



Fiscal Year 2024-2025

ANNUAL BUDGET



**Reno-Tahoe
Airport
Authority**



Reno-Tahoe Airport Authority
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Section 1 - Introduction and Summary

**Reno-Tahoe Airport Authority
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Section 1 – Introduction**



**Board of Trustees
Reno, Nevada**

The Reno-Tahoe Airport Authority (RTAA) is a quasi-municipal corporation established by the Nevada State Legislature in 1977, with operations commencing on July 1, 1978. This enabling legislation of RTAA calls for annual budget and the information following addresses the operating and capital budget requirements for Fiscal Year (FY) 2024-25 as approved by the Board of Trustees on May 23, 2024. The budget represents the fiscal plan for revenues, expenses, and capital improvements to operate the Reno-Tahoe International Airport (RNO) and Reno-Stead (RTS) general aviation airport for FY 2024-25 (July 1, 2024, through June 30, 2025). The approved budget is balanced; meaning revenues and other resources equal or exceed expenditures and other uses. A balanced budget is an integral part of maintaining RTAA's financial sustainability.

The overall objective for the budget is to provide essential resources for operating, maintaining, and developing safe, convenient, and customer-focused facilities. The budget is structured consistent with conventions and standards as an enterprise fund. As such, RTAA's day-to-day operating and maintenance expenses are funded almost exclusively from revenues generated through cost recovery from the airlines, rents and concession fees paid by airport tenants, and customers of public parking facilities. No state or local property or sales tax dollars are used to meet RTAA's obligations. RTAA is solely responsible to ensure its financial stability and viability. This budget not only ensures RTAA's sound fiscal operation for the coming year, but also supports the growth and development needed to serve the expanding catchment area for generations to come. RTAA staff remain dedicated and professional, consistently delivering an exceptional travel experience for all who use our airports.

The MoreRNO capital program is expected to make significant progress in FY 2024-25 with the continued design process of the New Gen A&B concourses, South Remain Overnight (RON) pad, Central Utility Plant (CUP), and New Headquarters (HQ). Upon Board approval construction is also expected to start in the near future on the South RON, CUP, and HQ. Funding for the MoreRNO program is from federal grants, passenger facility charges (PFC), airline rates and charges, RTAA cash, and airport revenue bonds.

Background

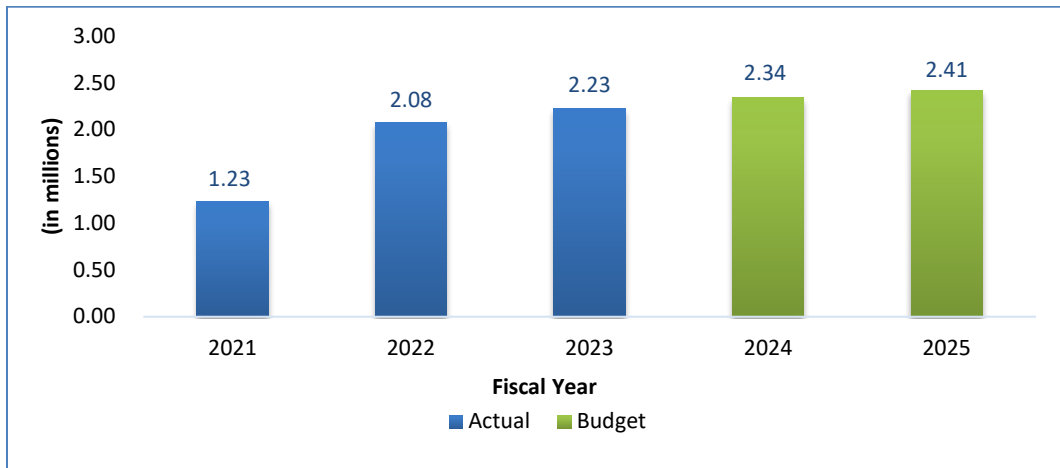
On April 23, 2024, the Board held a workshop on the proposed FY 2024-25 budget. Staff presented an overview of the budget, including passenger traffic, landed weight, revenue and operating expense estimates, and personnel requirements for the upcoming fiscal year to begin on July 1, 2024. The presentation also included information on proposed capital equipment and projects estimates anticipated within the Capital Improvement Plan. On May 9, 2024, the proposed budget, with a focus on airline rates and charges, were reviewed with the Airline Airport Affairs Committee as required by the Airport-Airline Use and Lease Agreement (AAULA or "airline agreement"). On May 14, 2024, pursuant to State law a notice of the proposed budget and public hearing was published in the Reno Gazette-Journal. On May 23, 2024, the Board opened the public hearing, considered the proposed budget and adopted the FY 2024-2025 budget.

Enplaned Passengers

Airline traffic at RNO has made a tremendous recovery following the COVID pandemic. We celebrated new records of enplaned passengers in some months of FY 2023-24. However, the updated FY 2023-24 traffic forecast reflects a slowing in growth in both landed weight and passenger traffic due to the exist of Allegiant, Frontier and New Pacific, and operation adjustments by mainline carriers to address aircraft utilization throughout the network. These impacts were partially offset by new services from Spirit, Sun Country and Alaska Airlines. The FY 2024-2025 passenger forecast anticipates 2.415 million enplaned passengers, a

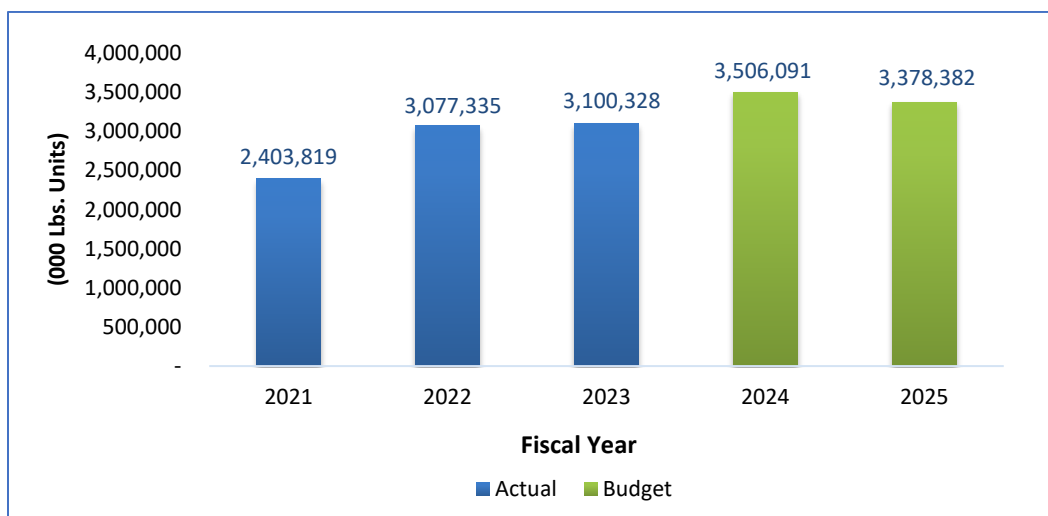
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3.3% decrease from the FY 2023-2024 budget. When compared to the anticipated final passenger data for FY 2023-2024, however, the FY 2024-2025 forecast anticipates a 1.9% increase. RTAA staff continues to closely monitor airline traffic changes closely and the potential impact this may have on RNO operating revenues.



Landed Weights

Landed weight represents the maximum gross certificated landed weight in one-thousand-pound units, as specified in the airline flight operations manual. This metric is used to determine landing fees for both airline and general aircraft operating at the Airport. For FY 2024-25, landed weight is projected to decrease by 3.6% compared to FY 2023-24, and a 9.0% increase from the FY 2022-2023 actuals. This decrease in the budget is attributed to the exit of some commercial airlines during previous fiscal year. Despite this, the overall trend remains positive compared to the earlier fiscal year.



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Budget Overview

The FY 2024-25 budget includes total revenues of \$105.485 million to fund airport operating expenses, debt service, equipment, and capital improvements. The tables below provide a financial overview of the FY 2024-25 budget and key metrics.

Budget Category	FY 2022-23 Actual	FY 2023-24 Budget	FY 2023-24 Forecast	FY 2024-25 Budget	Budget to Budget	
					\$ Change	% Change
Operating Budget						
Revenues	\$ 66,493,459	\$ 85,456,219	\$ 85,208,518	\$ 88,408,803	\$ 2,952,583	3.5%
Expenses	(55,842,097)	(65,144,750)	(65,111,301)	(68,668,035)	(3,523,285)	5.4%
Revenues over Expenses	10,651,362	20,311,469	20,097,217	19,740,768	(570,702)	(2.8%)
Other Sources (Uses)						
Property, Plant and Equipme	(1,667,829)	(894,962)	(920,911)	(702,657)	192,305	(21.5%)
Debt Service	(400,000)	(1,110,519)	(910,609)	(1,915,560)	(805,041)	72.5%
Federal Stimulus Funds	1,520,000	1,160,094	960,184	-	(1,160,094)	(100%)
Interest Income	2,899,224	1,976,400	2,778,700	2,696,900	720,500	36.5%
Other Non-Operating Reven	300,994	298,400	300,000	302,900	4,500	1.5%
Total Other Sources (Uses)	2,652,389	1,429,413	2,207,364	381,583	(1,047,830)	(73.3%)
Net Sources over Uses	13,303,751	21,740,882	22,304,581	20,122,350	(1,618,532)	(7.4%)
Other Revenues:						
Passenger Facility Charges	8,372,017	9,394,600	9,167,900	9,076,700	(317,900)	(3.4%)
Customer Facility Charges	7,863,374	9,573,000	11,218,500	-	(9,573,000)	(100%)
Total Other Sources	16,235,391	18,967,600	20,386,400	9,076,700	(9,890,900)	(52.1%)
Capital Budget	\$ 24,002,427	\$ 58,384,588	\$ 58,384,588	\$ 100,139,053	\$ 41,754,465	71.5%

Key Metrics

Description	FY 2022-23 Actual	FY 2023-24 Budget	FY 2023-24 Forecast	FY 2024-25 Budget	Budget to Budget	
					\$ Change	% Change
Enplaned Passengers	2,229,254	2,496,862	2,369,767	2,414,737	(82,125)	(3.3%)
Sig. Cost Per Enplanement	\$ 6.33	\$ 9.65	\$ 10.17	\$ 10.93	\$ 1.28	13.3%
Landed Weight (000's)	3,100,328	3,506,091	\$3,249,801	3,378,382	(127,709)	(3.6%)
Landing Fee (Signatory)	\$ 3.79	\$ 3.99	\$ 4.26	\$ 4.19	\$ 0.20	5.0%
Landing Fee (Non-Signatory)	\$ 3.79	\$ 4.59	\$ 4.90	\$ 4.82	\$ 0.23	5.0%
Terminal Rental Rate (Avg.)	\$ 34.47	\$ 142.44	\$ 143.68	\$ 156.40	\$ 13.96	9.8%
Debt Service Coverage	53.49	27.92	34.79	16.47	(11.45)	(41.0%)

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RTAA Strategic Plan

An important guiding foundation for the budget is RTAA's Strategic Plan. The plan was developed with extensive input from the Board of Trustees, RTAA staff and other interested stakeholders. This plan helps to guide RTAA on a path to success as we endeavor to change the future of air travel in the region for generations to come. The purpose and desired outcomes of the RTAA FY 2025-28 Strategic Plan are:

- **Shared Vision** - A strategic vision for the organization that is shared by staff and Board of Trustees.
- **Strategic Direction** - Core strategies that will help guide the RTAA over the next five fiscal years.
- **Roadmap** - A high-level plan to guide priority setting and serve as a helpful road map for staff and the Board of Trustees.
- **Planning Structure** - Long-term goals and performance measures that support the strategic priorities and provide a planning structure for objectives setting and annual action plans developed by the Executive Team.
- **Agility/Flexibility** - A living, breathing plan that provides direction, but is also flexible and broad enough to incorporate constant change in the aviation industry.

The strategic priorities of the plan provide the framework for the direction of RTAA over the next five fiscal years. With a holistic focus across the whole organization, the priorities provide clarity on the intent of how the RTAA will achieve this vision.

1. Safety and Security - Create a safe and secure environment for everyone who utilizes the Reno-Tahoe International Airport and Reno-Stead Airport.
2. People - Bolster our employees who are the current and future strength of our organization.
3. Facilities for the Future - Optimize existing facilities and construct new infrastructure at both airports to address market demand by implementing the MoreRNO Program and Airport Capital Improvement Program (ACIP).
4. Air Service and Cargo - Retain and increase air service and cargo.
5. Financial Stewardship - Establish a culture of fiscal integrity; responsibly manage our business costs, diversify revenues, engage commercial business opportunities, and pursue grant funding, and the prudent use of debt financing for MoreRNO projects.
6. Customer Experience - Provide a positive environment and experience for all.
7. General Aviation - Support and elevate general aviation at both airports.
8. Sustainability - Operate and manage both airports with a holistic approach reflecting sustainability policies and practices along with environmental stewardship.

For an in-depth discussion about the Strategic Plan, the methodology and initiatives, please refer to RTAA's website www.renoairport.com/airport-authority/airport-plans.

Section 2- Organization Guide

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 Section 2 – Organization Guide**

BOARD OF TRUSTEES

The Board of Trustees consists of nine members appointed by the City of Reno, City of Sparks, Washoe County, and the Reno-Sparks Convention and Visitors Authority (RSCVA). Each Trustee brings a comprehensive history of community service to the board combined with a wide range of business expertise.



List of Board of Trustees with Appointing Entities*

Board of Trustees	Position	Term Expires	Represents
Carol Chaplin	Chair	Jun-25	Reno-Sparks Convention & Visitors Authority
Richard Jay	Vice-Chair	Jun-25	City of Reno
Jennifer Cunningham	Treasurer	Jun-25	City of Reno
Adam Kramer	Secretary	Jun-25	Washoe County
Shaun Carey	Trustee	Jun-27	City of Sparks
Art Sperber	Trustee	Jun-25	City of Sparks
Joel Grace	Trustee	Jun-27	City of Reno
Kitty Jung	Trustee	Jun-27	City of Reno
Cortney Young	Trustee	Jun-27	Washoe County

Trustee positions as of May 24, 2024, when the FY2024-25 budget was approved. More information on the Board of Trustees can be viewed on the RTAA website at www.renoairport.com or by clicking RTAA Board of Trustees.

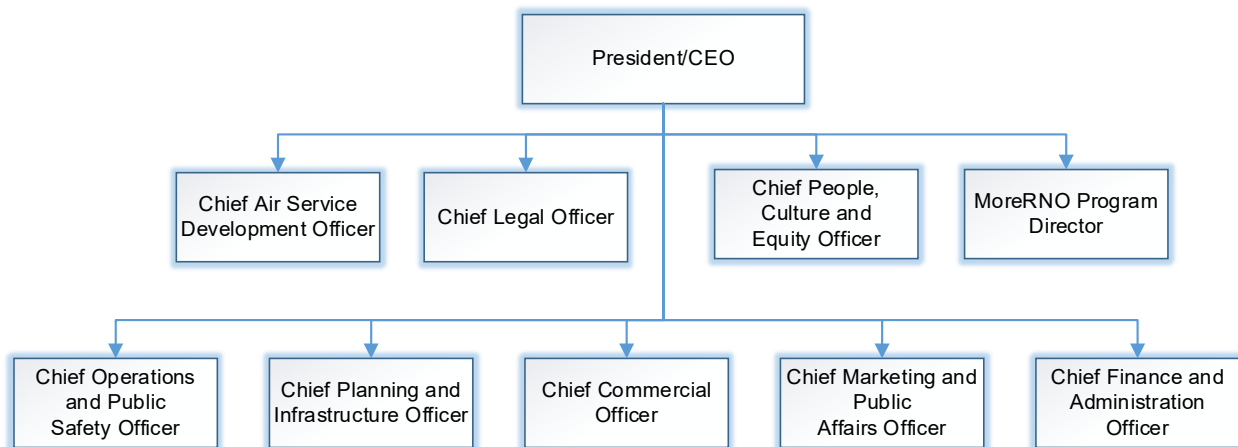
2024-25 PERSONNEL COMPLEMENT

RTAA’s total approved and funded personnel complement for FY 2024-25 reflects 295.5 full-time equivalent (FTE) positions, a net increase of three and a half from those approved in the prior budget year.

