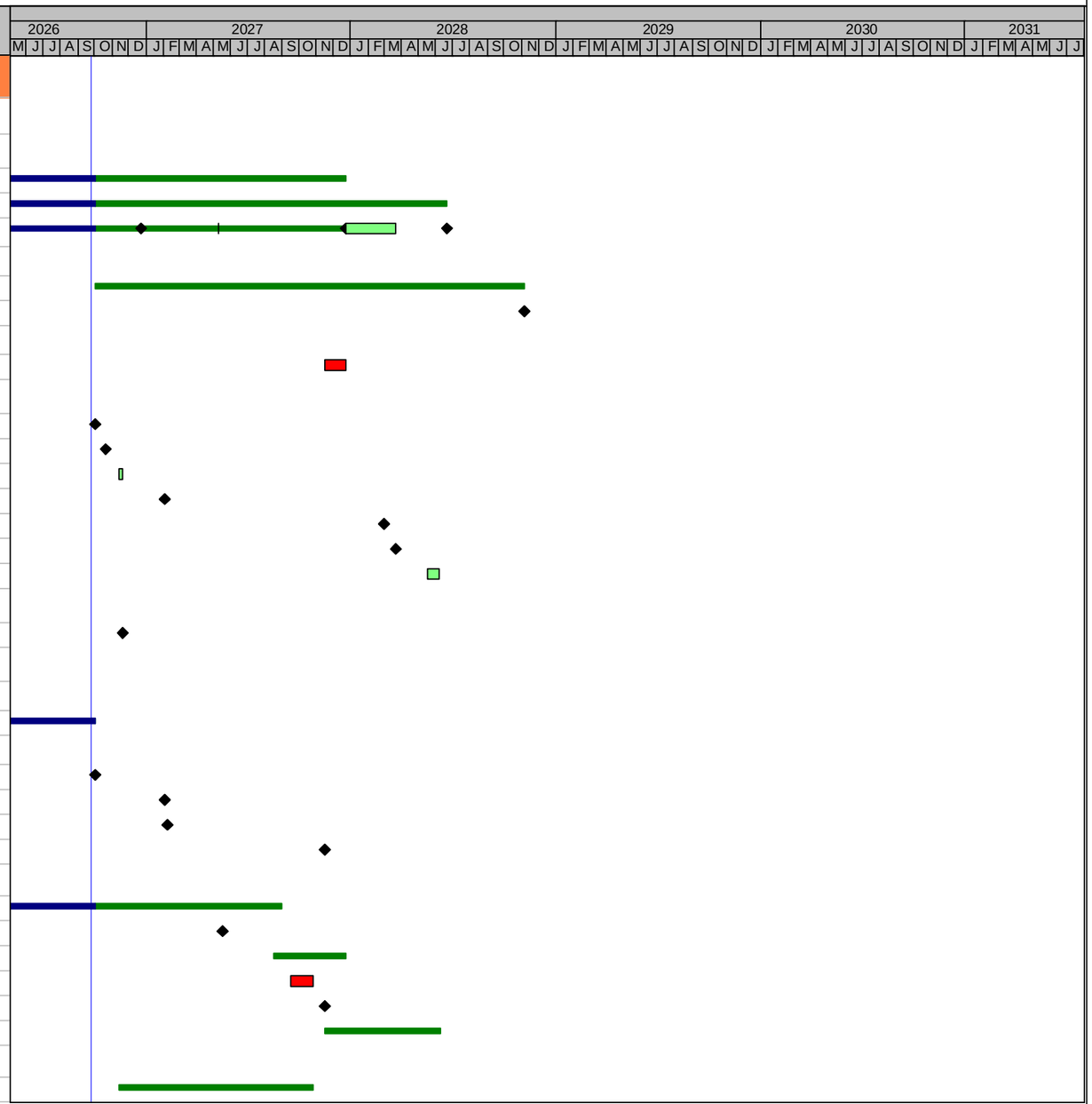
APPENDICES

MoreRNO Program Schedule	**Pages 29-51**
MoreRNO Dashboard Financials	**Pages 52-54**
MoreRNO Cashflow Projections	**Pages 55-58**
MoreRNO Contingency Drawdown	**Pages 59-60**

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

Print Date 17-Oct-26
Data Date 01-Oct-26

#	Activity ID	Activity Name	Start	Finish
1	**RTAA ConRAC - Live**		02-May-24 A	06-Nov-28
2	**Summary & Milestones**		02-May-24 A	06-Nov-28
3	**Contract Overview**		02-May-24 A	06-Nov-28
4	A1740	(LOE) Joint Use Facility Duration RAC TI Ready (42 months = 5/2/24 to 11/2/27)	02-May-24 A	23-Dec-27
5	A1820	(LOE) Joint Use Facility Duraton w/ TI (48 months = 5/2/24 to 5/1/28)	02-May-24 A	21-Jun-28
6	**Joint Use Facility**		27-Aug-25 A	21-Jun-28
7	**Total Substantial Completion**		02-Oct-26	06-Nov-28
8	A1380	(LOE) Post-ConRAC Calendar Day Duration (CSB TI & QTA)	02-Oct-26	06-Nov-28
9	A1410	(MS) Total Project Substantial Completion		06-Nov-28*
10	**Adverse Weather Events**		17-Nov-27	23-Dec-27
11	MSU1100	RAC TI Ready - Adverse Weather Allowance (Project Wide) (45 Days)	17-Nov-27	23-Dec-27
12	**RTAA Milestones**		02-Oct-26	07-Jun-28
13	RTAA2060	(MS) RTAA IT CSB Coordination IDF Rooms	02-Oct-26	
14	RTAA2020	(MS) RTAA IT Garage Coordination IDF Rooms	22-Oct-26	
15	RTAA1140	RTAA to Issue LNTP concurrent with the issuance of Permit 8	13-Nov-26	19-Nov-26
16	RTAA2070	(MS) RTAA IT Existing Garage Coordination IDF Vault	03-Feb-27	
17	RTAA2050	(MS) RTAA IT 155 Coordination IDF Room	29-Feb-28	
18	RTAA200	(MS) RTAA Joint Use Facility Final Completion		22-Mar-28
19	RTAA1060	RTAA Issue LNTP for Existing QTA Demo	17-May-28	07-Jun-28
20	**Preconstruction Summary**		20-Nov-26	20-Nov-26
21	A1800	(MS) Joint Use Facilities (ConRAC) Permit Issued to Building Department	20-Nov-26	
22	**Construction Summary**		26-Aug-25 A	06-Nov-28
23	**Demo & Utilities**		26-Aug-25 A	02-Oct-26
24	BS24	(LOE) Main Utilities - Demo & Utilities Summary	26-Aug-25 A	02-Oct-26
25	**Joint Use Facility**		08-Apr-26 A	22-Sep-28
26	KM1190	(MS) Pull Planning - CSB & AMB Buildout		01-Oct-26
27	KM1200	(MS) Pull Planning - Commissioning		04-Feb-27
28	KM1180	(MS) Pull Planning - GTC Buildout		08-Feb-27
29	KM1060	(MS) ConRAC Temporary Certificate of Occupancy		16-Nov-27
30	**GTC**		08-Apr-26 A	09-Jun-28
31	BS3	(LOE) Garage - Joint Use Summary	08-Apr-26 A	30-Aug-27
32	CON1170	(MS) Substantial Completion - GTC (L1)		18-May-27
33	BS14	(LOE) Testing - Final Inspections - All Buildings - CO from City	17-Aug-27	23-Dec-27
34	KM1090	RTAA - GTC Fit-Out (6 weeks)	15-Sep-27	26-Oct-27
35	A4520	(MS) Substantial Completion - Garage		16-Nov-27
36	KM1080	(LOE) Punchlist - Joint Use Summary	17-Nov-27	09-Jun-28
37	**Customer Service Building**		13-Nov-26	26-Oct-27
38	BS4	(LOE) CSB - Joint Use Summary	13-Nov-26	26-Oct-27



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Activities in Progress & Not Started

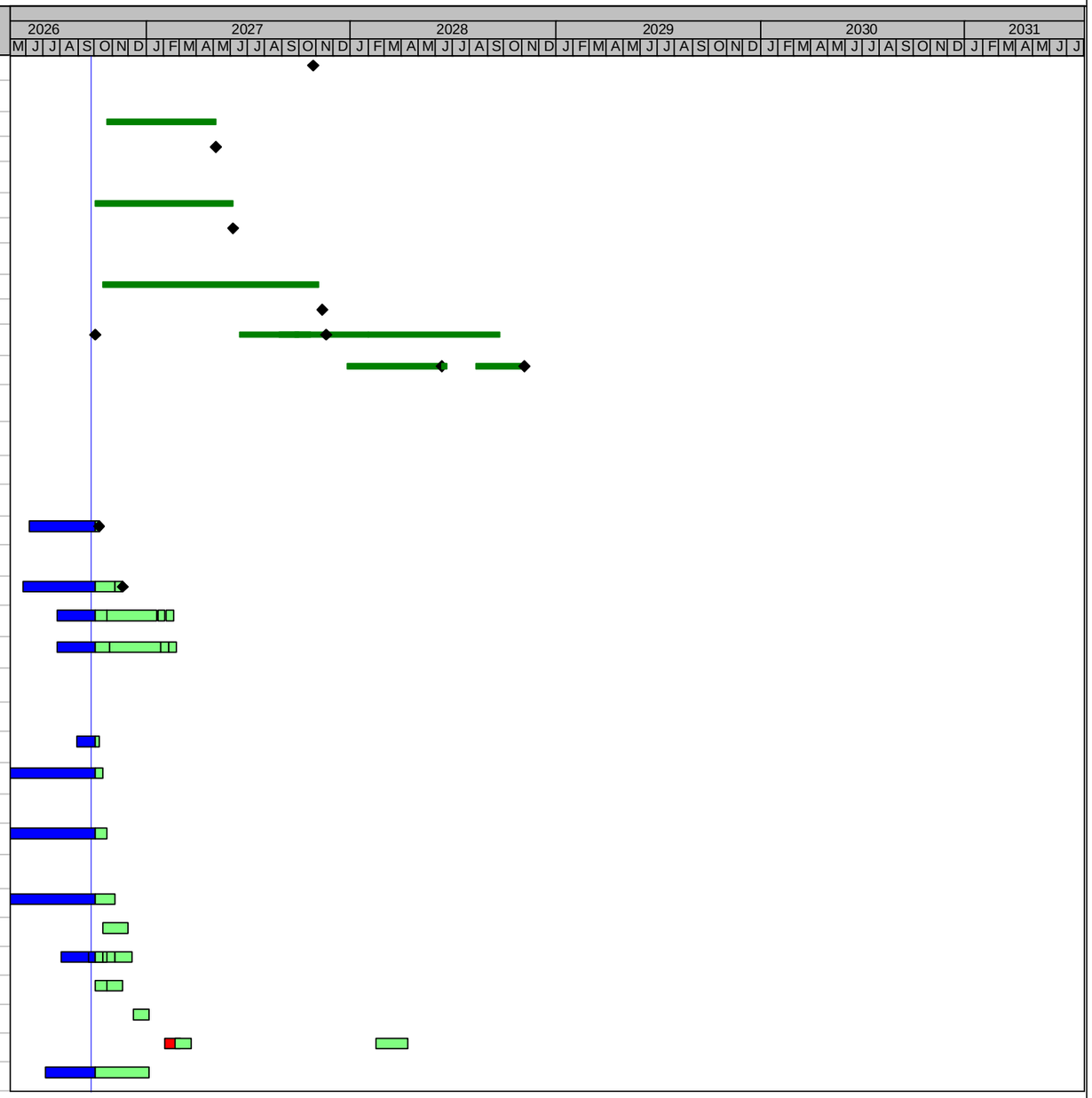
Reno Tahoe Airport Integrated Schedule
As of October 1, 2026
GTC, HQ, CUP NewGEN A&B & TSA

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

Print Date 17-Oct-26
Data Date 01-Oct-26

#	Activity ID	Activity Name	Start	Finish
39	KM1140	(MS) Substantial Complete - Customer Service Building		26-Oct-27
40	**Administration and Maintenance Building**		23-Oct-26	05-May-27
41	BS10	(LOE) Administration and Maintenance Building	23-Oct-26	05-May-27
42	A4500	(MS) Substantial Complete - Administration and Maintenance Building		05-May-27
43	**Fuel Station**		02-Oct-26	04-Jun-27
44	BS5	(LOE) Fuel Station	02-Oct-26	04-Jun-27
45	A4490	(MS) Substantial Complete - Fuel Station		04-Jun-27
46	**Car Wash**		16-Oct-26	12-Nov-27
47	BS6	(LOE) Car Wash	16-Oct-26	05-Nov-27
48	A4480	(MS) Substantial Complete - Car Wash		12-Nov-27
49	**Sitework**		01-Oct-26	22-Sep-28
50	**QTA Demo & Site Remediation**		27-Dec-27	06-Nov-28
51	**Preconstruction**		01-Jul-25 A	13-Jul-28
52	**Design & Permitting**		26-May-26 A	25-Feb-27
53	**Architectural & Civil Permits**		26-May-26 A	25-Feb-27
54	**Permit Package 7 - Car Wash**		08-Jun-26 A	08-Oct-26
55	**Package 7 - Agency Review - Car Wash**		08-Jun-26 A	08-Oct-26
56	**Permit Package 8 - Signage**		26-May-26 A	19-Nov-26
57	**Package 8 - Agency Review - Signage**		26-May-26 A	19-Nov-26
58	**Permit Package 9 - Gate 155 & Bark Park**		27-Jul-26 A	19-Feb-27
59	**Permit Package 10 - Site Wall**		27-Jul-26 A	25-Feb-27
60	**Trade Buyout**		16-Jan-26 A	22-Oct-26
61	**Wave 1.1 - Post-Financial Close**		26-Jan-26 A	15-Oct-26
62	**Signage**		31-Aug-26 A	08-Oct-26
63	**Gate 155 Pre-Engineered Building**		26-Jan-26 A	15-Oct-26
64	**Wave 3 - Remaining Trades**		16-Jan-26 A	22-Oct-26
65	**Vehicle Barriers**		16-Jan-26 A	22-Oct-26
66	**Procurement**		01-Jul-25 A	11-Apr-28
67	**Fuel System**		15-Aug-25 A	05-Nov-26
68	**Fencing & Gates**		16-Oct-26	30-Nov-26
69	**Prime & Paint**		03-Aug-26 A	07-Dec-26
70	**Specialties**		02-Oct-26	19-Nov-26
71	**Flooring**		10-Dec-26	06-Jan-27
72	**Roofing**		03-Feb-27	11-Apr-28
73	**Precast**		06-Jul-26 A	07-Jan-27



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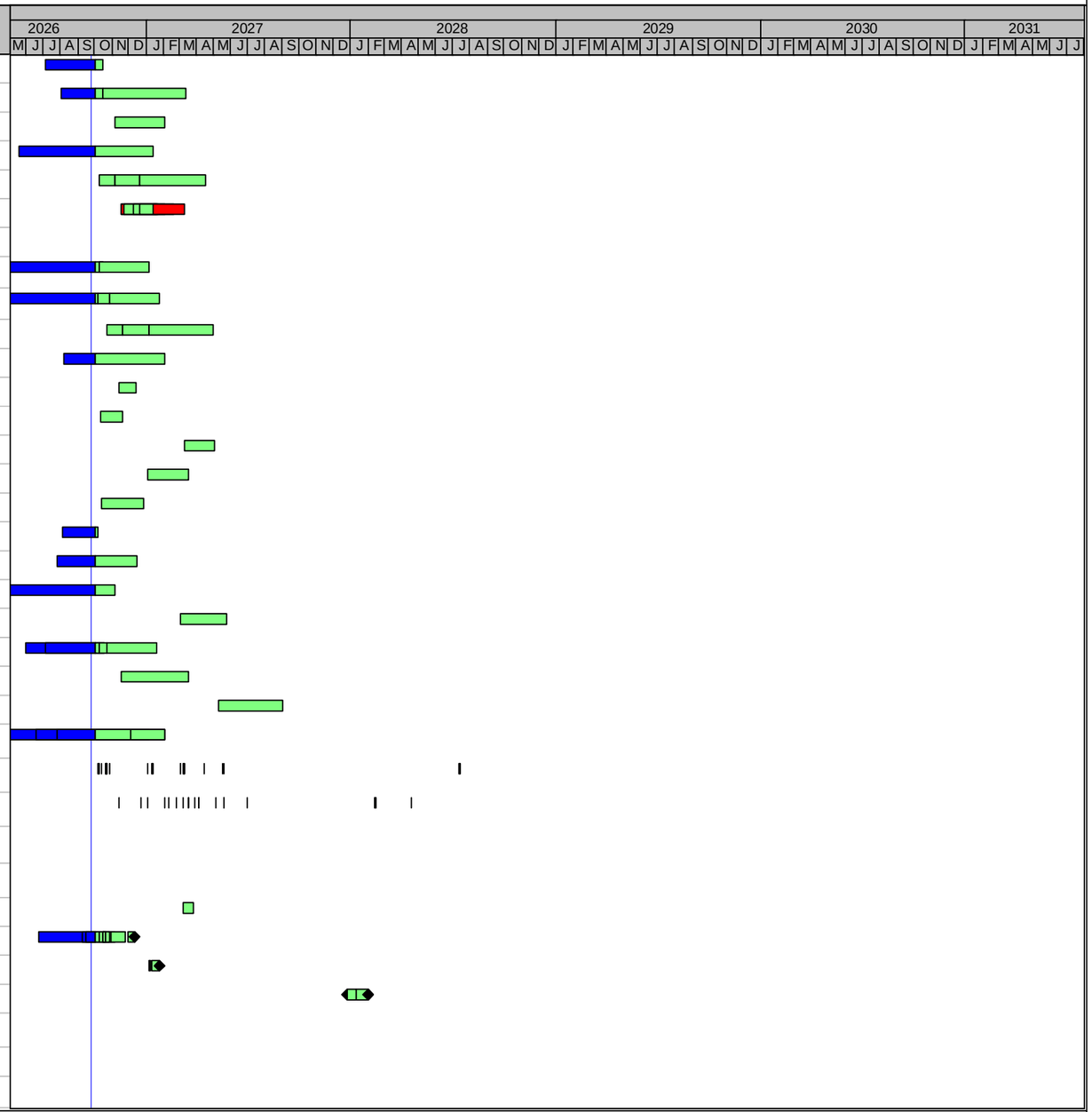
Activities in Progress & Not Started

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

Print Date 17-Oct-26
Data Date 01-Oct-26

#	Activity ID	Activity Name	Start	Finish
74		Doors, Frames & Hardware	06-Jul-26 A	15-Oct-26
75		Gate 155 Pre-Engineered Building	03-Aug-26 A	12-Mar-27
76		Parking Controls	06-Nov-26	04-Feb-27
77		Traffic Signal Equipment (Villanova / Terminal Way)	19-May-26 A	12-Jan-27
78		Signage	09-Oct-26	16-Apr-27
79		Structure Steel & Stairs	18-Nov-26	11-Mar-27
80		Roof Structure	03-Feb-26 A	25-Jan-27
81		CSB Roof	03-Feb-26 A	06-Jan-27
82		L4 Canopy	03-Feb-26 A	25-Jan-27
83		Protection, Barricades	23-Oct-26	30-Apr-27
84		Metal Panels	07-Aug-26 A	04-Feb-27
85		Sealed Concrete Floor	13-Nov-26	14-Dec-26
86		Coiling Doors	12-Oct-26	20-Nov-26
87		Storefront	10-Mar-27	04-May-27
88		Mirrors & Accessories	05-Jan-27	17-Mar-27
89		Glazing	15-Oct-26	28-Dec-26
90		Flashing & Sheet Metals	05-Aug-26 A	06-Oct-26
91		Elevators	27-Jul-26 A	16-Dec-26
92		Vacuum System	01-Jul-25 A	05-Nov-26
93		Car Wash System	03-Mar-27	25-May-27
94		Vehicular Service Equipment	01-Jun-26 A	21-Jan-27
95		Wall Coverings	18-Nov-26	17-Mar-27
96		Landscape	11-May-27	01-Sep-27
97		MEPS Long Lead Items	16-Jan-26 A	04-Feb-27
98		Pre-Construction Meting	08-Oct-26	13-Jul-28
99		Pre Installation Meeting	13-Nov-26	18-Apr-28
100		Construction	22-Jun-26 A	02-Oct-28
101		New Utilities	23-Jun-26 A	01-Feb-28
102		New Utilities / Sitework- Sector 1 (Grid Lines G7 - G15)	08-Mar-27	26-Mar-27
103		New Utilities / Sitework- Sector 2 (Grid Lines F4 - G6)	23-Jun-26 A	11-Dec-26
104		New Utilities / Sitework- Sector 3 (Grid Lines F1 - F4 & C1 - C2)	06-Jan-27	25-Jan-27
105		New Utilities / Sitework - Sector 4 - Pedestrian Walkway	27-Dec-27	01-Feb-28
106		ConRAC Construction	27-Aug-26 A	30-Nov-27
107		Garage Building	27-Aug-26 A	16-Nov-27
108		Garage Superstructure	27-Aug-26 A	21-Jun-27



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Activities in Progress & Not Started

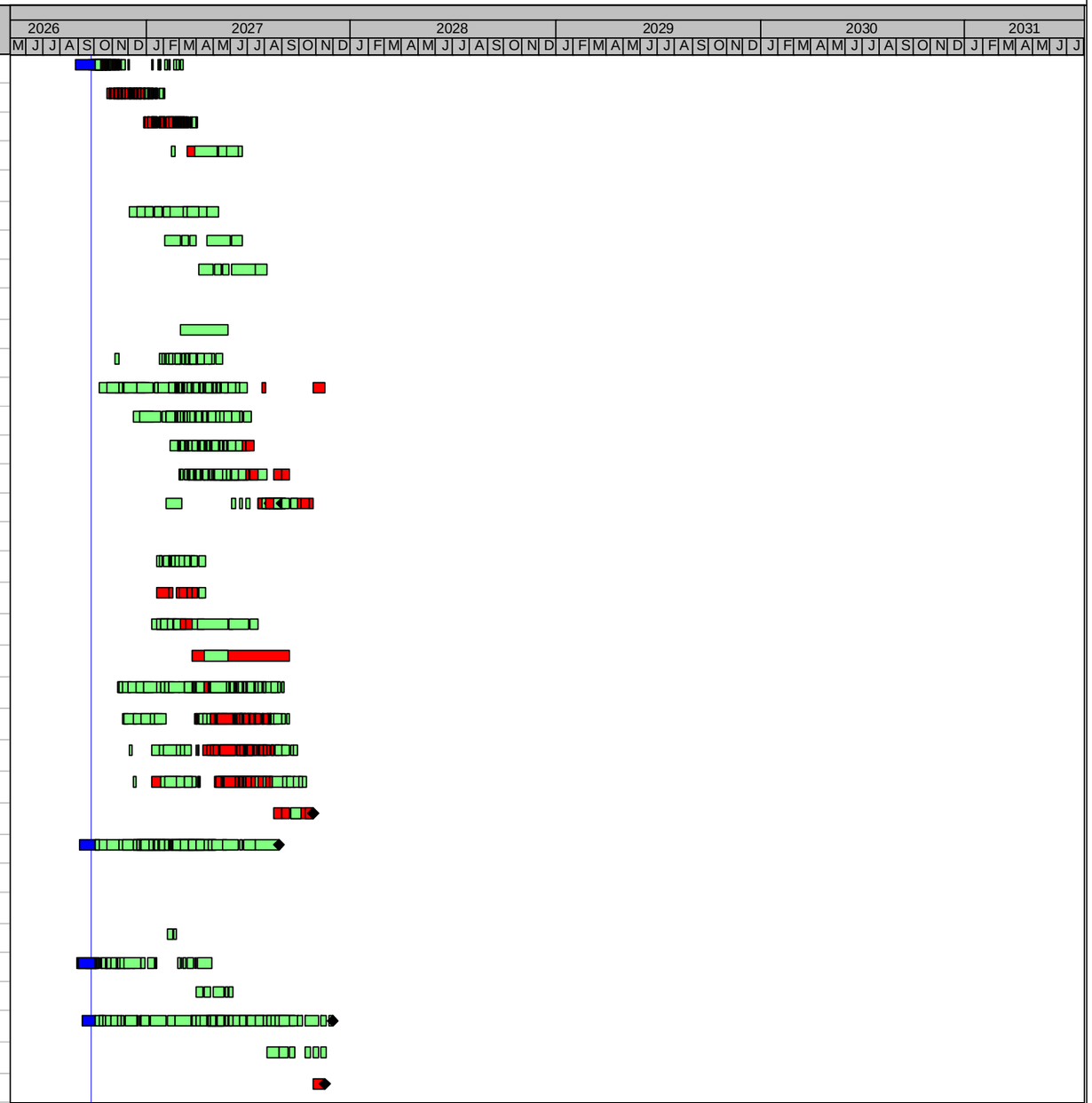
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Reno-Tahoe International Airport /MoreRNO
Integrated Master Schedule
Activities in Progress & Not Started

Print Date 17-Oct-26
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#	Activity ID	Activity Name	Start	Finish
109		2nd Floor	27-Aug-26 A	08-Mar-27
110		3rd Floor	23-Oct-26	03-Feb-27
111		4th Floor	28-Dec-26	02-Apr-27
112		Roof	16-Feb-27	21-Jun-27
113		Garage Helix Topping Slabs	02-Dec-26	04-Aug-27
114		2nd Floor Helixes	02-Dec-26	10-May-27
115		3rd Floor Helixes	04-Feb-27	22-Jun-27
116		4th Floor Helixes	05-Apr-27	04-Aug-27
117		Garage Architectural	09-Oct-26	16-Nov-27
118		Facade	04-Mar-27	26-May-27
119		Stair Towers	06-Nov-26	18-May-27
120		1st Floor - Garage	09-Oct-26	16-Nov-27
121		2nd Floor - Garage	08-Dec-26	07-Jul-27
122		3rd Floor - Garage	12-Feb-27	13-Jul-27
123		4th Floor Garage	02-Mar-27	14-Sep-27
124		Garage Testing & Commissioning	05-Feb-27	26-Oct-27
125		CSB - Customer Service Building	12-Nov-26	26-Oct-27
126		CSB Stair #5	20-Jan-27	16-Apr-27
127		CSB West Elevation	20-Jan-27	16-Apr-27
128		CSB Roof and Facade	12-Jan-27	19-Jul-27
129		CSB Vertical	25-Mar-27	13-Sep-27
130		Ground Floor	12-Nov-26	03-Sep-27
131		2nd Floor	20-Nov-26	14-Sep-27
132		3rd Floor	01-Dec-26	28-Sep-27
133		4th Floor	08-Dec-26	14-Oct-27
134		CSB - Testing & Commissioning	17-Aug-27	26-Oct-27
135		Admin and Maintenance Building	03-Sep-26 A	25-Aug-27
136		Car Wash / Fuel Area - Sector 3 & 4	31-Aug-26 A	30-Nov-27
137		Fueling Island	31-Aug-26 A	04-Jun-27
138		Fuel Tank	09-Feb-27	25-Feb-27
139		Fuel Building	31-Aug-26 A	29-Apr-27
140		Fuel Island - Testing & Commissioning	31-Mar-27	04-Jun-27
141		Car Wash Building	08-Sep-26 A	30-Nov-27
142		QTA Staging and Fueling - Sector 3	06-Aug-27	19-Nov-27
143		Final Testing & Inspection	27-Oct-27	16-Nov-27



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Activities in Progress & Not Started

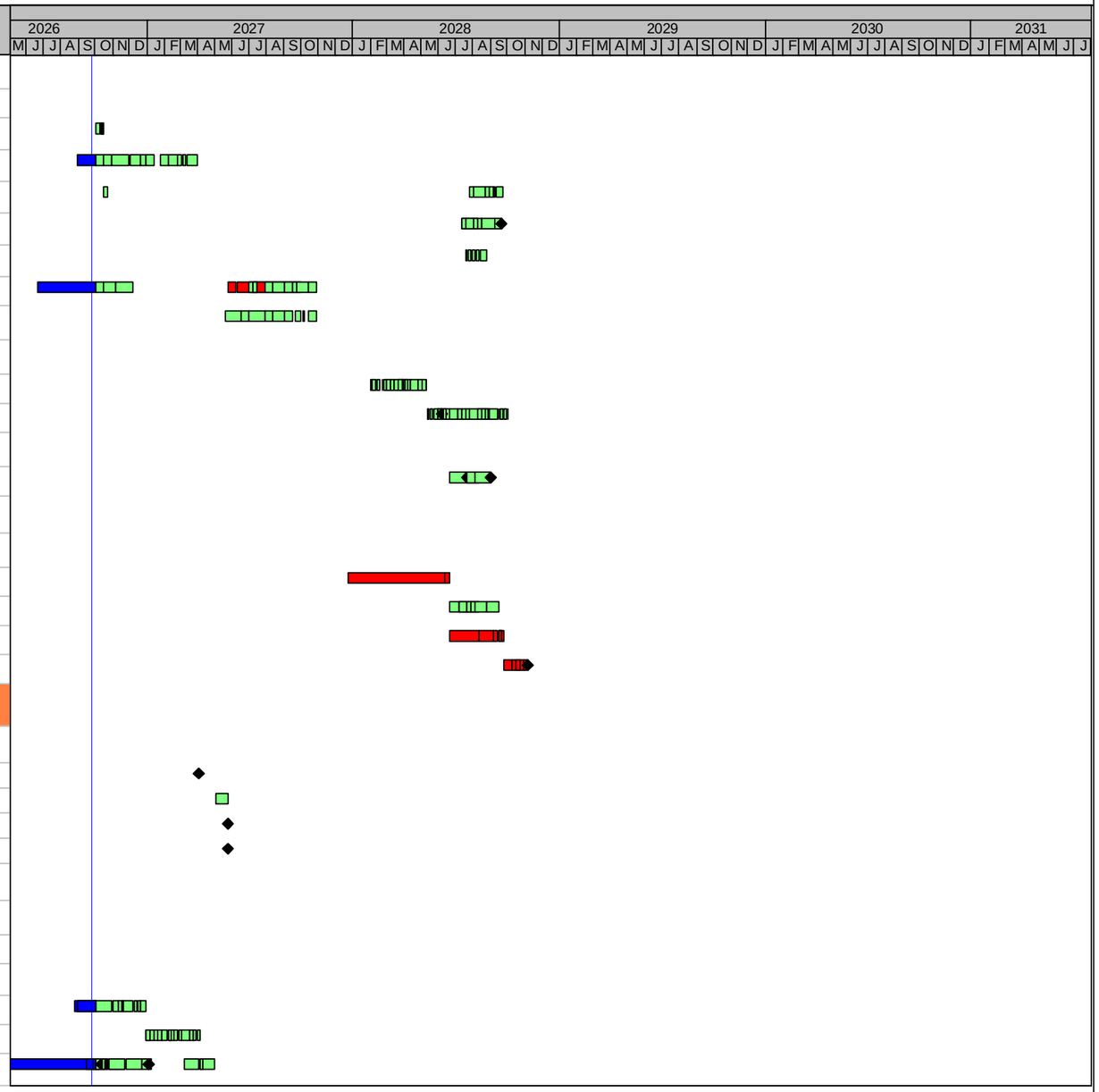
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Reno-Tahoe International Airport /MoreRNO
Integrated Master Schedule
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Print Date 17-Oct-26
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#	Activity ID	Activity Name	Start	Finish
144		Sitework - Roads and Finishes	22-Jun-26 A	22-Sep-28
145		East Roadway & Gate 155	31-Aug-26 A	22-Sep-28
146		AOA Paving	02-Oct-26	15-Oct-26
147		North Gate 155 Access Road	31-Aug-26 A	01-Apr-27
148		South Gate 155 Access Road (Guard Shack)	16-Oct-26	22-Sep-28
149		Gate 155 Guard Shack @ East Roadway	13-Jul-28	21-Sep-28
150		Gate 155 IDF Room	20-Jul-28	25-Aug-28
151		West Sitework	22-Jun-26 A	28-Oct-27
152		Terminal Way Road Work - Sector 6	19-May-27	28-Oct-27
153		Construction Phase "4" - Permanent Pedestrian Walkway	02-Feb-28	02-Oct-28
154		Pedestrian Walkway - Phase 4.1	02-Feb-28	10-May-28
155		Pedestrian Walkway - Phase 4.2	11-May-28	02-Oct-28
156		New Utilities - Sector 5	22-Jun-28	31-Aug-28
157		New Utilities / Sitework- Sector 5	22-Jun-28	31-Aug-28
158		Post ConRAC	24-Dec-27	06-Nov-28
159		Construction Phase "5" - Existing QTA Demolition / CSB Counters	24-Dec-27	06-Nov-28
160		TI Buildout Spaces (NIC - By Others)	24-Dec-27	21-Jun-28
161		Refurbish Existing Parking Garage	22-Jun-28	15-Sep-28
162		Existing QTA Demolition Sector 7	22-Jun-28	25-Sep-28
163		Sitework - Existing QTA	26-Sep-28	06-Nov-28
164		RTAA CENTRAL UTILITY PLANT - Current Schedule - 10-07-26	03-Apr-26 A	25-May-27
165		PROJECT MILESTONES	02-Apr-27	25-May-27
166	MILE-1020	HQ ADMIN READY FOR PHASE 1 COMMISSIONING W/ CUP		02-Apr-27*
167	MILE-1030	WEATHER & SMOKE DELAYS	03-May-27	24-May-27
168	MILE-1040	CUP BUILDING COMPLETE		24-May-27*
169	MILE-1050	RTAA CENTRAL UTILITY PLANT COMPLETE	25-May-27	
170		RTAA CENTRAL UTILITY PLANT	03-Apr-26 A	30-Apr-27
171		CONSTRUCTION	03-Apr-26 A	30-Apr-27
172		BUILDING CONSTRUCTION	03-Apr-26 A	30-Apr-27
173		SITE WORK	26-Aug-26 A	06-Apr-27
174		EAST SITEWORK	26-Aug-26 A	29-Dec-26
175		WEST SITEWORK	30-Dec-26	06-Apr-27
176		INTERIOR BUILDOUT	03-Apr-26 A	30-Apr-27