The President/CEO division expanded by creating the MoreRNO department to manage the multi-year MoreRNO construction program. Initiated in 2022 with the ticketing hall expansion, the MoreRNO infrastructure program is set to run for approximately ten years, with an estimated investment of \$1 billion. This program is the largest infrastructure initiative in RTAA’s history. Establishing the MoreRNO department enables a specialized team to concentrate on MoreRNO projects, ensuring the efficient and effective delivery of complex projects in alignment with RTAA’s strategic goals. Only the MoreRNO Program Director and MoreRNO Controls Director will be charged to the FY 2024-25 budget. The MoreRNO Senior Project Manager and the MoreRNO Airport Tenant Liaison Manager will be funded with MoreRNO capital projects.

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RTAA’s workforce is organized into nine divisions led by chief officers reporting directly to the President/CEO represented in the following organizational chart:



The *Chief Air Service Development Officer* is responsible for enhancing and expanding air service at an airport. This role is pivotal for an airport's growth and involves a range of strategic, analytical, and relationship-building activities. By performing these duties, Air Service Development plays a crucial role in ensuring the growth and sustainability of air services, which in turn supports the overall success of the airport.

The *Chief Legal Officer* plays a crucial role in safeguarding the airport's interests, ensuring legal regulatory compliance, and contributing to the strategic direction and operational efficiency of the organization.

The People, Culture, and Equity Division led by the *Chief People, Culture, and Equity Officer* and ensures that its workforce is well-managed, motivated, and aligned with the organization's strategic goals. This contributes to smoother operations and improved employee satisfaction.

The *MoreRNO Program Director* provides the expertise, leadership, and management skills necessary to navigate the complexities of large-scale construction MoreRNO projects. This role is crucial in delivering the project on time, within budget, and to the highest standards of quality and safety.

The role of the Operations and Public Safety Division is critical in ensuring that the airport operates smoothly, efficiently, and safely, while continuously improving processes and maintaining high standards of service. The division led by the *Chief Operations and Public Safety Officer* incorporates the following departments:

- Operations and Public Safety Administration
- Airside Operations
- Landside Operations
- Airport Fire
- Airport Police
- Airport Communications
- Airport Security
- Terminal Operations
- Reno-Stead Airport

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The Planning & Infrastructure Division ensures that RTAA's infrastructure meets current and future needs, supports operational efficiency, and aligns with RTAA's strategic goals. The *Chief Planning & Infrastructure Officer* plays a key role in driving sustainable growth and development, enhancing the airport's capacity, and ensuring the successful execution of capital projects. The division includes the following departments:

- Planning & Infrastructure Administration
- Facilities & Maintenance
- Planning & Environmental Services
- Engineering & Construction
- Airfield Maintenance
- Building Maintenance
- Baggage Handling System

The Commercial Operations Division is led by the *Chief Commercial Officer*. This division is essential in driving RTAA's revenue growth and enhancing its commercial viability. The division plays a critical role in developing and implementing strategies to optimize commercial operations, ensuring the airport's financial health and competitive position in the market. The Commercial Operations division incorporates the following departments:

- Airport Economic Development
- Outside Properties

The role of a *Chief Marketing & Public Affairs Officer* is crucial in shaping the airport's public image, enhancing passenger experience, and driving marketing efforts to attract more passengers and business. This officer plays a key role in building strong relationships with stakeholders, managing public perceptions, and ensuring effective communication both internally and externally.

The role of a *Chief Finance & Administration Officer* is critical in ensuring the financial health and operational efficiency of the airport. This officer provides strategic financial leadership, oversees administrative functions, manages investments, and ensures compliance with financial regulatory requirements. By effectively managing the airport's financial and administrative operations, the Chief Finance & Administration Officer helps support the airport's growth and long-term success. The division incorporates the following departments:

- Technology & Information Systems
- Finance
- Purchasing & Material Management

POSITION UPDATES

The Position Updates section offers a detailed account of the approved changes to position duties and responsibilities made during the budget process. This approach ensures transparency and clarity regarding RTAA's structure and staffing. The updates are categorized by department.

PRESIDENT/CEO DIVISION

The MoreRNO program was added and includes four full-time positions in total. Three of the full-time positions are new positions, while the fourth position is a position transferred from the Engineering & Construction division. The four positions under the MoreRNO program:

- MoreRNO Program Director, new full-time position
- MoreRNO Program Controls Director, new full-time position

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- MoreRNO Senior Project Manager, transferred in from the Engineering & Construction division
- MoreRNO Tenant Liaison Manager, new full-time position

MARKETING & PUBLIC AFFAIRS DIVISION

The Marketing & Public Affairs Division reclassified three positions and added 0.5 FTE to a position already in place in the current fiscal. The purpose of the position reorganization is to streamline communication efforts. The position updates are:

- Administrative Assistant III, eliminated position
- Receptionist, position transferred to Terminal Operations
- Director of Marketing, reclassified from Director of Corporate Communications
- Manager of Public Affairs, reclassified from Public Affairs Coordinator
- The Art Administrator/Marketing Specialist, combined the existing Art Administrator with the new Marketing Specialist position, forming a full-time position

AIR SERVICE DEVELOPMENT DIVISION

The Air Service Development Division had two changes to its organization. The position updates include:

- Chief Air Service Development Officer, new position
- Air Service Development Specialist, reclassified from Air Service Development & Community Engagement

COMMERCIAL OPERATIONS DIVISION

The Commercial Operations Division only reflects one change, which is:

- Manager of Economic Development, reclassified from Manager of Aeronautical Properties

PEOPLE, CULTURE, AND EQUITY DIVISION

The People, Culture, and Equity reflect one change:

- People Operations Assistant, reclassified from People Coordinator

FINANCE & ADMINISTRATION DIVISION

Technology & Information Systems reclassified three of their positions to optimize resource utilization, focus on strategic business needs, and reflect strategic realignment to better meet organizational priorities and utilize employee skills effectively. The three positions include:

- 2 Technology Business Analysts, reclassified from Project manager
- Senior Business Analyst, reclassified from Security Systems Administrator

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Finance reclassified three positions to address increased task complexity, add new responsibilities to existing positions, and align duties with organizational changes. The position reclassifications are:

- Senior Internal Auditor, reclassified from Internal Auditor
- Accounting Specialist, reclassified from Administrative Assistant III
- Senior Accounts Receivable Technician, reclassified from Accounts Receivable Technician

OPERATIONS & PUBLIC SAFETY DIVISION

Operations and Public Safety Administration reflects one change, which is a transfer of personnel:

- Operations & Public Safety Compliance Coordinator, transferred to Aviation Compliance

Airport Police reflects one change, which is:

- Airport Police Assistant Chief, retitled from Police Captain

Aviation Compliance had several organizational changes. The first change is a new name from Airport Security to Aviation Compliance. As part of the updates, one staff member was transferred in from the Operations & Safety Administration while 16 staff members were transferred out to the Terminal Operations. The shifting of personnel reduced Aviation Compliance to four full-time staff members and that includes the Manager of Aviation Compliance, reclassified from Manager of Airport Security.

- Manager of Aviation Compliance, reclassified from Manager of Airport Security
- Operations & Public Safety Compliance Coordinator, transferred from Operations & Public Safety Administration
- Airport Security Supervisor, transferred to Terminal Operations
- 4 – Lead Security Specialist, transferred to Terminal Operations
- 11 – Airport Security Specialist, transferred to Terminal Operations

Terminal Operations increased by 16 full-time staff members transferred in from Aviation Compliance. This increase significantly enhances the ability to provide high-quality, timely, and effective support. Terminal Operations grew from having three staff members (1 FTE and 2.5 FTEs) to having a total of 19 full-time staff. The changes to the Terminal Operations sections are:

- Receptionist, transferred in from Marketing & Public Affairs Division
- 4 – Lead Security Specialist, transferred in from Aviation Compliance
- 11 – Airport Security Specialist, transferred in from Aviation Compliance
- Supervisor of Airport Operations, transferred in from Aviation Compliance and reclassified from Airport Security Supervisor

Reno-Stead Airport reflects the change following:

- Added Stead Technician IV to the progression series

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PLANNING & INFRASTRUCTURE DIVISION

Planning & Environmental has increased by 0.5 FTE to hire a new Environmental Program Manager to assist with the transition of an expected retirement of the incumbent. The 0.5 FTE is expected to be eliminated once the retirement occurs. The change to the Planning & Environmental includes:

- Increase Environmental Program Manager by 0.5 FTE until retirement of incumbent Environmental Program Manager

Engineering & Construction changes in personnel includes:

- Senior Project Manager, transferred to the MoreRNO division
- Senior Project Manager, eliminated full-time position
- Facilities Project Manager II, reclassified from Senior Facilities Project Manager

Airfield Maintenance reflects the change following:

- Added Airfield Technician IV to the progression series

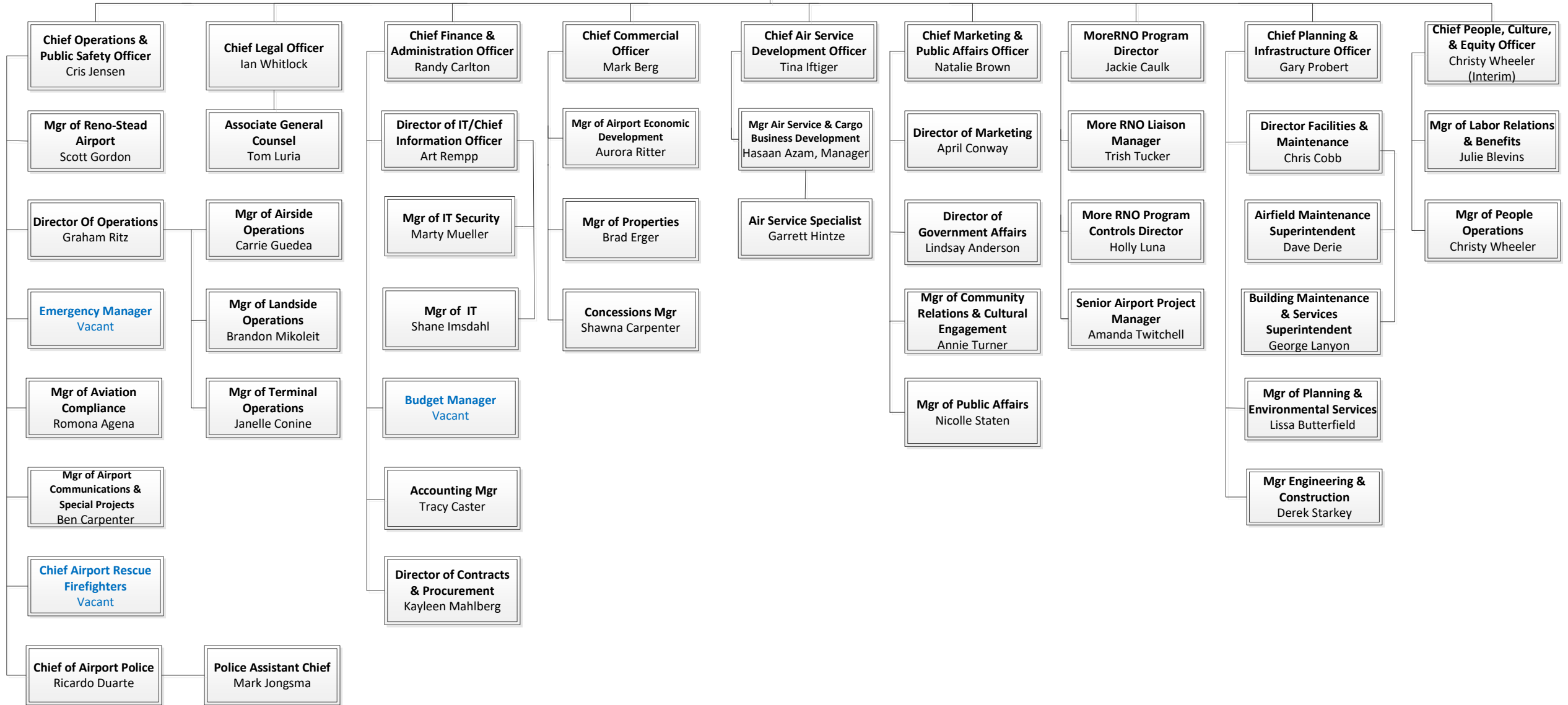
Building Maintenance reflects the change following:

- Added Facilities Maintenance Technician IV to the progression series

ORGANIZATIONAL CHART AND PERSONNEL COMPLEMENT

The following section includes the organizational chart, the Personnel Complement Summary, and the Personnel Complement. The organizational chart offers a visual representation of the divisions and various departments. The Personnel Complement Summary includes the total budgeted and/or authorized positions by division for fiscal year 2024-25. The Personnel Complement provides a comprehensive overview of all positions by division and department, position titles, and the number of full-time authorized positions per department. This list also reflects the additions or removals made to the list of positions.

**President/CEO
Daren Griffin**



**Effective 9/23/24

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Personnel Complement Summary

Divisions	Budgeted and/or	Budgeted and/or	Budgeted and/or
	Aurhorized	Aurhorized	Aurhorized
	2022-23	2023-24	2024-25
*Board of Trustees Division	9.0	9.0	9.0
President/CEO Division	4.0	4.0	8.0
Marketing & Public Affairs Division	9.0	8.0	7.0
Air Service Development Division	2.0	2.0	3.0
Commercial Operations Division	10.0	9.0	9.0
People, Culture & Equity Division	6.0	6.0	6.0
Finance & Administration Division	30.0	30.0	30.0
Operations & Public Safety Division	121.0	126.0	127.0
Planning & Infrastructure Division	107.0	107.0	105.5
TOTAL AIRPORT (Excludes Trustees)	289.0	292.0	295.5

* Trustees are appointed positions and not counted in the Personal Complement

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Personnel Complement

	Funded FY 2022-23	Funded FY 2023-24	Funded FY 2024-25
Board of Trustees Division			
Board of Trustees *	9.0	9.0	9.0
Total Board of Trustees Division *	9.0	9.0	9.0
President/CEO Division			
President/CEO			
President/CEO	1.0	1.0	1.0
Executive Assistant/Board Assistant	1.0	1.0	1.0
Total President/CEO	2.0	2.0	2.0
General Counsel			
Chief Legal Officer	1.0	1.0	1.0
Legal Secretary	1.0	0.0	0.0
Associate General Counsel	0.0	1.0	1.0
Total General Counsel	2.0	2.0	2.0
MoreRNO Program			
MoreRNO Program Director	0.0	0.0	1.0
MoreRNO Program Controls Director	0.0	0.0	1.0
MoreRNO Tenant Liaison Manager	0.0	0.0	1.0
MoreRNO Senior Project Manager	0.0	0.0	1.0
Total MoreRNO	0.0	0.0	4.0
Total President/CEO Division	4.0	4.0	8.0
Marketing & Public Affairs Division			
Director of Marketing	0.0	0.0	1.0
Chief Marketing and Public Affairs Officer	1.0	1.0	1.0
Manager of Public Affairs	1.0	1.0	1.0
Director of Government Affairs	0.0	1.0	1.0
Art Administrator and Marketing Specialist	0.0	0.0	1.0
Marketing Coordinator	2.0	1.0	1.0
Public Affairs Coordinator	0.0	1.0	0.0
Manager of Community Relations and Cultural Engagement	1.0	1.0	1.0
Customer Service Supervisor	1.0	0.0	0.0
Administrative Assistant III	1.0	1.0	0.0
Receptionist	1.0	1.0	0.0
Total Marketing & Public Affairs Division	9.0	8.0	7.0
Air Service Development Division			
Chief Air Service Development Officer	0.0	0.0	1.0
Manager of Air Service & Cargo Business Development	1.0	1.0	1.0
Air Service Development Specialist	0.0	0.0	1.0
Air Service Development & Community Engagement	1.0	1.0	0.0
Total Air Service Development Division	2.0	2.0	3.0