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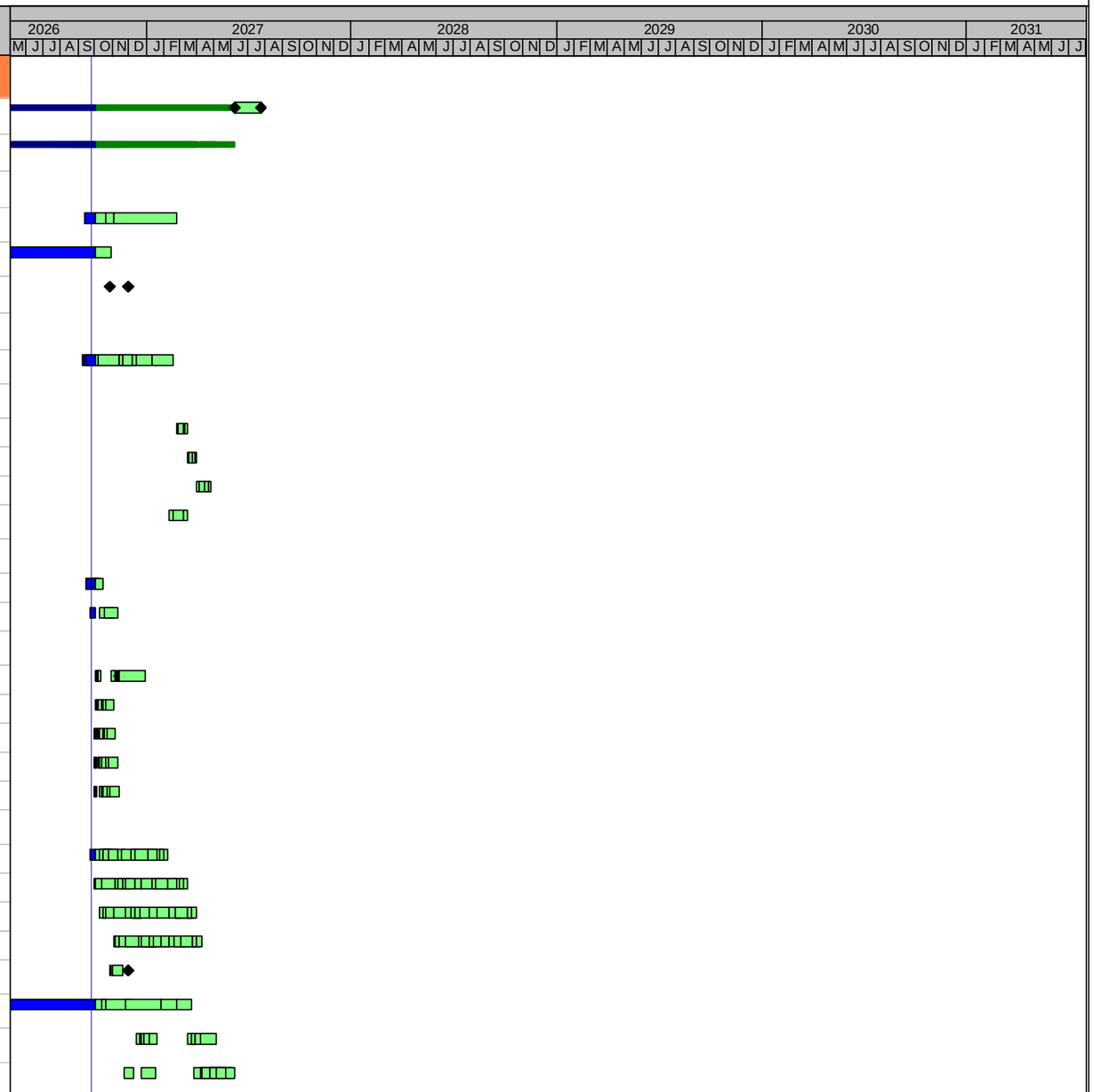
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#	Activity ID	Activity Name	Start	Finish
177		**RTAA HQ Schedule - September Month End 100126**	16-Jan-25 A	23-Jul-27
178		**CONTRACT MILESTONES & SUMMARIES**	16-Jan-25 A	23-Jul-27
179		**CONSTRUCTION MILESTONES & SUMMARIES**	19-Sep-25 A	07-Jun-27
180		**LONG-LEAD PROCUREMENT**	16-Mar-26 A	23-Feb-27
181		**CANOPIES**	14-Sep-26 A	23-Feb-27
182		**ELECTRICAL UPS**	16-Mar-26 A	29-Oct-26
183		**NEW GEN A/B CONSTRUCTION MILESTONES**	29-Oct-26	30-Nov-26
184		**CONSTRUCTION**	19-Sep-25 A	07-Jun-27
185		**STRUCTURE**	09-Sep-26 A	16-Feb-27
186		**EXTERIORS**	23-Feb-27	27-Apr-27
187		**CANOPY - ENTRY**	23-Feb-27	15-Mar-27
188		**CANOPY - SOCIAL SPACE**	15-Mar-27	01-Apr-27
189		**CANOPY - PARKING**	01-Apr-27	27-Apr-27
190		**MAN LIFT**	09-Feb-27	15-Mar-27
191		**ROUGH INS**	17-Sep-26 A	10-Nov-26
192		**LEVEL THREE**	17-Sep-26 A	16-Oct-26
193		**LEVEL FOUR**	22-Sep-26 A	10-Nov-26
194		**MTR & TR ROOM BUILD-OUT**	29-Sep-26 A	29-Dec-26
195		**1st FLOOR MTR ROOM**	01-Oct-26	29-Dec-26
196		**1st FLOOR TR ROOM**	01-Oct-26	04-Nov-26
197		**2nd FLOOR TR ROOM**	29-Sep-26 A	06-Nov-26
198		**3rd FLOOR TR ROOM**	29-Sep-26 A	10-Nov-26
199		**4th FLOOR TR ROOM**	29-Sep-26 A	12-Nov-26
200		**FINISHES**	22-Sep-26 A	09-Apr-27
201		**LEVEL ONE**	22-Sep-26 A	08-Feb-27
202		**LEVEL TWO**	29-Sep-26 A	15-Mar-27
203		**LEVEL THREE**	09-Oct-26	31-Mar-27
204		**LEVEL FOUR**	03-Nov-26	09-Apr-27
205		**CUP UTILITY TIE INS**	29-Oct-26	30-Nov-26
206		**ELEVATORS**	19-Sep-25 A	23-Mar-27
207		**SITEWORK / LANDSCAPING**	14-Dec-26	05-May-27
208		**COMMISSIONING / CLOSEOUT**	23-Nov-26	07-Jun-27



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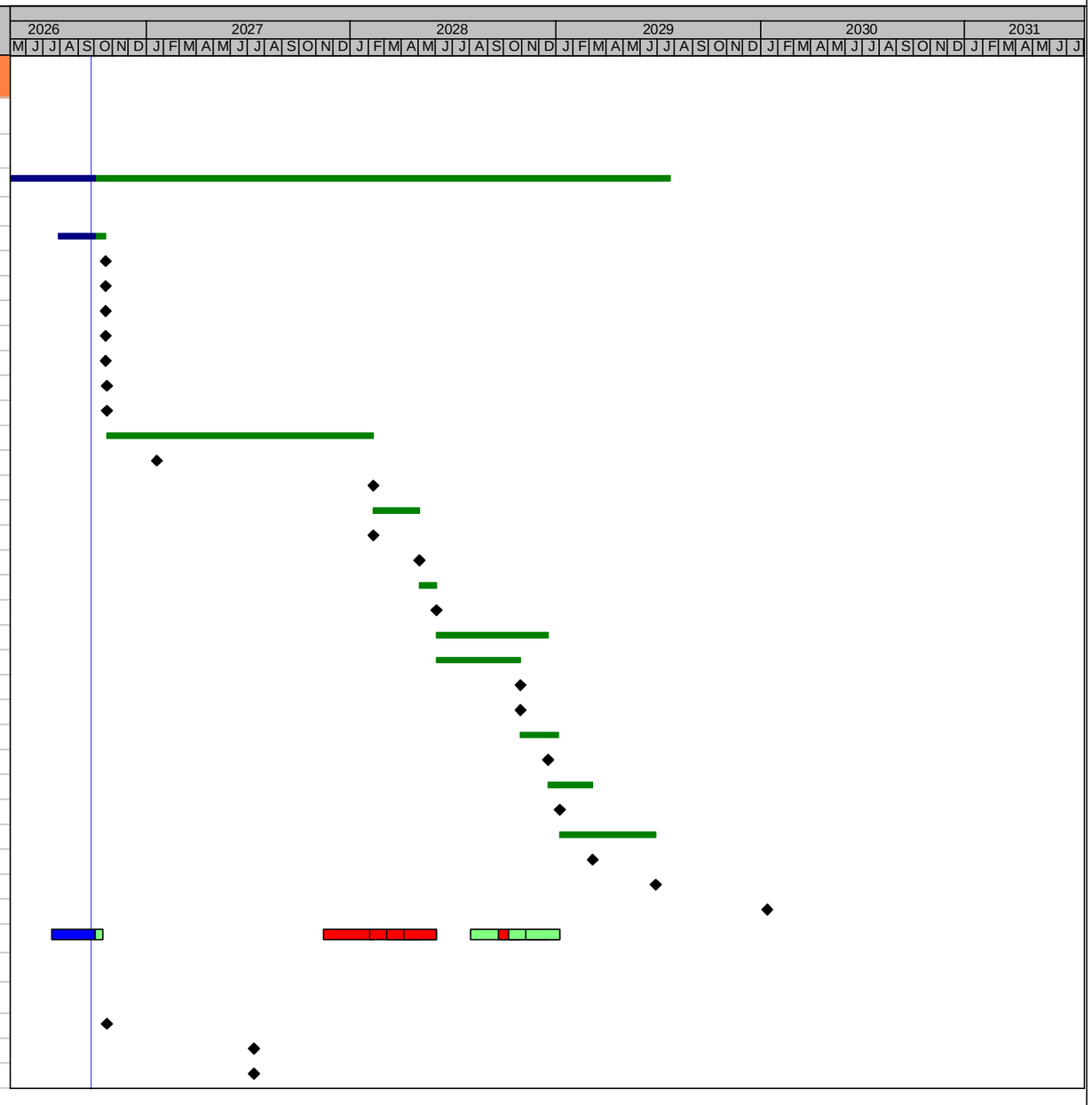
Activities in Progress & Not Started

Reno Tahoe Airport Integrated Schedule
As of October 1, 2026
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Reno-Tahoe International Airport /MoreRNO
Integrated Master Schedule
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Print Date 17-Oct-26
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#	Activity ID	Activity Name	Start	Finish
209	**RTAA - Concourse Development Project - New Gen A & B**		13-Jun-25 A	14-Jan-30
210	**RNO New Concourse A&B**		13-Jun-25 A	14-Jan-30
211	**Overview**		13-Jun-25 A	14-Jan-30
212	**Duration**		09-Jan-26 A	23-Jul-29
213	**Targeted Phase Summary of Schedule Activities - General Milestones**		29-Jul-26 A	14-Jan-30
214	P2-SUM-A	Phase 2 (Close Gates C10 / C12)	29-Jul-26 A	21-Oct-26
215	MILE-B-180	*Milestone: Temp Gate C12 Active	21-Oct-26	
216	MILE-A-260	Milestone: Temp Gate B12A Active	22-Oct-26	
217	MILE-B-170	*Milestone: Temp Gate C13A Active	22-Oct-26	
218	MILE-B-220	*Milestone: Temp Gate C13C Active (Open Walkway)	22-Oct-26	
219	MILE-B-230	*Milestone: Temp Gate C13B Active	22-Oct-26	
220	MILE-1020	*Milestone: Start Construction New Gen B	22-Oct-26	
221	MILE-1100	* Phasing Milestone: Phase 3 Start	22-Oct-26	
222	P3-SUM-A	Phase 3	22-Oct-26	10-Feb-28
223	MILEFN003-320	*Milestone: MTR Relocation Complete		20-Jan-27
224	MILE-1110	*Phasing Milestone: Phase 4 Start	10-Feb-28	
225	P4-SUM-A	Phase 4	10-Feb-28	03-May-28
226	MILE-1160	*Milestone: New Gen A - TCO Partially Operational (South Gates)		10-Feb-28
227	MILE-1120	* Phasing Milestone: Phase 5 Start	03-May-28	
228	P5-SUM-A	Phase 5	03-May-28	02-Jun-28
229	MILE-1130	*Phasing Milestone: Phase 6 Start	02-Jun-28	
230	P6A-SUM-A	Phase 6A	02-Jun-28	19-Dec-28
231	P6B-SUM-A	Phase 6B	02-Jun-28	30-Oct-28
232	MILE-1050	*Milestone: New Gen B - TCO Partially Operational (North Gates)		30-Oct-28
233	MILE-1145	Phasing Milestone: Phase 7B Start	31-Oct-28	
234	P7B-SUM-A	Phase 7B	31-Oct-28	05-Jan-29
235	MILE-1140	*Phasing Milestone: Phase 7A Start	19-Dec-28	
236	P7A-SUM-A	Phase 7A	19-Dec-28	07-Mar-29
237	MILE-1150	*Phasing Milestone: Phase 8 Start	08-Jan-29	
238	P8-SUM-A	Phase 8	08-Jan-29	29-Jun-29
239	MILE-1040	*Milestone: New Gen A Fully Operational		07-Mar-29
240	MILE-1060	*Milestone: New Gen B Fully Operational		29-Jun-29
241	MILE-1070	*Milestone: Final Completion		14-Jan-30*
242	**Airline Notifications**		17-Jul-26 A	07-Jan-29
243	**Milestones**		22-Oct-26	23-Jul-29
244	**Contract Milestones**		22-Oct-26	23-Jul-29
245	CMILE-B015	*Contract Milestone: New Gen B Construction Start	22-Oct-26*	
246	CMILE-A003	*Contract Milestone: New Gen A Coffee CA233 Concession Shell Complete (9/1/27)		12-Jul-27*
247	CMILE-A001	*Contract Milestone: New Gen A Mini TE CA243 Concession Shell Complete (9/1/27)		13-Jul-27*



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Activities in Progress & Not Started

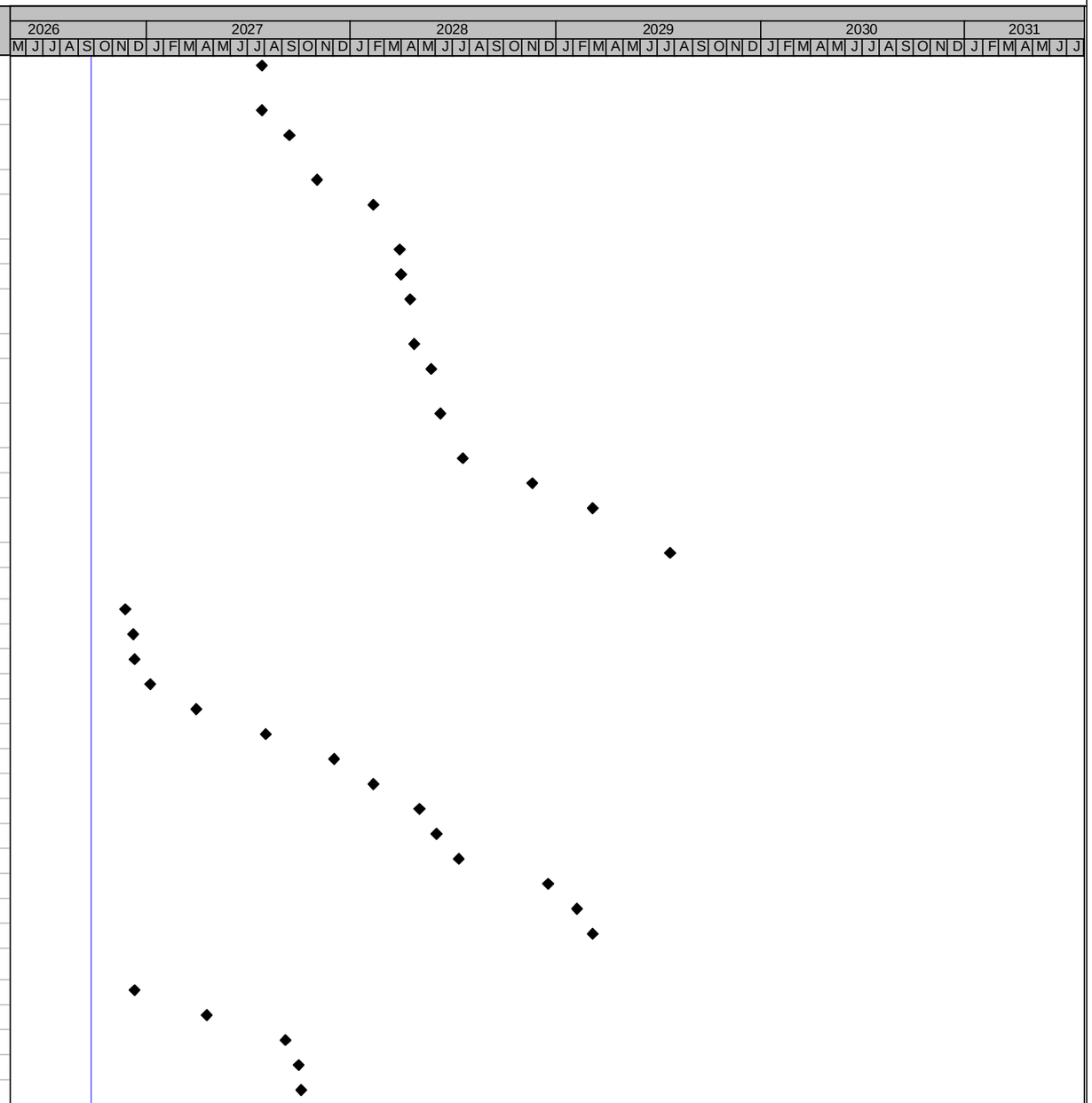
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Reno-Tahoe International Airport /MoreRNO
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Print Date 17-Oct-26
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#	Activity ID	Activity Name	Start	Finish
248	CMILE-A002	*Contract Milestone: New Gen A Travel Essent. CA214 Concession Shell Complete (7/26/27)		26-Jul-27*
249	CMILE-A004	*Contract Milestone: New Gen A QSR CA208 - CA 211 Concession Shells Complete (8/1/27)		26-Jul-27*
250	CMILE-A005	*Contract Milestone: New Gen A Dinning/Bar CA258 / CA 259 Concession Shells Complete (11/1/27)		14-Sep-27*
251	CMILE-A006	*Contract Milestone: New Gen A Gaming Shells Complete (12/30/27)		02-Nov-27*
252	CMILE-A007	*Contract Milestone: New Gen A Partially Operational - TCO - Gates A1, A3, A5, A7 (1/31/28)		10-Feb-28*
253	CMILE-B003	*Contract Milestone: New Gen B Coffee CB243 Concession Shell Complete (8/4/28)		29-Mar-28*
254	CMILE-B001	*Contract Milestone: New Gen B Mini TE CB238 Concession Shell Complete (8/4/28)		30-Mar-28*
255	CMILE-B002	*Contract Milestone: New Gen B Travel Essent. CB218 Concession Shell Complete (6/29/28)		17-Apr-28*
256	CMILE-B004	*Contract Milestone: New Gen B CB208 - CB211 Concession Shells Complete (8/2/28)		24-Apr-28*
257	CMILE-A013	*Contract Milestone: TSA Relocation to New HQ by Others (Earliest Existing Concourse B Demo Start)	23-May-28*	
258	CMILE-B005	*Contract Milestone: New Gen B QSR CB267 / CB268 Concession Shells Complete (10/8/28)		08-Jun-28*
259	CMILE-B006	*Contract Milestone: New Gen B Gaming Shells Complete (12/4/28)		18-Jul-28*
260	CMILE-B007	*Contract Milestone: New Gen B Partially Operational - TCO - Gates B2, B4, B6 (1/31/29)		20-Nov-28*
261	CMILE-A008	*Contract Milestone: New Gen A Substantial Completion - All Gates Fully Operational (2/26/29)		07-Mar-29*
262	CMILE-B008	*Contract Milestone: New Gen B Substantial Completion - All Gates Operational (7/25/29)		23-Jul-29*
263	**Concourse A Target Milestones**		25-Nov-26	07-Mar-29
264	MILE-A-190	*Milestone: New Gen A SOG's Complete		25-Nov-26
265	MILE-A-130	*Milestone: New Gen A Steel Top Out		08-Dec-26
266	MILE-A-280	*Milestone: Permanent Power Path Complete / Relocate NVE Main Feed		10-Dec-26
267	MILE-A-200	*Milestone: New Gen A SOMD's Complete		08-Jan-27
268	MILE-A-140	*Milestone: New Gen A Dry In		01-Apr-27
269	MILE-A-180	*Milestone: Permanent Power Complete		03-Aug-27
270	MILE-A-210	*Milestone: Access Control Operational		01-Dec-27
271	MILE-A-150	*Milestone: - New Gen A Partially Opertional (Gates A1, A3, A5, A7)		10-Feb-28
272	MILE-A-155	Turnover Gates A9 & A11		03-May-28
273	MILE-A-270	Milestone: Temp Gate A13A / A13B / A13C Active		02-Jun-28
274	MILE-A-160	*Milestone: Existing Concourse B Demolition Complete		11-Jul-28
275	MILE-A-165	Turnover Gates A2 - A8		19-Dec-28
276	MILE-A-175	Turnover Gates A10 & A12		08-Feb-29
277	MILE-A-170	*Milestone: New Gen A Substantial Completion - All Gates Operational		07-Mar-29
278	**Concourse B Target Milestones**		11-Dec-26	23-Jul-29
279	MILE-B-215	*Milestone: NVE Main Feed Relocation Start	11-Dec-26	
280	MILE-B-110	*Milestone: New Gen B Foundations Complete		19-Apr-27
281	MILE-B-120	*Milestone: New Gen B Steel Top Out		07-Sep-27
282	MILE-B-195	*Milestone: New Gen B SOG's Complete		30-Sep-27
283	MILE-B-200	*Milestone: New Gen B SOMD's Complete		04-Oct-27



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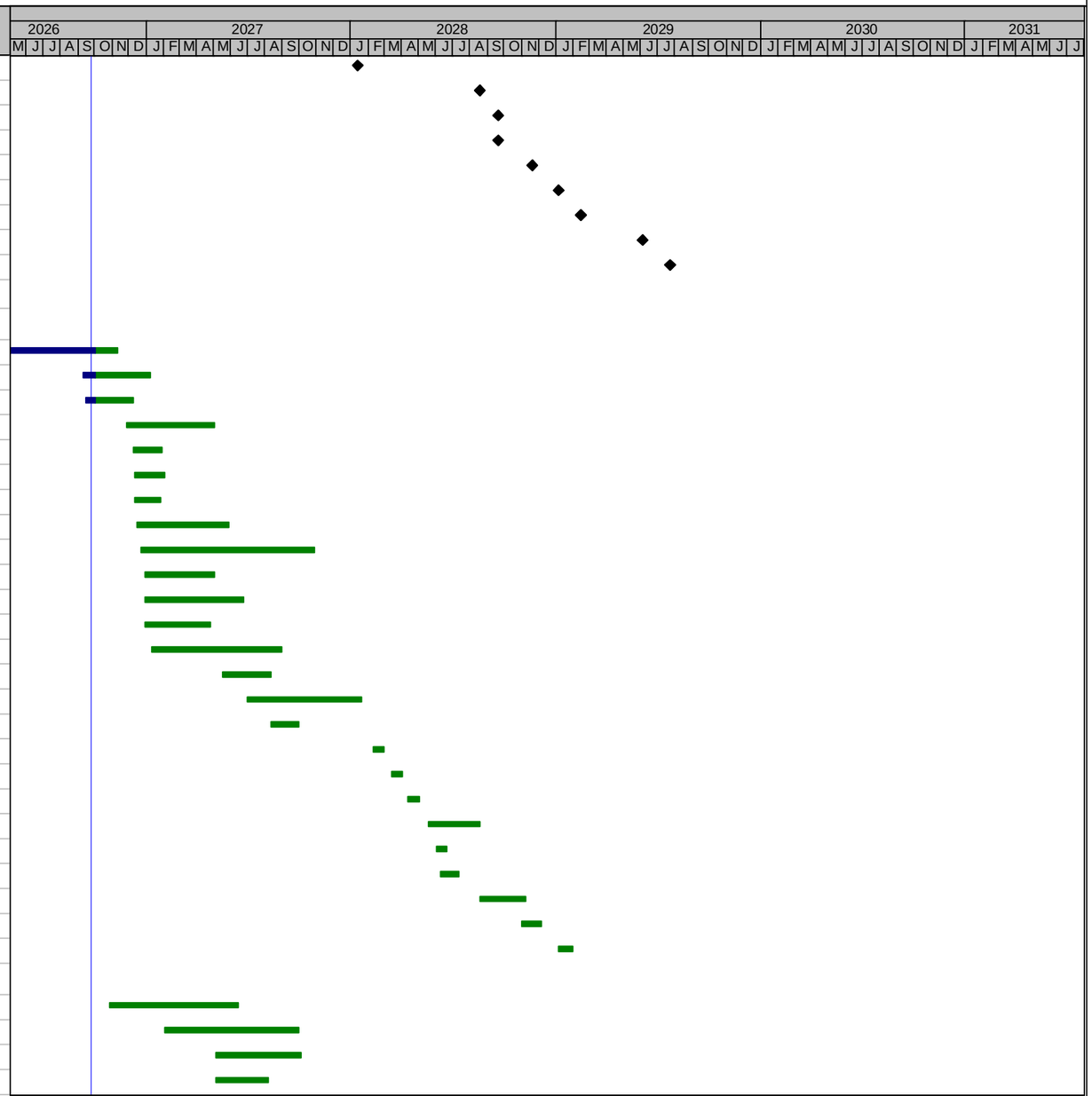
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#	Activity ID	Activity Name	Start	Finish
284	MILE-B-130	*Milestone: New Gen B Dried In (Roof)		14-Jan-28
285	MILE-B-205	*Milestone: Access Control Operational		17-Aug-28
286	MILE-B-135	Turnover Gates B2 / B4 / B6		20-Sep-28
287	MILE-B-210	*MIlestone: Existing AT&T Internet Service Shut Down / New Service Operational		20-Sep-28
288	MILE-B-140	*Milestone: New Gen B - Partially Operational (Gates B2, B4, B6)		20-Nov-28*
289	MILE-B-145	Turnover Gates B8 / B10 / B12		05-Jan-29
290	MILE-B-150	*Milestone: Existing Concourse C Demolition Complete		15-Feb-29
291	MILE-B-155	Turnover Gates B1 / B3 / B5 / B7 / B9 / B11		04-Jun-29
292	MILE-B-160	*Milestone: Substantial Completion New Gen B All Gates Operational		23-Jul-29*
293	**Summary**		13-Jun-25 A	14-May-29
294	**New Gen A**		23-Feb-26 A	01-Feb-29
295	A-SUM-110	Civil - (Phases 1-3) New Gen A	23-Feb-26 A	11-Nov-26
296	A-SUM-130	Superstructure Summary - New Gen A	10-Sep-26 A	08-Jan-27
297	A-SUM-140	Steel Erection / PBW / Detail - New Gen A	15-Sep-26 A	08-Dec-26
298	A-SUM-150	Roof Buildout - New Gen A	27-Nov-26	04-May-27
299	A-SUM-160	Fireproofing - Exterior - New Gen A	10-Dec-26	29-Jan-27
300	A-SUM-170	Fireproofing - Concourse LVL - New Gen A	11-Dec-26	03-Feb-27
301	A-SUM-190	Fireproofing - Apron LVL - New Gen A	11-Dec-26	27-Jan-27
302	A-SUM-210	Envelope / Enclosure Concourse LVL - New Gen A	17-Dec-26	28-May-27
303	A-SUM-200	Interior Buildout Concourse LVL - New Gen A	23-Dec-26	28-Oct-27
304	A-SUM-180	Envelope / Enclosure Clearstory LVL - New Gen A	30-Dec-26	04-May-27
305	A-SUM-220	Envelope / Enclosure Apron LVL - New Gen A	31-Dec-26	24-Jun-27
306	A-SUM-230	Civil - Apron Concrete (Phase 3A) New Gen A	31-Dec-26	27-Apr-27
307	A-SUM-240	Interior Buildout Apron LVL- New Gen A	11-Jan-27	30-Aug-27
308	A-SUM-260	Civil - Apron Concrete (Phase 3B) New Gen A	18-May-27	11-Aug-27
309	A-SUM-270	Testing / CX - New Gen A	01-Jul-27	20-Jan-28
310	A-SUM-280	PBB's Install & Testing - A1 - A7 New Gen A	11-Aug-27	01-Oct-27
311	A-SUM-290	Site Prep - Phase 4	10-Feb-28	28-Feb-28
312	A-SUM-300	Civil - Apron Concrete (Phase 4) New Gen A	15-Mar-28	03-Apr-28
313	A-SUM-310	PBB's Install & Testing - A9 & A11 New Gen A	12-Apr-28	03-May-28
314	A-SUM-320	Civil - (Phase 6) New Gen A	18-May-28	17-Aug-28
315	A-SUM-330	Site Prep / PBB Removal - Phase 6	02-Jun-28	21-Jun-28
316	A-SUM-340	Demolition - New Gen A	09-Jun-28	11-Jul-28
317	A-SUM-350	Civil - Apron Concrete (Phase 6) New Gen A	17-Aug-28	07-Nov-28
318	A-SUM-360	PBB's Install & Testing - A2 - A8 New Gen A	31-Oct-28	05-Dec-28
319	A-SUM-370	PBB's Install & Testing - A10 & A12 New Gen A	05-Jan-29	01-Feb-29
320	**New Gen B**		27-Oct-26	14-May-29
321	B-SUM-100	Civil - (Phase 3) New Gen B	27-Oct-26	15-Jun-27
322	B-SUM-150	Substructure - New Gen B	04-Feb-27	30-Sep-27
323	B-SUM-160	Superstructure - New Gen B	06-May-27	04-Oct-27
324	B-SUM-280	Civil - Apron Concrete (Phase 5) New Gen B	06-May-27	06-Aug-27