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Personnel Complement

	Funded FY 2022-23	Funded FY 2023-24	Funded FY 2024-25
Commercial Operations Division			
Chief Commercial Officer	1.0	1.0	1.0
Manager of Aeronautical Properties	0.0	1.0	0.0
Manager of Economic Development	1.0	0.0	1.0
Manager of Properties	1.0	0.0	0.0
Manager of Aeronautical Properties	0.0	1.0	1.0
Concessions Manager	1.0	1.0	1.0
Aviation Business Program Manager	0.0	1.0	1.0
Property Specialist II	2.0	1.0	1.0
Property Specialist I	1.0	1.0	1.0
Contract Manager	1.0	0.0	0.0
Property Technician	2.0	2.0	2.0
Total Commercial Operations Division	10.0	9.0	9.0
People, Culture & Equity Division			
People Operations Assistant	0.0	0.0	1.0
Chief People, Culture & Equity Officer	1.0	1.0	1.0
Manager of Labor Relations & Benefits	1.0	1.0	1.0
Manager of People Operations	0.0	1.0	1.0
Senior People Business Partner	1.0	0.0	0.0
People Business Partner	2.0	1.0	1.0
People Operations Generalist	0.0	1.0	1.0
People Coordinator	1.0	1.0	0.0
Total People, Culture & Equity Division	6.0	6.0	6.0
Finance & Administration Division			
Technology and Information Systems			
Senior Business Analyst	0.0	0.0	1.0
IT Business Analyst	0.0	0.0	2.0
Director of IT/ Chief Information Officer	1.0	1.0	1.0
Manager of Information Technology	1.0	1.0	1.0
Manager of IT Security	1.0	1.0	1.0
Project Manager	2.0	2.0	0.0
Supervisor of IT	0.0	1.0	1.0
Cyber Security Analyst	0.0	1.0	1.0
Security Systems Technician	1.0	0.0	0.0
Security Systems Administrator	1.0	1.0	0.0
Network Administrator II	2.0	2.0	2.0
Service Desk Administrator	0.0	1.0	1.0
Database Administrator	1.0	0.0	0.0
Systems Analyst	1.0	0.0	0.0
Network Administrator I	1.0	1.0	1.0
Total Technology and Information Systems	12.0	12.0	12.0

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Personnel Complement

	Funded FY 2022-23	Funded FY 2023-24	Funded FY 2024-25
Finance & Administration Division Continued			
Finance			
Chief Finance & Administration Officer	1.0	1.0	1.0
Senior Internal Auditor	0.0	0.0	1.0
Internal Auditor	1.0	1.0	0.0
Manager of Budget	1.0	1.0	1.0
Senior Financial Analyst	1.0	0.0	0.0
Financial Analyst	1.0	2.0	2.0
Manager of Accounting	1.0	1.0	1.0
Accountant	1.0	1.0	1.0
Payroll Administrator	1.0	1.0	1.0
Accounting Technician - AP	1.0	1.0	1.0
Accounting Technician - AR	2.0	2.0	1.0
Senior Accounting Technician	0.0	0.0	1.0
Accounting Specialist	1.0	1.0	1.0
Total Finance	12.0	12.0	12.0
Contracts & Procurement			
Director of Contracts & Procurement	0.0	1.0	1.0
Manager of Purchasing & Materials Management	1.0	0.0	0.0
Senior Buyer	1.0	1.0	1.0
Buyer	1.0	1.0	1.0
Materials Management Supervisor	1.0	1.0	1.0
Materials Control Technician	1.0	1.0	1.0
Warehouse Assistant/Driver	1.0	1.0	1.0
Total Contracts & Procurement	6.0	6.0	6.0
Total Finance & Administration Division	30.0	30.0	30.0
Operations & Public Safety Division			
Operations & Public Safety Administration			
Chief Operations & Public Safety Officer	1.0	1.0	1.0
Director of Operations	1.0	1.0	1.0
Airport Emergency Manager	1.0	1.0	1.0
Operations & Public Safety Compliance Coordinator	0.0	1.0	0.0
Operations Specialist	1.0	0.0	0.0
Total Operations and Public Safety Administration	4.0	4.0	3.0
Airside Operations			
Manager of Airside Operations	1.0	1.0	1.0
Airport Duty Manager	7.0	7.0	7.0
Total Airside Operations	8.0	8.0	8.0
Landside Operations			
Manager of Landside Operations	1.0	1.0	1.0
Landside Operations Supervisor	2.0	2.0	2.0
Administrative Assistant I/II	1.0	1.0	1.0
Landside Attendant I/II	13.0	13.0	13.0
Landside Shift Leader	6.0	6.0	6.0
Total Landside Operations	23.0	23.0	23.0

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Personnel Complement

	Funded FY 2022-23	Funded FY 2023-24	Funded FY 2024-25
Operations & Public Safety Division Continued			
Airport Fire			
Chief of Airport Rescue Firefighters	1.0	1.0	1.0
Battalion Chief	3.0	3.0	3.0
Fire Captain	6.0	6.0	6.0
Engineer	9.0	9.0	9.0
Fire Fighter	3.0	6.0	6.0
Total Airport Fire	22.0	25.0	25.0
Airport Police			
Chief of Airport Police	1.0	1.0	1.0
Airport Police Assistant Chief	1.0	1.0	1.0
Police Sergeant	4.0	4.0	4.0
Police Officer	18.0	18.0	18.0
Police Compliance Specialist	1.0	1.0	1.0
Total Airport Police	25.0	25.0	25.0
Airport Communications			
Manager of Airport Communications & Special Projects	1.0	1.0	1.0
Airport Communications Supervisor	1.0	1.0	1.0
Airport Communications Specialist I/II	11.0	11.0	11.0
Total Airport Communications	13.0	13.0	13.0
Aviation Compliance			
Manager of Aviation Compliance	1.0	1.0	1.0
Operations & Public Safety Compliance Coordinator	0.0	0.0	1.0
Airport Security Supervisor	1.0	1.0	0.0
Lead Security Specialist	4.0	4.0	0.0
Airport Security Specialist	11.0	11.0	0.0
Security Compliance Supervisor	0.0	1.0	1.0
Security Compliance Specialist II	1.0	0.0	0.0
Security Compliance Specialist I	1.0	1.0	1.0
Total Aviation Compliance	19.0	19.0	4.0
Terminal Operations			
Airport Operations Specialist	0.0	0.0	11.0
Lead Airport Operations Specialist	0.0	0.0	4.0
Receptionist	0.0	0.0	1.0
Supervisor of Airport Ops	0.0	0.0	1.0
Manager of Terminal Operations	0.0	1.0	1.0
Customer Experience Representatives	0.0	1.0	1.0
Total Terminal Operations	0.0	2.0	19.0
Reno-Stead Airport			
Manager of Reno-Stead Airport	1.0	1.0	1.0
Operations Specialist	0.0	1.0	1.0
Administrative Assistant III	1.0	0.0	0.0
Stead Technician I/II/III/IV	3.0	3.0	4.0
Stead Technician IV	1.0	1.0	0.0
Stead Technician V	1.0	1.0	1.0
Total Reno-Stead Airport	7.0	7.0	7.0
Total Operations & Public Safety Division	121.0	126.0	127.0

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Personnel Complement

	Funded FY 2022-23	Funded FY 2023-24	Funded FY 2024-25
Planning & Infrastructure Division			
Planning & Infrastructure Administration			
Chief Planning & Infrastructure Officer	1.0	1.0	1.0
Director of Program Manager	1.0	0.0	0.0
Administrative Assistant III	1.0	1.0	1.0
Total Planning & Infrastructure Administration	3.0	2.0	2.0
Planning & Environmental Services			
Manager of Planning/Environmental Service	1.0	1.0	1.0
Environmental Program Manager	1.0	1.0	1.5
Airport Planner II	2.0	2.0	2.0
Airport Noise Analyst	1.0	1.0	1.0
Total Planning & Environmental Services	5.0	5.0	5.5
Engineering & Construction			
Manager of Engineering & Construction	1.0	1.0	1.0
Senior Airport Project Manager	2.0	2.0	0.0
Capital Improvements & Grant Coordinator	1.0	1.0	1.0
Facilities Project Manager II	1.0	1.0	1.0
Airport Project Manager II	2.0	2.0	2.0
Total Engineering & Construction	7.0	7.0	5.0
Facilities and Maintenance Administration			
Director of Facilities and Maintenance	1.0	1.0	1.0
Facilities Project Manager	1.0	1.0	1.0
Total Facilities and Maintenance Administration	2.0	2.0	2.0
Airfield Maintenance			
Airfield Maintenance Superintendent	1.0	1.0	1.0
Airfield Maintenance Supervisor	2.0	2.0	2.0
Airfield Technician V	5.0	5.0	5.0
Airfield Equipment Mechanic IV	3.0	3.0	3.0
Airfield Landscape Technician IV	1.0	0.0	1.0
Airfield Landscape Technician III	1.0	1.0	0.0
Airfield Electrician Technician IV	2.0	2.0	2.0
Airfield Technician I, II, III, IV	11.0	11.0	13.0
Airfield Technician IV	0.0	1.0	0.0
Airfield Automotive Technician III	1.0	1.0	1.0
Airfield Manintenance Technician	0.0	1.0	0.0
Airfield Maintenance Specialist	0.0	1.0	1.0
Administrative Assistant II	1.0	0.0	0.0
Total Airfield Maintenance	28.0	29.0	29.0

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Personnel Complement

	Funded FY 2022-23	Funded FY 2023-24	Funded FY 2024-25
Planning & Infrastructure Division Continued			
Building Maintenance & Services			
Facilities Superintendent	1.0	1.0	1.0
Assistant Facilities Superintendent	1.0	1.0	1.0
Facilities Supervisor	5.0	5.0	5.0
Facilities Maintenance Technician I, II, III	6.0	6.0	8.0
Facilities Jet Bridge Technician IV	2.0	2.0	2.0
Facilities Maintenance Technician IV	2.0	2.0	0.0
Facilities Plumber Technician IV	1.0	1.0	1.0
Facilities Maintenance Technician V	3.0	3.0	3.0
Facilities HVAC Plant Operator V	1.0	1.0	1.0
Facilities HVAC Technician IV	2.0	2.0	2.0
Facilities Electrician Technician IV	3.0	3.0	3.0
Maintenance Scheduler/Planner	1.0	1.0	1.0
Senior Airport Facilities Custodian	2.0	2.0	2.0
Airport Facilities Custodian	32.0	32.0	32.0
Total Building Maintenance & Services	62.0	62.0	62.0
Total Planning & Infrastructure Division	107.0	107.0	105.5
TOTAL AIRPORT (Does not include the appointed Board of Trustees)	289.0	292.0	295.5

* Appointed positions

Section 3 - Financial and Budgetary Policies

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As a quasi-municipal corporation, the Reno-Tahoe Airport Authority (RTAA) was created by the Nevada Legislature in 1977 to acquire, operate, and finance the Reno-Tahoe International Airport (RNO), the Reno-Stead Airport (RTS), and related facilities. RTAA operates financially as a proprietary enterprise fund, which means its method of accounting is similar to private business.

Basis of Accounting/Budgeting

Under Generally Accepted Accounting Principles (GAAP), RTAA’s annual audited financial statement is prepared on the accrual basis of accounting. RTAA’s budget is also presented on the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

All transactions are accounted for in a single enterprise fund. Enterprise funds are used to account for activities (a) that are financed and operated in a manner similar to private business enterprises – where the intent of the governing body is that the costs of providing goods or services to the general public on a continuing basis be financed or recovered through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

Revenues from landing fees, rents, parking revenue and other miscellaneous sources are reported as operating revenues. Transactions, which are capital, financing or investing related, are reported as non-operating revenues. Revenues from Passenger Facility Charges (PFCs), and American Rescue Plan Act (ARPA) funds are reported as non-operating revenues. Expenses from employee wages and benefits, purchases of services, materials and supplies, and other miscellaneous expenses are reported as operating expenses. Interest expense and financing costs are reported as non-operating expenses.

Legal Requirements

The enabling legislation which created RTAA requires that the budget process complies with the Local Government Budget and Finance Act enacted by the Nevada State Legislature. The purpose of this Act is to establish standard methods and procedures for the preparation, presentation, adoption, and administration of budgets of all local governments.

Additionally, RTAA complies with the Local Government Purchasing Act also enacted by the Nevada State Legislature. This Act controls all government purchasing in Nevada and requires that purchases exceeding \$50,000 must be formally bid on with notices published in local newspapers. The Act also defines certain exceptions to the required bidding process such as professional services, computer equipment, and insurance.

RTAA is also subject to the Local Government Securities Law, which defines the process required by local Nevada governments when issuing short-term and long-term debt. In addition to these state laws, other factors affecting RTAA’s budget process are the Airline-Airport Use and Lease Agreement (AAULA) and the Revenue Bond Resolutions. RTAA does not currently have any public debt and is not subject to a revenue bond resolution.

Airline-Airport Use and Lease Agreement

The AAULA is the contract between the airport operator and its tenant airlines that establishes the rights, privileges, and obligations for each party and defines how RNO is to be used by the airlines. In addition, this Agreement also does the following:

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- Establishes the business arrangement/rate-setting methodology with the airlines.
- Identifies the premises and facilities leased by the airlines and defines the degree of control by the lessee (e.g., exclusively leased, preferentially leased, leased in common, etc.).
- Defines the level of control over the expenses at the airport, if any (typically, capital improvement projects are those where the airlines may have some control through a majority-in-interest (MII) or similar type provision).
- Identifies general party responsibilities and obligations regarding indemnification, insurance, environmental issues, and other governmental inclusion; and
- Establishes six cost centers: Airfield, Terminal Building, Baggage Handling System (BHS), Parking and Ground Transportation, Other, and Reno-Stead Airport.

In addition to the above, an agreement symbolizes that the airport operator and airlines have worked together to arrive at a common business relationship.

The two-primary rate-setting approaches used in airport-airline business arrangements are the residual and compensatory approaches. A pure residual methodology is where the airlines bear the overall financial risk for the airport operation, and, in turn, receive significant control over financial decisions. In addition, the airlines receive non-aeronautical revenue as a credit or reduction in rates and charges paid to an airport.

On the opposite end of the spectrum, a pure compensatory rate-making approach is where the airport operator assumes the overall financial risk for the airport operation. As such, the airport operator does not provide any non-aeronautical revenue credits towards the airline rate base and the airlines have limited financial decision-making power.

There is also a third approach, generally called a hybrid methodology, that is any mixture or combination of the prior two approaches and may include a “net revenue sharing” component of excess net revenues after debt service (airport system revenues less operating and maintenance costs less debt service) generated at the airport.

Federal law does not require any single approach to airline rate-setting; however, it does require that the methodology used is applied consistently to similar aeronautical users and conforms to the Department of Transportation’s Policy Regarding Airport Rates and Charges.

The current agreement remains hybrid in nature, with net Airfield cost center operating, maintenance and capital improvement costs being 100% recouped via landing fees from the airlines, and the airlines only pay for the space they use in the terminal building. The AAULA was negotiated with the MoreRNO capital improvement plan at its core, especially the concourse redevelopment project commonly referred to as Next Gen B&C for a total cost approximately of \$570 million. The project will reconstruct the current two concourses, adding much needed space for passengers and concessionaires, as well as five additional gates to accommodate the growing passenger airline traffic at RNO.

The AAULA rates, charges, and governance provisions are as follows:

Landing Fees

- Residual approach – the fee is set to recover 100% of the cost of operating and maintaining the Airfield cost center.

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- The landing fee is calculated by (i) the total cost of the Airfield (operation and maintenance expenses, debt service, fixed asset and capital improvement expenditures, and amortization expense of capital items), less (ii) other revenues generated on the Airfield (fuel flowage, aircraft parking, etc.), divided by (iii) total airline landed weight in thousand-pound units.
- Non-signatory airlines pay a 15% premium on top of the signatory rate.

Terminal Rents

- Compensatory approach – the rental rate is meant to recover the cost of operating and maintaining the terminal building. Airlines only pay for the space they use.
- The calculation of the terminal rental rate is (i) the total cost of the Terminal Building cost center (operation and maintenance expenses, debt service, fixed asset and capital improvement expenditures, and amortization of capital assets) less (ii) in-terminal concession revenue sharing credit (50% of and 100% of in-terminal concessions), and airline reimbursements for disposal fees divided by (iii) total airline rentable square footage. The prior agreement used total rentable space in the calculation.
- There are two airline rentable space categories – conditioned (enclosed heated and cooled space) and unconditioned space.

BHS Fees

- Residual approach – the fee is set to recover 100% of the cost of operating and maintaining the BHS cost center.
- The BHS fee is calculated by (i) the total cost of the BHS (operation and maintenance expenses, debt service, fixed asset and capital improvement expenditures, and amortization expense of capital items), less (ii) Transportation Security Administration (TSA) reimbursement, divided by (iii) total processed bags.
- Non-signatory airlines pay a 10% premium on top of the signatory rate.