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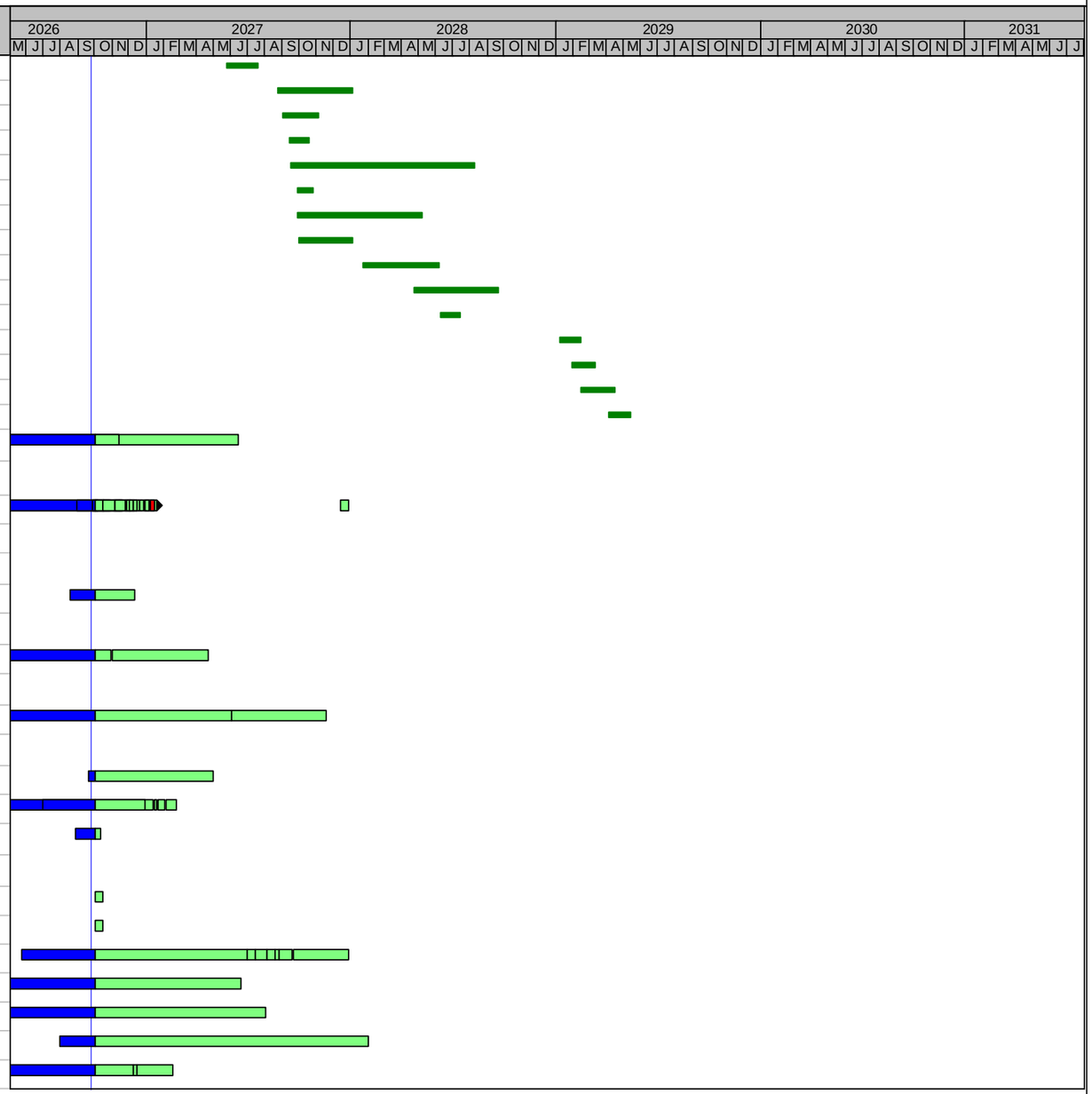
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Reno-Tahoe International Airport /MoreRNO
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Print Date 17-Oct-26
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#	Activity ID	Activity Name	Start	Finish
325	B-SUM-260	Civil - Apron Concrete (Phase 4) New Gen B	25-May-27	19-Jul-27
326	B-SUM-170	Envelope / Enclosure - New Gen B	24-Aug-27	03-Jan-28
327	B-SUM-175	Fireproofing - Concourse LVL - New Gen B	03-Sep-27	04-Nov-27
328	B-SUM-195	Fireproofing - Apron LVL - New Gen B	14-Sep-27	19-Oct-27
329	B-SUM-240	Interior Buildout Concourse LVL - New Gen B	16-Sep-27	08-Aug-28
330	B-SUM-165	Fireproofing - Exterior - New Gen B	28-Sep-27	25-Oct-27
331	B-SUM-190	Interior Buildout Apron LVL- New Gen B	29-Sep-27	08-May-28
332	B-SUM-180	Roof - New Gen B	30-Sep-27	03-Jan-28
333	B-SUM-250	Civil - Apron Concrete (Phase 6) New Gen B	24-Jan-28	07-Jun-28
334	B-SUM-200	Testing / CX - New Gen B	24-Apr-28	20-Sep-28
335	B-SUM-230	PBB's - New Gen B - B2/B4/B6	08-Jun-28	13-Jul-28
336	B-SUM-210	Demolition - Existing Concourse C	08-Jan-29	15-Feb-29
337	B-SUM-140	Civil - (Phase 8) New Gen B	30-Jan-29	12-Mar-29
338	B-SUM-120	Civil - Apron Concrete (Phase 8) New Gen B	15-Feb-29	16-Apr-29
339	B-SUM-220	PBB's - New Gen B - B1/B3/B5/B7	06-Apr-29	14-May-29
340	**Scope by Others**		13-Jun-25 A	14-Jun-27
341	**GMP #2 - New Gen Concourse A & B**		03-Sep-25 A	23-Jul-29
342	**GMP #2 Fragnets**		11-Feb-26 A	28-Dec-27
343	**Procurement - GMP #2**		03-Sep-25 A	14-Sep-28
344	**Standalone Mockups**		19-Aug-26 A	11-Dec-26
345	**Interior Ceiling - Gen A**		19-Aug-26 A	11-Dec-26
346	**OFCI Procurement - Concourse A**		18-Nov-25 A	21-Apr-27
347	**OFCI Furniture**		18-Nov-25 A	21-Apr-27
348	**OFCI Procurement - Concourse B**		18-Nov-25 A	19-Nov-27
349	**OFCI Furniture**		18-Nov-25 A	19-Nov-27
350	**Procurement - Civil / Site**		09-Jan-26 A	30-Apr-27
351	**Manholes**		21-Sep-26 A	30-Apr-27
352	**Apron**		09-Jan-26 A	25-Feb-27
353	**Temp AOA Fence**		28-Aug-26 A	12-Oct-26
354	**Division 1 - General**		03-Sep-25 A	03-Feb-28
355	**Temporary Walkways B12A**		01-Oct-26	15-Oct-26
356	**Temporary Walkways C13A/B/C**		01-Oct-26	15-Oct-26
357	**Temporary Walkways A13A / A13B / A13C**		25-May-26 A	28-Dec-27
358	**FAA 7460 - South Lot & Haul Routes**		11-Dec-25 A	18-Jun-27
359	**FAA 7460 - New Gen A Construction Site**		03-Feb-26 A	02-Aug-27
360	**FAA 7460 - New Gen B Construction Site**		31-Jul-26 A	31-Jan-28
361	**FAA 7460 - New Gen B Steel Crane**		03-Sep-25 A	18-Feb-27



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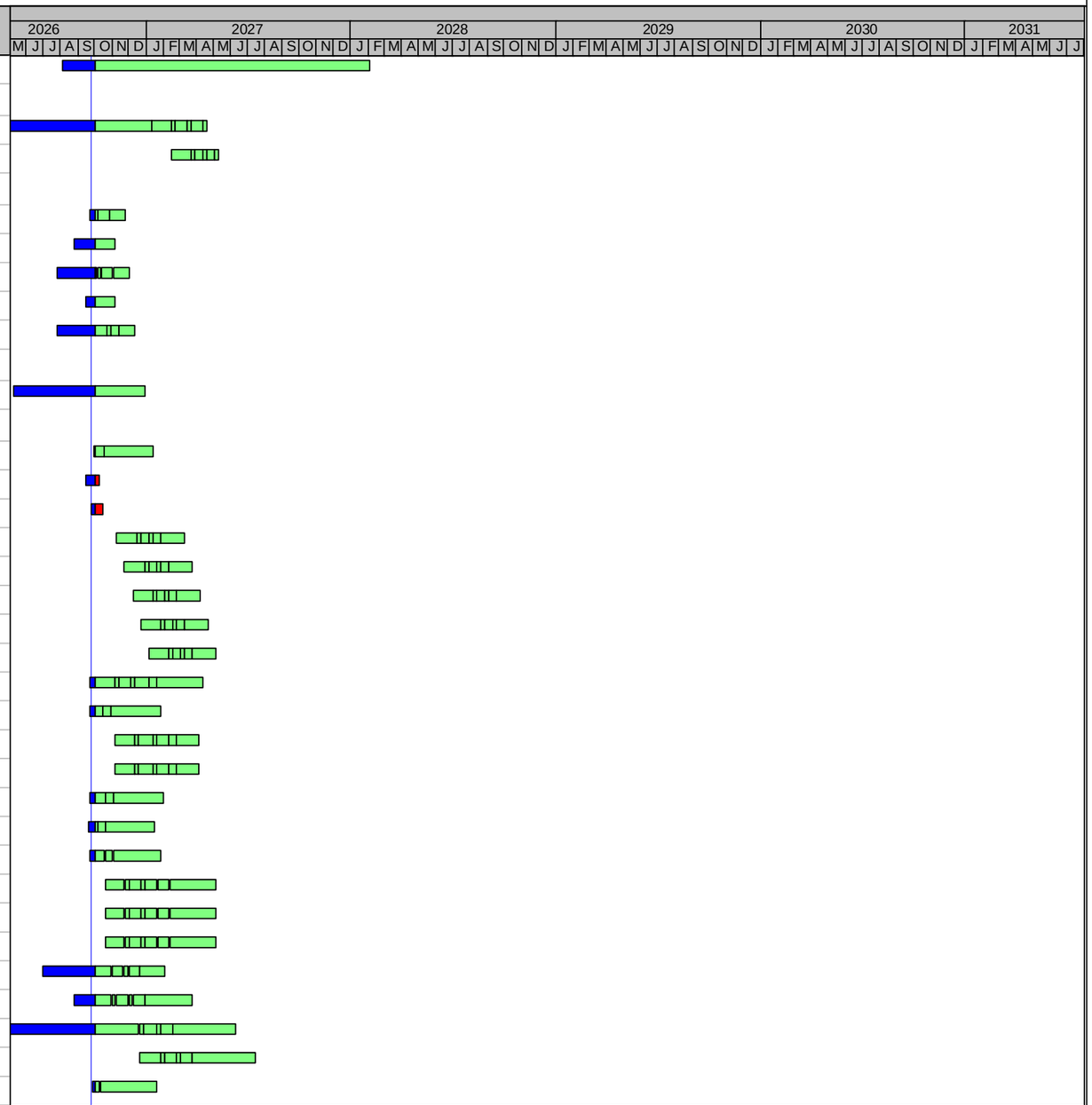
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#	Activity ID	Activity Name	Start	Finish
362		FAA 7460 - New Gen B Mill Street Fence	04-Aug-26 A	03-Feb-28
363		Division 2 - Demolition	09-Feb-26 A	10-May-27
364		Demolition Pick Plan Concourse A	09-Feb-26 A	19-Apr-27
365		Demolition Pick Plan Concourse B	16-Feb-27	10-May-27
366		Division 3 - Concrete	27-Jul-26 A	11-Dec-26
367		Concrete Reinforcing Footings / Stem Walls Concourse B	23-Sep-26 A	25-Nov-26
368		Concrete Reinforcing Stem Walls Concourse A	26-Aug-26 A	06-Nov-26
369		Concrete Reinforcing Slab on Grade Concourse B	27-Jul-26 A	01-Dec-26
370		Concrete Reinforcing Slab on Metal Deck Concourse A	16-Sep-26 A	06-Nov-26
371		Concrete Reinforcing Slab on Metal Deck Concourse B	27-Jul-26 A	11-Dec-26
372		Division 4 - Masonry	11-May-26 A	31-Dec-26
373		Masonry	11-May-26 A	31-Dec-26
374		Division 5 - Steel	23-Mar-26 A	15-Jul-27
375		Anchor Bolts - Concourse B	29-Sep-26 A	14-Jan-27
376		Steel Sequence 3 - Concourse A	17-Sep-26 A	08-Oct-26
377		Steel Sequence 4 - Concourse A	25-Sep-26 A	16-Oct-26
378		Steel Sequence 1 - Concourse B	09-Nov-26	11-Mar-27
379		Steel Sequence 2 - Concourse B	23-Nov-26	25-Mar-27
380		Steel Sequence 3 - Concourse B	08-Dec-26	08-Apr-27
381		Steel Sequence 4 - Concourse B	22-Dec-26	22-Apr-27
382		Steel Sequence 5 - Concourse B	07-Jan-27	06-May-27
383		Interior Stairs (Deferred) - Concourse A - CA244ST - Zone B	24-Sep-26 A	13-Apr-27
384		Interior Stairs (Deferred) - Concourse A - CA216ST - Zone C / D	24-Sep-26 A	26-Jan-27
385		Interior Stairs (Deferred) - Concourse B - CA244ST - Zone K	05-Nov-26	06-Apr-27
386		Interior Stairs (Deferred) - Concourse B - CB104ST - Zone H / J	05-Nov-26	06-Apr-27
387		Exterior Stairs (Deferred) - Concourse A - Gate A6/A12/A9 - East - Zone A	24-Sep-26 A	01-Feb-27
388		Exterior Stairs (Deferred) - Concourse A - Gate A4 - North - Zone C/B	21-Sep-26 A	15-Jan-27
389		Exterior Stairs (Deferred) - Concourse A - Gate A5 - South - Zone C/B	22-Sep-26 A	28-Jan-27
390		Exterior Stairs (Deferred) - Concourse B - Gate B6/B12/B9 - East - Zone L	20-Oct-26	06-May-27
391		Exterior Stairs (Deferred) - Concourse B - Gate B2 - North - Zone J/K	20-Oct-26	06-May-27
392		Exterior Stairs (Deferred) - Concourse B - Gate B5 - South - Zone J/K	20-Oct-26	06-May-27
393		Davits (Deferred) - Concourse B	01-Jul-26 A	03-Feb-27
394		Miscellaneous Metals - Concourse B	25-Aug-26 A	24-Mar-27
395		Bollards - Concourse A	01-Apr-26 A	09-Jun-27
396		Bollards - Concourse B	21-Dec-26	15-Jul-27
397		Metal Panel (MT01/03) - Exterior	28-Sep-26 A	20-Jan-27



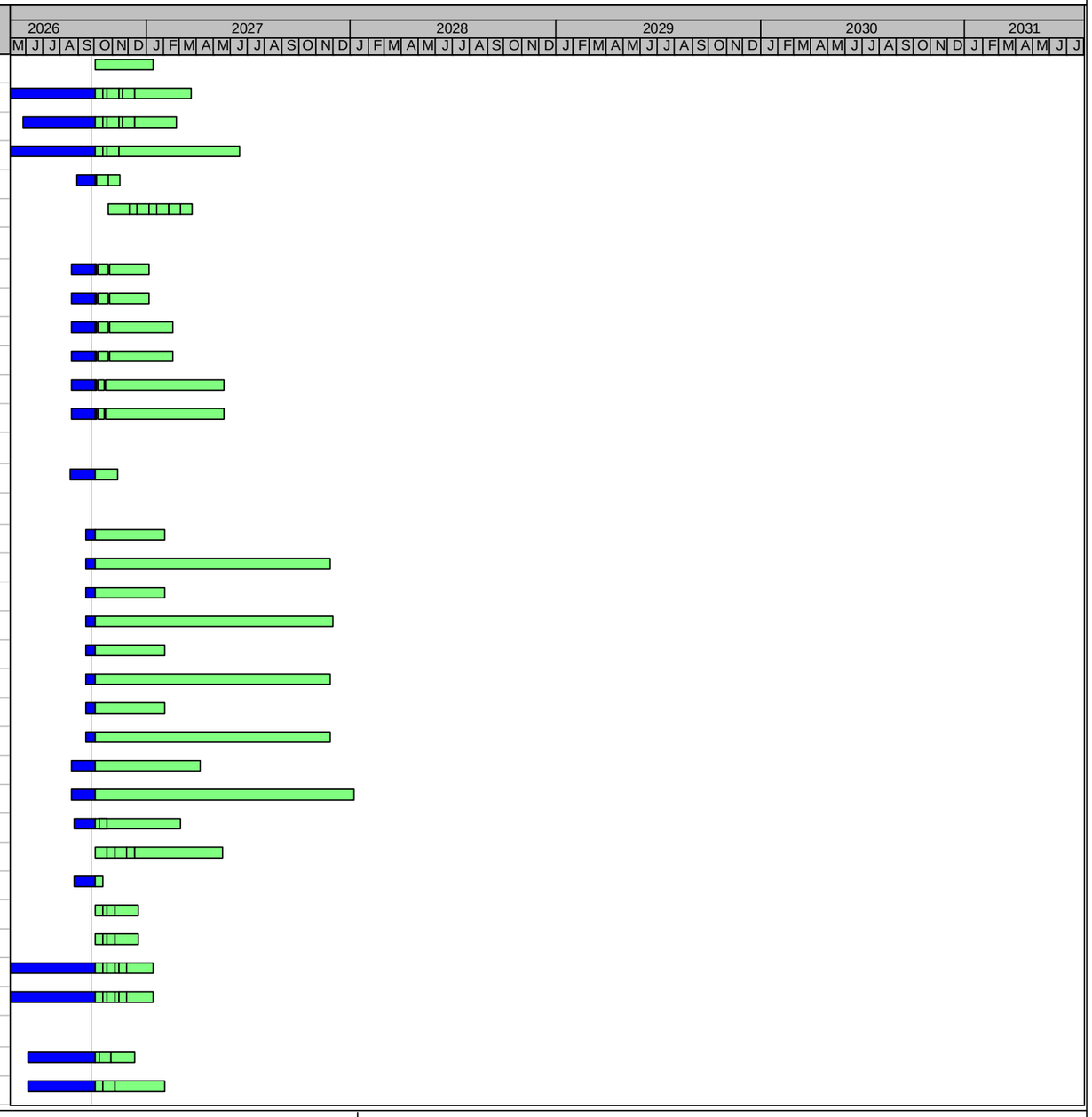
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#	Activity ID	Activity Name	Start	Finish
398		Metal Panel (MT02/04) - Exterior	01-Oct-26	12-Jan-27
399		Metal Panel (MT26) - Interior Decorative Formed Metal	15-Apr-26 A	23-Mar-27
400		Decorative Metal (MT21) - Interior	27-May-26 A	23-Feb-27
401		Metal Wall Base (MT24) - Interior	23-Mar-26 A	16-Jun-27
402		CFMF Exterior Framing - Concourse A	31-Aug-26 A	16-Nov-26
403		CFMF Exterior Framing - Concourse B	26-Oct-26	25-Mar-27
404		Division 6 - Millwork/General Works	21-Aug-26 A	20-May-27
405		Millwork - Concourse A	21-Aug-26 A	07-Jan-27
406		Millwork - Concourse B	21-Aug-26 A	07-Jan-27
407		Gate Agent Podium - Concourse A	21-Aug-26 A	18-Feb-27
408		Gate Agent Podium - Concourse B	21-Aug-26 A	18-Feb-27
409		Column Wrap Millwork - Concourse A	21-Aug-26 A	20-May-27
410		Column Wrap Millwork - Concourse B	21-Aug-26 A	20-May-27
411		Division 7 - Thermal and Moisture Protection	19-Aug-26 A	11-Nov-26
412		Roofing - Roof System	19-Aug-26 A	11-Nov-26
413		Division 8 - Doors and Windows	13-Apr-26 A	06-Jan-28
414		Apron Level Doors - Concourse A	15-Sep-26 A	03-Feb-27
415		Apron Level Doors - Concourse B	15-Sep-26 A	26-Nov-27
416		Apron Level Doors Hardware Sets - Concourse A	15-Sep-26 A	03-Feb-27
417		Apron Level Doors Hardware Sets - Concourse B	15-Sep-26 A	29-Nov-27
418		Concourse Level Doors - Concourse A	15-Sep-26 A	03-Feb-27
419		Concourse Level Doors - Concourse B	15-Sep-26 A	26-Nov-27
420		Concourse Level Doors Hardware Sets - Concourse A	15-Sep-26 A	03-Feb-27
421		Concourse Level Doors Hardware Sets - Concourse B	15-Sep-26 A	26-Nov-27
422		Overhead Doors - Concourse A	21-Aug-26 A	08-Apr-27
423		Overhead Doors - Concourse B	21-Aug-26 A	06-Jan-28
424		Exterior Glazing (Deferred) - Concourse Level - Concourse A	25-Aug-26 A	02-Mar-27
425		Exterior Glazing (Deferred) - Concourse Level - Concourse B	01-Oct-26	18-May-27
426		Exterior Glazing (GL2/8) - Apron Level	25-Aug-26 A	16-Oct-26
427		Interior Glazing (GL4) - Frosted Glazing	01-Oct-26	18-Dec-26
428		Interior Glazing (GL6/7) - Custom Fritted Glazing	01-Oct-26	18-Dec-26
429		Interior Glazing (GL21) - Typical Clear Glass	13-Apr-26 A	12-Jan-27
430		Interior Glazing (GL22-24) - Decorative Glass	13-Apr-26 A	12-Jan-27
431		Division 9 - Finishes	04-Jun-26 A	09-Apr-27
432		Floor Tile - Concourse Restrooms	04-Jun-26 A	11-Dec-26
433		Masonry Tile - Concourse Wall Tile	04-Jun-26 A	02-Feb-27



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Activities in Progress & Not Started

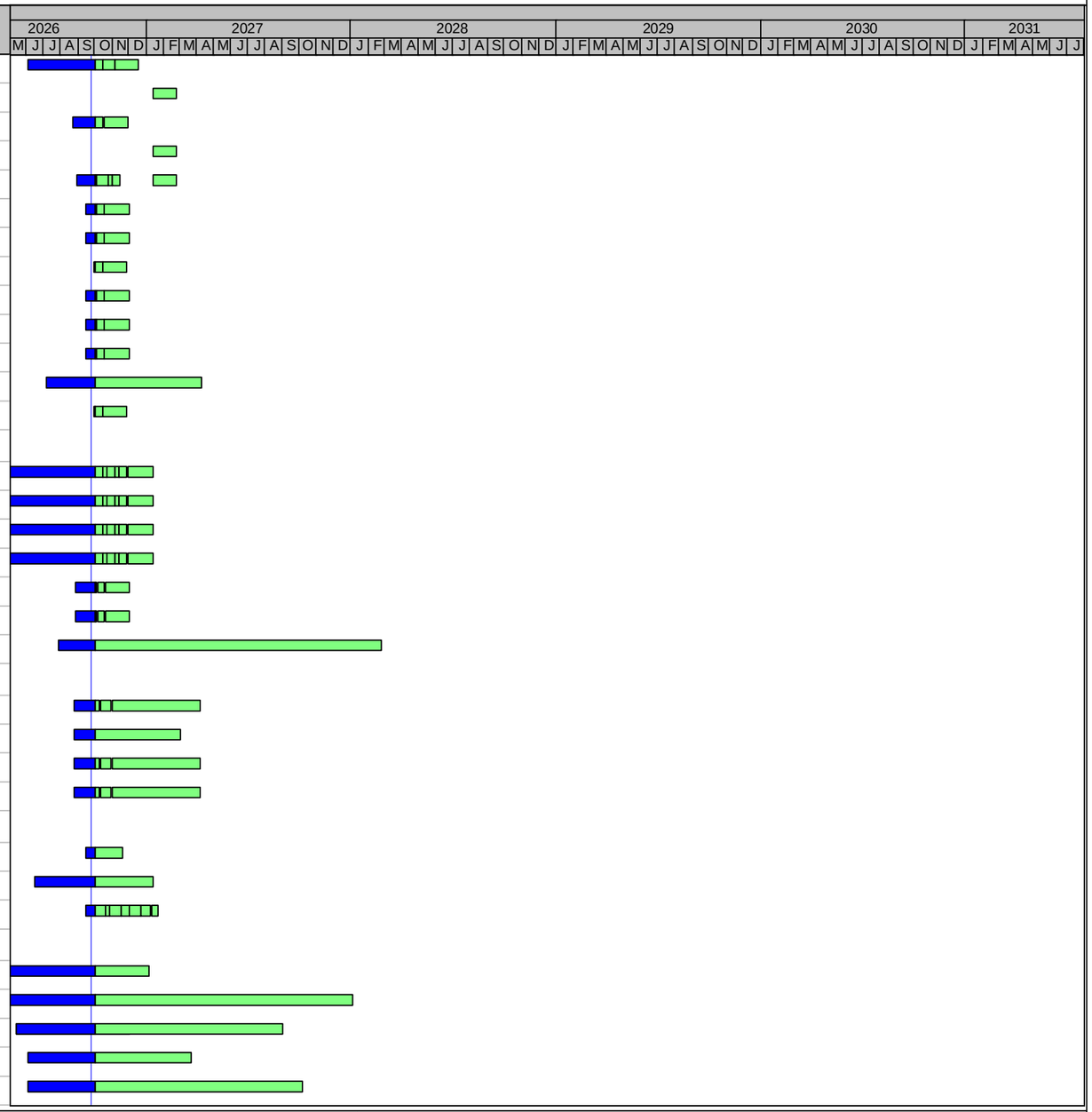
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Reno-Tahoe International Airport /MoreRNO
Integrated Master Schedule
Activities in Progress & Not Started

Print Date 17-Oct-26
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#	Activity ID	Activity Name	Start	Finish
434		LF Wall Tile - Concourse Wall Tile	04-Jun-26 A	18-Dec-26
435		Ceilings (CL23) - Suspended Wood Ceilings	13-Jan-27	23-Feb-27
436		Ceilings - Custom Can for Wood Ceilings	24-Aug-26 A	30-Nov-26
437		Ceilings (CL24/CL25) - Acoustical Panel Ceilings	13-Jan-27	23-Feb-27
438		Ceilings (CL29) - Metal Panel Suspended Ceilings	31-Aug-26 A	23-Feb-27
439		Carpet & Resilient Flooring (CP21/22/25) - Tile Carpeting	15-Sep-26 A	01-Dec-26
440		Carpet & Resilient Flooring (CP23/24) - Entrance Flooring Mat	15-Sep-26 A	01-Dec-26
441		Carpet & Resilient Flooring (FA21) - Resinous Flooring & Integrated 4" Cove Base	29-Sep-26 A	27-Nov-26
442		Carpet & Resilient Flooring (RT21) - BOH Breakroom/Storage/Apron Level	15-Sep-26 A	01-Dec-26
443		Carpet & Resilient Flooring (RT22/24) - Elevators & Stair Landings	15-Sep-26 A	01-Dec-26
444		Carpet & Resilient Flooring (RB21/22/24) - Rubber Base	15-Sep-26 A	01-Dec-26
445		Terrazo Flooring	07-Jul-26 A	09-Apr-27
446		Epoxy Flooring	29-Sep-26 A	27-Nov-26
447		Division 10 - Specialties	19-Feb-26 A	25-Feb-28
448		Wayfinding Signage	19-Feb-26 A	12-Jan-27
449		Code Required Signage	19-Feb-26 A	12-Jan-27
450		Gate Signage	19-Feb-26 A	12-Jan-27
451		Exterior Signage	19-Feb-26 A	12-Jan-27
452		Plastic Laminate (Phenolic)	27-Aug-26 A	01-Dec-26
453		Plastic Laminate (High Pressure Laminate)	27-Aug-26 A	01-Dec-26
454		Operable Walls	28-Jul-26 A	25-Feb-28
455		Division 14 - Elevators	26-Aug-26 A	07-Apr-27
456		Elevator 1 - Concourse A	26-Aug-26 A	07-Apr-27
457		Elevator 2 - Concourse A	26-Aug-26 A	02-Mar-27
458		Elevator 3 - Concourse B	26-Aug-26 A	07-Apr-27
459		Elevator 4 - Concourse B	26-Aug-26 A	07-Apr-27
460		Division 21 - Fire Suppression	17-Jun-26 A	22-Jan-27
461		Fire Suppression Systems (Deferred) - Concourse A	16-Sep-26 A	20-Nov-26
462		Fire Riser Equipmen - Concourse A	17-Jun-26 A	14-Jan-27
463		Fire Suppression Systems (Deferred) - Concourse B	16-Sep-26 A	22-Jan-27
464		Division 22 - Plumbing	13-Mar-26 A	18-Feb-28
465		Sump Pump - Concourse A	18-Mar-26 A	06-Jan-27
466		Sump Pump Concourse B	18-Mar-26 A	05-Jan-28
467		Water Heater (1/2/3/4) - Concourse A	15-May-26 A	01-Sep-27
468		Electronic Mixing Valve (1/2) - Concourse A	05-Jun-26 A	22-Mar-27
469		Electronic Mixing Valve (1/2) - Concourse B	05-Jun-26 A	08-Oct-27