Revenue Sharing

- The AAULA, provides that the RTAA's net available revenues after satisfying all financial obligations are split equally 50/50 between the signatory airlines and RTAA based on a revenue sharing formula. The calculation takes into account debt service coverage and cash reserves.
- The airlines' portion of net revenues is calculated and distributed on a per enplaned passenger basis. The prior agreement had revenue sharing applied as a credit in the calculation of the signatory terminal rental rate.

Settlement

- Annual airline rates and charges are calculated based on budgeted revenues, expenses, and airline traffic forecast. At the conclusion of each year, RTAA conducts a settlement process with signatory airlines based on the comparison of budget to actual results. The settlement can result in either reimbursement of payments received, or additional billing.

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Majority in interest (MII)

- The agreement allows airlines to vote to deny cost recovery in the airline rates and charges of large capital projects in the three airline cost centers (Airfield, Terminal, and BHS).
- The airlines have 30 days after the budget review meeting to deny a capital project. A Majority-In-Interest (MII) of the airlines must vote to deny a project as provided in the airline agreement.
- The AAULA sets specific cost center specific limits:
 - The first \$1.25 million in capital projects in the Airfield is not subject to a denial vote, up to an annual aggregate of \$2.5 million. The MII for an Airfield project is 60% of the number of signatory airlines that landed at least 50% of the signatory airline landed weight during the immediately preceding fiscal year or 50% of the number of signatory airlines that landed at least 60% of the signatory landed weight for the same period. This type of formula is common in the airport industry to foster a democratic process for the large and small airlines that may have different capital project goals at the airports they serve.
 - In the Terminal Cost center, MII denial votes begin at the \$2.5 million threshold, up to an aggregate total of \$5.0 million. The MII for a Terminal Building project is 60% of the signatory airlines that paid at least 50% of the total terminal rents during the immediately preceding fiscal year or 50% of the signatory airlines that paid at least 60% of the total terminal rents for the same period.
 - In the BHS cost center, capital projects less than \$625,000 and an aggregate of \$1.25 million are not subject to a denial vote. The MII for a BHS project is 60% of the signatory airlines that paid at least 50% of the total terminal rents during the immediately preceding fiscal year or 50% of the signatory airlines that paid at least 60% of the total terminal rents for the same period.
 - These thresholds are increased annually by a percentage equal to the percentage change in the consumer price index (CPI).

Capital projects over \$500,000 must be amortized over the useful life of the asset and cannot be included in airline rates and charges in their entirety in the year placed in service.

It is difficult to compare landing fees and rental rates at airports because of the variations in rate setting mechanisms contained in airline agreements. One financial indicator used to compare airports is airline cost per enplaned passenger (CPE). Airline CPE is equivalent to a municipal or county government's cost per capita as a means of comparing different governments' cost of operation. This is the sum of the airline's costs to operate at RNO (landing fees, terminal rents, and BHS fees) divided by the number of enplaned passengers. RNO's budgeted signatory CPE for FY 2024-25 is \$10.63, up 13.3% from the 2023-24 FY budget of \$9.65. The new rates and charges methodology is a significant driver in the CPE increase year over year, as well as the operating and maintenance (O&M) budget increases. The addition of BHS fees, not included in past CPE calculation also has an impact on the higher values.

RTAA seeks to maintain a diversified revenue stream with the goal of keeping airline rates, fees, rentals, and charges as reasonable as possible.

Liquidity and Working Capital Policy

The credit rating agencies primarily measure an airport's ability to meet its on-going obligations and provide a buffer against unanticipated risks using Days Cash on Hand (DCOH). This ratio is calculated by identifying the sum of all unrestricted cash and investments and restricted cash and investments in the Operation and

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Maintenance Reserve Account and the Renewal and Replacement Account divided by the daily operating and maintenance expenditure budget (annual operating and maintenance budget divided by 365 days). The annual operating and maintenance budget used in the denominator excludes RTAA's annual depreciation expense due to the non-cash nature of the reduction in the value of an asset.

Airports primarily face the following two revenue risks: (1) Volume: Traffic Base and Carrier Diversity - This risk factor is an airport's underlying market characteristics, such as the size of the catchment area, enplanement base, origin and destination passenger mix, diversity of carriers and competition from other airports or modes of transportation; and (2) the Airline Contractual Framework for Cost Recovery - This risk factor largely focuses on the underlying use and rate-setting agreements between an airport and its airline carriers. See the "Airline Agreement" information previously outlined in this section.

Commercial agreements with other users, such as terminal concessionaires, rental car companies and air cargo carriers, may also be relevant if cost recovery is structurally dependent on cash flows covered by such agreements. Airports are typically in a stronger financial position if they possess the contractual ability to recover a large majority of operating costs through airline agreements. RTAA has cost center residual provisions in its airline agreement for the airfield and baggage handling system costs.

Based on an evaluation of these revenue risk factors and RTAA's cash cycle, expense volatility, and operating and capital needs, RTAA has established its policy target to retain the equivalent of 365 DCOH. RTAA has established a minimum ratio of no less than 300 days based on the likelihood that a decrease below this threshold may be the basis for a rating downgraded by the credit rating agencies. As of June 30, 2023, RTAA's cash and liquidity position was 467 days of cash on hand.

In addition, RTAA also monitors working capital (current assets less current liabilities) with a focus on accounts receivable collections and the investment in inventory and prepaid assets reasonably expected to be realized in cash or consumed within a year. The RTAA's established policy is to maintain a minimum net working capital of 270 days. This ratio is calculated by dividing current assets less current liabilities by the daily operating and maintenance expenditures (annual operating and maintenance expenses divided by 365 days and excluding depreciation). For fiscal years ending June 30, 2022, and 2023, the net working capital ratio was 783 and 734 days, respectively.

Reserve and Fund Balance Policy

The term fund balance is used to describe the net position of the RTAA enterprise fund as calculated in accordance with Generally Accepted Account Principles (GAAP). Most simply, fund balance or net position is the difference between total assets and deferred outflow of resources less liabilities and deferred inflow of resources. In other words, RTAA Statement of Net Position or balance sheet reports cash and financial resources (such as buildings and land) as assets and amounts owed to others as liabilities. The fund balance or net position is essentially what is left over after the fund's assets have been used to meet its liabilities.

Fund balance is required to be reported in three components – net investment in capital assets, reserved, and unreserved. The net investment in capital assets represents RTAA's total capital assets less revenue bonds and other indebtedness uses to fund the acquisition or construction of those assets.

When an account balance is "reserved", it either means that the resources are in a form that cannot be appropriated and spent or that the resources are legally limited ("restricted") to being used for a particular purpose. As outlined above, RTAA restricted funds are the following:

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1. The Operation and Maintenance Reserve Account, which is a deposit equal to two months of the annual operation and maintenance expense budget.
2. The Renewal and Replacement Account, which maintains funds set aside by management of \$780,000 for unexpected or emergency repairs.
3. The Passenger Facility Charge (PFC) Account, which represents PFC revenues authorized for collection by the Federal Aviation Administration (FAA) in excess of designated capital project expenditures. RTAA is required to segregate and report the use of PFC funds separately from the other funding and operating financial transactions.
4. Other Reserve Purposes Account, which represents an unreserved fund balance not legally limited to any specific purpose; however, RTAA has designated its intention to use available resources in a particular manner.

The following table provides RTAA’s fund balance or net position in millions as of June 30,2023, and June 30, 2022.

	2023	2022	Change	% Change
Net Position (In Millions)				
Invested in Capital Assets, net of debt	\$409.537	\$388.633	\$20.904	5.4%
<hr/>				
Restricted				
Operating & Maintenance Reserve	9.488	7.533	1.955	26.0%
Renew al & Replacement Reserve	0.786	0.770	0.016	2.1%
Passenger Facility Charge	26.222	20.161	6.061	30.1%
Other Reserve Purpose	0.025	0.031	(0.006)	-18.1%
Total Restricted	36.521	28.495	8.026	28.2%
Unrestricted	44.607	41.997	2.610	6.2%
Total Net Position	\$490.665	\$459.125	\$31.540	6.9%

Note: In the table, the sum of individual amounts may not total due to rounding

RTAA is responsible for meeting the air transportation needs of the Reno-Tahoe region. Therefore, RTAA must be prepared for unforeseen events or economic uncertainties that could result in additional expenditure requirements or loss of revenue by establishing and maintaining prudent levels of fund balance and reserves.

In addition to the reserve accounts described above, RTAA maintains a portion of the unrestricted balance as an Unrestricted Net Position Reserve that equals a minimum of four months of RTAA operating expenses (which is equivalent to 33.3% of RTAA’s Operating Expenses). This policy standard is conservative compared to the Government Finance Officers Association’s (GFOA) recommendation to maintain an unrestricted budgetary fund balance of no less than two months or 16.67% of operating expenditures.

With the adoption of Government Accounting Standards Board (GASB) 67, 68 and 82 in FY 2014-15, RTAA was required to recognize net pension liability associated with its participation in the Public Employee Retirement System (PERS) of Nevada. RTAA’s annual contribution rates are established by Chapter 286 of Nevada Revised Statutes and only amended through legislation. A significant portion of the increase in

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deferred inflows from FY 2022 to FY 2023 is the implementation of GASB 87. The objective of GASB 87 is “to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments.” Substantially all the property owned by RTAA is subject to non-cancelable leases and concession agreements. RTAA, as lessor, recognizes a lease receivable and the deferred inflow of resources at the commencement of the lease, and as such, the implementation of GASB 87 recognized the deferred inflow from leases of \$62.008 million.

For purposes of this policy, however, RTAA has determined that the net pension liability beyond the current year pension contribution represents a future obligation that can be removed from the calculation of the Unrestricted Net Position Reserve. Based on the policy, the following calculations add back the net pension liability figures for the fiscal years ended June 30, 2023, and June 30, 2022:

(In Millions)		2023	2022	Change	% Change
Net Position - Unrestricted		\$44.607	\$41.997	\$2.610	6.2%
Net Pension Liability		50.664	24.565	26.099	106.2%
Deferred Inflow of Resources - Pension		(1.159)	(21.797)	20.638	-94.7%
Contribution after Measurement Date					
Deferred Inflow of Resources - Leases		(62.008)	(41.180)	(20.828)	
Unrestricted Net Position (Adjusted)	A	\$32.104	\$3.585	\$28.519	795.5%
Total Operating Expenses		57.6751	46.340	11.335	24.5%
Percent Designated for Unrestricted		33.3%	33.3%		
Total of Unrestricted Account Reserve	B	19.206	15.431	3.775	24.5%
Unrestricted Reserve (Adjusted) as % of					
Policy Requirement	A/B	167.2%	23.2%		

In conjunction with the Operating and Maintenance Reserve of two months, this designated reserve will provide six months of operating expenses in the case of unforeseen events. This policy will protect RTAA against expenditure and revenue volatility, natural disasters and other unforeseen emergencies, economic downturns, and other issues, which impact fiscal health and stability. In the event this reserve falls below established levels, the Chief Finance and Administration Officer shall present a plan to the President/CEO and, upon approval, the Board of Trustees for restoration of those targeted levels within one to three years.

As of the adoption of the FY 2024-25 Budget RTAA has not determined the Net Pension Liability and the associated Deferred Inflow of Resources as of June 30, 2023.

Investment Policy

The investment policy of RTAA states that the primary objectives, in order of priority, shall be safety, liquidity, and yield. The standard of prudence to be used by investment officials shall be the "prudent person" standard and shall be applied in the context of managing an overall portfolio. The "prudent person" standard states the following: "Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived."

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Section 3 – Financial and Budgetary Policies

Under authority delegated by the Board of Trustees of RTAA, in accordance with chapter 474, Statutes of Nevada, Nevada Revised Statutes (NRS) 354.474 and 355.175, the investment of RTAA funds is the responsibility of the President/CEO. All cash, including bond proceeds, received by RTAA will be invested by the Chief Finance and Administration Officer (CFAO). The CFAO will maintain a list of approved brokers/dealers and financial institutions which are authorized to provide investment services to RTAA. Authorized brokers/dealers will be limited to "primary" dealers or other dealers that qualify under Security and Exchange Commission (SEC) Rule 15C3-1, the Uniform Net Capital Rule. Securities purchased by RTAA shall be delivered against payment (delivery vs. payment) and held in a custodial safekeeping account with the trust department of a third-party bank insured by the Federal Deposit Insurance Corporation designated by the CFAO for this purpose in accordance with NRS 355.172.

The CFAO, in accordance with the provisions of NRS 355.170, 355.180, the current bond resolutions, and this investment policy, is authorized to invest in the following: United States Treasury Bills, Notes, Bonds, and Debentures of the United States; United States Government Agency Securities Negotiable & Nonnegotiable Certificates of Deposit; Bankers' Acceptances, Commercial Paper, Money Market Mutual Funds, and the Local Government Investment Pool ("LGIP") as established by the Nevada State Treasurer under NRS 355.167. Effective July 1, 2019, the Nevada Legislature expanded the types of authorized investments adding options already used in some other states. On June 11, 2021, the Board approved expanding the list of authorized investments to include the following: Supranational Bonds, Corporate Bonds and Notes, Foreign Corporate and Government Securities, Collateralized Mortgage-Backed Securities, and Asset-Backed Securities.

The investment policy is reviewed every year by the President/CEO and changes, if any, are presented to the Finance and Business Development Committee of the Board of Trustees.

Debt Management

The debt policy is narrowly defined since RTAA has primarily used direct loans and revenue bond debt to finance airport capital projects. When issuing public debt, the debt limit is established by guidelines outlined in the revenue bond resolutions. They also establish various bond funds. The flow of revenues and expenses through these funds, and the maintenance of the balances in the funds, can affect the rate setting process and budget. At the start of FY 2023-24, RTAA does not have any public debt and as a result it does not have active bond resolutions.

When RTAA finances capital projects by issuing long term debt, it will pay back the bonds within a period not to exceed the estimated useful life of the project. RTAA will not use long term debt for current operations. RTAA will maintain good communications with its bond rating agency regarding its financial condition and will follow a policy of full disclosure in every financial report and offering prospectus.

RTAA regularly evaluates the cost effectiveness of additional refinancing opportunities to take advantage of lower interest rates. The Debt Policy establishes a minimum threshold of a 3% savings (total interest reduction on a net present value basis) to justify a refinancing bond issuance.

To provide a short-term financing facility for its capital program, as an interim bond financing plan, on July 14, 2022, RTAA Board approved a non-revolving credit agreement with Wells Fargo Bank for the issuance of airport system subordinate revenue bonds Series 2022 including Subseries A (AMT), Subseries B (Non-AMT), and Subseries C (Taxable) in the maximum aggregate principal amount of \$50 million. Drawdown amounts in each subseries will depend on the tax treatment of the capital projects it will fund. Funds can be drawn in any amount as needed and the loan can be repaid at any time before the expiration of the three-year term of the contract.

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Budget Process

RTAA's definition of a balanced budget is one in which revenues and other resources equal or exceed expenditures and other uses. As an enterprise fund, a balanced budget is an integral part of maintaining RTAA's financial position and bond rating. Strategies employed to attain this balance include cost reductions, personnel, and service efficiencies, developing and diversifying non-airline revenues and increasing fees to match program expenditures.

RTAA Operating Budget is a major factor in establishing the level of airline landing fee and terminal rental rates. Non-airline revenues also affect airline rates through the revenue sharing process contained in the airline agreement. Increasing and diversifying non-airline revenues, such as new concession fees and the rents from the development of land and facilities, remains a strategic goal for RTAA's staff. Another component of airline rates is the debt service included in the airline landing fee and terminal rental rates. Operating Revenues less Operating Expenses or Net Revenues, as mentioned earlier, must equal, or exceed 125% of annual revenue bond debt service.

The President/CEO instructs the management staff to prepare departmental work plans to implement the Board of Trustees' strategic plan as outlined in Section 2 – Strategic Initiatives. Specific department responsibilities and initiatives in support of the strategic plan are outlined in Section 5 – Expenditures. Under the leadership of the President/CEO, staff strives to limit the increases in operating and maintenance expenses by focusing on "mission critical" areas and exploring every opportunity to reduce or maintain the current level of operating costs. The FY 2024-25 Operating Budget of \$68.668 million reflects an increase of \$3.523 million or 5.4% from the FY 2023-24 approved budget.

During the budgeting process, each proposed new employee, property, plant, and equipment (PP&E), and capital project requires individual department justifications that are reviewed by RTAA Finance staff. The requests are forwarded to People Operations, Purchasing, and Engineering, respectively, for cost estimates. The President/CEO and Executive Team then conduct a series of reviews with each department to analyze the budget requests and associated work plans to ensure alignment with the Strategic Initiatives.