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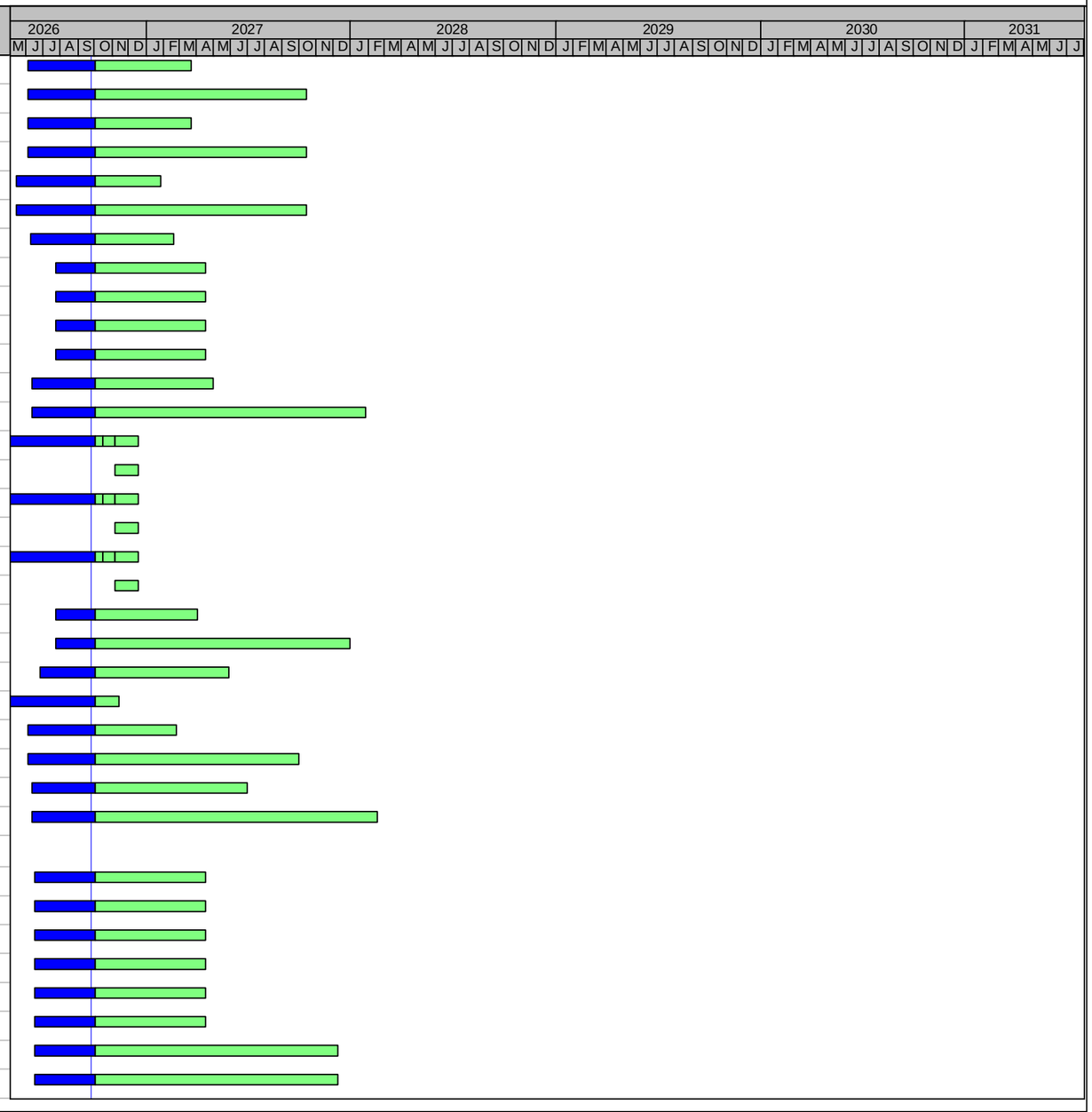
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#	Activity ID	Activity Name	Start	Finish
470		Circulation Pump (1/2) - Concourse A	05-Jun-26 A	22-Mar-27
471		Circulation Pump (1/2) - Concourse B	05-Jun-26 A	15-Oct-27
472		Expansion Tank (1/2) - Concourse A	05-Jun-26 A	22-Mar-27
473		Expansion Tank (1/2) - Concourse B	05-Jun-26 A	15-Oct-27
474		Water Meter (1/2) - Concourse A	15-May-26 A	28-Jan-27
475		Water Meter (1/2) - Concourse B	15-May-26 A	15-Oct-27
476		Electronic Heat Trace (1-4) - Concourse B	10-Jun-26 A	19-Feb-27
477		WC (1/2) Water Closet - Concourse A	24-Jul-26 A	16-Apr-27
478		WC (1/2) Water Closet - Concourse B	24-Jul-26 A	16-Apr-27
479		UR (1/2) Urinal - Concourse A	24-Jul-26 A	16-Apr-27
480		UR (1/2) Urinal - Concourse B	24-Jul-26 A	16-Apr-27
481		L-1 Restroom - Concourse A	11-Jun-26 A	30-Apr-27
482		L-1 Restroom - Concourse B	11-Jun-26 A	28-Jan-28
483		L-2 Restroom - Concourse A	13-Mar-26 A	18-Dec-26
484		L-2 Restroom - Concourse B	05-Nov-26	18-Dec-26
485		L-5 Family Room - Concourse A	13-Mar-26 A	18-Dec-26
486		L-5 Family Room - Concourse B	05-Nov-26	18-Dec-26
487		L6 Pet Relief - Concourse A	13-Mar-26 A	18-Dec-26
488		L6 Pet Relief - Concourse B	05-Nov-26	18-Dec-26
489		S-1 Sink - Concourse A	24-Jul-26 A	02-Apr-27
490		S-1 Sink - Concourse B	24-Jul-26 A	30-Dec-27
491		S-2 Counter w/ Sink - Concourse A	26-Jun-26 A	28-May-27
492		RD-1/ORD-1 Roof Drain and Overflow - Concourse A	14-Apr-26 A	13-Nov-26
493		WHA-"X"/BFP-1 Water Hammer Arrester / Backflow - Concourse A	05-Jun-26 A	23-Feb-27
494		WHA-"X"/BFP-1 Water Hammer Arrester / Backflow - Concourse B	05-Jun-26 A	30-Sep-27
495		EWC-1 Electric Water Cooler - Concourse A	11-Jun-26 A	30-Jun-27
496		EWC-1 Electric Water Cooler - Concourse B	11-Jun-26 A	18-Feb-28
497		Division 23 - Mechanical	16-Jun-26 A	10-Dec-27
498		VAV @ AHU A-1	16-Jun-26 A	16-Apr-27
499		VAV @ AHU A-2	16-Jun-26 A	16-Apr-27
500		VAV @ AHU A-3	16-Jun-26 A	16-Apr-27
501		VAV @ AHU A-4	16-Jun-26 A	16-Apr-27
502		VAV @ AHU A-5	16-Jun-26 A	16-Apr-27
503		VAV @ AHU A-6	16-Jun-26 A	16-Apr-27
504		VAV @ AHU B-1	16-Jun-26 A	10-Dec-27
505		VAV @ AHU B-2	16-Jun-26 A	10-Dec-27



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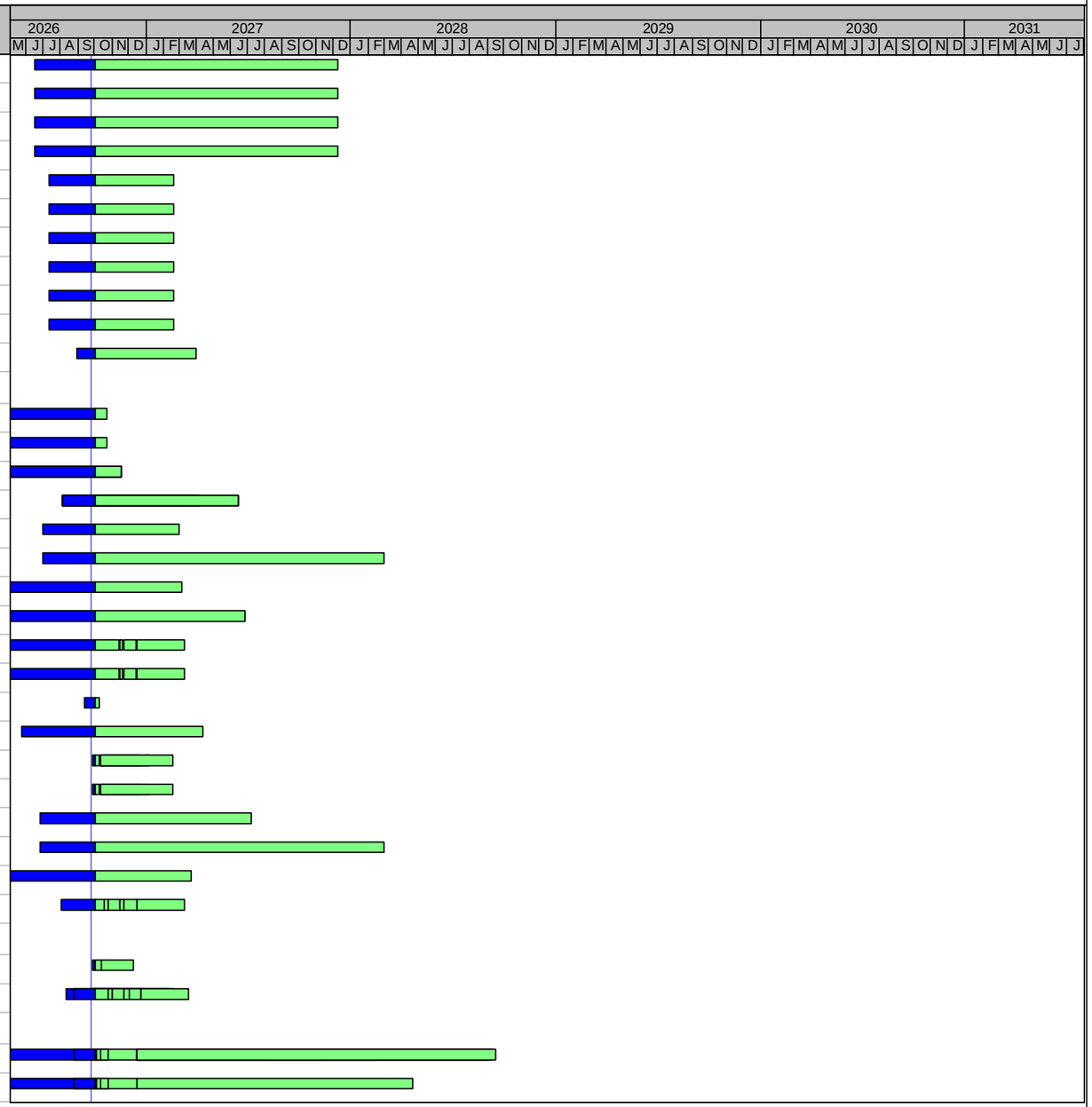
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#	Activity ID	Activity Name	Start	Finish
506		VAV @ AHU B-3	16-Jun-26 A	10-Dec-27
507		VAV @ AHU B-4	16-Jun-26 A	10-Dec-27
508		VAV @ AHU B-5	16-Jun-26 A	10-Dec-27
509		VAV @ AHU B-6	16-Jun-26 A	10-Dec-27
510		Fan Coil Unit (Price BHP 12)	13-Jul-26 A	19-Feb-27
511		Fan Coil Unit (Price BHP 16)	13-Jul-26 A	19-Feb-27
512		Fan Coil Unit (Price BHP 20)	13-Jul-26 A	19-Feb-27
513		Fan Coil Unit (Price BHP 30)	13-Jul-26 A	19-Feb-27
514		Fan Coil Unit (Price BHP 40)	13-Jul-26 A	19-Feb-27
515		Fan Coil Unit (Daikin)	13-Jul-26 A	19-Feb-27
516		Fixed Louvers (Deferred)	31-Aug-26 A	31-Mar-27
517		Division 26 - Electrical	02-Feb-26 A	01-Mar-28
518		Transformers - Concourse A	28-Apr-26 A	23-Oct-26
519		Transformers - Concourse B	28-Apr-26 A	23-Oct-26
520		Electrical Panels - Concourse A	28-Apr-26 A	18-Nov-26
521		Electrical Panels - Concourse B	05-Aug-26 A	15-Jun-27
522		Automatic Transfer Switches - Concourse A	01-Jul-26 A	01-Mar-27
523		Automatic Transfer Switches - Concourse B	01-Jul-26 A	01-Mar-28
524		Surge Arrestors - Concourse A	04-Mar-26 A	05-Mar-27
525		Surge Arrestors - Concourse B	04-Mar-26 A	25-Jun-27
526		Lighting Control Devices - Concourse A	02-Feb-26 A	10-Mar-27
527		Lighting Control Devices - Concourse B	02-Feb-26 A	10-Mar-27
528		MV Cable	14-Sep-26 A	09-Oct-26
529		Raceways & General - Concourse B	25-May-26 A	12-Apr-27
530		Light Fixtures - Concourse A	28-Sep-26 A	17-Feb-27
531		Light Fixtures - Concourse B	28-Sep-26 A	17-Feb-27
532		Generator - Concourse A	25-Jun-26 A	07-Jul-27
533		Generator - Concourse B	25-Jun-26 A	01-Mar-28
534		UPS	20-Mar-26 A	22-Mar-27
535		Musco Lights	03-Aug-26 A	11-Mar-27
536		Division 28 - Electronic Safety & Security	11-Aug-26 A	18-Mar-27
537		Fire Detection & Alarm (Deferred)	28-Sep-26 A	09-Dec-26
538		Low Voltage Equipment	11-Aug-26 A	18-Mar-27
539		Division 44 - Passenger Boarding Bridges	02-Feb-26 A	14-Sep-28
540		Passenger Boarding Bridges - Concourse A	02-Feb-26 A	14-Sep-28
541		Passenger Boarding Bridges - Concourse B	02-Feb-26 A	21-Apr-28



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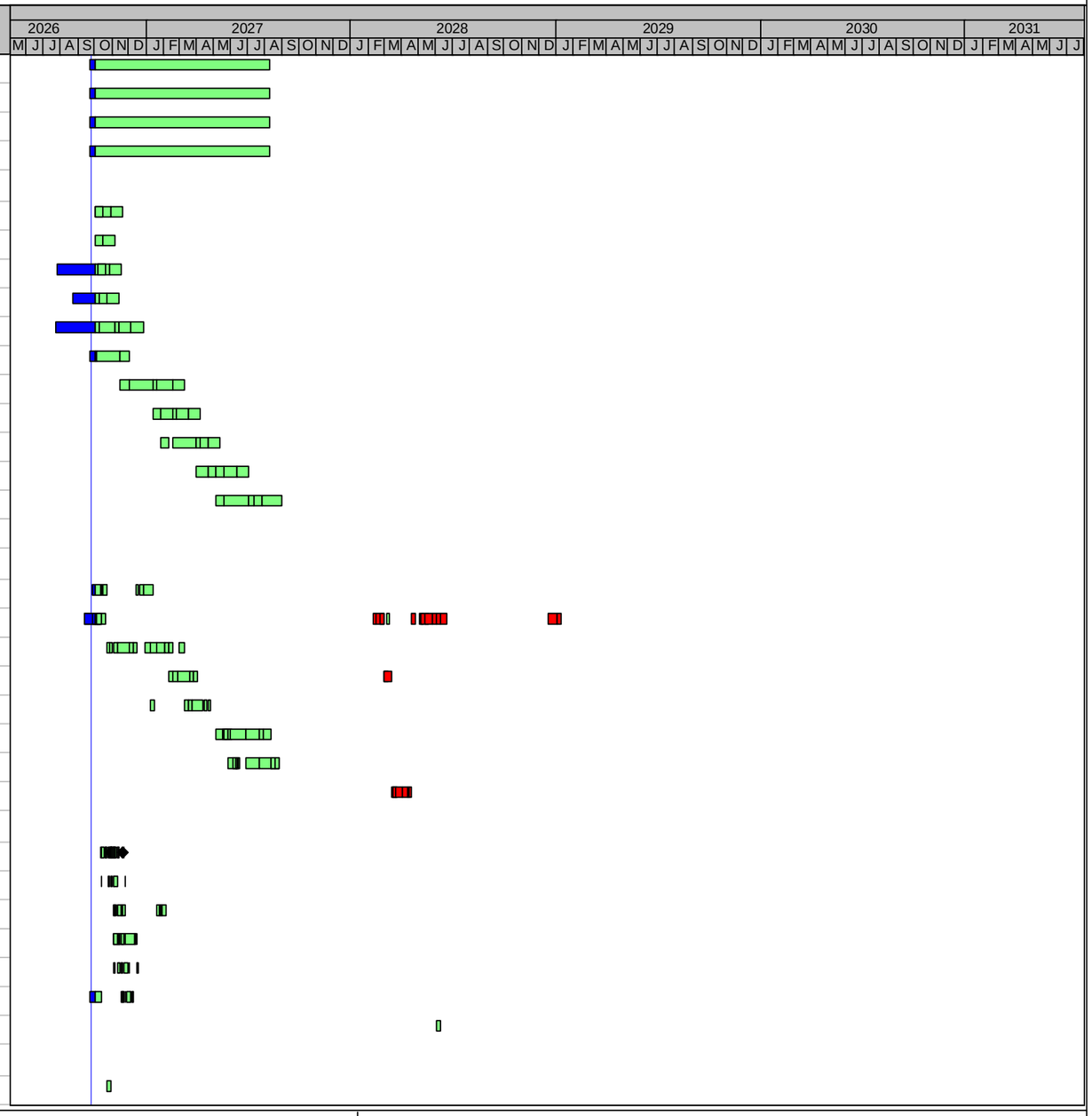
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#	Activity ID	Activity Name	Start	Finish
542		Wheelchair Lifts - Concourse A	23-Sep-26 A	10-Aug-27
543		Wheelchair Lifts - Concourse B	23-Sep-26 A	10-Aug-27
544		Bag Slides - Concourse A	23-Sep-26 A	10-Aug-27
545		Bag Slides - Concourse B	23-Sep-26 A	10-Aug-27
546		VDC Coordination	23-Jul-26 A	30-Aug-27
547		Concourse A - Level 1 Apron - RCP Hangers & Seismic	01-Oct-26	19-Nov-26
548		Concourse A - Level 2 Concourse - Deck Inserts/Ext Encl	01-Oct-26	05-Nov-26
549		Concourse A - Level 2 Concourse - RCP Hangers & Seismic	27-Jul-26 A	17-Nov-26
550		Concourse A - Roof Level	24-Aug-26 A	12-Nov-26
551		Concourse B - UG/Site Utilities	23-Jul-26 A	28-Dec-26
552		Concourse B - Steel Coordination	23-Sep-26 A	01-Dec-26
553		Concourse B - Level 1 Apron - Deck Inserts/Ext Encl	16-Nov-26	11-Mar-27
554		Concourse B - Level 1 Apron - RCP Hangers & Seismic	14-Jan-27	08-Apr-27
555		Concourse B - Level 2 Concourse - Deck Inserts/Ext Encl	28-Jan-27	13-May-27
556		Concourse B - Level 2 Concourse - RCP Hangers & Seismic	01-Apr-27	02-Jul-27
557		Concourse B - Roof Level	06-May-27	30-Aug-27
558		New Gen Concourse A - GMP #2	14-Sep-26 A	07-Mar-29
559		Site - New Gen Concourse A - GMP #2	14-Sep-26 A	11-Jan-29
560		Standalone Mockups	28-Sep-26 A	12-Jan-27
561		Site Preparation	14-Sep-26 A	11-Jan-29
562		Zone C - Site - New Gen Concourse A	23-Oct-26	10-Mar-27
563		Zone A - Site - New Gen Concourse A	10-Feb-27	15-Mar-28
564		Apron Sequence P3S1 - Site Finishes	08-Jan-27	27-Apr-27
565		Apron Sequence P3S2 - Site Finishes	06-May-27	11-Aug-27
566		Apron Sequence P3S3 - Site Finishes	27-May-27	25-Aug-27
567		Apron Sequence P4S1 - Site Finishes	15-Mar-28	18-Apr-28
568		MV Electrical Phasing - New Gen Concourse A	23-Sep-26 A	08-Jun-28
569		Phase 3	12-Oct-26	23-Nov-26
570		Phase 4	13-Oct-26	24-Nov-26
571		Phase 5	03-Nov-26	05-Feb-27
572		Phase 6	03-Nov-26	16-Dec-26
573		Phase 7	05-Nov-26	18-Dec-26
574		Phase 8	23-Sep-26 A	08-Dec-26
575		Phase 10	02-Jun-28	08-Jun-28
576		Substructure - New Gen Concourse A	24-Sep-26 A	06-Sep-28
577		Zone D & Zone C1 (FS1) - Substructure - New Gen Concourse A	23-Oct-26	29-Oct-26



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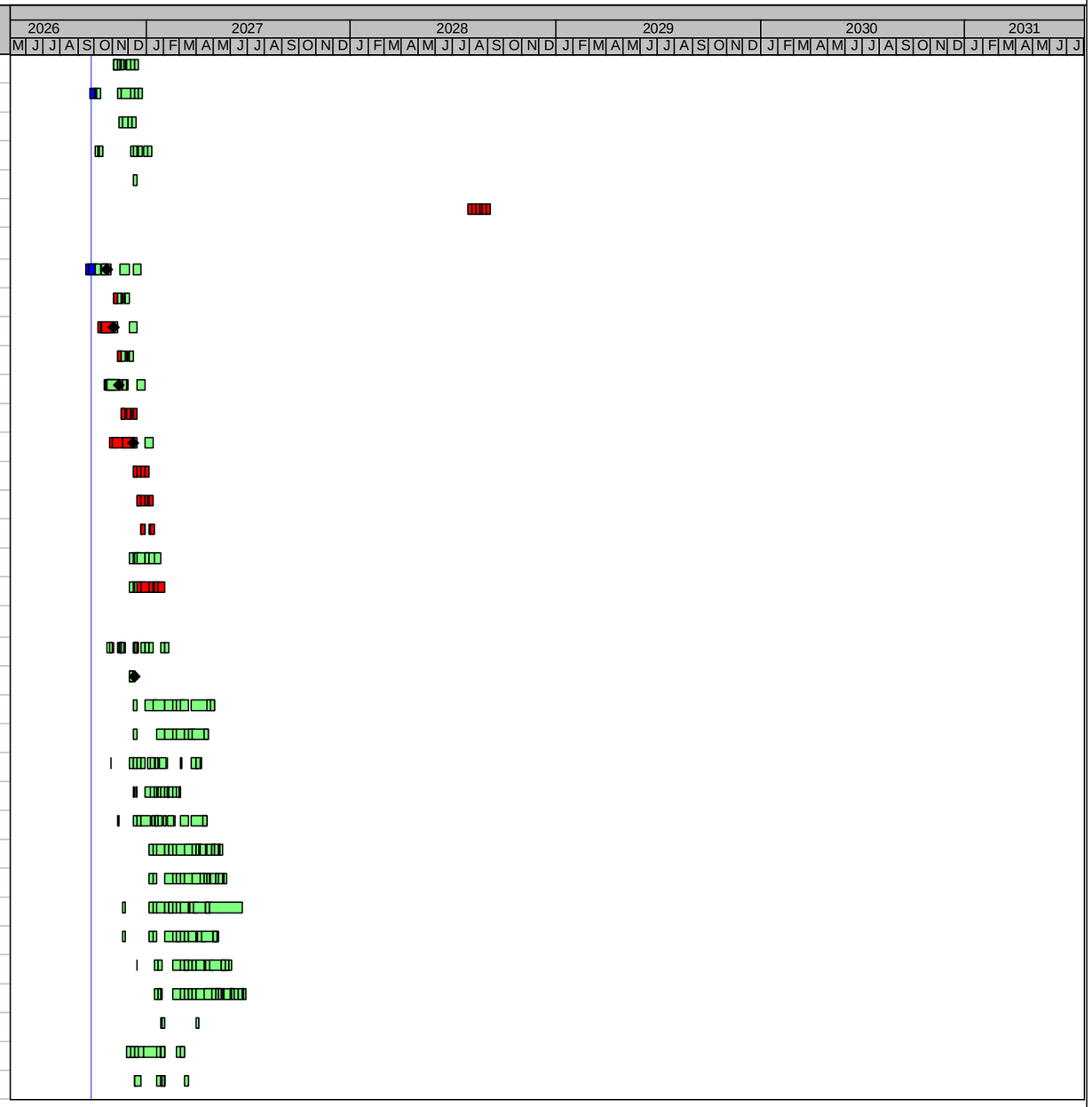
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#	Activity ID	Activity Name	Start	Finish
578		Zone C2 (FS2) - Substructure - New Gen Concourse A	05-Nov-26	17-Dec-26
579		Zone B1 (FS3) - Substructure - New Gen Concourse A	24-Sep-26 A	24-Dec-26
580		Zone B2 (FS4) - Substructure - New Gen Concourse A	13-Nov-26	14-Dec-26
581		Zone A1 (FS5) - Substructure - New Gen Concourse A	01-Oct-26	11-Jan-27
582		Zone A2 (FS6) - Substructure - New Gen Concourse A	08-Dec-26	15-Dec-26
583		North PBB (After Building Demo)	27-Jul-28	06-Sep-28
584		Superstructure - New Gen Concourse A	15-Sep-26 A	03-Feb-27
585		Sequence 1 (GL1-6/GS-MS) - Superstructure - New Gen A Concourse	15-Sep-26 A	23-Dec-26
586		Slab on Metal Deck - SEQ 1 (GL1-3.6/FS-JS)	05-Nov-26	02-Dec-26
587		Sequence 2 (GL6-10/JS-MS)) - Superstructure - New Gen A Concourse	08-Oct-26	15-Dec-26
588		Slab on Metal Deck - SEQ 2 (GL1-5/JS-MS)	12-Nov-26	09-Dec-26
589		Sequence 3 (GL10-13A/JS-MS) - Superstructure - New Gen A Concourse	19-Oct-26	30-Dec-26
590		Slab on Metal Deck - SEQ 3 (GL5-9/JS-MS)	19-Nov-26	16-Dec-26
591		Sequence 4 (GL13B-17/JS-NS) - Superstructure - New Gen A Concourse	27-Oct-26	14-Jan-27
592		Slab on Metal Deck - SEQ 4 (GL9-13A/JS-MS)	08-Dec-26	06-Jan-27
593		Slab on Metal Deck - SEQ 5 (GL13A-16/JS-NS)	15-Dec-26	13-Jan-27
594		Slab on Metal Deck - POUR 6 (GL16-17/JS-NS)	22-Dec-26	15-Jan-27
595		Fireproofing Apron Level	03-Dec-26	27-Jan-27
596		Fireproofing Concourse Level	03-Dec-26	03-Feb-27
597		Exterior Enclosure - New Gen Concourse A - GMP #2	23-Oct-26	29-Jun-27
598		Temporary Enclosure (For SOMD & Fireproofing Activities) - Concourse & Apron Leve	23-Oct-26	10-Feb-27
599		Temporary Infrastructure Measures	01-Dec-26	11-Dec-26
600		Clearstory (139' to 153' - 4") - All Elevation - Zone C/B	08-Dec-26	04-May-27
601		Clearstory (139' to 153' - 4") - All Elevation - Zone A	08-Dec-26	22-Apr-27
602		Concourse Level (116' to 153' - 4") - West Elevation - Zone D/C	30-Oct-26	09-Apr-27
603		Apron Level (98' to 116') - West Elevation - Zone C	10-Dec-26	03-Mar-27
604		Concourse Level (116' to 139' - 9 1/2") - East Elevation - Zone D/C	12-Nov-26	20-Apr-27
605		Apron Level (98' to 116') - South Elevation - Zone C/B	06-Jan-27	18-May-27
606		Apron Level (98' to 116') - North Elevation - Zone C/B	06-Jan-27	25-May-27
607		Concourse Level (116' to 139' - 9 1/2") - South Elevation - Zone C/B	20-Nov-26	21-Jun-27
608		Concourse Level (116' to 139' - 9 1/2") - North Elevation - Zone C/B	20-Nov-26	11-May-27
609		Concourse Level (116' to 153 - 4") - East - Zone A (All Elevations)	15-Dec-26	02-Jun-27
610		Apron Level (98' to 116') - East Elevation - Zone A	15-Jan-27	29-Jun-27
611		Low Roof - North of K Line - Zone D Connector	26-Jan-27	05-Apr-27
612		Low Roof - North of K Line - Zone D/C/B	27-Nov-26	11-Mar-27
613		Low Roof - North of K Line - Zone A	10-Dec-26	18-Mar-27