The Finance Department then incorporates the budget requests along with other assumptions for passenger enplanements, landed weights, etc. into a model to calculate the landing fee, terminal rental rates, and baggage handling system fee. Assumptions for revenues are reviewed against historical trends and applied to other factors, including RTAA's economic outlook, changes in operations, new concession agreement terms and other factors that may have an impact on revenues. A public budget workshop is held with the Board of Trustees during the month of April to review the proposed budget and receive direction from the Board.

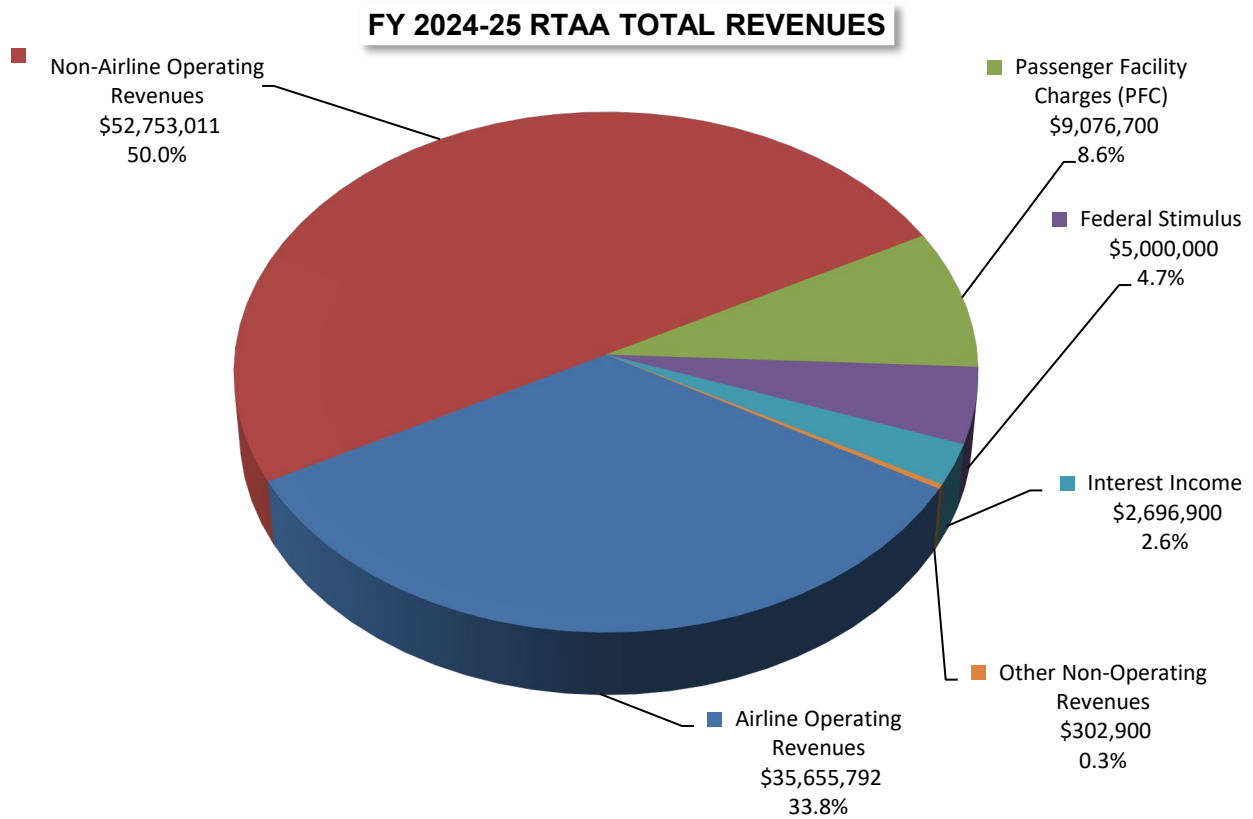
As required by the AAULA, staff meets with signatory airline representatives to review the proposed airline traffic forecast, rates, fees and charges, and capital improvement projects. As provided for in the agreement, capital projects greater than established dollar thresholds are subject to the MII provision. This provision establishes a process where a majority of the airlines may deny a proposed capital project. There were no capital projects in the FY 2024-25 Budget subject to the MII review process. The New Gen B&C project already had approval from the signatory airlines as it was incorporated in the AAULA.

Section 4 - Revenues

**Reno-Tahoe Airport Authority
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 Section 4 – Revenues**

Revenues

Reno-Tahoe Airport Authority (RTAA) total airport budgeted revenues for FY 2024-25, composed of operating and non-operating revenues are \$105.485 million, a \$4.149 million or 2.2% decrease from the FY 2023-24 adopted budget. FY 2024-25 Operating Revenues are further broken out into two categories: Airline Operating Revenue and Non-Airline Operating Revenue. Airline Operating Revenue consists of landing and aircraft fees and space rentals for airline occupied premises. Non-Airline Operating revenue consists of concessions revenue, parking and ground transportation revenue, reimbursed services, and other revenues. Non-operating income includes Passenger Facility Charges (PFCs), Interest and Investment Income and Federal Stimulus. Revenue budgets are forecasted by analyzing several key inputs, including passenger and air traffic forecast, revenue per enplaned passenger, and both regional and national economic data.



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Operating Revenues

Budget Category	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Operating Revenues:						
Airline Revenues	\$ 17,989,194	\$ 34,223,253	\$ 34,211,506	\$ 35,655,792	\$ 1,432,539	4.2%
Non-Airline Revenues	48,504,266	51,232,966	50,997,012	52,753,011	1,520,044	3.0%
Total Operating Revenues	66,493,459	85,456,219	85,208,518	88,408,803	2,952,583	3.5%

Of the total revenues, \$88.409 million are operating revenues derived from airline and non-airline revenue sources. Operating revenues are forecasted to increase \$2.953 million or 3.5% from the FY 2023-24 adopted budget. RTAA's revenues are fairly predictable under normal circumstances since they are based on long-term agreements with airline and non-airline tenants. The RTAA budget, within limits, is balanced each year through the airline rate setting and the revenue sharing mechanism of the airline agreement. The diversification of revenues, mentioned in this section, provides the revenue available for sharing that has allowed RTAA's signatory airline rates and charges to be very competitive with other airports. Operating revenues are summarized in two major categories:

- **Airline revenues** – generated from landing fees and terminal building rents, are forecasted to be \$35.656 million, approximately 40% of the total operating revenues. The 4.2% increase from the FY 2023-24 fiscal year is primarily due to the increase in the cost of operating and maintaining the Airfield and Terminal cost centers resulting in higher landing fees and terminal rental rates. The addition of debt service related to the ticketing hall expansion project also contributed to the rate increases.
- **Non-airline revenues** – generated from public parking, car rental, retail, food and beverage, advertising, gaming, and other concessions represent \$52.753 million, or approximately 60% of total operating revenues. The 3.0% increase from the FY 2023-24 budget is primarily due to ground transportation and land rental revenues.

Non-Operating Revenues

Budget Category	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Non-Operating Revenues:						
Passenger Facility Charges	\$ 8,372,017	\$ 9,394,600	\$ 9,167,900	\$ 9,076,700	\$ (317,900)	(3.4%)
Customer Facility Charges	7,863,374	9,573,000	11,218,500	-	(9,573,000)	(100%)
Federal Stimulus	1,520,000	1,160,094	960,184	5,000,000	3,839,906	331%
Interest Income	2,899,224	1,976,400	2,778,700	2,696,900	720,500	36.5%
Other Non-Operating	300,994	298,400	300,000	302,900	4,500	1.5%
Total Non-Operating Revenues	20,955,609	22,402,494	24,425,284	17,076,500	(5,325,994)	(23.8%)

The proposed budget includes non-operating revenues totaling \$17.076 million, derived from Passenger Facility Charges (PFCs), federal stimulus funds, investment interest, and aviation gas tax. PFCs are projected at \$9.077 million for FY 2024-25, representing a decrease of \$317,900, or 3.4%, from the FY 2023-24 budget. This decline is due to reduced passenger traffic and a slight decrease in the proportion of passengers paying PFCs. PFC revenues are collected by airlines from ticket sales at a rate of \$4.50 per enplaned passenger, with RTAA receiving a net amount of \$4.39 after a \$0.11 administration fee. PFCs

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are designated to fund capital projects and equipment reviewed by the airlines in a process prescribed by the FAA and cannot be spent on operation and maintenance expenses of the airport. PFC revenues must be segregated from all other airport revenues. RTAA will no longer receive CFCs revenue directly, as it will be managed by a third-party trustee. The forecasted Federal Stimulus funds of \$5.000 million are designated to fund RTAA Capital Improvement Projects in FY 2024-25. Investment interest for FY 2024-25 is budgeted at \$2.697 million, reflecting an increase of \$720,500, or 36.5%, compared to the FY 2023-24 budget. This increase is attributed to higher cash balances available for investment and the expectation of higher yields.

Airline Rates and Charges

Airline rates and charges primarily refer to landing fees, terminal rents, and baggage handling fees established annually by RTAA. The rates and fees are calculated to recover budgeted costs to operate and maintain the airfield, terminal facilities, and the baggage handling system (BHS). At the end of the fiscal year, a true up is performed to account for the difference between actual costs and the budgeted rates and charges in accordance with the airline agreement between RTAA and seven signatory airlines.

Landing Fee Calculation

Airfield Cost Center	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Operating Expenses	\$ 12,964,388	\$ 14,463,446	\$ 14,298,462	\$ 14,175,962	\$ (287,483)	(2.0%)
Operating Reserve	457,788	266,897	266,897	122,377	(144,521)	(54.1%)
Fixed Assets/Equipment	511,398	240,407	255,559	238,004	(2,403)	(1.0%)
Capital Projects	57,160	-	-	516,180	516,180	100%
Amortization of Capital Items	-	697,355	696,815	634,458	(62,897)	(9.0%)
Less: Federal Stimulus	(1,120,000)	(300,000)	(300,000)	-	300,000	(100%)
Less: Non-Signatory Landing Fees	-	(1,672,489)	(1,569,695)	(1,283,952)	388,537	(23.2%)
Less: Airfield Revenues	(1,133,856)	(1,151,625)	(1,268,915)	(1,364,311)	(212,685)	18.5%
Total Requirement (A)	11,736,878	12,543,990	12,379,123	13,038,718	494,728	3.9%
Total Landed Weight	3,100,328	3,506,091	3,249,801	3,378,382	(127,709)	(3.6%)
Signatory Landed Weight (000s) (B)	2,795,471	3,141,595	2,907,820	3,111,919	(29,676)	(0.9%)
Sig. Landing Fee Rate Per (000s) (A/B)	\$ 4.20	\$ 3.99	\$ 4.26	\$ 4.19	\$ 0.20	5.0%
Non-Signatory Landing Fee Rate (15%)		\$ 4.59	\$ 4.90	\$ 4.82	\$ 0.23	5.0%

Landing Fees are revenues from passenger and cargo carriers for commercial aircraft landings at the Airport. Landing fees are charged for each aircraft landing based on the aircraft's maximum gross landed weight. RTAA currently recovers 100% of its costs of operating and maintaining the airfield through landing fees. The Landing Fee rate is calculated by dividing (i) the total requirement (net cost) of the airfield by (ii) the total landed weight of Signatory Airlines. Non-signatory airlines pay a 15% premium for the landing fee rate compared to Signatory Airlines. The forecasted total landed weight of 3.378 million thousand pounds is a 3.6% decrease from the FY 2023-24 budget.

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Demand for travel through RNO is expected to remain relatively strong in FY 2024-25 with landed weight to exceed the FY 2023-24 budget updated traffic forecast. Landing fees are forecasted to increase to \$4.19 per thousand pounds for Signatory Airlines and \$4.82 for non-signatory airlines. The new rates represent a 5.0% increase from the FY 2023-24 budget due to higher costs associated with operating and maintaining the airfield and the 3.6% reduction in the landed weight forecast for FY 2024-25. Also, federal stimulus funds have been fully committed to RTAA capital projects and are no longer available to pay for operating expenses.

Terminal Rent Rate Calculation

Terminal Cost Center	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Operating Expenses	\$ 23,417,804	\$ 27,730,434	\$ 27,838,835	\$ 29,447,538	\$ 1,717,104	6.2%
Debt Service	-	-	-	1,665,560	1,665,560	100%
Other Debt Service	-	250,425	250,425	-	(250,425)	(100%)
Debt Coverage	\$ -	-	-	166,556	166,556	100%
Operating Reserve	476,149	511,716	511,716	254,211	(257,505)	(50.3%)
Fixed Assets/Equipment	502,906	342,333	348,279	282,945	(59,388)	(17.3%)
Capital Projects	253,566	577,838	577,838	84,480	(493,358)	(85.4%)
Amortization of Capital Items	-	345,586	345,586	598,949	253,363	73.3%
Less: Gaming Concession (50%)	-	(699,100)	(710,900)	(724,400)	(25,300)	3.6%
Less: In-Terminal Concessions	-	(4,421,517)	(4,294,420)	(4,636,712)	(215,194)	4.9%
Less: Airline Reimbursements	(364,192)	(344,350)	(361,600)	(350,900)	(6,550)	1.9%
Total Requirement	24,286,232	24,293,365	24,505,759	26,788,228	2,494,863	10.3%
Terminal Square Footage (SF)	262,114	170,553	170,553	171,275	722	0.4%
Average SF Terminal Rental Rate	\$ 92.66	\$ 142.44	\$ 143.68	\$ 156.40	\$13.96	9.8%
Signatory Airline Allocated Cost	11,698,900	17,545,300	17,698,100	19,377,800	1,832,500	10.4%
Less Revenue Sharing Transfer	(7,347,400)	-	-	-	-	-
Net Terminal Requirement	4,351,500	17,545,300	17,698,100	19,377,800	1,832,500	10.4%
Signatory Airline Leased SF	126,256	123,177	123,177	123,899	722	0.6%
Signatory Airline Terminal Rate SF	\$ 34.47	\$ 142.44	\$ 143.68	\$ 156.40	\$ 13.96	9.8%

Airline terminal rentals reflect recovery of terminal costs allocated to airline occupied facilities, with total facility costs divided by airline rentable square footage. The average terminal rental rate is calculated by applying the total required cost to operate and maintain terminal facilities, plus debt service, capital improvement projects, and amortization of capital items, minus 50% of Gaming Concession and In-Terminal Concession revenues, divided by the total airline rentable terminal space. The proposed average terminal rental rate is \$156.40, a 9.8% increase from the FY 2023-24 budget. This increase is due to the higher cost to maintain and operate the Terminal building, and the introduction of debt service related to the ticketing hall expansion project.

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Baggage Handling System (BHS) Fee Calculation

Baggage Handling System	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Operating Expenses	\$ 2,063,279	\$ 2,093,553	\$ 2,093,553	\$ 2,406,541	\$ 312,988	15.0%
Operating Reserve	36,666	38,633	38,633	20,775	(17,858)	(46.2%)
Less: TSA Reimbursements	(69,694)	(45,240)	(65,000)	(45,900)	(660)	1.5%
Less: Airline Reimbursements	(148,548)	(194,300)	(169,300)	(155,300)	39,000	(20.1%)
Total Requirement	1,881,704	1,892,646	1,897,886	2,226,116	333,470	17.6%
Signatory Airline Bags Processed	1,349,877	1,371,948	1,308,648	1,376,911	4,963	0.4%
Signatory Airline Rate per Bag	\$ 1.39	\$ 1.38	\$ 1.45	\$ 1.62	\$ 0.24	17.2%
Non-Signatory Airline Rate per Bag	\$ 1.53	\$ 1.52	\$ 1.52	\$ 1.78	\$ 0.26	17.1%

The baggage handling fee is meant to recover the operating, maintenance, and capital costs allocated to the BHS cost center, which now include amortization of capital items. RTAA manages the BHS through a service contract with a specialized vendor for the ongoing maintenance of the system used by the airlines. RTAA establishes a rate per checked piece of luggage based on a net cost recovery formula. The BHS signatory fee is forecasted to be \$1.62 per bag and \$1.78 per bag for non-signatory airlines which pay a ten percent premium per the airline agreement. The new rate is a 17.2% increase when compared to the FY 2023-24 budget due to a new negotiated maintenance agreement, utility cost increases, and the reduction in passenger traffic.

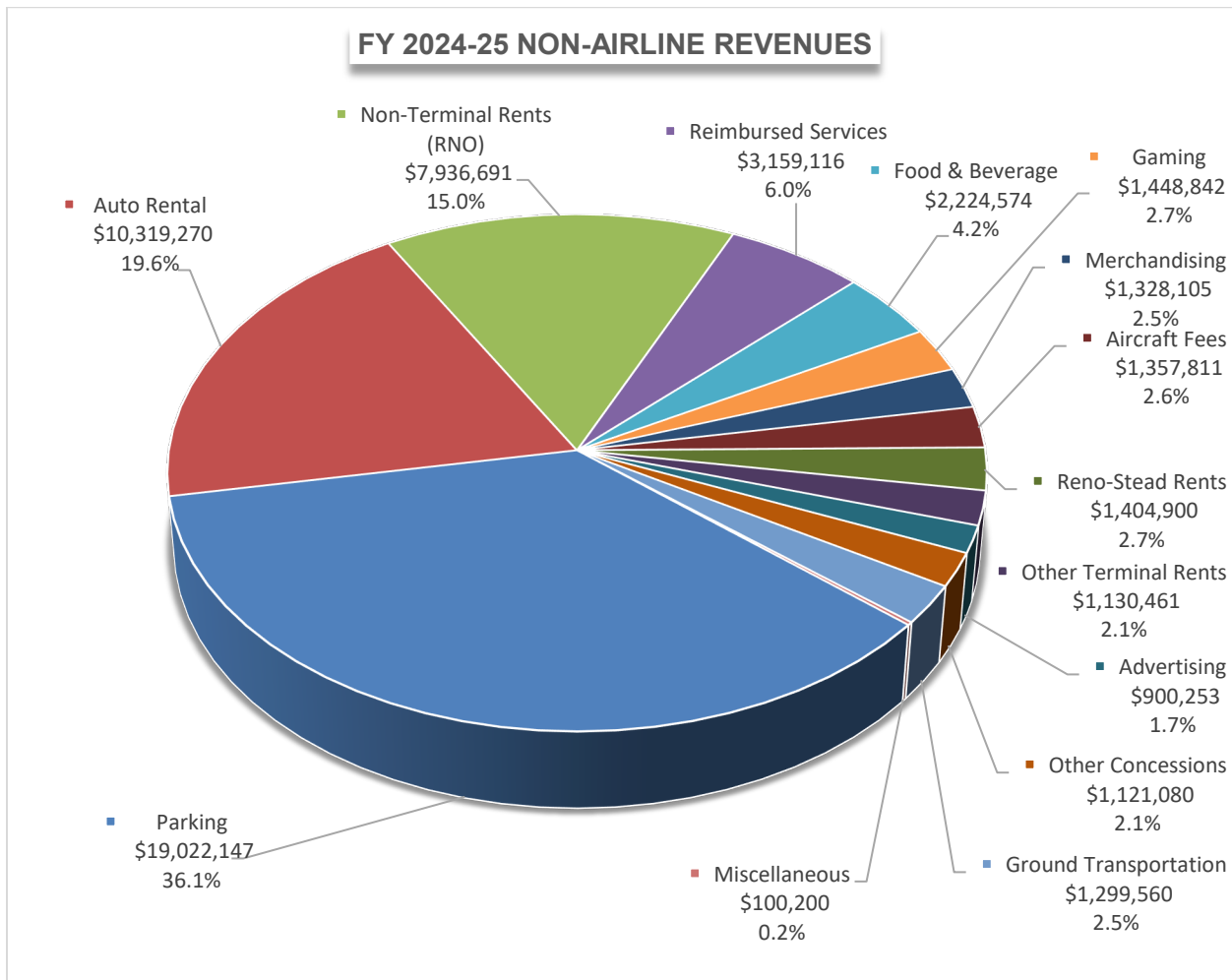
Revenue Sharing Calculation

Revenue Sharing	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Airline Revenue	\$ 25,664,461	\$ 34,057,053	\$ 34,045,006	\$ 35,704,192	\$ 1,647,139	4.8%
Non-Airline Revenue	48,481,132	51,226,466	51,010,512	52,753,011	1,526,544	3.0%
Total Revenue	74,145,593	85,283,519	85,055,518	88,457,203	3,173,683	3.7%
O&M Expense	55,010,334	64,015,150	64,040,701	67,005,134	2,989,984	4.7%
Total Debt Service	400,000	1,110,519	910,609	1,915,560	805,041	72.5%
O&M Reserve Requirement	1,167,557	1,202,130	1,202,130	592,789	(609,341)	(50.7%)
Fixed Asset	1,667,829	894,962	920,911	702,657	(192,305)	(21.5%)
Capital Project	310,727	1,671,088	1,671,088	1,964,500	293,412	17.6%
Amort of Capital Items	3,455,432	3,081,081	3,030,501	3,284,031	202,950	6.6%
Special Fund	504,916	489,385	497,651	507,095	17,710	3.6%
General Purpose Fund Requirement	-	3,000,000	3,000,000	3,000,000	-	-
Interest Income	(1,546,090)	(956,000)	(1,818,900)	(2,668,800)	(1,712,800)	179%
Federal Stimulus	(1,520,000)	(1,160,094)	(960,184)	-	1,160,094	(100%)
Total Requirement	59,450,703	73,348,221	72,494,507	76,302,966	2,954,746	4.0%
Funds Remaining	14,694,890	11,935,298	12,561,011	12,154,236	218,938	1.8%
Revenue Share per Enplaned Passenger	-	\$ 2.00	\$ 2.00	\$ 2.00	-	-
Signatory Airline Enplaned Passengers	2,008,315	2,212,819	2,110,723	2,220,824	8,005	0.4%
\$2 per EP Revenue Share	-	4,425,637	4,221,446	4,441,648	16,011	0.4%
Net Funds Remaining after Rev. Share	14,694,890	7,509,661	8,339,566	7,712,588	202,927	2.7%
Total Airline Revenue Sharing Credit	7,347,445	8,180,468	8,391,229	8,297,900	117,432	1.4%
Amount to RTAA General Purpose Fund	7,347,445	6,754,831	7,169,783	6,856,294	101,463	1.5%
Effective Revenue Share per EP	\$ 3.66	\$ 3.70	\$ 3.98	\$ 3.74	\$ 0.04	1.1%

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The revenue share calculation with signatory airlines is based on funds remaining after satisfying the RTAA’s financial obligations for the year, including a \$3.0 million set aside for the general-purpose fund. The revenue share is now distributed monthly on a per enplaned passenger basis to Signatory Airlines and applied as a credit in the billing process. There are specific debt service coverage (DSC) requirements used in the calculation – a minimum 1.4 DSC must be met before revenue sharing with the airlines; between 1.4 – 1.5 DSC \$2/enplanement will be shared, and above 1.5 the excess revenues are shared 50/50 between RTAA and the Signatory Airlines.

Cost Per Enplaned Passenger (CPE) – Calculated as all rates and charges paid by the airlines to operate at RNO, divided by the forecasted number of enplaned passengers. The signatory cost per enplaned passenger is forecasted to be \$10.93, a \$1.28, or 13.3% increase from the FY 2023-24 fiscal year budget rate of \$9.65.



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Non-Airline Revenues

The non-airline operating revenues forecasted in the FY 2024-25 proposed budget include concession revenues (e.g., gaming, food & beverage, retail, advertising, car rental, advertising, and other concession revenues), parking, ground transportation, reimbursed services, building and land rents, and other rentals. These revenues are estimated to be \$52.753 million, reflecting an increase of \$1.520 million or 3.0% from the FY 2023-24 budget year. This overall increase is primarily attributed to higher building and land rental revenues, and the increase in operating activity for ground handling and support services at RNO. Consumer Price Index (CPI) rental rate adjustments were also factored in the FY 2024-25 budget.

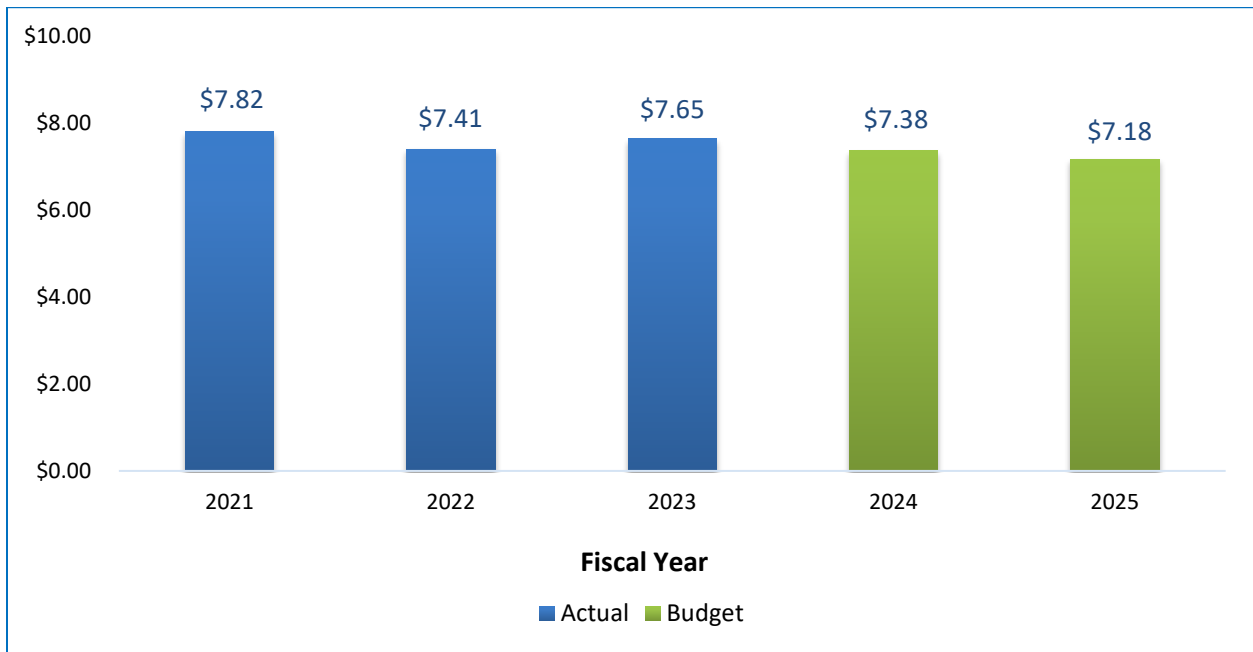
RNO concession revenue from security services and ground handling services is expected to increase significantly by 161.7% and 50.7%, respectively, driven by the increase in operational activity. Ground transportation revenues are anticipated to increase by \$321,900, or 32.9% due to the increased activity expected for Transportation Network Companies (TNCs) and higher fees. Other terminal rents, including ground handling office/storage space, are expected to increase by \$81,600, or 7.8% due to rate adjustments. Retail revenues are forecasted to experience an increase of approximately \$104,600 or 8.5% compared to the FY 2023-24 budget. The significant increase in Reno Stead land rental revenue of \$341,600, or 58.4%, is primarily driven by the annual option payment from Dermody Properties.

Despite these increases, certain revenue streams face declines, notably auto rental and auto parking revenues impacted by the decrease of passenger traffic and change in passenger behavior. The decrease in auto rental revenue is driven by on-airport rentals expected to generate slightly less revenue per enplaned passenger in FY 2024-25 and the exit of Payless from RNO, resulting in an overall loss of approximately \$921,200. This is partially offset by the peer-to-peer rental revenue increase estimated at \$304,200. Auto parking is expected to decrease by \$106,900, or 0.6%, due to less passenger traffic and reduced utilization of the public parking lot in favor of TNCs. Lastly, RTAA will no longer receive federal funds for the Law Enforcement Officer (LEO) and Canine program, resulting in a revenue loss of approximately \$436,000 for FY 2024-25.

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Concession Revenue per Enplaned Passenger

Concession revenue per enplaned passenger is a measure of concessionaire's ability to generate revenue from passengers using RNO's terminal facilities. This ratio allows staff to compare the performance from year to year and between airports. Concession revenue per passenger is expected to decline due to a projected drop in passenger traffic and changes in passenger behavior for FY 2024-25. Concession revenues consist of gaming, food and beverage, specialty retail/travel essentials, advertising, car rental, and other concession revenues. The concession revenues per enplaned passenger for FY 2024-25 is \$7.18, a 2.8% decrease from the FY 2023-24 Budget. The decrease is attributed to the anticipation that auto rentals will generate slightly less revenue per enplaned passenger in FY 2024-25, due to a decrease in passenger traffic and the exit of Payless from RNO. The rental car companies operating at RNO are the largest contributors to concession revenues, with concession agreements projected to generate \$10.319 million in FY 2024-25, or 60% of the total concession revenues.



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Summary of Budgeted Revenues

	FY 2022-23 Actual	FY 2023-24 Budget	FY 2024-25 Budget	Percentage Change
Landing Fees - Reno-Tahoe				
Signatory Airlines-Scheduled Carriers	\$ 8,354,855	\$ 10,089,398	\$ 10,960,572	
Signatory Airlines - Freight Carriers	2,239,979	2,445,566	2,078,368	
Non Signatory Airlines - Scheduled Carriers	903,605	1,455,120	956,159	
Charters, FBO's	216,003	-	-	
Non Signatory Airlines - Charters	0	-	-	
Non-Signatory Airlines - Air Freight Carriers	139,972	217,369	327,793	
Air Service Incentive- Landing Fees	(291,894)	(200,000)	(200,000)	
	11,562,519	14,007,453	14,122,892	1%
Aircraft Fees - Reno-Tahoe				
Fuel Flowage	283,096	293,000	283,100	
Aircraft Parking	221,192	209,400	401,500	
Aviation Gas Tax Refunds	-	-	-	
Fuel Farm Use Fee and Ground Rent- RFFC	638,583	639,311	639,311	
Fuel Farm Use Fee - Jet West	(37,400)	9,915	9,900	
	1,105,471	1,151,625	1,333,811	16%
Aircraft Fees - Reno-Stead				
Fuel Flowage	22,493	30,500	22,500	
Landing Fees	270	28,200	1,500	
	22,763	58,700	24,000	-59%
TOTAL Aircraft Fees	\$ 12,690,754	\$ 15,217,778	\$ 15,480,703	2%
Concession Revenue				
Gaming Revenue				
	\$ 1,442,617	\$ 1,398,243	\$ 1,448,842	
Food and Beverage Revenue				
	2,213,720	2,221,488	2,224,574	
Retail Revenue				
Confection	-	-	-	
Duty Free Shop	-	-	-	
Speciality Retail/Travel Essentials	1,139,908	1,223,500	1,328,105	
	1,139,908	1,223,500	1,328,105	9%
Other Concession Revenue				
FBO's and Ground Handling				
Fixed Base Operators - Reno-Tahoe	28,385	-	30,500	
Security Services	104,316	64,300	168,300	
Ground Handling/Support Services	640,880	459,700	692,700	
	773,581	524,000	891,500	70%
Stead Concession Revenue				
RARA Concession Revenue	-	-	-	
Fixed Base Operators - Reno-Stead	48,171	34,400	45,800	
Other Concession Revenue	224	300	-	
	48,395	34,700	45,800	32%
Advertising Revenue				
	753,108	831,964	900,253	
Miscellaneous Concession Revenue				
Other Concessions	70,223	37,200	90,000	
Luggage Carts	27,338	49,937	45,880	
ATM	41,115	57,428	47,900	
	138,675	144,565	183,780	27%
Total Other Concession Revenue	1,713,759	1,535,229	2,021,333	32%
Total Concession Revenue Excluding Auto Rental and Gaming	5,067,387	4,980,217	5,574,012	12%