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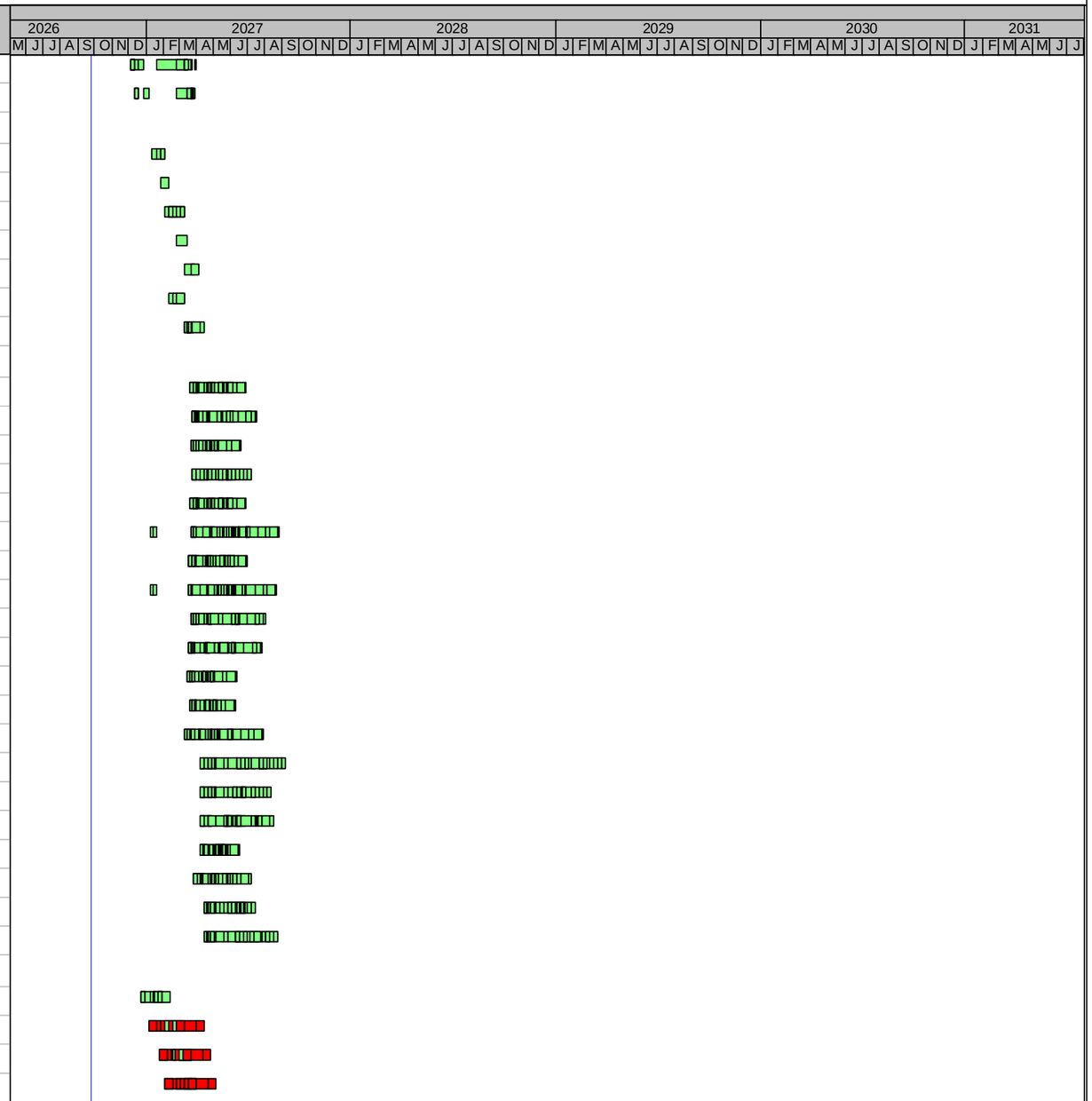
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614		High Roof - South of K Line - Zone C/B	04-Dec-26	01-Apr-27
615		High Roof - South of K Line - Zone A	11-Dec-26	30-Mar-27
616		Production Rough-In / Framing - New Gen Concourse A - Apron Level - GMP #2	11-Jan-27	14-Apr-27
617		Apron Level - Production Rough-In - Hydronic Piping	11-Jan-27	03-Feb-27
618		Apron Level - Production Rough-In - Fire Sprinkler	26-Jan-27	09-Feb-27
619		Apron Level - Production Rough-In - Ductwork	02-Feb-27	09-Mar-27
620		Apron Level - Production Rough-In - Electircal	23-Feb-27	16-Mar-27
621		Apron Level - Production Rough-In - Low Voltage	09-Mar-27	06-Apr-27
622		Apron Level - Production Rough-In - Plumbing	09-Feb-27	09-Mar-27
623		Apron Level - Production Framing	09-Mar-27	14-Apr-27
624		Interior Build-Out - New Gen Concourse A - Apron Level - GMP #2	08-Jan-27	07-Sep-27
625		Apron Level - Mechanical Rm CA104MR - Zone C	19-Mar-27	29-Jun-27
626		Apron Level - Tech Rm CA105TR - Zone C	24-Mar-27	16-Jul-27
627		Apron Level - Elevator Control CA110EC - Zone C (West Elevator)	23-Mar-27	18-Jun-27
628		Apron Level - Rm Build-Out (Recycle/Gaming/Storage) - Zone C	24-Mar-27	08-Jul-27
629		Apron Level - Mechanical Rm CA112MR - Zone C/B	19-Mar-27	29-Jun-27
630		Apron Level - Electrical Rm CA122ER - Zone C/B	08-Jan-27	26-Aug-27
631		Apron Level - Mechanical Rm CA126MR - Zone B	17-Mar-27	01-Jul-27
632		Apron Level - Electrical Rm CA127ER - Zone B	08-Jan-27	20-Aug-27
633		Apron Level - Tech Rm CA123TR - Zone B	23-Mar-27	02-Aug-27
634		Apron Level - Tech Rm CA128TR - Zone B	17-Mar-27	27-Jul-27
635		Apron Level - Elevator Control CA139EC - Zone B (East Elevator)	16-Mar-27	11-Jun-27
636		Apron Level - Fire Riser Rm CA130FR - Zone B	19-Mar-27	09-Jun-27
637		Apron Level - Emergency Elect CA134EE - Zone B	11-Mar-27	28-Jul-27
638		Apron Level - Rm Build-Out (WN Spaces) - Zone B	07-Apr-27	07-Sep-27
639		Apron Level - Rm Build-Out (RTAA & Concesions Storage) - Zone B	07-Apr-27	11-Aug-27
640		Apron Level - Rm Build-Out (Men's & Women's RR CA135 & CA137) - Zone B	07-Apr-27	17-Aug-27
641		Apron Level - Nursing Room CA138 - Zone B	07-Apr-27	17-Jun-27
642		Apron Level - Mechanical Rm CA142MR - Zone B/A	26-Mar-27	07-Jul-27
643		Apron Level - Rm Build-Out (DL/SY Airline Spaces) - Zone A	14-Apr-27	15-Jul-27
644		Apron Level - Corridors & Vestibules - All Zones	14-Apr-27	24-Aug-27
645		Production Rough-In / Framing - New Gen Concourse A - Concourse Level - GMP #2	23-Dec-26	05-May-27
646		Concourse Level - Production Rough-In / Framing - Zone D	23-Dec-26	12-Feb-27
647		Concourse Level - Production Rough-In / Framing - Zone C	07-Jan-27	14-Apr-27
648		Concourse Level - Production Rough-In / Framing - Zone B	25-Jan-27	26-Apr-27
649		Concourse Level - Production Rough-In / Framing - Zone A	03-Feb-27	05-May-27



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Activities in Progress & Not Started

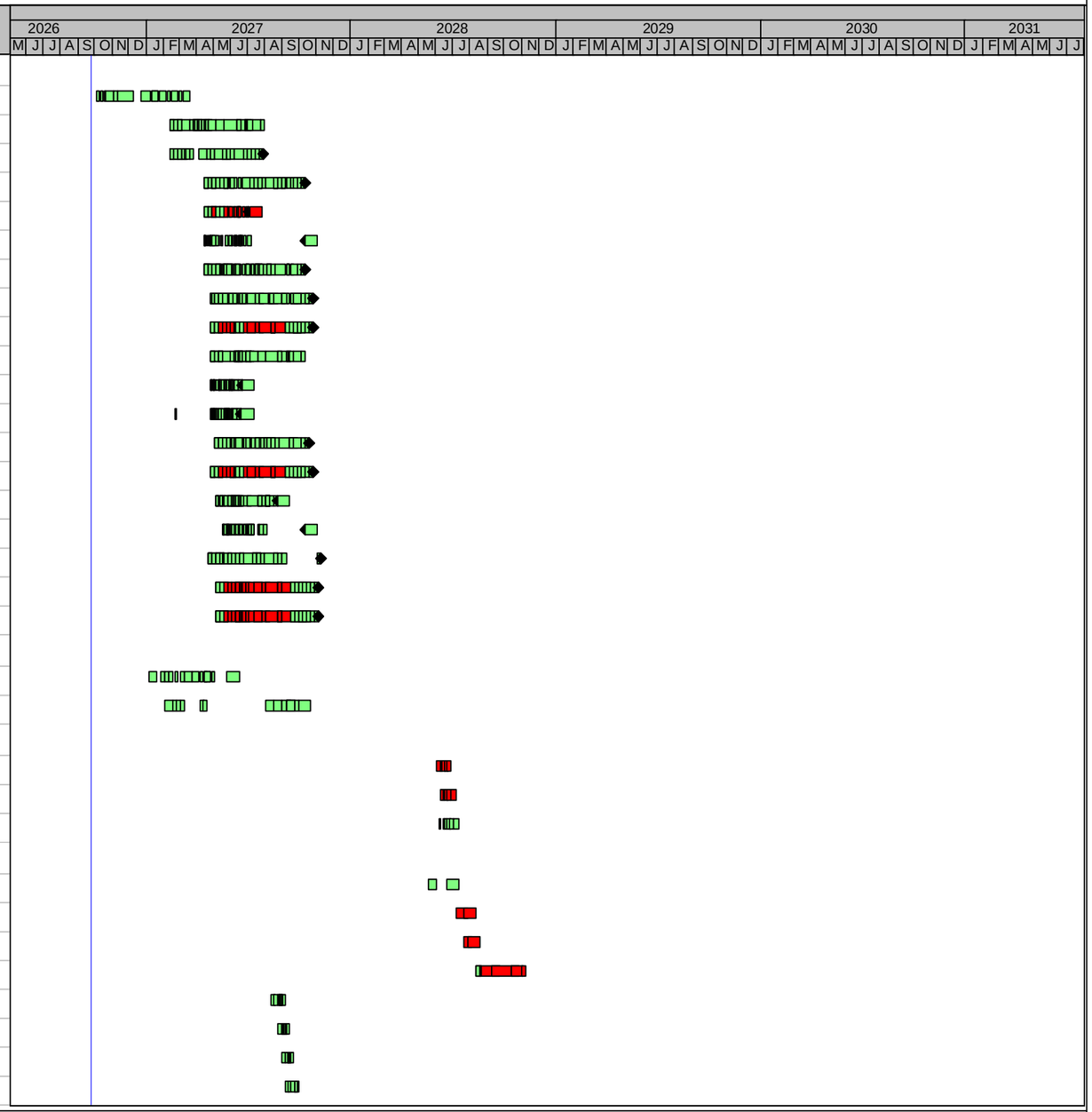
Reno Tahoe Airport Integrated Schedule
As of October 1, 2026
GTC, HQ, CUP NewGEN A&B & TSA

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

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

Print Date 17-Oct-26
Data Date 01-Oct-26

#	Activity ID	Activity Name	Start	Finish
650		**Interior Build-Out - New Gen Concourse A - Concourse Level - GMP #2**	05-Oct-26	09-Nov-27
651		**Concourse Level - Existing Connector New Gen B - Zone D/E**	05-Oct-26	19-Mar-27
652		**Concourse Level - Men's & Women's RR/JC/Pet Relief - CA201 Thru CA206) - Zone D**	12-Feb-27	30-Jul-27
653		**Concourse Level - Circulation - Zone D**	12-Feb-27	29-Jul-27
654		**Concourse Level - Concession Seating / F&B Kitchens CA208 thru CA211 - Zone C**	15-Apr-27	12-Oct-27
655		**Concourse Level - Concession CA214 - Zone C**	15-Apr-27	26-Jul-27
656		**Concourse Level - Gaming CA218 - Zone C**	15-Apr-27	02-Nov-27
657		**Concourse Level - Circulation / Vestibules - Zone C**	15-Apr-27	12-Oct-27
658		**Concourse Level - Hold Rooms Gates A1 & A3 - Zone C/B**	26-Apr-27	26-Oct-27
659		**Concourse Level - Hold Rooms Gates A2 & A4 - Zone C/B**	26-Apr-27	26-Oct-27
660		**Concourse Level - Men's & Women's RR/JC/Family Room - CA239 Thru CA242) - Zone**	26-Apr-27	12-Oct-27
661		**Concourse Level - Concession Retail CA243 - Zone B**	26-Apr-27	13-Jul-27
662		**Concourse Level - Concession CA233 - Zone B**	22-Feb-27	12-Jul-27
663		**Concourse Level - Circulation / Vestibules - Zone B**	03-May-27	19-Oct-27
664		**Concourse Level - Hold Rooms Gates A5 & A7 - Zone B**	26-Apr-27	26-Oct-27
665		**Concourse Level - Concesion Seating / F&B Kitches CA258/CA259 - Zone A**	05-May-27	14-Sep-27
666		**Concourse Level - Gaming CA251 - Zone A**	18-May-27	02-Nov-27
667		**Concourse Level - Circulation - Zone A**	21-Apr-27	09-Nov-27
668		**Concourse Level - Hold Rooms Gates A6 & A8 - Zone A**	05-May-27	04-Nov-27
669		**Concourse Level - Hold Rooms Gates A9, A10, A11 & A12 - Zone A**	05-May-27	04-Nov-27
670		**Interior Build-Out - New Gen Concourse A - Vertical Shafts**	07-Jan-27	20-Oct-27
671		**Stair Shaft CA216ST / West Elevator Shaft / MEP Shaft - Zone C**	07-Jan-27	16-Jun-27
672		**Stair Shaft CA244ST / East Elevator Shaft / MEP Shaft - Zone B**	03-Feb-27	20-Oct-27
673		**Demolition Existing Concourse B - New Gen Concourse A - GMP #2-1**	02-Jun-28	11-Jul-28
674		**Area AG**	02-Jun-28	27-Jun-28
675		**Area AH**	08-Jun-28	06-Jul-28
676		**Area D**	06-Jun-28	11-Jul-28
677		**Ramp Services / Civil / Site Finishes (Phase 5-6) - New Gen Concourse A - GMP #2**	11-Aug-27	01-Feb-29
678		**Zone AG / TB**	18-May-28	12-Jul-28
679		**Zone AH / TA**	06-Jul-28	10-Aug-28
680		**Zone D**	20-Jul-28	17-Aug-28
681		**Apron Concrete P6S2**	10-Aug-28	07-Nov-28
682		**Gate A1**	11-Aug-27	07-Sep-27
683		**Gate A3**	23-Aug-27	14-Sep-27
684		**Gate A5**	30-Aug-27	21-Sep-27
685		**Gate A7**	07-Sep-27	01-Oct-27



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Activities in Progress & Not Started

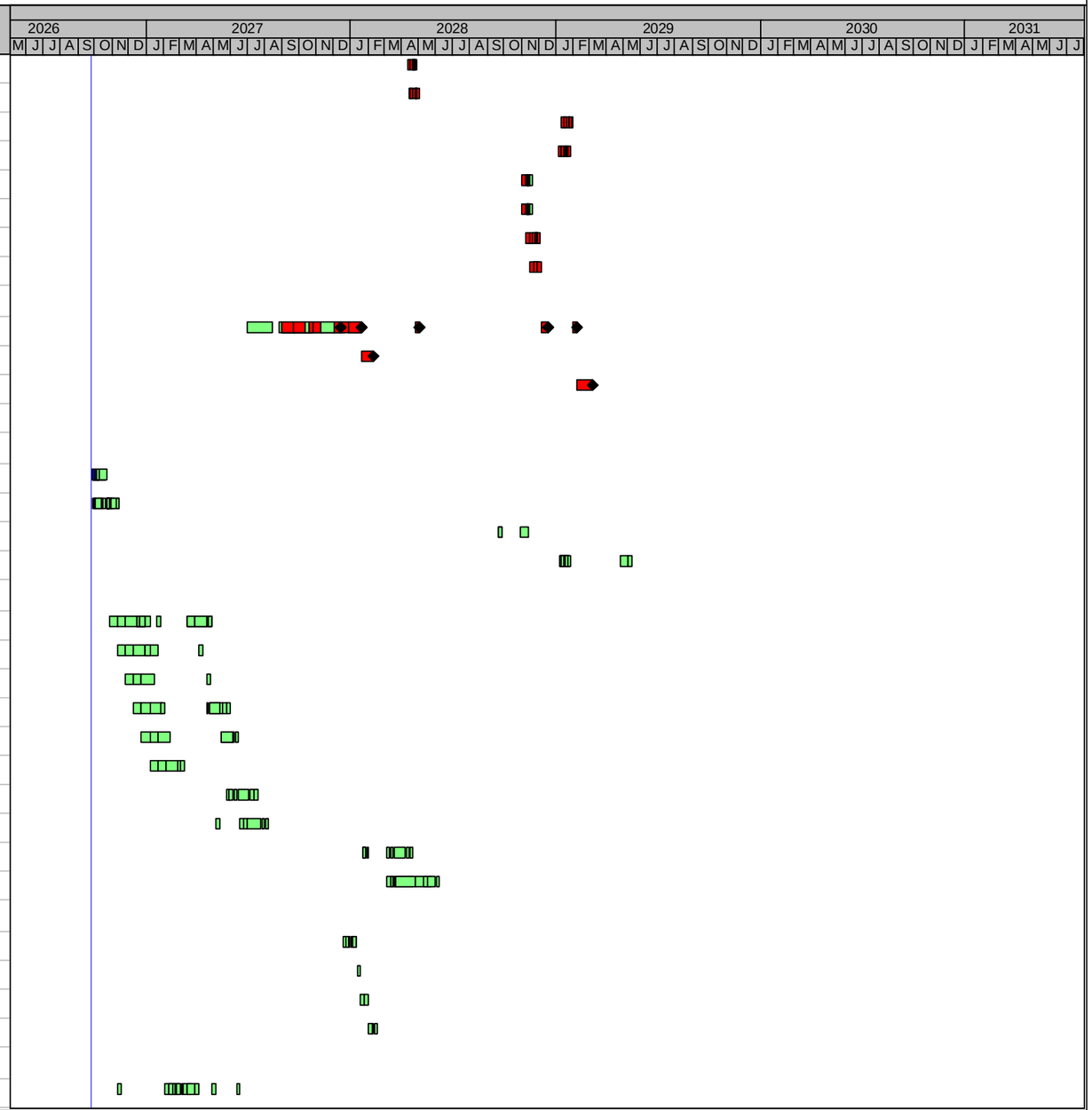
Reno Tahoe Airport Integrated Schedule
As of October 1, 2026
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Actual Work
Remaining Level of Effort
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Reno-Tahoe International Airport /MoreRNO
Integrated Master Schedule
Activities in Progress & Not Started

Print Date 17-Oct-26
Data Date 01-Oct-26

#	Activity ID	Activity Name	Start	Finish
686		Gate A9	12-Apr-28	28-Apr-28
687		Gate A11	14-Apr-28	03-May-28
688		Gate A12	10-Jan-29	01-Feb-29
689		Gate A10	05-Jan-29	26-Jan-29
690		Gate A2	31-Oct-28	20-Nov-28
691		Gate A4	02-Nov-28	20-Nov-28
692		Gate A6	09-Nov-28	04-Dec-28
693		Gate A8	16-Nov-28	05-Dec-28
694		Completion / Testing & Inspections - New Gen Concourse A	01-Jul-27	07-Mar-29
695		Start-Up / Testing / Cx - New Gen Concourse A - GMP #2	01-Jul-27	08-Feb-29
696		Partially Operational - South Gates - New Gen Concourse A	20-Jan-28	10-Feb-28
697		Substantial Completion - Fully Operational - New Gen Concourse A	08-Feb-29	07-Mar-29
698		New Gen Concourse B - GMP #2	28-Sep-26 A	23-Jul-29
699		Site Preparation	28-Sep-26 A	17-May-29
700		Phase 2	28-Sep-26 A	22-Oct-26
701		Phase 3	28-Sep-26 A	12-Nov-26
702		Phase 7	21-Sep-28	13-Nov-28
703		Phase 8	08-Jan-29	17-May-29
704		Civil	27-Oct-26	07-Jun-28
705		Zone J	27-Oct-26	28-Apr-27
706		Zone K	10-Nov-26	12-Apr-27
707		Zone L	24-Nov-26	26-Apr-27
708		Zone BH	09-Dec-26	01-Jun-27
709		Zone BG	23-Dec-26	15-Jun-27
710		Zone BF / BE West	08-Jan-27	10-Mar-27
711		Apron Sequence P4S2 - Site Finishes	25-May-27	19-Jul-27
712		Apron Sequence P5S3 - Site Finishes	06-May-27	06-Aug-27
713		Apron Sequence P6S1 - Site Finishes	24-Jan-28	21-Apr-28
714		Apron Sequence P6S3 - Site Finishes	06-Mar-28	07-Jun-28
715		MV Electrical Phasing - New Gen Concourse B	20-Dec-27	18-Feb-28
716		Phase 9	20-Dec-27	12-Jan-28
717		Phase 11	13-Jan-28	18-Jan-28
718		Phase 12	19-Jan-28	01-Feb-28
719		Phase 13	02-Feb-28	18-Feb-28
720		Substructure	10-Nov-26	22-Mar-29
721		Zone H && Zone J West (FS1)	10-Nov-26	17-Jun-27



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Activities in Progress & Not Started

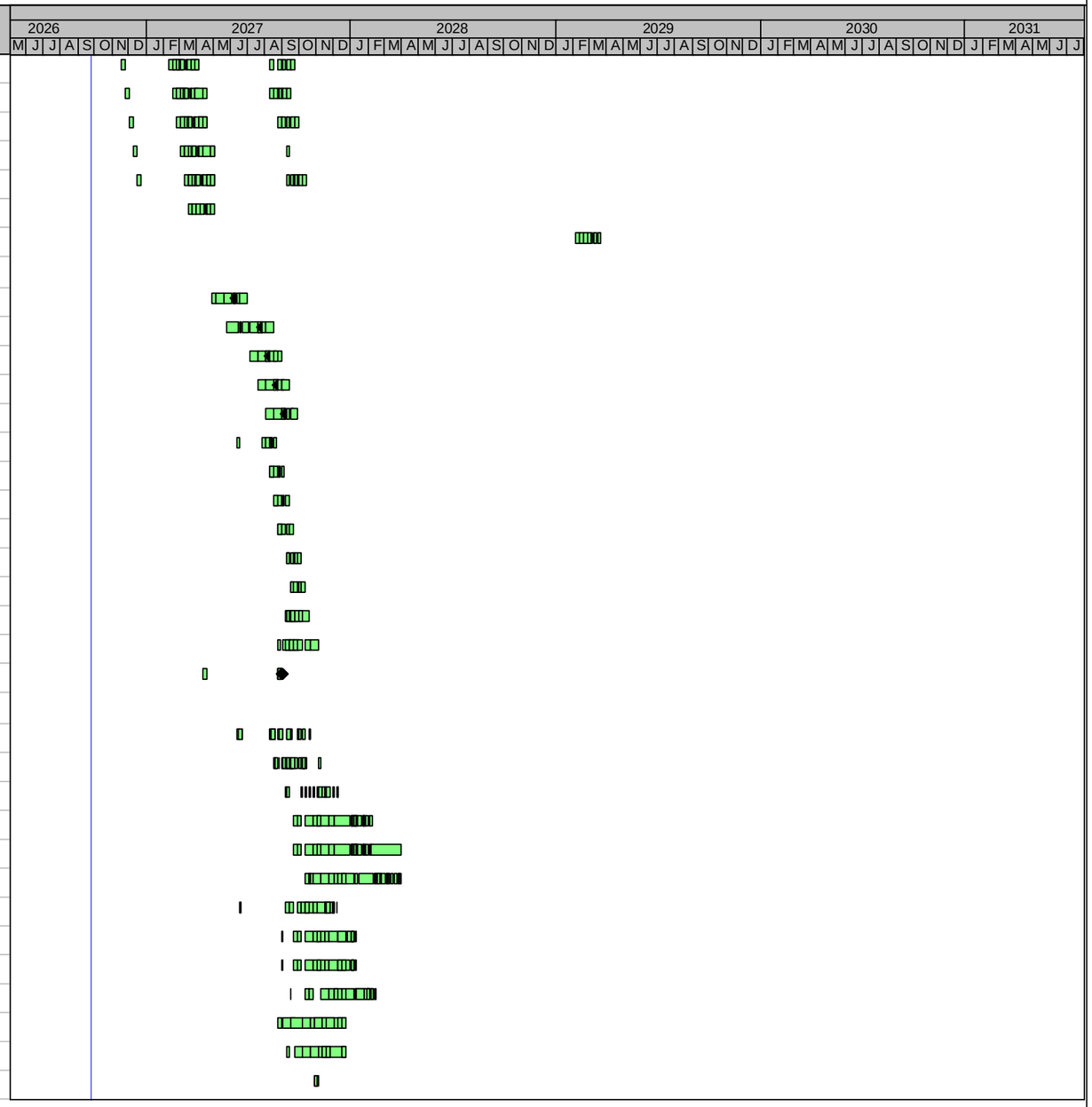
Reno Tahoe Airport Integrated Schedule
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Reno-Tahoe International Airport /MoreRNO
Integrated Master Schedule
Activities in Progress & Not Started

Print Date 17-Oct-26
Data Date 01-Oct-26

#	Activity ID	Activity Name	Start	Finish
722		Zone J East (FS2)	17-Nov-26	23-Sep-27
723		Zone K West (FS3)	24-Nov-26	16-Sep-27
724		Zone K East (FS4)	02-Dec-26	30-Sep-27
725		Zone L South (FS5)	09-Dec-26	14-Sep-27
726		Zone L North (FS6)	16-Dec-26	14-Oct-27
727		Ancillary PBBs (Gate B12 & B10)	18-Mar-27	03-May-27
728		South PBB (After Building Demo) (Gate B9)	06-Feb-29	22-Mar-29
729		Superstructure - New Gen Concourse B	13-Apr-27	04-Nov-27
730		Sequence 1 (GL1-3.6/NN-AI)	29-Apr-27	01-Jul-27
731		Sequence 2 (GL1-4/RN-NN)	25-May-27	16-Aug-27
732		Sequence 3 (GL4-9/RN-NN)	06-Jul-27	30-Aug-27
733		Sequence 4 (GL9-13B/RN-NN)	20-Jul-27	14-Sep-27
734		Sequence 5 (GL13B-17/RN-LN)	03-Aug-27	28-Sep-27
735		Slab on Metal Deck - SOMD #1 (GL1-3.6/NN-HN)	11-Jun-27	20-Aug-27
736		Slab on Metal Deck - SOMD #2 (GL1-5/RN-NN)	10-Aug-27	03-Sep-27
737		Slab on Metal Deck - SOMD #3 (GL5-9/RN-NN)	17-Aug-27	13-Sep-27
738		Slab on Metal Deck - SOMD #4 (GL9-13B/RN-NN)	24-Aug-27	20-Sep-27
739		Slab on Metal Deck - SOMD #5 (GL13B-16/RN-LN)	08-Sep-27	04-Oct-27
740		Slab on Metal Deck - SOMD #6 (GL16-17/RN-LN)	15-Sep-27	11-Oct-27
741		Fireproofing Apron Level	07-Sep-27	19-Oct-27
742		Fireproofing Concourse Level	23-Aug-27	04-Nov-27
743		Temporary Infrastructure Measures	13-Apr-27	02-Sep-27
744		Exterior Enclosure - New Gen Concourse B	11-Jun-27	31-Mar-28
745		Temporary Enclosure (For SOMD & Fireproofing Activities) - Apron Level	11-Jun-27	22-Oct-27
746		Temporary Enclosure (For SOMD & Fireproofing Activities) - Concourse Level	16-Aug-27	09-Nov-27
747		Apron Level (98' to 116') - West Elevation - Zone J	07-Sep-27	10-Dec-27
748		Apron Level (98' to 116') - North Elevation - Zone J/K	21-Sep-27	09-Feb-28
749		Apron Level (98' to 116') - South Elevation - Zone J/K	21-Sep-27	31-Mar-28
750		Apron Level (98' to 116') - East - Zone L (All Elevations)	12-Oct-27	31-Mar-28
751		Concourse Level (116' to 153' - 4") - West Elevation - Zone J	18-Jun-27	06-Dec-27
752		Concourse Level (116' to 139' - 9 1/2") - North Elevation - Zone J/K	31-Aug-27	11-Jan-28
753		Concourse Level (116' to 139' - 9 1/2") - South Elevation - Zone J/K	31-Aug-27	11-Jan-28
754		Concourse Level (116' to 153 - 4") - East - Zone L (All Elevations)	15-Sep-27	15-Feb-28
755		Clearstory (139' to 153' - 4") - All Elevation - Zone J/K	24-Aug-27	23-Dec-27
756		Clearstory (139' to 153' - 4") - All Elevation - Zone L	08-Sep-27	23-Dec-27
757		Low Roof - South of HN Line - Zone H/J Connector	28-Oct-27	03-Nov-27



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Activities in Progress & Not Started

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

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

Print Date 17-Oct-26
Data Date 01-Oct-26

#	Activity ID	Activity Name	Start	Finish
758		Low Roof - North of QN Line - Zone J/K	24-Aug-27	17-Dec-27
759		Low Roof - North of QN Line - Zone L	31-Aug-27	04-Nov-27
760		High Roof - South of QN Line - Zone J/K	31-Aug-27	05-Jan-28
761		High Roof - South of QN Line - Zone L	21-Sep-27	03-Jan-28
762		Buildout	10-Aug-27	08-Aug-28
763		Production Rough-In / Framing - New Gen Concourse B - Apron Level - GMP #2	29-Sep-27	29-Dec-27
764		Interior Build-Out - New Gen Concourse B - Apron Level - GMP #2	11-Nov-27	16-Jun-28
765		Production Rough-In / Framing - New Gen Concourse B - Concourse Level - GMP #2	16-Sep-27	08-Feb-28
766		Interior Build-Out - New Gen Concourse B - Concourse Level - GMP #2	23-Aug-27	08-Aug-28
767		Interior Build-Out - New Gen Concourse L - Vertical Shafts	10-Aug-27	18-Apr-28
768		Demolition Existing Concourse C - Zone- New Gen Concourse B - GMP #2	08-Jan-29	15-Feb-29
769		Area BB	08-Jan-29	05-Feb-29
770		Area BA	12-Jan-29	12-Feb-29
771		Area H	17-Jan-29	15-Feb-29
772		Ramp Services / Civil / Site Finishes (Phase 7-8) - New Gen Concourse B - GMP #2	08-Jun-28	25-May-29
773		Remaining Zones BD / BE	14-Nov-28	28-Nov-28
774		Zone BB / TH	30-Jan-29	26-Feb-29
775		Zone BA / TG	06-Feb-29	05-Mar-29
776		Zone H / G	13-Feb-29	12-Mar-29
777		Zone BC / TJ	30-Jan-29	21-Feb-29
778		Apron Concrete P7S1	24-Nov-28	14-Dec-28
779		Apron Concrete P8S1	23-Feb-29	16-Apr-29
780		Apron Concrete P8S2	15-Feb-29	27-Mar-29
781		Gate B2	08-Jun-28	27-Jun-28
782		Gate B4	12-Jun-28	05-Jul-28
783		Gate B6	26-Jun-28	13-Jul-28
784		Gate B8	28-Sep-28	12-Oct-28
785		Gate B10	08-Dec-28	27-Dec-28
786		Gate B12	13-Dec-28	02-Jan-29
787		Gate B1	06-Apr-29	24-Apr-29
788		Gate B3	12-Apr-29	25-Apr-29
789		Gate B5	17-Apr-29	02-May-29
790		Gate B7	25-Apr-29	14-May-29
791		Gate B9	03-May-29	21-May-29
792		Gate B11	10-May-29	25-May-29
793		Completion / Testing & Inspections - New Gen Concourse B	19-Apr-28	23-Jul-29



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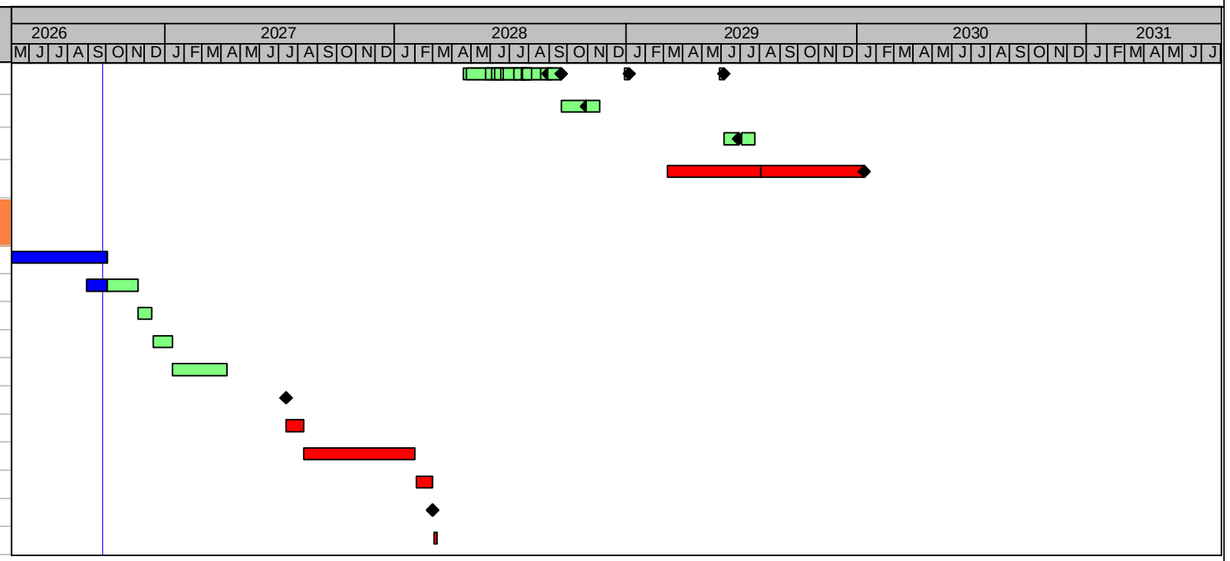
Activities in Progress & Not Started

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

Print Date 17-Oct-26
Data Date 01-Oct-26

#	Activity ID	Activity Name	Start	Finish
794		**Start-Up / Testing / Cx - New Gen Concourse B - GMP #2**	19-Apr-28	04-Jun-29
795		**Partially Operational - North Gates - New Gen Concourse B**	21-Sep-28	20-Nov-28
796		**Substantial Completion - Fully Operational - New Gen Concourse B**	05-Jun-29	23-Jul-29
797		**Closeout**	07-Mar-29	14-Jan-30
798		**TSA Space**	25-Mar-26 A	08-Mar-28
799	A1000	30% Schematic Design	25-Mar-26 A	01-Oct-26
800	A1010	60% Design Development	31-Aug-26 A	20-Nov-26
801	A1020	Issued for Permit	20-Nov-26	11-Dec-26
802	A1025	Issued for Bid	14-Dec-26	13-Jan-27
803	A1030	Issue For Construciton Package	14-Jan-27	09-Apr-27
804	A1040	HQ Project Completion		12-Jul-27*
805	A1050	HQ Move-in	13-Jul-27	09-Aug-27
806	A1060	TSA Construction	10-Aug-27	02-Feb-28
807	A1070	TSA Move-in	03-Feb-28	01-Mar-28
808	A1080	TSA Moved		01-Mar-28
809	A1090	Demo Existing Concourse B	02-Mar-28	08-Mar-28



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Activities in Progress & Not Started

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

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New Gen Overview

Data Date 9/30/2026

Approved Budget	Total Commited Costs	Net Pending Changes	Projected Total Commitments	Remaining to Commit	Expended	Estimate to Complete	Estimate at Completion
$650.0M	$629.2M	$0	$650.0M	$20.8M	$187.3M	$462.7M	$650.0M

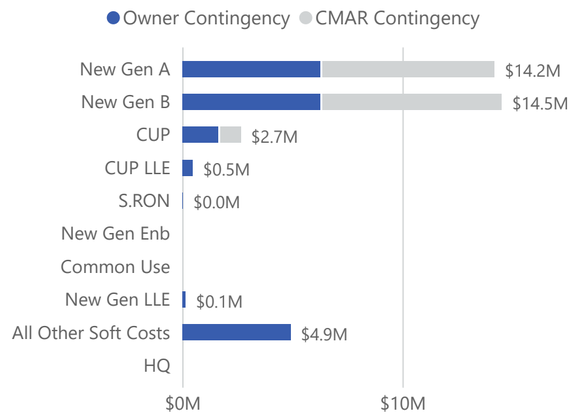
Commitment vs. Budget with Expended



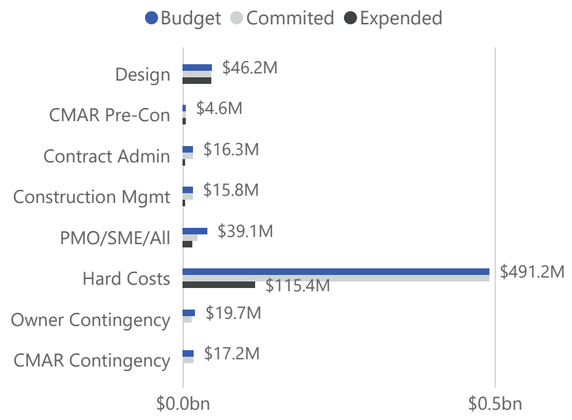
% Committed	% Complete
96.80%	28.82%

% Grants Received	Contingency Remaining
60.84%	$37M

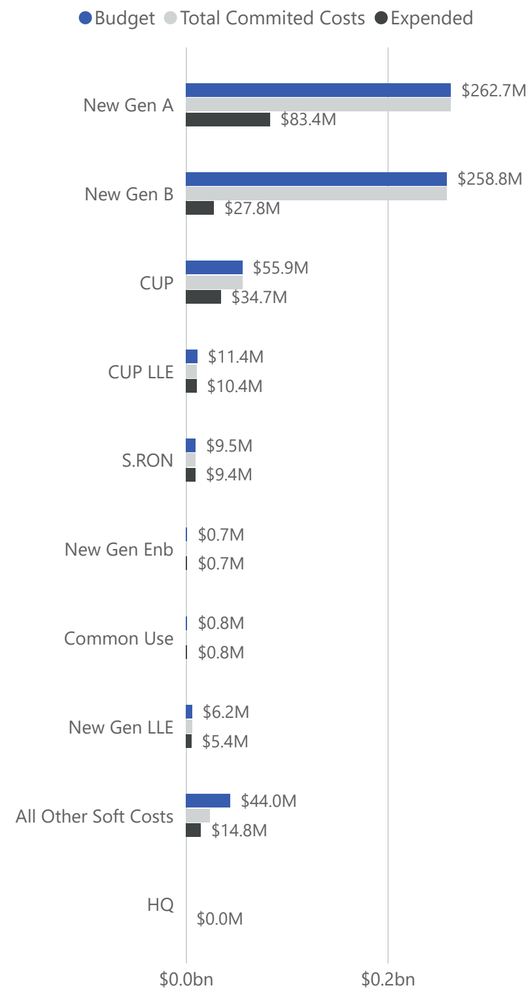
Remaining Contingency



Cost Category



Budget by Sub Project



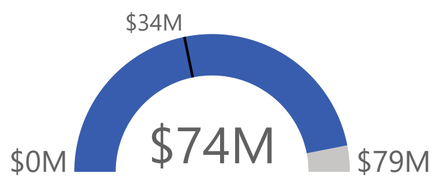
	Approved Budget	Total Commited Costs	Net Pending Changes	Forecasted EAC	Remaining to Commit	Expended	Estimate to Complete	Estimate at Completion
Hard Costs	**523,187,544**	**522,544,395**	**-**	**523,187,544**	**643,149**	**115,372,132**	**407,815,412**	**523,187,544**
Hard Costs	491,216,165	491,216,165	1,009,974	492,226,139	0	115,372,132	375,844,033	491,216,165
Owner Contingency	14,767,650	14,124,501	344,724	15,112,374	643,149	-	14,767,650	14,767,650
CMAR Contingency	17,203,729	17,203,729	(1,354,697)	15,849,031	-	-	17,203,729	17,203,729
Soft Costs	**126,812,456**	**106,665,047**	**-**	**126,812,456**	**20,147,409**	**71,953,315**	**54,859,141**	**126,812,456**
Design	46,165,381	46,060,380	-	46,165,381	105,000	45,863,394	301,987	46,165,381
CMAR Pre-Con	4,576,134	4,576,134	-	4,576,134	-	4,576,134	-	4,576,134
Contract Admin	16,290,229	16,290,229	-	16,290,229	-	3,320,366	12,969,862	16,290,229
Construction Mgmt	15,805,423	15,805,423	-	15,805,423	-	3,438,586	12,366,837	15,805,423
PMO/SME/All	39,066,418	23,932,881	-	39,066,418	15,133,537	14,754,836	24,311,582	39,066,418
Owner Contingency	4,908,872	-	-	4,908,872	4,908,872	-	4,908,872	4,908,872
Total	**650,000,000**	**629,209,442**	**-**	**650,000,000**	**20,790,558**	**187,325,447**	**462,674,553**	**650,000,000**

HQ Overview

Data Date 9/30/2026

Approved Budget	Total Commited Costs	Net Pending Changes	Projected Total Commitments	Remaining to Commit	Expended	Estimate to Complete	Estimate at Completion
$78.8M	$74.0M	$0	$78.8M	$4.9M	$34.3M	$44.5M	$78.8M

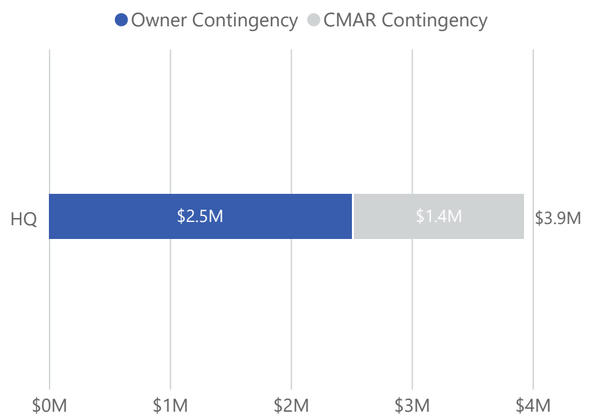
Commitment vs. Budget with Expended



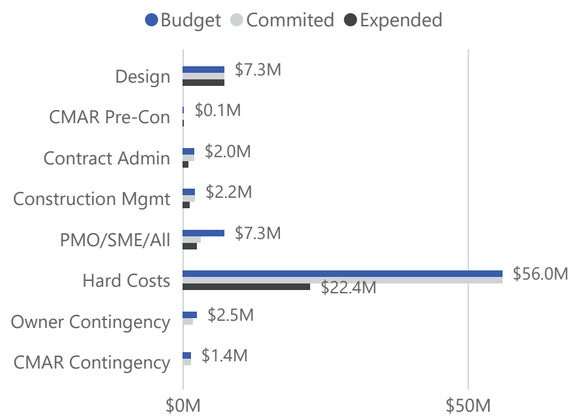
% Committed	% Complete
93.82%	43.56%

% Grants Received	Contingency Remaining
0.00%	$4M

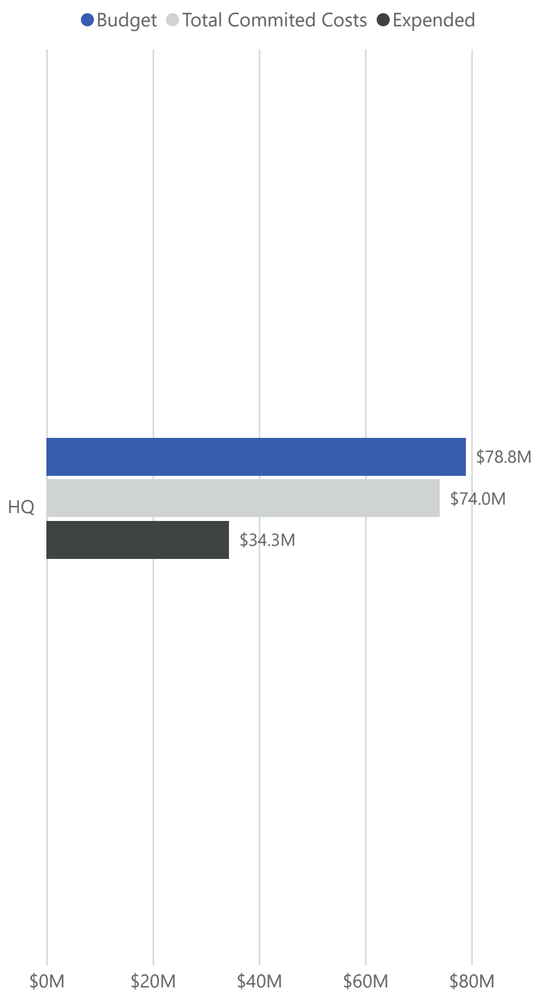
Remaining Contingency



Cost Category



Budget by Sub Project



	Approved Budget	Total Commited Costs	Net Pending Changes	Forecasted EAC	Remaining to Commit	Expended	Estimate to Complete	Estimate at Completion
Hard Costs	**59,213,519**	**59,213,519**	**-**	**59,213,519**	**-**	**22,376,194**	**36,837,325**	**59,213,519**
Hard Costs	56,037,842	56,037,842	1,354,863	57,392,704	-	22,376,194	33,661,648	56,037,842
Owner Contingency	1,748,568	1,748,568	(1,354,863)	393,706	-	-	1,748,568	1,748,568
CMAR Contingency	1,427,109	1,427,109	-	1,427,109	-	-	1,427,109	1,427,109
Soft Costs	**19,626,954**	**14,755,247**	**-**	**19,626,954**	**4,871,707**	**11,963,475**	**7,663,479**	**19,626,954**
Design	7,298,150	7,298,150	-	7,298,150	(0)	7,282,013	16,137	7,298,150
CMAR Pre-Con	119,500	119,500	-	119,500	-	119,500	-	119,500
Contract Admin	1,999,061	1,999,061	-	1,999,061	-	952,992	1,046,069	1,999,061
Construction Mgmt	2,175,218	2,175,218	-	2,175,218	-	1,161,661	1,013,557	2,175,218
PMO/SME/All	7,281,374	3,163,318	-	7,281,374	4,118,056	2,447,308	4,834,066	7,281,374
Owner Contingency	753,651	-	-	753,651	753,651	-	753,651	753,651
Total	**78,840,473**	**73,968,766**	**-**	**78,840,473**	**4,871,707**	**34,339,668**	**44,500,805**	**78,840,473**

New Gen Funding Overview

Data Date 9/30/2026

Paid to Date	Forecast	Estimate at Completion	% Complete	% Funding Received	% Grants Received
$187,325,447	$462,674,552	$650,000,000	28.8%	86.87%	60.84%

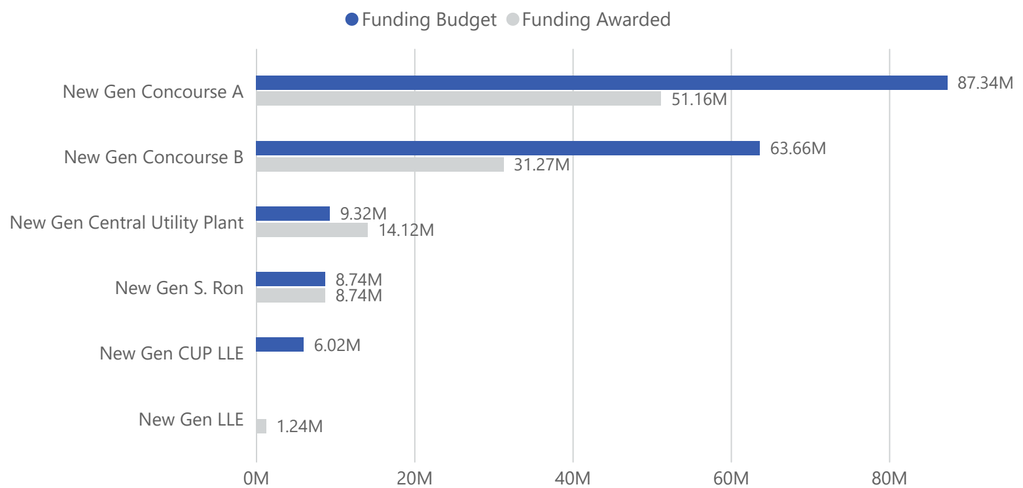
Budgeted vs Awarded with Expended

By Funding



Code	Funding Budget	Expended	Forecast	Estimate at Completion	% Complete	% Funding Received
AIG	34,714,984	13,085,528	21,329,456	34,414,984	38.02%	42.24%
AIPD	20,000,000	0	20,000,000	20,000,000	0.00%	0.00%
AIPE	30,638,154	5,159,382	25,478,772	30,638,154	16.84%	20.42%
AIPS		1,336,521	663,479	2,000,000	66.83%	Infinity
AMT	469,618,390	121,103,995	353,178,152	474,282,147	25.53%	96.43%
ATP	39,367,384	12,568,528	20,431,472	33,000,000	38.09%	83.83%
NAMT	5,292,614	3,224,021	2,072,220	5,296,241	60.87%	100.00%
PFC	50,368,474	30,847,473	19,521,001	50,368,474	61.24%	100.48%
Total	**650,000,000**	**187,325,447**	**462,674,552**	**650,000,000**	**28.82%**	**86.87%**

Grants by Sub Project

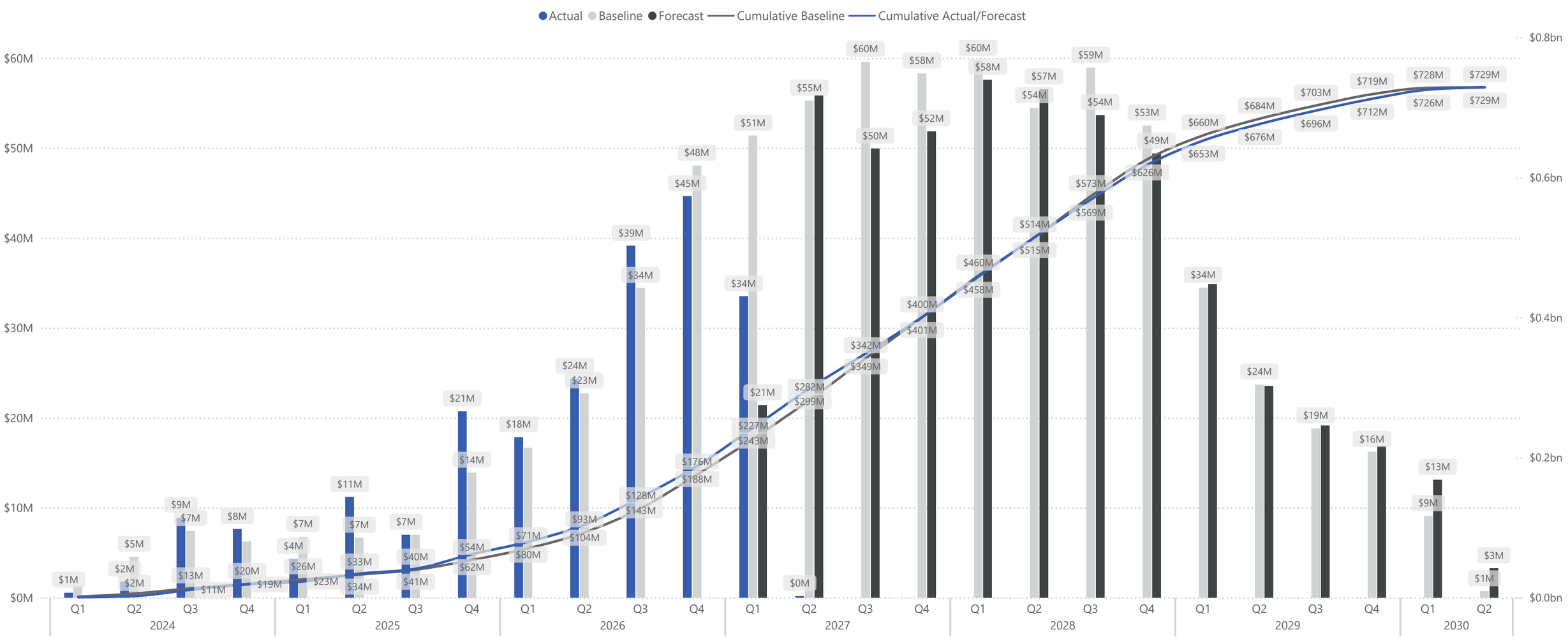


MoreRNO Cashflow

Data Date 9/30/2026

Paid to Date	Forecast	Estimate at Completion	% Complete
$221,665,116	$507,175,357	$728,840,473	30.4%

Cashflow Curve by Fiscal Periods

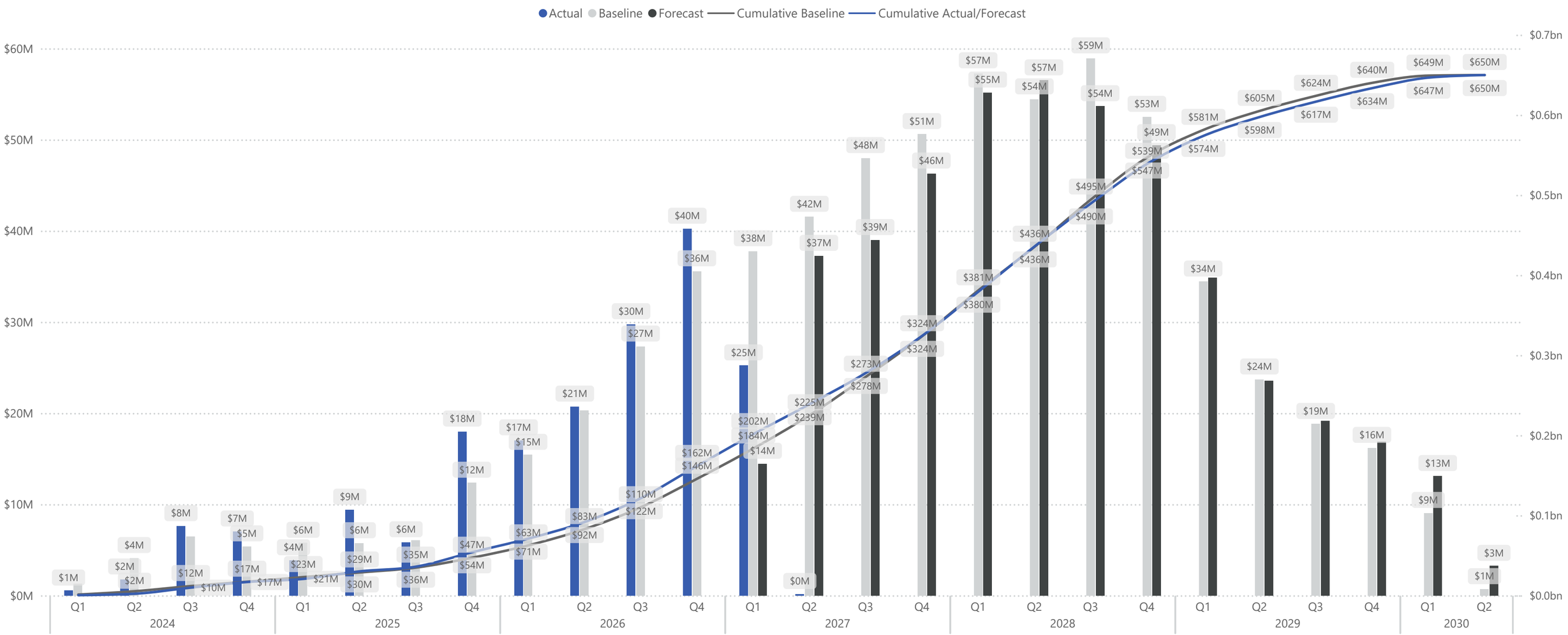


New Gen Cashflow

Data Date 9/30/2026

Paid to Date	Forecast	Estimate at Completion	% Complete
$187,325,447	$462,674,552	$650,000,000	28.8%

Cashflow Curve by Fiscal Periods

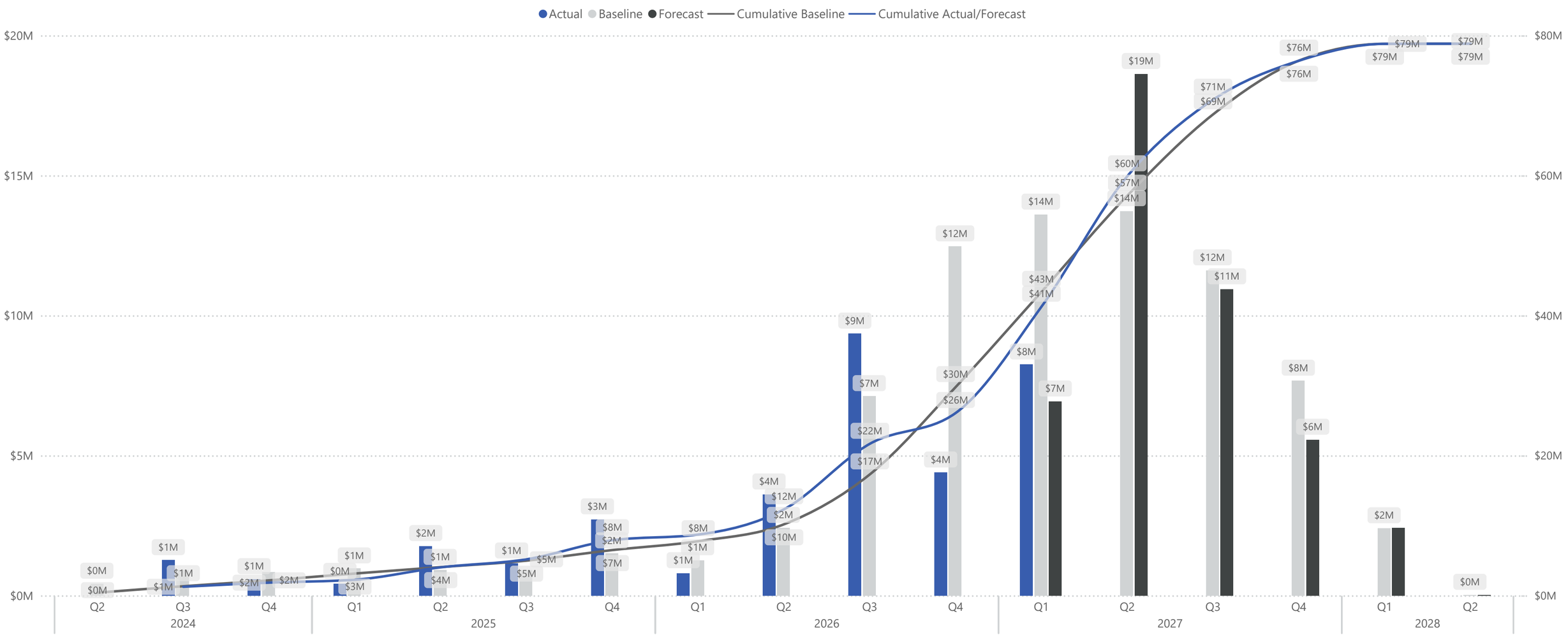


HQ Cashflow

Data Date 9/30/2026

Paid to Date	Forecast	Estimate at Completion	% Complete
$34,339,668	$44,500,805	$78,840,473	43.6%

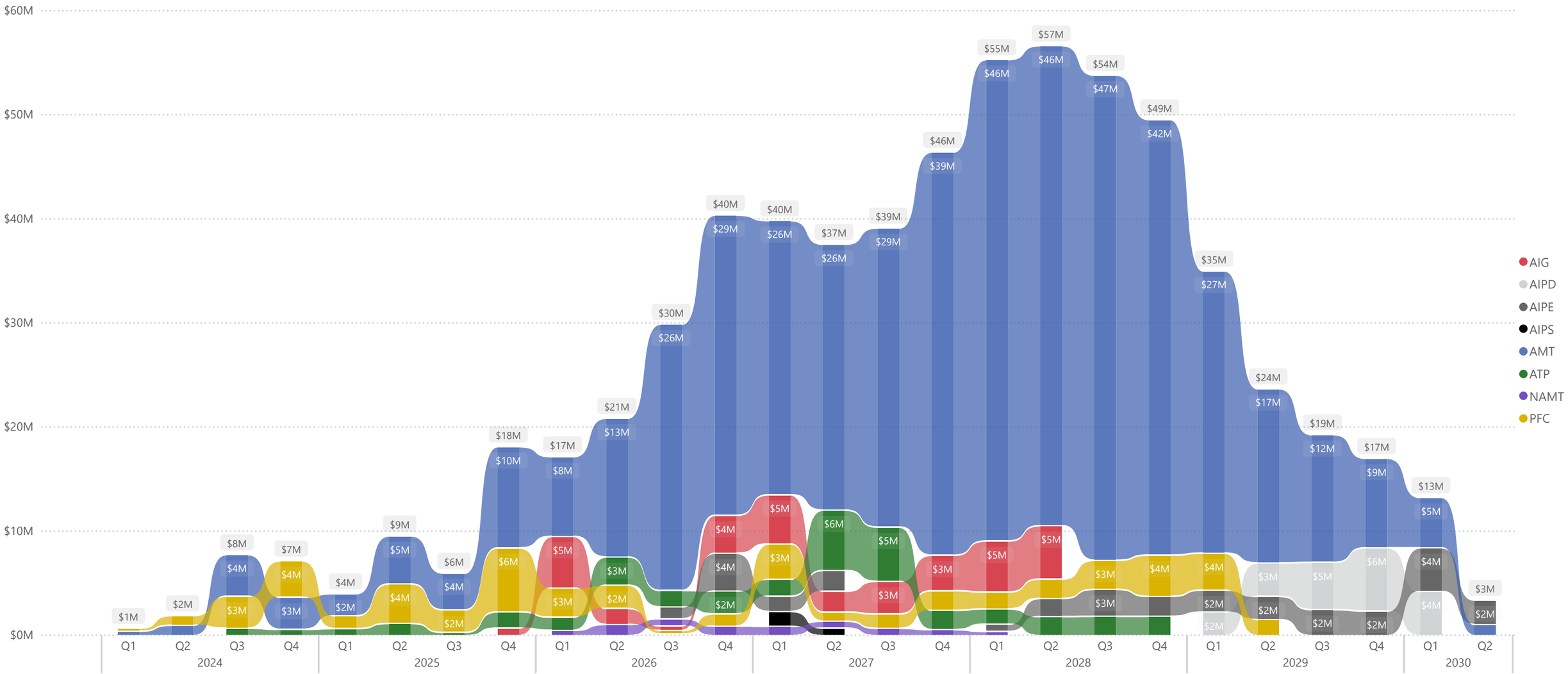
Cashflow Curve by Fiscal Periods



New Gem Funding Cashflow

Data Date 9/30/2026

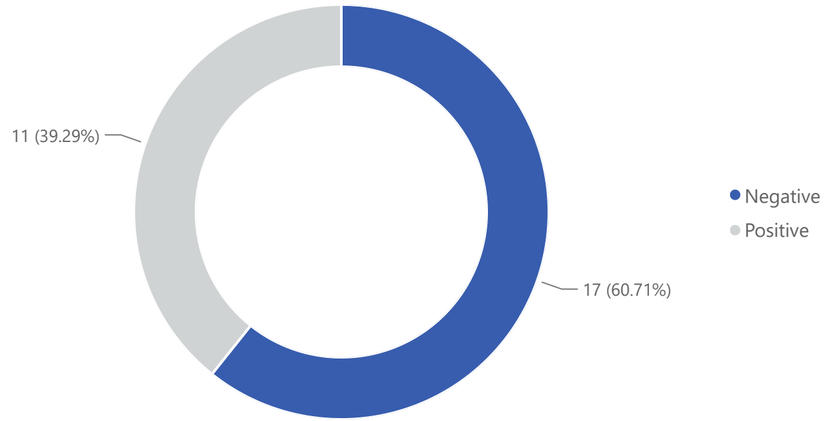
Paid to Date	Forecast	Estimate at Completion	% Complete
$187,325,447	$462,674,552	$650,000,000	28.8%



Owner's Contingency

Data Date 9/30/2026

Transaction No	Title	Value	Cumulative Value
30	S.Ron Closeout	901,724.76	4,908,872.12
29	Enabling Closeout	64,880.50	4,007,147.36
28	Common Use Closeout	29,808.42	3,942,266.86
27	CME PMO Services Contract Closeout	31,073.82	3,912,458.44
26	CM Budget Adjustment	582.00	3,881,384.62
25	CA Budget Adjustment	(1,169,836.71)	3,880,802.62
24	GMP2 transfer to hard cost contingency	(12,772,874.00)	5,050,639.33
23	GMP1 transfer to hard cost contingency	(192,287.00)	17,823,513.33
22	Pre-Con Contract Adjustments	19,871.16	18,015,800.33
21	Transfer to hard cost contingency	(10,000,000.00)	17,995,929.17
19	Less allocation to TransSolutions additional SOW (9/11/25 Board Mtg)	(150,000.00)	27,995,929.17
18	return CUP LLE CO#1 reduced SOW	258,813.00	28,145,929.17
17	Less allocation to CUP Owner's Contingency	(1,324,144.00)	27,887,116.17
Total		**4,908,872.12**	