	FY 2022-23 Actual	FY 2023-24 Budget	FY 2024-25 Budget	Percentage Change
On Airport Auto Rental	10,536,423	10,861,349	9,940,190	
Off Airport Auto Rental	-	74,906	379,080	
	<u>10,536,423</u>	<u>10,936,255</u>	<u>10,319,270</u>	-6%
TOTAL Concession Fees	<u>\$ 17,046,427</u>	<u>\$ 17,314,715</u>	<u>\$ 17,342,124</u>	0%
Auto Parking and Ground Transportation				
Auto Parking/Traffic Control				
Public Parking Lot	17,145,862	18,726,464	18,593,474	
Off-Airport Parking	28,044	24,969	24,173	
Employee Parking	382,132	370,100	393,400	
Parking Fines	10,115	7,500	11,100	
	<u>17,566,153</u>	<u>19,129,032</u>	<u>19,022,147</u>	-1%
Ground Transportation				
Taxi Loop	136,194	154,800	116,922	
Transportation Network Companies	336,018	475,000	881,760	
Limousines	23,151	23,700	29,948	
Buses/Courtesy Shuttles	148,963	274,200	222,030	
Permit Fees	27,485	50,000	48,900	
	<u>671,811</u>	<u>977,700</u>	<u>1,299,560</u>	33%
TOTAL Auto Parking and Ground Transportation	<u>\$ 18,237,964</u>	<u>\$ 20,106,732</u>	<u>\$ 20,321,707</u>	1%
Space Rentals				
Terminal Rents, Signatory Airlines				
Ticket Counter	\$195,600	\$773,400	\$464,500	
Queuing	-	-	-	
Hold Room	1,009,100	3,757,800	2,740,700	
Back Office	318,500	1,306,900	953,200	
Bag Claim	793,400	3,310,400	3,219,200	
Bag Service Office	93,300	389,200	378,500	
Bag Makeup	794,600	3,315,800	4,836,700	
Baggage System	535,000	2,232,400	3,256,300	
Operations Space	400,100	1,575,100	2,297,500	
Common Use Drives	192,700	804,100	938,300	
Outside Storage	19,200	80,000	186,700	
Gate Use Charge/ Non-Signatory Use Fees	2,269,174	2,870,700	2,461,300	
Air Service Incentive- Terminal Rent	(194,000)	(200,000)	(200,000)	
	<u>6,426,674</u>	<u>20,215,800</u>	<u>\$21,532,900</u>	7%
Terminal Rents, Other				
Concessionaires	-	-	-	
Government Agencies	378,607	382,800	390,737	
Car Rental Counters & Offices	276,704	434,600	420,600	
Welcome Center	-	-	-	
Other Terminal Rents	246,488	231,500	319,124	
	<u>901,799</u>	<u>1,048,900</u>	<u>1,130,461</u>	8%
Reno/Tahoe Non-Terminal Rents				
Building Rental	1,731,407	1,508,755	1,626,053	
Building Rental - Auto Rental	509,820	535,311	554,000	
Hangar Rental	1,119,585	1,085,105	1,142,800	
Land Rental	2,050,880	2,955,736	3,343,138	
Land Rental - Auto Rental	1,257,745	1,243,351	1,270,700	
Sewer Use Fee	-	-	-	
	<u>6,669,437</u>	<u>7,328,258</u>	<u>7,936,691</u>	8%
Reno Stead Rents				
Building Rental	15,628	7,400	16,400	
Hangar Rental	373,465	287,000	352,200	
Airfield Rental	56,210	54,700	58,200	
Land Rental	609,156	585,400	927,000	
Unmanned Aircraft System (UAS) Testing	1,350	-	-	
Sewer Use Fee	12,863	12,200	12,400	
Wash Rack	-	300	300	
Mini Warehouse Rent	17,338	15,700	15,900	
Other Rental	14,794	19,700	22,500	
	<u>1,100,805</u>	<u>982,400</u>	<u>1,404,900</u>	43%
TOTAL Space Rentals	<u>\$ 15,098,714</u>	<u>\$ 29,575,358</u>	<u>\$ 32,004,952</u>	8%

	FY 2022-23 Actual	FY 2023-24 Budget	FY 2024-25 Budget	Percentage Change
Reimbursed Services				
Security Services	713,297	654,200	218,700	
Utilities	255,588	238,150	241,700	
Maintenance	(664)	5,600	5,700	
Disposal Fees	108,604	106,200	109,200	
Passenger Aides	-	-	-	
Other	67,282	6,500	6,500	
Rental Car CFC Admin Costs	140,842	-	150,000	
BHS Reimbursement - Signatory Airline	1,881,704	1,892,646	2,226,116	
BHS Reimbursement - Non-Signatory Airline	148,548	194,300	155,300	
BHS - TSA Reimbursement	69,694	45,240	45,900	
TOTAL Reimbursed Services	3,384,894	3,142,836	3,159,116	1%
Miscellaneous Revenue				
Miscellaneous Revenue	34,708	98,800	100,200	
Damage Claim Reimbursement	-	-	-	
	34,708	98,800	100,200	1%
TOTAL OPERATING REVENUE	\$ 66,493,459	\$ 85,456,219	\$ 88,408,803	3%
Non-Operating Revenue				
Investment Interest	1,522,957	949,500	2,668,800	
Investment Interest, CFC (Pre Master Plan)	-	-	-	
Investment Interest, Fuel Tax Fund	23,134	6,500	20,200	
Gain (Loss) on Sale of Fixed Assets	10,871	-	-	
Aviation Gas Tax	300,994	298,400	302,900	
CFC Revenue (Pre Master Plan)	-	-	-	
Miscellaneous	-	-	-	
TOTAL Non-Operating Revenue	1,857,955	1,254,400	2,991,900	139%
TOTAL Pledged Revenue	\$ 68,351,414	\$ 86,710,619	\$ 91,400,703	5%
Non-Pledged Revenue				
Insurance Claim Reimbursement	70,774	-	-	
Investment Interest, Construction-Subordinate	-	-	-	
Investment Interest, Construction- 2018 Bond	-	-	-	
Investment Interest, Pre-Bond	-	-	-	
Investment Interest, Other Restricted	-	-	500	
Investment Interest, Flood Grant	-	-	-	
Investment Interest, Acquisition Fund	-	-	-	
Investment Interest, Flood Proceeds	-	-	-	
Investment Interest, Consent Decree	-	4,200	7,400	
Investment Interest, CFC (Post Master Plan)	264,792	250,900	-	
Investment Interest, PFC	348,356	187,200	172,100	
CFC Revenue (Post Master Plan)	7,863,374	9,573,000	-	
PFC Revenue	8,023,661	9,207,400	8,904,600	
Gain (Loss) on Investments Value	(158,191)	-	-	
Gain (Loss) on Debt Defeasance	-	-	-	
Miscellaneous	3,443	-	-	
TOTAL Non-Pledged Revenue	\$ 16,416,209	\$ 19,222,700	\$ 9,084,600	-53%
TOTAL REVENUES	\$ 84,767,623	\$ 105,933,319	\$ 100,485,303	-5%

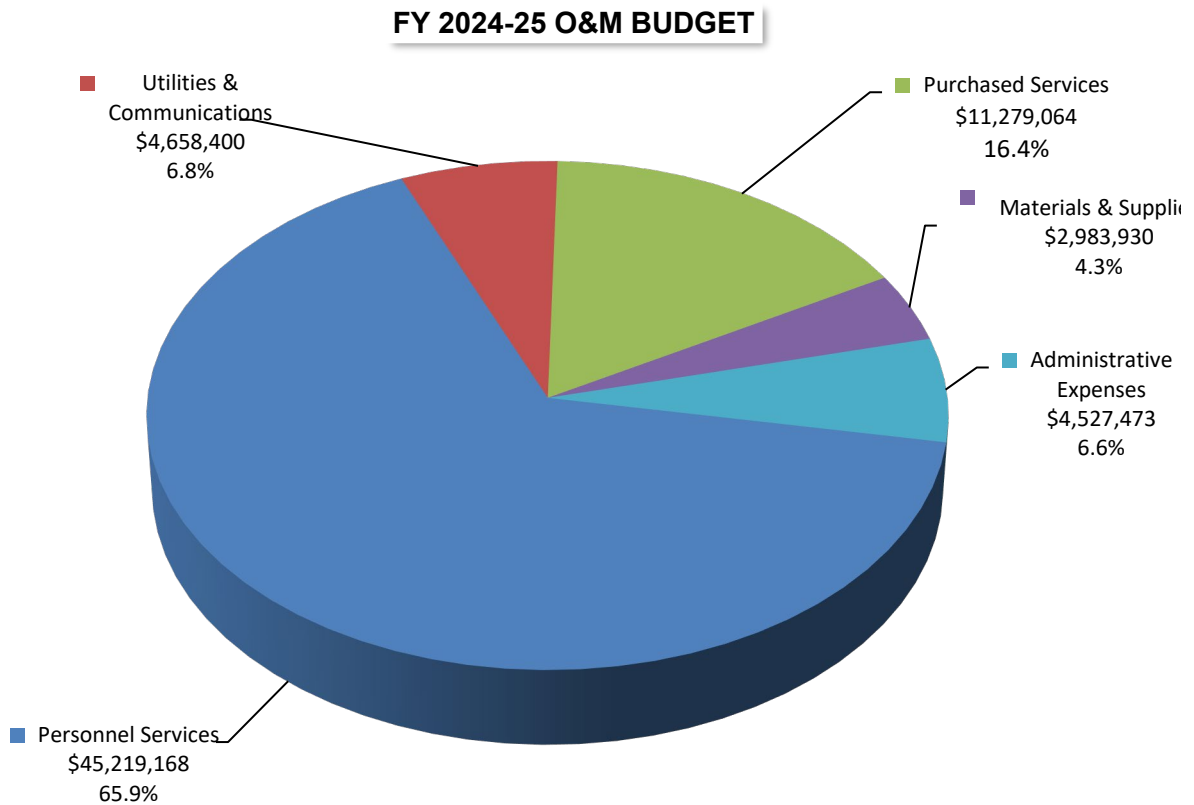
Section 5 - Expenditures

**Reno-Tahoe Airport Authority
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Operation and Maintenance (O&M) Expenses

The FY 2024-25 budget for operating and maintenance (O&M) costs totals \$68.668 million, marking an increase of \$3.523 million, or 5.4%, compared to the FY 2023-24 budget. This rise reflects the organization's ongoing expansion and the increased operating costs due to inflation. The budget includes categories such as Personnel Services, Utilities and Communications, Purchased Services, Materials and Supplies, and Administrative Expenses. A detailed discussion of each category is provided in this section.

The accompanying chart and table provide a breakdown of RTAA's operating expenses by major expense group. Personnel Services is RTAA's largest expense category, accounting for 65.9% of the total O&M budget.



Reno-Tahoe Airport Authority
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Budget Category	FY 2022-23	FY 2023-24	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Forecast	Budget	\$ Change	% Change
Operating Expenses:						
Personnel Services	\$ 37,414,401	\$ 42,186,109	\$ 41,886,109	\$ 45,219,168	\$ 3,033,059	7.2%
Utilities and Communications	3,962,745	4,543,050	4,543,050	4,658,400	115,350	2.5%
Purchased Services	7,861,870	9,992,704	10,195,255	11,279,064	1,286,360	12.9%
Materials and Supplies	3,234,273	3,674,957	3,686,957	2,983,930	(691,027)	(18.8%)
Administrative Expenses	3,368,807	4,747,930	4,799,930	4,527,473	(220,457)	(4.6%)
Total Expenses	\$ 55,842,097	\$ 65,144,750	\$ 65,111,301	\$ 68,668,035	\$ 3,523,285	5.4%

Personnel Services – This expense category is estimated at \$45.219 million, representing 65.9% of the total O&M budget. It includes expenses related to salaries, wages, and benefits for the RTAA's workforce consisting of 295.5 full-time equivalent (FTE) positions. The proposed FY 2024-25 personnel budget is an increase of \$3.033 million, or 7.2% over the FY 2023-24 budget. This increase is primarily attributed to the salary and wage increases per the existing bargaining agreements and anticipated health insurance and other benefit increases. Increases in overtime pay, shift differential, and standby pay also contributed to the higher budget. The proposed budget includes two new positions, totaling 1.5 FTEs: an Environmental Program Manager (budgeted for 6 months) and the Chief Air Service Development Officer. Two additional FTEs were added as part of the new MoreRNO team and will be charged to ongoing capital projects.

The unrepresented groups of Civil Service Plan (CSP) and Management employees are eligible for a merit increase estimated at an average of 4.8% in base salary and an average of 5.6% in performance-based incentives. The budget increase for merit and performance-based incentive increase compared to FY 2023-24 is approximately \$228,000. The International Brotherhood of Teamsters (Teamsters) are eligible for a Consumer Price Index (CPI) increase not to exceed 2.75% and a step increase. The proposed budget includes both a CPI and step increases, resulting in an approximately \$435,000 increase from the FY 2023-24 budget.

Overtime pays, holiday worked pay, and standby budgets across all RTAA departments have increased by approximately \$53,600 compared to FY 2023-24. This increase includes \$116,400 for the Terminal Operations Department and \$48,000 for the Airport Police Department, partially offset by decreases in other departments within this category.

Employee benefits, including group health insurance premiums for medical, dental, vision, workers' compensation, and other employer-paid benefits (except retirement contributions) are projected to increase by approximately \$419,400.

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	FY 2022-23	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Budget	\$ Change	%Change
Salaries and Wages	\$ 23,889,544	\$ 26,715,755	\$ 28,393,835	1,678,080	6.3%
Overtime	1,714,250	1,553,399	1,606,973	53,574	3.4%
Employee Benefits	4,403,566	4,913,355	5,333,260	419,905	8.5%
Retirement Contribution	7,407,024	9,003,600	9,885,100	881,500	9.8%
Total	\$ 37,414,385	\$ 42,186,109	\$ 45,219,168	3,033,059	7.2%

Utilities and Communications – This expense category encompasses costs for electricity, water, sewer, natural gas, disposal, and data communications services for RTAA-owned facilities. These costs are estimated at \$4.658 million, reflecting an increase of \$115,400, or 2.5%, from the FY 2023-24 budget. The increase is primarily due to higher telephone and data communications costs, as well as rising sewer, water, and natural gas expenses driven by increased passenger traffic. Communication expenses are rising by \$170,000 compared to FY 2023-24, while costs for water, sewer, trash disposal, and oil-water separators are expected to increase slightly, totaling \$22,500. This increase is partially offset by decreases in electricity and recyclable disposal expenses of \$63,700 and \$13,500, respectively.

	FY 2022-23	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Budget	\$ Change	%Change
Electricity	\$ 2,343,124	\$ 2,750,750	\$ 2,687,050	(63,700)	(2.3%)
Natural Gas	647,430	700,500	709,500	9,000	1.3%
Water	134,759	193,600	197,600	4,000	2.1%
Other Utilities	837,432	898,200	1,064,250	166,050	18.5%
Total	\$ 3,962,745	\$ 4,543,050	\$ 4,658,400	115,350	2.5%

Purchased Services – This expense category accounts for legal and professional services, and specialized service contracts to maintain and repair mechanical systems and equipment. These costs are estimated at \$11.280 million, an increase of approximately \$1.286 million, or 12.9% from the FY 2023-24 budget.

	FY 2022-23	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Budget	\$ Change	%Change
Legal Services	\$ 437,618	\$ 130,000	\$ 80,000	(50,000)	(38.5%)
Data Processing	824,515	1,381,262	634,619	(746,643)	(54.1%)
Other Professional Services	1,922,964	2,308,322	3,138,521	830,199	36.0%
Contracted Services	3,877,283	4,470,209	4,910,019	439,810	9.8%
Other Repair/Maintenance Svcs	375,456	463,200	503,200	40,000	8.6%
Other Purchased Services	578,965	1,239,711	2,012,705	772,994	62.4%
Total	\$ 8,016,801	\$ 9,992,704	\$ 11,279,064	\$ 1,286,360	12.9%

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The increase in the budget covers various specific allocations:

- \$439,000 will cover additional costs for maintenance of common-use equipment, fire prevention, building inspections, hardware maintenance support, custodial services for common-use ticket counters, and BHS services.
- \$300,000 for project management related to the GTC development.
- \$292,000 subscription-based software service agreements were moved from the Materials and Supplies expense category to Purchased Services.
- \$155,000 of advertising contracted services were moved from Administrative Expenses.
- Approximately \$100,000 will supplement already established contracts.

Materials and Supplies – This category includes estimates to obtain needed supplies and materials, primarily for the Facilities and Maintenance staff, to maintain all RTAA facilities and airfield. The requested budget of \$2.984 million is a decrease of \$691,000, or 18.8% from the FY 2023-24 budget.

	FY 2022-23	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Budget	\$ Change	%Change
Operating Supplies	\$ 940,073	\$ 900,255	\$ 978,145	77890	8.7%
Fuel	350,644	357,000	347,000	(10,000)	(2.8%)
Repair and Maintenance Supplies	735,280	1,000,650	854,084	(146,566)	(14.6%)
Small Tool and Minor Equipment	575,635	686,861	668,702	(18,159)	(2.6%)
Software	634,435	730,191	135,999	(594,192)	(81.4%)
Total	\$ 3,236,068	\$ 3,674,957	\$ 2,983,930	(691,027)	(18.8%)

In addition to the approximately 81.4% decrease in the software and advertising budget reclassification shown in the table, the overall budget decrease is also due to reductions in:

- Machinery maintenance and supplies - \$30,000
- Runway taxiway lighting expenses - \$41,000
- Thermoplastic markings - \$55,000
- Telephone equipment and labor expenses - \$20,000
- Pavement treatment supplies - \$41,000

Administrative Expenses – The administrative expenses category is used to account for training, conference registration fees, travel, air service development, airport economic development, conference sponsorship, airport community relations, insurance premiums, and credit card processing fees. The budget estimate for this category of \$4.527 million is a decrease of \$222,000 or 4.6% from the FY 2023-24 budget.