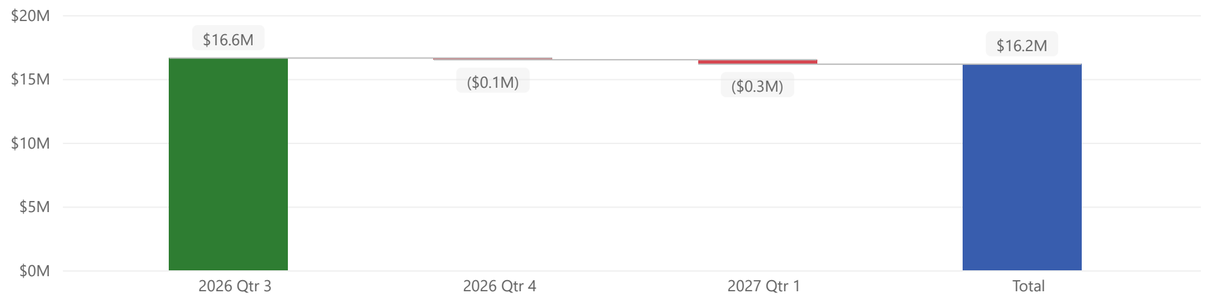
Contingency Drawdown

Data Date 9/30/2026

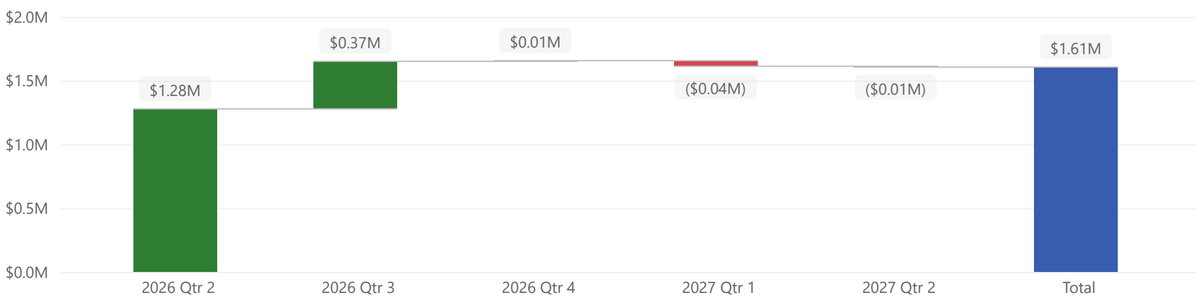
Concourses Owner Contingency



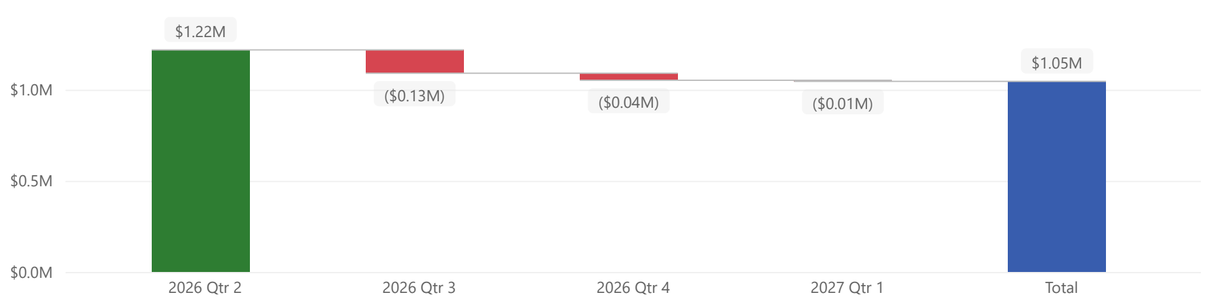
Concourses CMAR Contingency



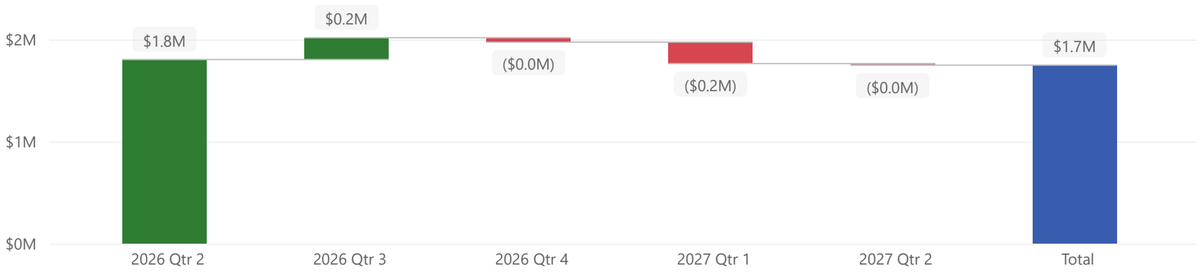
CUP Owner Contingency



CUP CMAR Contingency



HQ Owner Contingency



HQ CMAR Contingency



Reno-Tahoe Airport Authority

Administrative Report

Date: November 8, 2026

Subject: Financial Reporting Package – September 2026

EXECUTIVE SUMMARY

Attached is the Financial Reporting Package for September, the third 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 September 2026, RNO was served by 10 passenger airlines offering nonstop scheduled service to 20 destinations. Enplanements totaled 222,990, representing a decrease of 1.0% compared to the budget forecast and an increase of 0.5% from September 2025. Total landed weight was 6.2% higher than the budget forecast for both passenger and cargo airlines and reflected a 7.1% increase from the prior year.

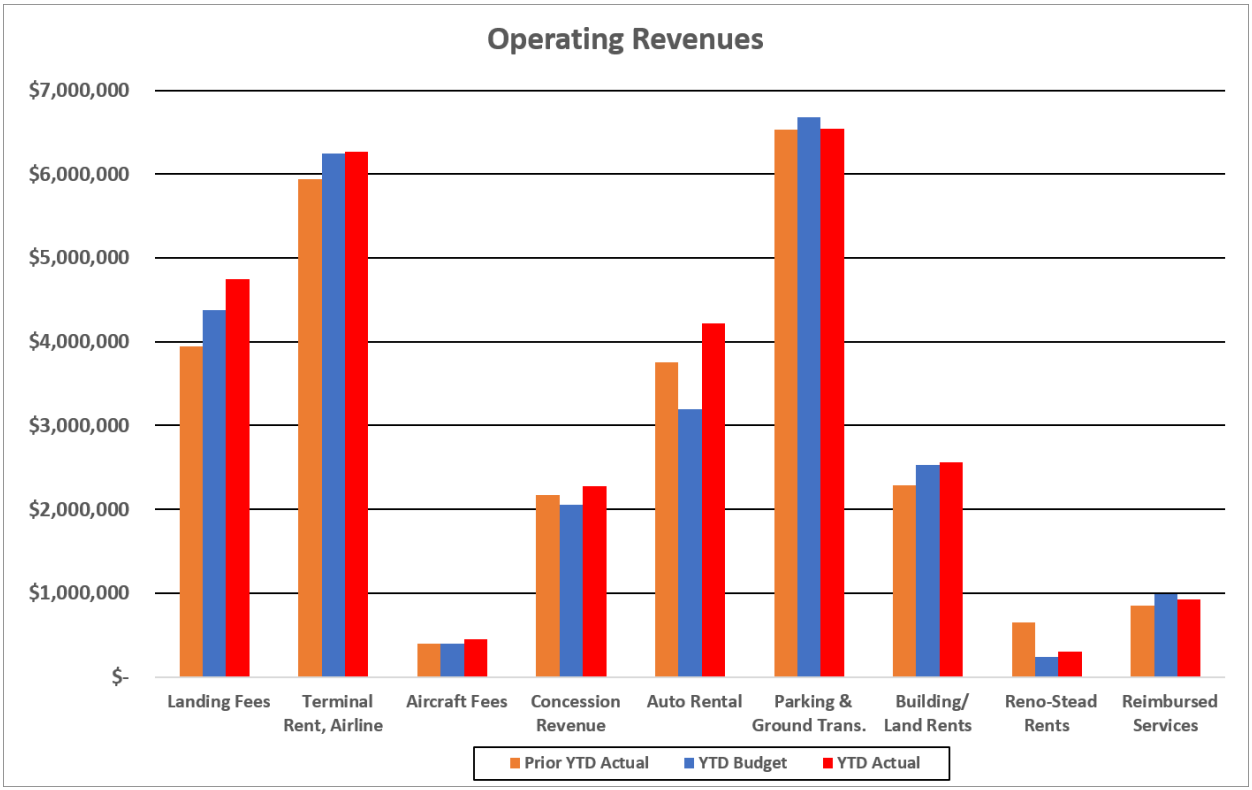
Year To Date September 30, 2026 (In Thousands)						
	Prior Year YTD Actual	YTD Budget	YTD Actual	% to Prior Year	% to Budget	$ to Budget
Operating Revenue	**$ 24,347**	**$ 24,994**	**$ 26,572**	**9.1%**	**6.3%**	**$ 1,579**
Airline Revenue	$ 7,692	$ 8,892	**$ 9,286**	20.7%	4.4%	$ 394
Non-Airline Revenue	$ 16,655	$ 16,102	**$ 17,287**	3.8%	7.4%	$ 1,185
Operating Expenses	**$ 16,287**	**$ 18,939**	**$ 18,144**	**11.4%**	**-4.2%**	**$ (795)**
Net Operating Income	**$ 8,060**	**$ 6,055**	**$ 8,428**	**4.6%**	**39.2%**	**$ 2,373**
Non-Operating Income	**$ 4,699**	**$ (2,939)**	**$ (2,278)**	**-148.5%**	**-22.5%**	**$ 661**
Net Income Before Depreciation	**$ 12,758**	**$ 3,116**	**$ 6,150**	**-51.8%**	**97.4%**	**$ 3,035**

Based on actual results through September 30, 2026, net income before depreciation was approximately $6.150 million, reflecting an increase of $3.0 million or 97.4% from the budget forecast. This noteworthy increase is driven by net-operating income surpassing expectations by $2.373 million, or 39.2%. Operating revenues for September were $1.579 million or 6.3% favorable to budget driven primarily by higher revenues from landing fees and auto rental concession fees. Operating expenses were $0.795 million or 4.2% below the budgeted amount, with the largest savings in Administrative Expenses, Personnel Services, 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 $103,574, or 1.7% below budget. Ground Transportation has also softened with year-to-date revenues at $31,093 or 5.4% below budget. In contrast, Auto Rental has exceeded year-to-date-budget by $1.028 million, or 32.2%, and Concessions have exceeded year-to-date-budget by $224,640, or 10.9%. Additionally, Reno-Stead Rents exceeded year-to-date budget by $57,800, or 24.0% 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 September 2026, the calculated signatory landing fee per 1,000 lbs. was $4.15 per 1,000 lbs. of landed

weight, 8.6% lower than the budgeted rate. Landing fee revenues through the month of September 2026 were $4.747 million, approximately $363,926, or 8.3% higher than 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 September FY 2026-27, the calculated average terminal rental rate was $158.71, a decrease of 11.2% 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 $6.267 million as of September 2026, surpassing the budget by approximately $16,442, or 0.3%.

NON-AIRLINE REVENUES

Year to date FY 2026-27 actual non-airline operating revenues totaled $17.287 million, $1.185 million or 7.4% 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 overall budget through September. Auto Rentals produced a positive variance of $1,028,492, or 32.2% above budget, and 12.3%, or $461,690 above prior year. This significant increase can be broadly attributed to higher rates and rising activity. Local RACs have increased rates in alignment with reduced inventory and strong demand. Secondarily, the constant and slight growth in leisure travel has contributed to the positive shift. This growth is expected to continue with increased customer activity. Concessions also outperformed budget, with a favorable variance of $224,640, or 10.9% above budget. Reno-Tahoe Building and Land revenues exceeded budget by $33,140, or 1.3%. Reno-Stead Rent revenues finished favorable to budget by $57,800, for the month of September 2026, reflecting a year-to-date positive variance 24.0% 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 $134,667, or 2.0% below budget o n softening demand.

NON-OPERATING REVENUES (EXPENSES)

Year-to-date net non-operating revenues totaled negative $2,278,103, exceeding the budget by approximately $661,303, or 22.5%. This favorable variance is primarily attributed to lower than budgeted Interest Expense, and higher than budgeted Interest Income. Both are due to timing.

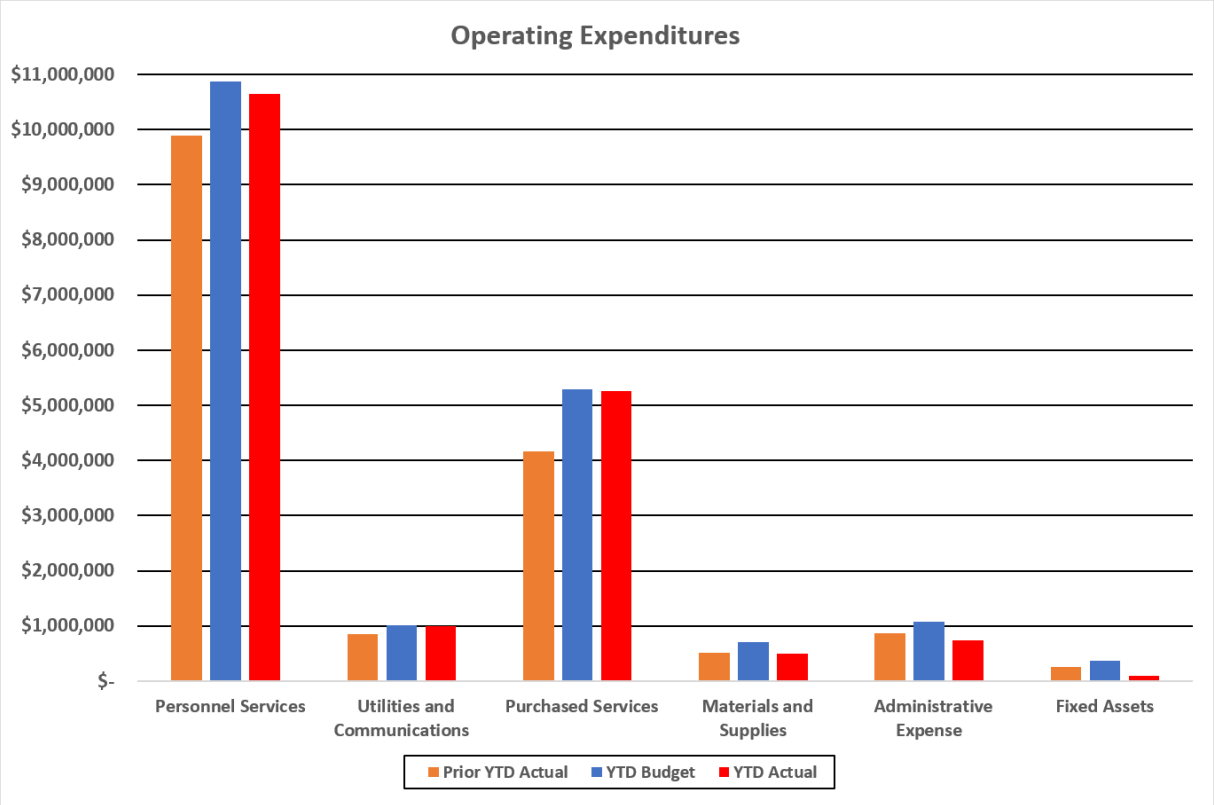
Non-operating revenues consist mainly of Passenger Facility Charges, interest income, and aviation fuel tax. PFCs are collected by airlines at the time of ticket sale at a rate of $4.50 per enplaned passenger, of which RTAA receives a net amount of $4.39 after a $0.11 administrative fee.

Through September, PFC revenues totaled $1,670,996, representing a decrease of $1,557,657, or 48.2%, compared to the prior year and $682,806, or 29.0% 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 exceeded the year-to-date budget by $286,093, or 14.9%. Through September, Interest Expense was lower than budget by $2,776,657, or 38.9% due to timing.

OPERATING EXPENSES

Based on FY 2026–27 results of September, operating expenses are generally trending favorably relative to the adopted budget across all categories. Administrative expenses, Personnel Services, and Materials and Supplies represent the most notable variances, actual September 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 September 30, 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	$ 12,108,019	$ 1,371,185	$ 13,479,204
Project Funds	$ 3,638,777	$ 48,254,061	$ 51,892,837
Common Debt Service Reserve Fund			$ 41,939,191
Total Balances	**$ 15,746,796**	**$ 49,625,246**	**$ 107,311,233**

*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 closed on September 2, 2026. As of September 30, 2026, the account balances reported by the Trustee were as follows:

Description	2026A Bonds	2026B Bonds	Total
Principal Outstanding	$ 343,260,000	$ 7,845,000	$ 351,105,000
Account Balances:			
Capitalized Interest	$ 35,610,183	$ 434,721	$ 36,044,904
Project Funds	$ 298,573,154	$ 7,221,000	$ 305,794,154
Total Balances	**$ 334,183,337**	**$ 7,655,721**	**$ 341,839,058**

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

KEY BENCHMARKS

The table below summarizes year-to-date key performance benchmarks as of September 30, 2026, comparing FY 2026-27 actual results to the adopted budget and prior year performance.

Year To Date September 30, 2026				25.00% Of Fiscal Year	
Key Statistics/Benchmarks	**FY25-26 Prior Year YTD**	**FY26-27 Budget YTD**	**FY26-27 Actual YTD**	**Actuals vs Prior Year**	**Actual vs Budget**
Enplaned Passengers	703,786	714,122	**699,100**	-0.7%	-2.1%
Airline CPE	$ 10.23	$ 18.46	**$ 12.64**	23.6%	-31.5%
Non-Airline Revenue per EPAX (a)	$ 22.46	$ 21.16	**$ 23.41**	4.2%	10.6%
Operating Ratio	66.9%	75.8%	**68.3%**	2.1%	-9.9%
Days Cash on Hand	512	540	**509**	-0.6%	-5.8%
Revenue Sharing Per Enplaned Passenger	$ 6.04	$ 4.37	**$ 6.57**	8.8%	50.5%
(a) Excludes cost reimbursement for the Baggage Handing 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 September 2026 were 222,990, a 0.5% increase compared to the prior fiscal year and 1.0% lower than the budget forecast. Year to date, total enplanements were 699,100, a decrease of 0.7% compared to prior year and a decrease of 2.1% 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. September DCOH is 509 days, 31 days lower than the annual budget. 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 Three Months Ending September 30, 2026

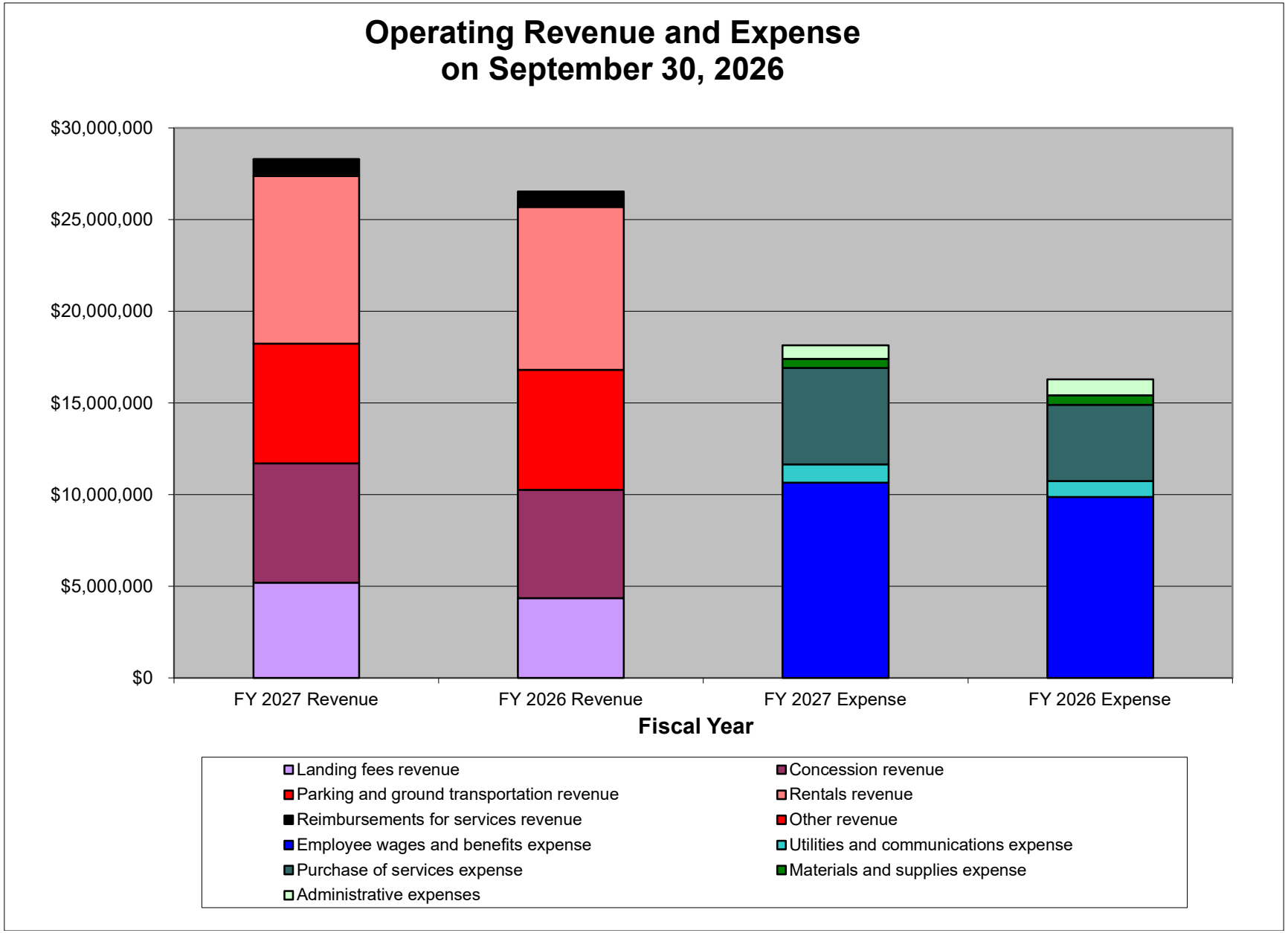
	CURRENT MONTH				*For the Three Months Ending September 30, 2026*						
									25.00%	OF FISCAL YEAR	
	CURRENT YEAR 2027	PRIOR YEAR 2026	VARIANCE	%	YTD CURRENT YEAR 2027	YTD PRIOR YEAR 2026	VARIANCE	%	YTD BUDGET 2027	VARIANCE	%
REVENUES											
Landing Fees	$ 1,506,970	$ 1,212,005	$ 294,965	24.3%	$ 4,746,681	$ 3,945,125	$ 801,556	20.3%	$ 4,382,755	$ 363,926	8.3%
Airline Terminal Rental	2,064,818	1,936,400	128,418	6.6%	6,266,724	5,941,051	325,673	5.5%	6,250,283	16,442	0.3%
Airline Revenue Sharing	(553,489)	(698,581)	145,092	-20.8%	(1,727,774)	(2,193,979)	466,205	-21.2%	(1,741,201)	13,426	-0.8%
Aircraft Fees	131,177	127,123	4,054	3.2%	445,879	397,121	48,758	12.3%	398,374	47,505	11.9%
Concession Revenue	709,403	662,627	46,776	7.1%	2,278,871	2,166,772	112,099	5.2%	2,054,231	224,640	10.9%
Auto Rentals	1,253,343	1,104,839	148,504	13.4%	4,221,295	3,759,605	461,690	12.3%	3,192,803	1,028,492	32.2%
Parking & Ground Transportation	2,260,689	2,223,171	37,518	1.7%	6,544,615	6,531,127	13,487	0.2%	6,679,282	(134,667)	-2.0%
RNO Building & Land Rents	832,710	701,976	130,735	18.6%	2,566,066	2,285,525	280,541	12.3%	2,532,927	33,140	1.3%
RTS Rents	73,487	70,320	3,166	4.5%	298,546	653,725	(355,179)	-54.3%	240,746	57,800	24.0%
Reimbursed Services	289,374	263,897	25,477	9.7%	920,742	846,695	74,046	8.7%	988,634	(67,892)	-6.9%
Other Revenues	4,462	5,343	(881)	-16.5%	10,691	14,073	(3,382)	-24.0%	15,000	(4,309)	-28.7%
OPERATING REVENUE	$ 8,572,944	$ 7,609,120	$ 963,824	12.7%	$ 26,572,336	$ 24,346,840	$ 2,225,496	9.1%	$ 24,993,834	$ 1,578,502	6.3%
EXPENSES											
Personnel Services	$ 3,573,519	$ 3,343,088	$ 230,431	6.9%	$ 10,652,276	$ 9,883,378	$ 768,899	7.8%	$ 10,865,324	$ (213,048)	-2.0%
Utilities and Communications	323,677	270,498	53,179	19.7%	999,591	859,276	140,316	16.3%	1,008,540	(8,949)	-0.9%
Purchased Services	1,540,303	1,407,622	132,682	9.4%	5,256,673	4,164,179	1,092,494	26.2%	5,282,271	(25,597)	-0.5%
Materials and Supplies	170,913	167,448	3,465	2.1%	494,654	511,292	(16,639)	-3.3%	700,877	(206,223)	-29.4%
Administrative Expense	240,971	297,313	(56,342)	-19.0%	740,864	869,206	(128,342)	-14.8%	1,081,912	(341,048)	-31.5%
OPERATING EXPENSES	$ 5,849,384	$ 5,485,969	$ 363,414	6.6%	$ 18,144,058	$ 16,287,330	$ 1,856,728	11.4%	$ 18,938,924	$ (794,865)	-4.2%
NET OPERATING INC. BEFORE DEPR.	$ 2,723,560	$ 2,123,151	$ 600,410	28.3%	$ 8,428,278	$ 8,059,509	$ 368,768	4.6%	$ 6,054,911	$ 2,373,367	39.2%
Depreciation and Amortization	$ 1,843,560.91	2,191,249	(347,688)	-15.9%	5,543,641	6,623,723	(1,080,082)	-16.3%	6,749,730	(1,206,089)	-17.9%
OPERATING INCOME	$ 880,000	$ (68,098)	$ 948,098	1392.3%	$ 2,884,636	$ 1,435,786	$ 1,448,850	100.9%	$ (694,819)	$ 3,579,456	515.2%
NON-OPERATING INCOME (EXPENSE)											
Interest Income	$ 971,705	$ 2,223,447	$ (1,251,742)	-56.3%	$ 2,211,878	$ 3,527,701	$ (1,315,823)	-37.3%	$ 1,925,786	286,093	14.9%
Passenger Facility Charge	35,730	1,575,712	(1,539,982)	-97.7%	1,670,996	3,228,654	(1,557,657)	-48.2%	2,353,803	(682,806)	-29.0%
Customer Facility Charge (interest only)	-	-	-	n.a.	-	-	-	n.a.	-	-	n.a.
Jet Fuel Tax Revenue	25,000	30,119	(5,119)	-17.0%	86,176	101,107	(14,930)	-14.8%	75,000	11,176	14.9%
Federal Assistance	-	-	-	n.a.	-	1,394	(1,394)	-100.0%	-	-	n.a.
Other Non-Operating Revenue (Expense)	(1,987,707)	30,016	(2,017,723)	-6722.2%	(1,894,060)	191,834	(2,085,893)	-1087.3%	(164,243)	(1,729,816)	1053.2%
Interest Expense	(2,479,017)	(783,960)	(1,695,057)	216.2%	(4,353,095)	(2,351,880)	(2,001,215)	85.1%	(7,129,752)	2,776,657	-38.9%
Total	$ (3,434,289)	$ 3,075,333	$ (6,509,623)	-211.7%	$ (2,278,103)	$ 4,698,809	$ (6,976,913)	-148.5%	$ (2,939,407)	$ 661,303	22.5%
Net Income Before Capital Contributions	$ (2,554,290)	$ 3,007,235	$ (5,561,525)	-184.9%	$ 606,533	$ 6,134,596	$ (5,528,063)	-90.1%	$ (3,634,226)	$ 4,240,759	116.7%

OPERATING STATEMENT

RENO-TAHOE AIRPORT AUTHORITY

For the Three Months Ending September 30, 2026

	CURRENT MONTH				*YEAR TO DATE*				ANNUAL BUDGET	
	ACTUAL	BUDGET	VARIANCE $	VARIANCE %	ACTUAL	BUDGET	VARIANCE $	VARIANCE %	TOTAL	ANNUAL BUDGET % TO DATE
REVENUES										
Landing Fees	$ 1,506,970	$ 1,366,365	$ 140,605	10.3%	$ 4,746,681	$ 4,382,755	$ 363,926	8.3%	$ 16,443,495	29%
Terminal Rent, Airline	2,064,818	2,083,428	(18,610)	-0.9%	6,266,724	6,250,283	16,442	0.3%	22,608,859	28%
Airline Revenue Sharing	(553,489)	(554,831)	1,342	-0.2%	(1,727,774)	(1,741,201)	13,426	-0.8%	(6,163,204)	28%
Aircraft Fees	131,177	132,791	(1,614)	-1.2%	445,879	398,374	47,505	11.9%	1,593,497	28%
Concession Revenue	709,403	658,369	51,034	7.8%	2,278,871	2,054,231	224,640	10.9%	7,523,917	30%
Auto Rental	1,253,343	1,009,912	243,431	24.1%	4,221,295	3,192,803	1,028,492	32.2%	11,337,861	37%
Parking & Ground Transportation	2,260,689	2,269,186	(8,497)	-0.4%	6,544,615	6,679,282	(134,667)	-2.0%	25,589,286	26%
Reno-Tahoe Building/ Land Rents	832,710	844,309	(11,599)	-1.4%	2,566,066	2,532,927	33,140	1.3%	9,800,859	26%
Reno-Stead Rents	73,487	80,249	(6,762)	-8.4%	298,546	240,746	57,800	24.0%	962,985	31%
Reimbursed Services	289,374	315,411	(26,038)	-8.3%	920,742	988,634	(67,892)	-6.9%	3,581,843	26%
Miscellaneous	4,462	5,000	(538)	-10.8%	10,691	15,000	(4,309)	-28.7%	57,500	19%
OPERATING REVENUE	$ 8,572,944	$ 8,210,190	$ 362,754	4.4%	$ 26,572,336	$ 24,993,834	$ 1,578,502	6.3%	$ 93,336,897	28%
EXPENSES										
Personnel Services	$ 3,573,519	$ 3,621,775	$ (48,255)	-1.3%	$ 10,652,276	$ 10,865,324	$ (213,048)	-2.0%	$ 44,754,485	24%
Utilities and Communications	323,677	321,646	2,031	0.6%	999,591	1,008,540	(8,949)	-0.9%	3,804,800	26%
Purchased Services	1,540,303	1,790,367	(250,064)	-14.0%	5,256,673	5,282,271	(25,597)	-0.5%	22,312,081	24%
Materials and Supplies	170,913	229,710	(58,797)	-25.6%	494,654	700,877	(206,223)	-29.4%	2,845,080	17%
Administrative Expense	240,971	380,089	(139,119)	-36.6%	740,864	1,081,912	(341,048)	-31.5%	4,561,252	16%
OPERATING EXPENSES	$ 5,849,384	$ 6,343,588	$ (494,204)	-7.8%	$ 18,144,058	$ 18,938,924	$ (794,865)	-4.2%	$ 78,277,698	23%
NET OPERATING INC. BEFORE DEPR.	$ 2,723,560	$ 1,866,602	$ 856,958	45.9%	$ 8,428,278	$ 6,054,911	$ 2,373,367	39.2%	$ 15,059,199	56%
Depreciation and Amortization	1,843,561	2,249,910	(406,349)	-18.1%	5,543,641	6,749,730	(1,206,089)	-17.9%	27,000,000	21%
OPERATING INCOME	$ 880,000	$ (383,308)	$ 1,263,308	329.6%	$ 2,884,636	$ (694,819)	$ 3,579,456	515.2%	$ (11,940,801)	-24%
NON-OPERATING INCOME (EXPENSE)										
Interest Income	$ 971,705	$ 641,929	$ 329,776	51.4%	$ 2,211,878	$ 1,925,786	$ 286,093	14.9%	$ 7,022,691	31%
Passenger Facility Charge	35,730	784,601	(748,871)	-95.4%	1,670,996	2,353,803	(682,806)	-29.0%	10,072,263	17%
Customer Facility Charge	-	-	-	n.a.	-	-	-	n.a.	-	n.a.
Jet Fuel Tax Revenue	25,000	25,000	-	0.0%	86,176	75,000	11,176	14.9%	323,400	27%
Federal Stimulus	-	-	-	n.a.	-	-	-	n.a.	-	n.a.
Other Non-Operating Revenue (Expense)	(1,987,707)	(54,748)	(1,932,959)	3530.7%	(1,894,060)	(164,243)	(1,729,816)	1053.2%	-	n.a.
Interest Expense	(2,479,017)	(2,376,584)	(102,433)	4.3%	(4,353,095)	(7,129,752)	2,776,657	-38.9%	(28,520,147)	15%
Total	$ (3,434,289)	$ (979,802)	$ (2,454,487)	-250.5%	$ (2,278,103)	$ (2,939,407)	$ 661,303	22.5%	$ (11,101,793)	21%
Net Income Before Capital Contributions	$ (2,554,290)	$ (1,363,110)	$ (1,191,180)	-87.4%	$ 606,533	$ (3,634,226)	$ 4,240,759	116.7%	$ (23,042,594)	-3%


Operating Revenue and Expense
on September 30, 2026
$30,000,000
$25,000,000
$20,000,000
$15,000,000
$10,000,000
$5,000,000
$0
FY 2027 Revenue
FY 2026 Revenue
FY 2027 Expense
FY 2026 Expense
Fiscal Year
Landing fees revenue
Concession revenue
Parking and ground transportation revenue
Rentals revenue
Reimbursements for services revenue
Other revenue
Employee wages and benefits expense
Utilities and communications expense
Purchase of services expense
Materials and supplies expense
Administrative expenses

SUMMARY OF NON-AIRLINE REVENUES

Reno-Tahoe Airport Authority

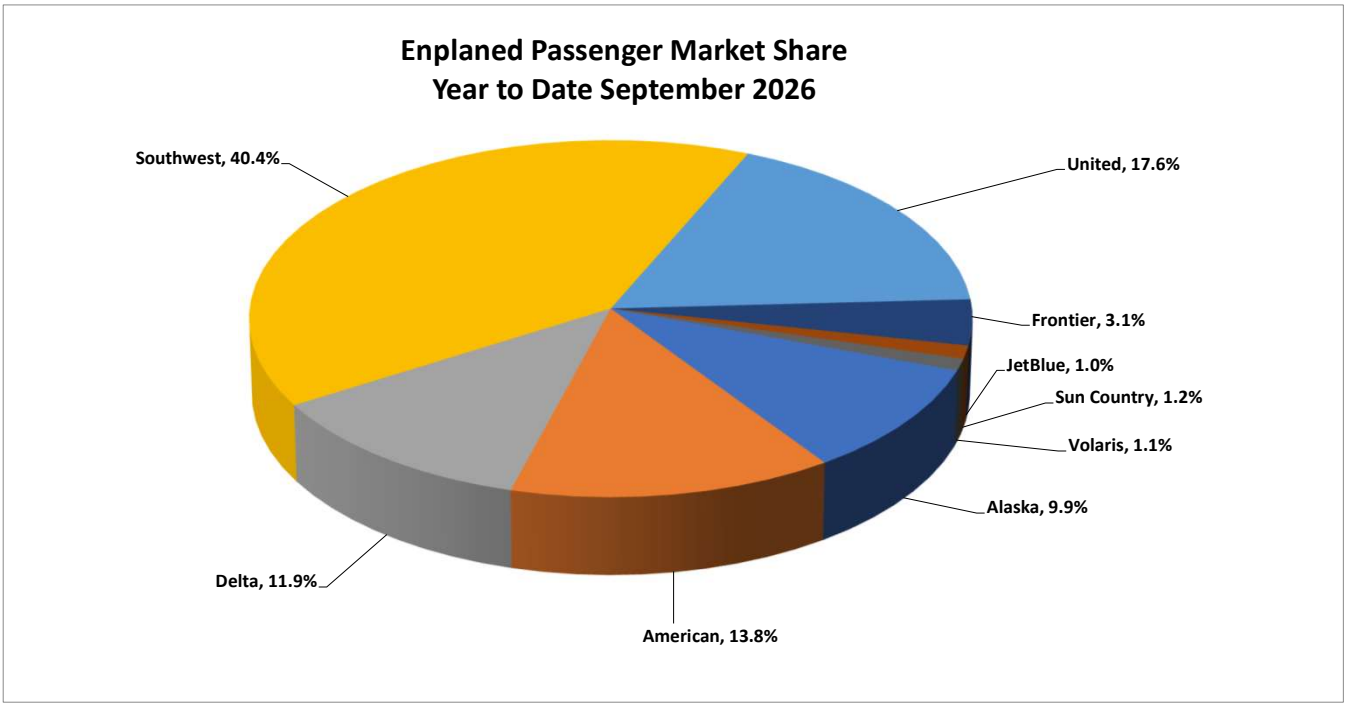
	9/30/2026 YTD Actual	9/30/2025 YTD Actual	Over (Under) Prior Year	% Variance	9/30/2026 Year to Date Budget	Over (Under) Budget	% Variance
Aircraft Fees - Reno	$ 401,461	$ 390,629	$ 10,832	2.8%	$ 386,885	$ 14,576	3.8%
Aircraft Fees - Stead	44,418	6,492	37,925	584.2%	11,489	32,929	286.6%
Gaming Concession	512,995	499,282	13,713	2.7%	443,301	69,694	15.7%
Food & Beverage	694,331	686,640	7,691	1.1%	650,651	43,679	6.7%
Retail/Merchandise	433,338	411,153	22,185	5.4%	386,101	47,237	12.2%
Advertising	324,518	241,271	83,247	34.5%	243,283	81,235	33.4%
Other Concessions	65,897	63,677	2,221	3.5%	45,400	20,497	45.1%
FBO and Ground Handlers	238,400	249,610	(11,210)	-4.5%	271,120	(32,720)	-12.1%
Stead Concessions	9,392	15,140	(5,748)	-38.0%	14,375	(4,983)	-34.7%
Auto Rental	4,221,295	3,759,605	461,690	12.3%	3,192,803	1,028,492	32.2%
Ground Transportation	545,931	464,872	81,059	17.4%	577,024	(31,093)	-5.4%
Auto Parking	5,998,684	6,066,255	(67,572)	-1.1%	6,102,257	(103,574)	-1.7%
Other Terminal Rents	335,615	294,417	41,197	14.0%	305,575	30,040	9.8%
Reno-Tahoe Building Rents	1,047,648	758,821	288,828	38.1%	1,037,089	10,560	1.0%
Reno-Tahoe Land Rents	1,182,803	1,232,287	(49,484)	-4.0%	1,190,264	(7,461)	-0.6%
Reno-Stead Rents	298,546	653,725	(355,179)	-54.3%	240,746	57,800	24.0%
Reimbursed Services	920,742	846,695	74,046	8.7%	988,634	(67,892)	-6.9%
Miscellaneous	10,691	14,073	(3,382)	-24.0%	15,000	(4,309)	-28.7%
Total Non-Airline Operating Revenue	17,286,705	16,654,643	632,062	3.8%	16,101,997	1,184,708	7.4%
Non Operating Revenue **(a)**	403,995	2,217,375	(1,813,380)	-81.8%	1,836,542	(1,432,547)	-78.0%
TOTAL NON-AIRLINE REVENUE	**$ 17,690,700**	**$ 18,872,018**	**$ (1,181,318)**	**-6.3%**	**$ 17,938,539**	**$ (247,839)**	**-1.4%**
Year to Date Enplaned Passengers	**699,100**	**703,786**			**714,122**		
Non-Airline Revenue Per EPAX	**$ 23.41**	**$ 22.46**			**$ 21.16**		
Parking Revenue per EPAX	**$ 8.58**	**$ 8.62**			**$ 8.55**		

(a) Excludes PFC and CFC revenues

SUMMARY OF ENPLANED PASSENGERS BY AIRLINE

Reno-Tahoe International Airport

Enplaned passengers by Airline	Month Sep-26	Month Sep-25	Month Percent change	Year-to-date YTD 2026-27	Year-to-date YTD 2025-26	Year-to-date Percent change
Signatory Carriers						
Alaska	20,889	23,918	-12.7%	69,249	78,428	-11.7%
American	30,615	27,875	9.8%	96,144	95,604	0.6%
Delta	25,083	22,494	11.5%	83,533	76,476	9.2%
Southwest	88,754	90,890	-2.4%	282,401	275,840	2.4%
United	44,314	40,288	10.0%	123,133	118,940	3.5%
Total	209,655	205,465	2.0%	654,460	645,288	1.4%
Non-Signatory and Charter						
Frontier	7,197	4,774	50.8%	21,689	12,827	69.1%
JetBlue	1,109	315	252.1%	7,196	7,147	0.7%
New Pacific Airlines, Inc.	-	-	n.a.	-	-	n.a.
Spirit Airlines	-	6,668	-100.0%	-	22,903	-100.0%
Sun Country Airlines	2,418	1,630	48.3%	8,271	7,558	9.4%
Volaris	2,611	2,933	-11.0%	7,484	8,063	-7.2%
Other Charters	-	-	n.a.	-	-	n.a.
Total	13,335	16,320	-18.3%	44,640	58,498	-23.7%
Total enplaned passengers	222,990	221,785	0.5%	699,100	703,786	-0.7%



Planning and Construction Committee
Capital Improvement Program Report
November 2026

Current Capital Improvement Program Projects:

Engineering & Construction Projects

Reno-Stead Airport (RTS):
RTS Pavement Maintenance 2026
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):
Airside Pavement Maintenance Project 2026
RNO Electrical Substation 3, 4, 5, & 6 Design
RNO Airfield Pavement Maintenance Project 2026
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
RTS Control Tower Planning Study

*(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 60% design drawings for Project 1B have been submitted to the RTAA Engineering Department for review.**

Budget:

- Proposed Budget $250,000
- Current Expenditure **$138,049**

Schedule:

- Civil Design Drawings **December 2026**
- Utility Evaluation **December 2026**

Fire Suppression System Upgrades

Project Description: This project will design and construct a firewater 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: **The heavy civil portion of the project is complete, with the exception of the building connection to Hangar 5. Design of the Hangar 5 fire suppression system is complete and permitted, with demolition of the existing fire suppression system scheduled to begin on November 2, 2026.**

Budget:

- Proposed Budget $2,550,653
- Current Expenditure **$829,228**

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 nearing completion, with final paving in Phases 2 and 5.2B scheduled for early November, followed by pavement striping. The remaining work also includes completion of the trench drain in Phase 3. The project is progressing on schedule and remains under budget.**

Budget:

- Proposed Budget $5,956,079
- Current Expenditure **$2,528,406**

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 is awaiting outstanding discovery responses and information from Truckee Meadows Water Authority (TMWA) and NV Energy needed to finalize the report. A draft of the final report is anticipated to be received in early **November**, with the final report to be completed following receipt of the outstanding information from TMWA and NV Energy.

Budget:
- Proposed Budget $125,000
- Current Expenditure $**120,750**

Schedule:
- Feasibility Study Completion **November 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: Western Single Ply

Current Status: **The roof installation is complete, with the remaining work consisting of patching the tower deck. The required patching material is expected to arrive in early November, with the project anticipated to be completed before Thanksgiving 2026.**

Budget:
- Proposed Budget $96,950
- Current Expenditures $7,500

Schedule:
- Invitation to Bid released August 2026
- Construction Start October 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: Western Single Ply

Current Status: **Construction began and was completed in October 2026. The project is now in the closeout phase, with final documentation and remaining closeout requirements being completed.**

Budget:

- Proposed Budget $28,000
- Current Expenditures $6,000

Schedule:

- Invitation to Bid released August 2026
- Construction Start October 2026

RENO-TAHOE INTERNATIONAL AIRPORT (RNO) PROJECTS

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: The Board approved the Q&D Construction contract at the September 2026 Board meeting, and construction began on September 28, 2026. **The contractor is currently completing Phase 1 runway repairs. Due to the runway pavement being in poorer condition than anticipated, the available repair quantities are being prioritized for the runway, and the scope of work on Taxiway Charlie will be reduced as necessary to keep the project within budget.**

Budget:

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

Schedule:

- 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: To be determined.
Current Status: PK Electrical has completed the electrical meter monitoring period and removed the temporary meters from the substations. The collected data will be used to evaluate existing electrical demand, system capacity, and future electrical requirements. PK Electrical is currently reviewing the data and incorporating the findings into the feasibility study.

Budget:
- Proposed Budget $131,600
- Current Expenditure $10,200

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, with Resource Development Company identified as the low bidder. RTAA pre-purchased the glycol collection tank from Jensen Precast to support the project schedule. Following delays in tank manufacturing and delivery, construction began on October 26, 2026.**

Budget:
- Proposed Budget $565,000
- Current Expenditure **$5,961**

Schedule:
- Construction October – November 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 has moved through procurement into construction. Construction began on October 28, 2026, with 60 calendar days allotted for completion. Work is now underway, with the project anticipated to be completed by the end of December 2026.**

Budget:
- Proposed Budget $620,930
- Current Expenditure $2,000

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: **Olcese Construction Company has completed the abatement and demolition of the existing buildings. The project is substantially complete and progressing through final closeout.**

Budget:
- Proposed Budget $323,185
- Current Expenditure **$6,420**

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**, to talk to airport users, tenants, and community members in-person. In September 2026, the project team reduced the weekly onsite office hours to no more than twice a month, based on minimal public participation. The project team intends to increase office hours around major public engagement milestones. Additionally, the project team continues to be available for community informational presentations by request.** The current outreach calendar is detailed below. Through **October 31,** 2026, there have been **75** 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, **RTAA-Owned Facilities Condition Assessment, Solar Feasibility Analysis, and Existing Lease Terms Analysis. The draft sections are being updated based on staff input and will be posted prior to the next public engagement period.**

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. **The next FAA approval process is their formal acceptance of the Airport GIS data which will be utilized in the Airport Layout Plan Update section of the project.**

Budget:

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

Outreach Schedule:

• **RTS Office Hours (9a-4p)**	**November 4, 2026**
• **Master Plan Working Group #4**	**December 3, 2026 (tentative)**
• **Staff Charette**	**December 8, 2026 (tentative)**
• **RTS Office Hours (9a-4p)**	**December 9, 2026**
• **RTAA ASAC Meeting**	**December 17, 2026**

- **RTAA Board Update** **January 14, 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)
- **Facilities Requirements Draft** — **November 2026 (tent. posting)**
- **Facilities Conditions Assessment Draft** — **November 2026 (tent. posting)**
- **Solar Feasibility Analysis** — **November 2026 (tent. posting)**

RTS Control Tower Planning Study

Project Description: RTS was accepted as a candidate for the FAA Federal Control Tower (FCT) program on March 17, 2026. RTAA has 7 years, from March 17, to design, construct, equip, and commission an FAA-approved FCT, before reapplication is necessary. This study will, in concurrence with applicable FAA guidance documents, evaluate potential FCT sites, develop schematic plans & site requirements, identify environmental considerations and rough order of magnitude costs, develop a financial feasibility analysis and funding strategy, and coordinate directly with the FAA on required milestones before providing a recommended solution. This study will also, in parallel, evaluate digital tower options. Kimley-Horn and Associates will provide consultant services for this study which is anticipated to take a minimum of 12 months to complete.

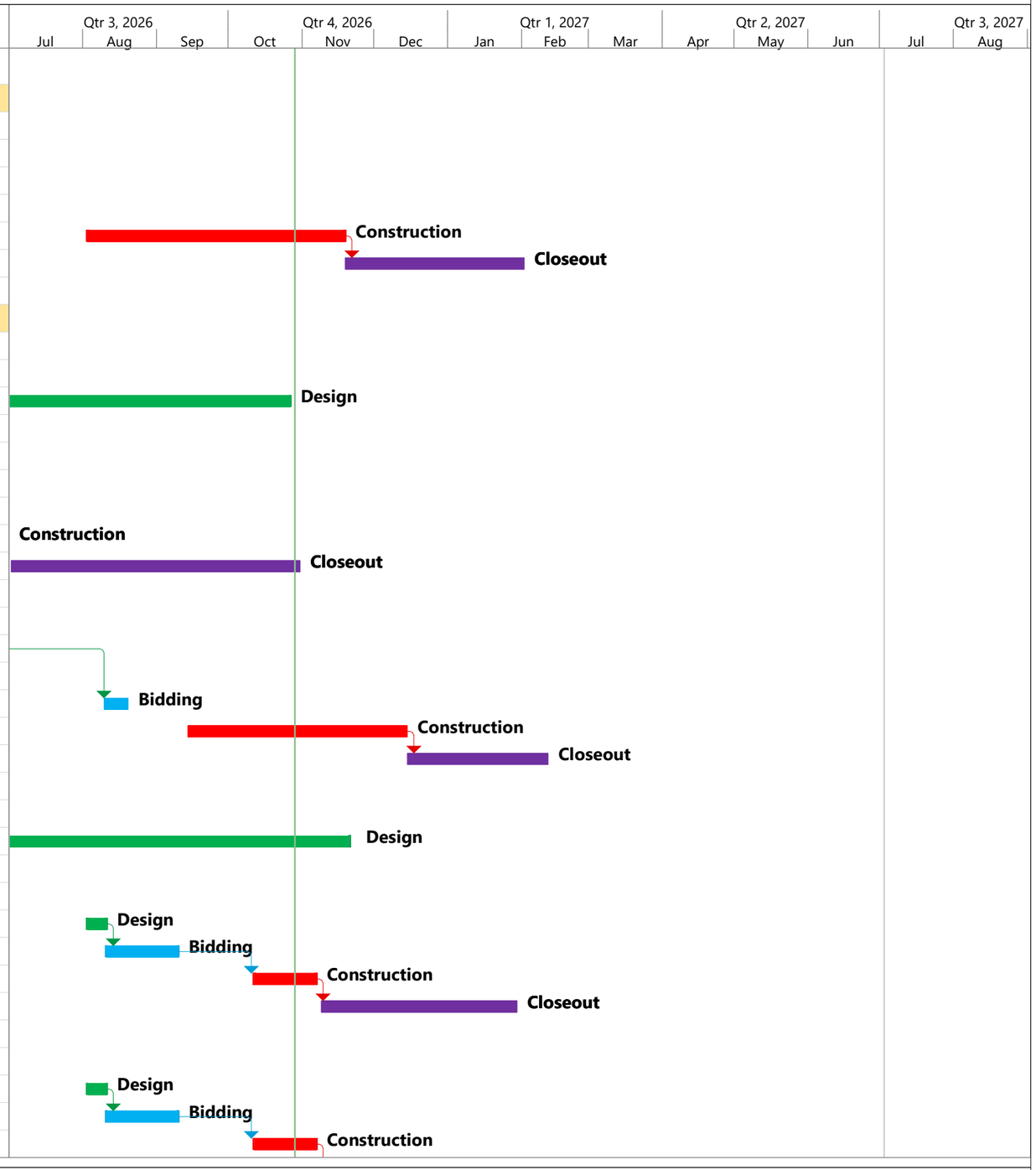
Current Status: Project Kick Off is scheduled for November 9, 2026 at the Reno-Stead Airport. Initial stakeholders involved include RTAA Planning, Engineering, Technology & Information Services, and RTS Leadership.

Budget:
- **Proposed Budget** — **$599,323**
- **Current Expenditure** — **$0**

Schedule:
- **Project Kick Off** — **November 9, 2026**

CIP Project Schedule

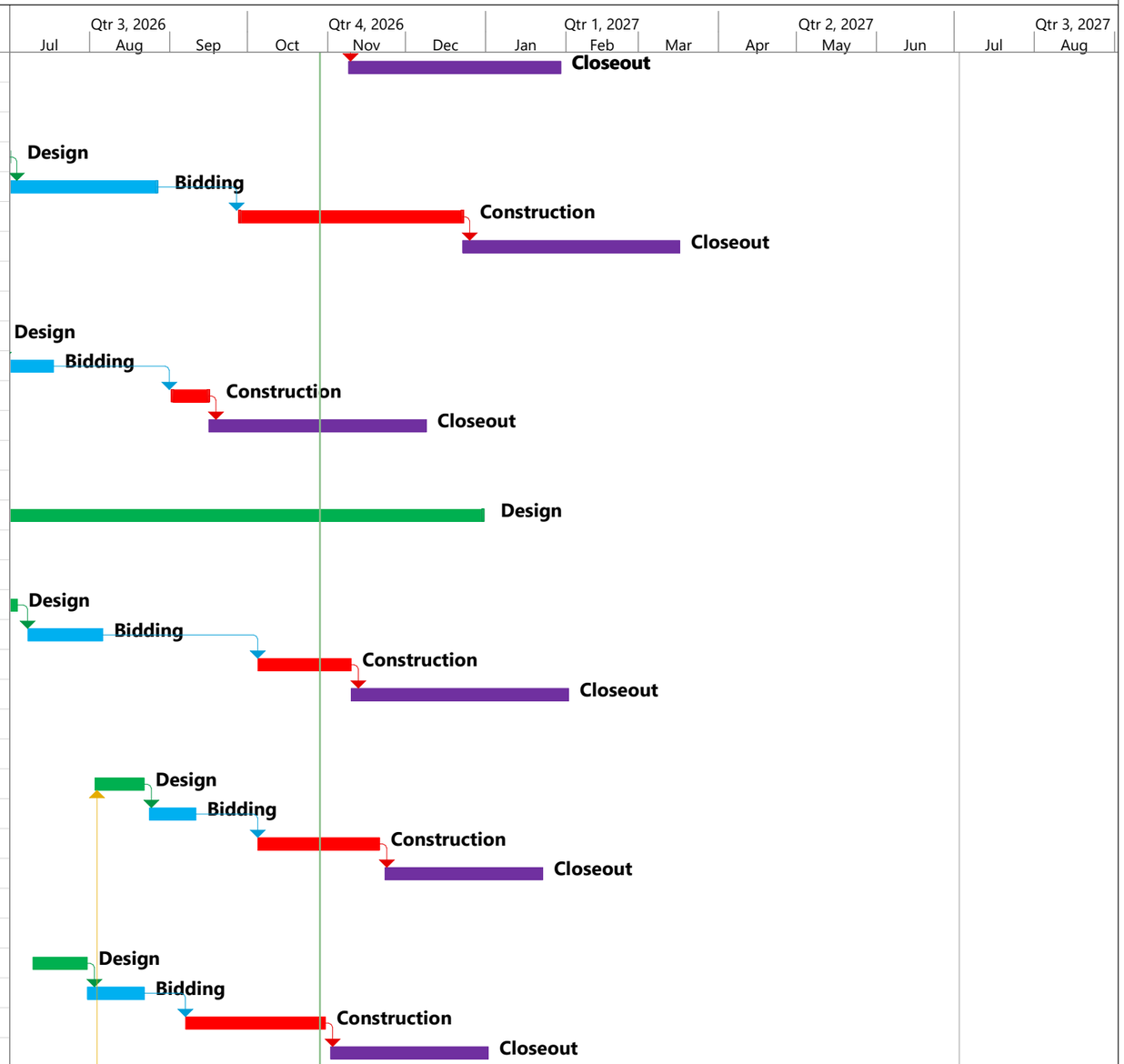
ID	Task Name	RNO/RTS	PM	Start	Finish
1	**PROJECT NAME**	**RNO RTS**	**PM**		
2	**Federal Funded (AIP, BIL, PFC, AIG, etc.)**				
3					
4	**RTS TWY A & Aircraft Apron Reconstruction - Ph 5**	**RTS**	**BJ**		
5	Design			Mon 12/15/2	Fri 3/27/26
6	Bidding			Mon 3/30/26	Fri 5/8/26
7	Construction			Mon 8/3/26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



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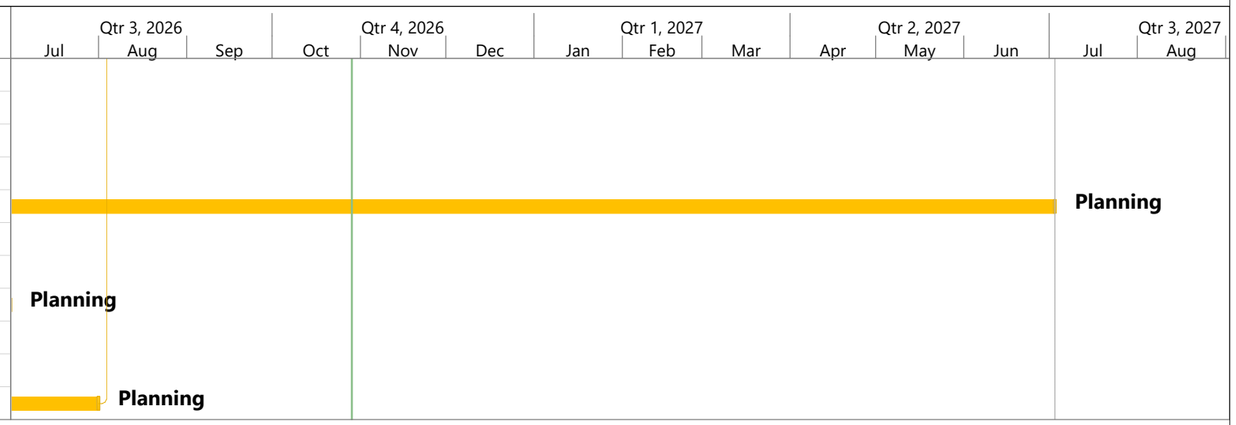
CIP Project Schedule

ID	Task Name	RNO/RTS	PM	Start	Finish
41	Closeout			Mon 11/9/26	Fri 1/29/27
42					
43	**RNO Airfield Pavement Maintenance Project 2026**	**RNO**	**BJ/CC**		
44	Design			Mon 5/25/26	Tue 6/30/26
45	Bidding			Wed 7/1/26	Wed 8/26/26
46	Construction			Mon 9/28/26	**Tue 12/22/26**
47	Closeout			Wed 12/23/2	Tue 3/16/27
48					
49	**RNO Taxiway Alpha & Bravo Infield Slurry Project**	**RNO**	**BJ**		
50	Design			Fri 5/15/26	Thu 6/25/26
51	Bidding			Fri 6/26/26	Fri 7/17/26
52	Construction			Wed 9/2/26	Tue 9/15/26
53	Closeout			Wed 9/16/26	Tue 12/8/26
54					
55	**RNO Electrical Substation 3, 4, 5, & 6 Design**	**RNO**	**DL**		
56	Design			Fri 5/15/26	Wed 12/30/26
57					
58	**North Apron Deicing Tank**	**RNO**	**BS**		
59	Design			Mon 5/4/26	Fri 7/3/26
60	Bidding			Wed 7/8/26	Wed 8/5/26
61	Construction			Mon 10/5/26	Mon 11/9/26
62	Closeout			Tue 11/10/2	Mon 2/1/27
63					
64	**RNO Airfield Maintenance Storage Roof Replacement**	**RNO**	**BJ**		
65	Design			Mon 8/3/26	Fri 8/21/26
66	Bidding			Mon 8/24/26	Thu 9/10/26
67	Construction			Mon 10/5/26	Fri 11/20/26
68	Closeout			Mon 11/23/2	Fri 1/22/27
69					
70	**RNO Mini Warehouse Storage Unit Demolition**	**RNO**	**BJ**	Wed 1/1/25	Wed 1/1/25
71	Design			Fri 7/10/26	Thu 7/30/26
72	Bidding			Fri 7/31/26	Fri 8/21/26
73	Construction			Mon 9/7/26	Fri 10/30/26
74	Closeout			Mon 11/2/26	Fri 1/1/27



CIP Project Schedule

ID	Task Name	RNO/RTS	PM	Start	Finish
75					
76	**PLANNING PROJECTS**				
77					
78	**RTS Master Plan & ALP Update**	**RTS**	**JH**		
79	Planning Study			Mon 6/2/25	Fri 7/2/27
80					
81	**RTAA GIS Master Plan (Phases 1-5)**	**RNO**	**JH**		
82	Planning Study			Thu 1/2/25	Tue 6/30/26
83					
84	**RNO Stormwater / Drainage Investigation**	**RNO**	**LB**	Wed 1/1/25	Wed 1/1/25
85	Planning Study			Mon 1/5/26	Fri 7/31/26



Reno-Tahoe Airport Authority

Administrative Report

Date: November 10, 2026

Subject: Administrative Award of Contracts – Expenditures

BACKGROUND

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

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

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

DISCUSSION

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

/ / /

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
09/25/26	Western single Ply-NV	$83,441.61	RTA Tower Roof Replacement	FY27 CIP	Engineering & Construction
09/29/26	Champion Chevrolet	$64,599.25	FY27 Fleet Vehicle Purchase	FY27 CIP	Airfield Maintenance
09/29/26	Champion Chevrolet	$43,866.25	FY27 Fleet Vehicle Purchase	FY27 CIP	Airfield Maintenance
09/29/26	LEHR Upfitters	$35,265.87	CradlePoint installation within RTAA vehicles	FY27 CIP	Technology & Info Sys.
09/29/26	Mesa Energy Systems	$74,525.00	Replacement of HVAC VFD's with BAS Integration	FY27 CIP	Engineering & Construction
09/29/26	Ainsworth Assoc Mechanical Eng	$30,000.00	Make Up Air Unit Replacement and Corrective Study	FY27 CIP	Engineering & Construction
09/29/26	LEHR Upfitters	$55,152.26	Panasonic FZ-55 and Dock vehicle installation	FY27 CIP	Technology & Info Sys.
09/30/26	Atkins North America	$49,536.00	Parking Garage Repairs-Design Services	FY27 CIP	Engineering & Construction
09/30/26	Q&D Construction	$93,663.19	Mini Warehouse Pads Pavement Leveling	FY27 CIP	Engineering & Construction
10/01/26	Abbi Agency	$150,000.00	Air Service Incentive - Southwest RNO to Nashville 2-year contract	FY27 O&M	Air Service Development
10/13/26	Pape Machinery Exchange	$37,300.00	644 Wheel Loader Rental for Snow Removal	FY27 O&M	Airfield Maintenance
10/14/26	Inland Deicing Services	$75,000.00	Glyvac Glycol Recovery Vehicle Lease	FY27 O&M	Airfield Maintenance
10/23/26	Diesel Direct West LLC	$29,131.34	Fuel order for Airfield shop	FY27 O&M	Airfield Maintenance

Change Orders and Amendments

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
09/29/26	Granite	$384.72	C.O.#1 Asphalt for AC Patches increase contract to pay final bill, total contract $40,384.72.	FY27 CIP	Engineering & Construction

Reno-Tahoe Airport Authority

Administrative Report

Date: November 10, 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.

October 2026

Date	Lessee	Property Address	Agreement Term	Contract Value	Portfolio
10/1/2026	Wild Ride, Inc. dba Kawasaki of Reno	2890 Vassar Street, Suites BB-4,20,21, Reno, NV 89502	12 Months	$17,270.04	Outside Properties
10/1/2026	Charles Nay dba Nay Excavation	2890 Vassar Street, Suite AA-16, Reno, NV 89502	Month-to-Month	$557.25 Month $6,687.00 year	Outside Properties