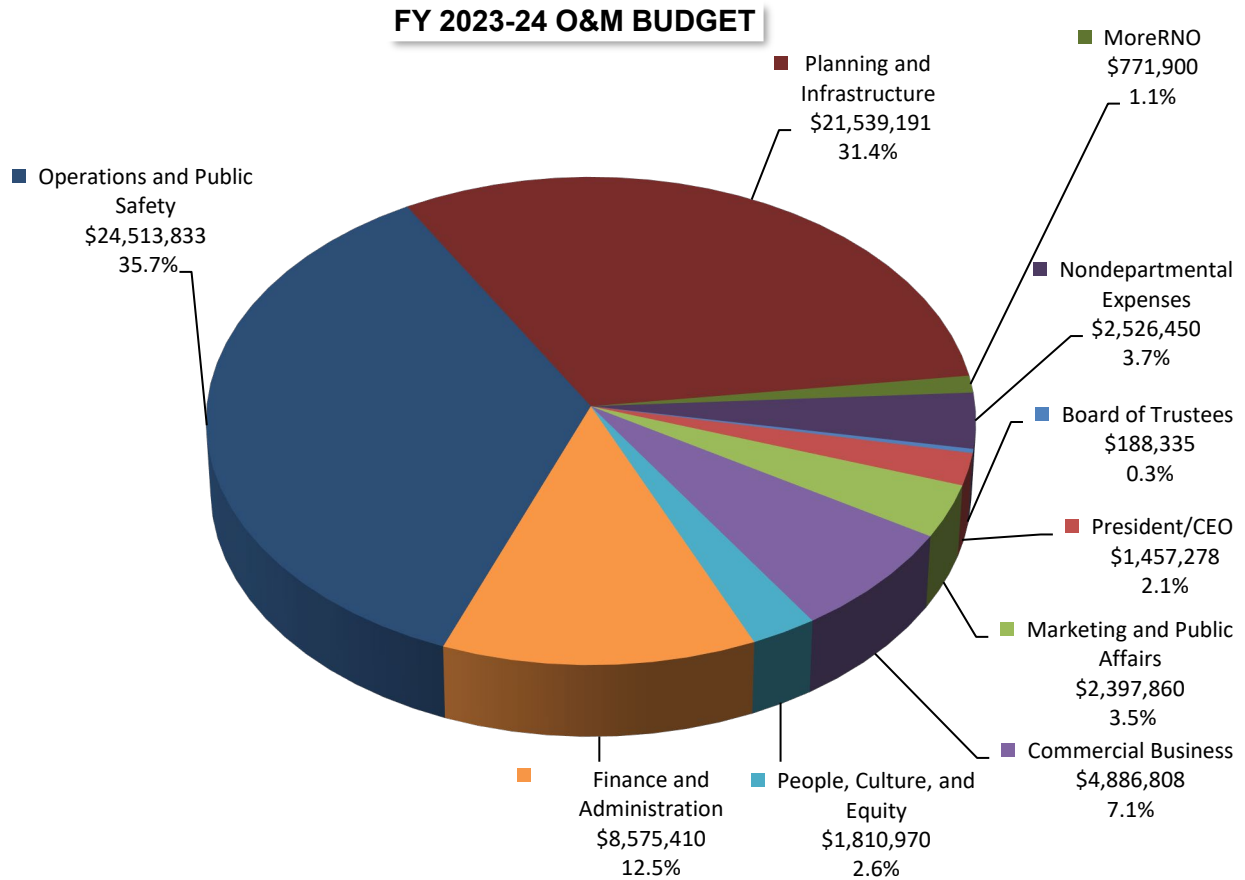
Reno-Tahoe Airport Authority
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In addition to the budget transfers publications or advertising about \$208,000, a decrease of \$92,000 is noted in the community outreach budget related to the Air Races. These reductions are partially offset by insurance premium increases, credit card fees, membership fees, and some special events.

	FY 2022-23	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Budget	\$ Change	%Change
Educational & Professional Fees	\$ 539,495.48	\$ 818,359.00	\$ 793,104.00	(25,255)	(3.1%)
Travel & Reimbursed Expense	236,842	453,337	428,554	(24,783)	(5.5%)
Recruitment	(704)	66,500	66,500	-	-
Air Service Development	82,800	335,400	333,000	(2,400)	(0.7%)
Economic Development	1,805	50,000	30,000	(20,000)	(40.0%)
Community Outreach	82,974	132,550	41,050	(91,500)	(69.0%)
Publications / Advertising	626,526	763,858	580,315	(183,543)	(24.0%)
Airport Insurance	1,243,116	1,601,776	1,706,400	104,624	6.5%
Credit Card Fees	525,423	526,150	548,550	22,400	4.3%
Total	\$ 3,338,278	\$ 4,747,930	\$ 4,527,473	(220,457)	(4.6%)

**Reno-Tahoe Airport Authority
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 Section 5 – Expenditures**

Budgeted Expenditures by Organizational Unit



Division	
Board of Trustees	\$ 188,335.00
President/CEO	1,457,278
Marketing and Public Affairs	2,397,860
Commercial Business	4,886,808
People, Culture, and Equity	1,810,970
Finance and Administration	8,575,410
Operations and Public Safety	24,513,833
Planning and Infrastructure	21,539,191
MoreRNO	771,900
Nondepartmental Expenses	2,526,450
Total	\$ 68,668,035

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Operations and Maintenance Expenses by Department

Division/Department	FY 2022-23	FY 2023-24	FY 2024-25	Budget to Budget	
	Actual	Budget	Budget	\$ Change	% Change
Board of Trustees	\$ 129,890	\$ 190,095	\$ 188,335	\$ (1,760)	(0.9%)
Legal	527,374	685,613	668,418	(17,195)	(2.5%)
President/CEO	786,477	840,120	788,860	(51,260)	(6.1%)
Air Service Business Develop	622,184	823,080	1,117,090	294,010	35.7%
Marketing and Public Affairs	1,937,553	2,423,291	2,397,860	(25,431)	(1.0%)
Airport Economic Development	1,846,142	2,186,065	2,206,529	20,464	0.9%
Outside Properties Budget	609,068	691,421	836,888	145,467	21.0%
CFC Operating Expenses	535,537	592,600	726,301	133,701	22.6%
MoreRNO	n/a	n/a	471,900	n/a	n/a
CONRAC	n/a	n/a	300,000	n/a	n/a
People, Culture, & Equity	1,412,481	1,734,460	1,810,970	76,510	4.4%
Technology & Information Systems	4,168,299	5,662,431	5,327,395	(335,036)	(5.9%)
Reno Stead Airport	1,123,926	1,337,000	1,408,960	71,960	5.4%
Finance Administration	1,958,399	2,230,100	2,373,260	143,160	6.4%
Contract & Procurement	734,614	815,360	874,755	59,395	7.3%
Operations & Public Safety Admin	817,789	1,044,248	872,454	(171,794)	(16.5%)
Airside Operations	1,411,384	1,697,209	1,630,290	(66,919)	(3.9%)
Landside Operations	2,928,063	3,201,318	3,487,119	285,801	8.9%
Airport Rescue & Fire	5,082,819	6,143,692	6,274,985	131,293	2.1%
Airport Police	4,308,398	4,967,439	5,486,750	519,311	10.5%
Airport Communications	1,596,171	1,845,405	1,994,464	149,059	8.1%
Airport Security	1,933,668	2,101,310	764,190	(1,337,120)	(63.6%)
Terminal Operations	276,535	736,621	2,594,621	1,858,000	252.2%
Planning & Infrastructure	701,451	462,625	464,850	2,225	0.5%
Planning & Environmental Serv	1,016,970	1,158,999	1,381,654	222,655	19.2%
Engineering & Construction	1,318,571	1,275,949	942,395	(333,554)	(26.1%)
Facilities & Maintenance Admin	377,772	447,892	443,892	(4,000)	(0.9%)
Airfield Maintenance	4,750,324	5,115,647	5,368,164	252,517	4.9%
Building Maintenance & Services	9,186,083	10,308,981	10,531,695	222,714	2.2%
Baggage Handling System	2,063,279	2,093,553	2,406,541	312,988	15.0%
Non Departmental	1,384,650	1,795,226.00	1,889,850	94,624	5.3%
Customs Border Protection	197,428	198,000	216,000	18,000	9.1%
Fuel Tax Expenses	98,798	339,000	420,600	81,600	24.1%
Total Expense	55,842,097	65,144,750	68,668,035	3,523,285	5.4%

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Operations and Maintenance Expenses by Category

Division/Department	Personnel Services	Utilities	Purchased Services	Materials & Supplies	Admin Expenses	TOTAL
Board of Trustees	\$ 132,340	\$ -	\$ 3,100	\$ 3,350	\$ 49,545	\$ 320,675
Legal	570,200	-	70,000	900	27,318	1,238,618
President/CEO	678,100	-	150	6,700	103,910	1,466,960
Air Service Business Develop	759,100	-	219,400	11,950	126,640	1,876,190
Marketing and Public Affairs	1,248,400	-	415,880	43,050	690,530	3,646,260
Airport Economic Development	1,315,300	750	808,569	8,020	73,890	3,521,829
Outside Properties Budget	195,250	293,050	324,788	3,900	19,900	1,032,138
CFC Operating Expenses	-	-	726,301	-	-	726,301
MoreRNO	446,900	-	20,000	-	5,000	471,900
CONRAC	-	-	300,000	-	-	300,000
People, Culture, & Equity	1,436,685	-	139,310	7,200	227,775	1,810,970
Technology & Information Systems	2,105,100	615,000	2,322,147	226,300	58,848	6,764,080
Reno Stead Airport	929,600	193,100	132,810	137,950	15,500	3,514,060
Unmanned Aircraft Systems	-	-	-	-	-	-
Finance Administration	1,991,600	-	317,600	12,700	51,360	2,373,260
Contract & Procurement	803,600	-	31,100	10,350	29,705	2,866,355
Operations & Public Safety Admin	722,200	-	68,500	16,150	65,604	872,454
Airside Operations	1,449,800	-	108,690	35,750	36,050	2,352,490
Landside Operations	2,274,243	-	594,600	75,810	542,466	4,936,919
Airport Rescue & Fire	5,589,900	-	193,450	286,100	205,535	8,549,228
Airport Police	5,324,200	-	52,300	91,850	18,400	11,076,650
Airport Communications	1,679,800	-	268,565	40,299	5,800	7,318,664
Airport Security	652,700	-	54,400	48,225	8,865	2,443,990
Terminal Operations	2,132,350	-	375,021	78,650	8,600	3,247,321
Planning & Infrastructure	446,900	-	2,650	5,150	10,150	2,597,200
Planning & Environmental	1,028,100	-	335,969	2,500	15,085	1,828,554
Engineering & Construction	851,100	-	64,110	2,000	25,185	1,970,495
Facilities & Maintenance Admin	407,200	-	11,000	16,865	8,827	1,294,992
Airfield Maintenance	3,759,700	347,500	105,500	1,114,414	41,050	5,775,364
Building Maintenance & Services	6,494,900	2,519,000	869,013	625,797	22,985	14,291,395
Baggage Handling System	93,900	690,000	1,550,641	72,000	-	8,901,441
Non Departmental	(300,000)	-	484,600	-	1,705,250	1,983,750
Customs Border Protection	-	-	216,000	-	-	216,000
Fuel Tax Expenses	-	-	95,000	-	325,600	420,600
Total Expense	45,219,168	4,658,400	11,281,164	2,983,930	4,525,373	68,668,035

Reno-Tahoe Airport Authority
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ANNUAL BUDGET
Resources Applied by Organizational Unit

	2022-23 ACTUAL	2023-24 BUDGET	2024-25 BUDGET	BUDGET CHANGE
Board of Trustees Division				
Board of Trustees	\$ 129,890	\$ 190,095	\$ 188,335	-0.9%
TOTAL	129,890	190,095	188,335	-0.9%
President/CEO Division				
President/CEO	786,477	840,120	788,860	-6.1%
Legal	527,374	685,613	668,418	-2.5%
TOTAL	1,313,850	1,525,733	1,457,278	-4.5%
Marketing and Public Affairs Division				
Marketing and Public Affairs	1,937,553	2,423,291	2,397,860	-1.0%
TOTAL	1,937,553	2,423,291	2,397,860	-1.0%
Commercial Business Division				
Air Service Development	622,184	823,080	1,117,090	35.7%
Airport Economic Development	1,846,142	2,186,065	2,206,529	0.9%
Outside Properties	1,144,606	1,284,021	1,563,189	21.7%
TOTAL	3,612,932	4,293,166	4,886,808	13.8%
MoreRNO Division				
MoreRNO	n/a	n/a	771,900	n/a
TOTAL	n/a	n/a	771,900	n/a
People, Culture and Equity Division				
People, Culture and Equity	1,412,481	1,734,460	1,810,970	4.4%
TOTAL	1,412,481	1,734,460	1,810,970	4.4%
Finance and Administration Division				
Finance	1,958,399	2,230,100	2,373,260	6.4%
Purchasing and Materials Management	734,614	815,360	874,755	7.3%
Technology and Information Systems	4,168,299	5,662,431	5,327,395	-5.9%
TOTAL	6,861,312	8,707,891	8,575,410	-1.5%
Operations and Public Safety Division				
Operations and Public Safety Administration	817,789	1,044,248	872,454	-16.5%
Airside Operations	1,411,384	1,647,209	1,630,290	-1.0%
Landside Operations	2,928,063	3,201,318	3,487,119	8.9%
Airport Rescue & Fire	5,082,819	6,143,692	6,274,985	2.1%
Airport Police	4,308,398	4,967,439	5,486,750	10.5%
Airport Communications	1,596,171	1,845,405	1,994,464	8.1%
Airport Security	1,933,668	2,101,310	764,190	-63.6%
Terminal Operations	276,535	736,621	2,594,621	n.a.
Reno-Stead Airport	1,123,926	1,337,000	1,408,960	5.4%
TOTAL	19,478,753	23,024,242	24,513,833	6.5%
Planning and Infrastructure Division				
Planning and Infrastructure	701,451	462,625	464,850	0.5%
Planning and Environmental Services	1,016,970	1,158,999	1,381,654	19.2%
Engineering and Construction	1,318,571	1,275,949	942,395	-26.1%
Facilities and Maintenance Administration	377,772	447,892	443,892	-0.9%
Airfield Maintenance	4,750,324	5,165,647	5,368,164	3.9%
Building Maintenance and Services	9,186,083	10,308,981	10,531,695	2.2%
Baggage Handling System	2,063,279	2,093,553	2,406,541	15.0%
TOTAL	19,414,451	20,913,646	21,539,191	3.0%
Nondepartmental Operation and Maintenance Expenses				
Non Departmental	1,680,875	2,332,226	2,526,450	8.3%
TOTAL	1,680,875	2,332,226	2,526,450	8.3%
Total Operations and Maintenance Expense	55,842,097	65,144,750	68,668,035	5.4%
Property, Plant & Equipment	2,005,816	894,962	702,657	-21.5%
TOTAL	<u>\$ 57,847,913</u>	<u>\$ 66,039,712</u>	<u>\$ 69,370,692</u>	<u>5.0%</u>

Section 6 - Capital Budgets and Debt Service

Reno-Tahoe Airport Authority
FY 2024-25
ANNUAL BUDGET
Section 6 – Property, Plant and Equipment

The schedule following this narrative lists the Board approved Property, Plant, and Equipment (PP&E) requests from the RTAA's various departments in the adopted FY 2024-25 Budget. A PP&E item is an asset with a useful life exceeding one year and a cost greater than \$5,000. Purchases greater than \$500,000 are reported as a capital project and amortized in the airline rates and charges over their estimated useful life.

The total of FY 2024-25 PP&E budget is \$702,700, reflecting a decrease of \$192,300, or 21.5%, from the FY 2023-24 budget. This reduction in fixed assets primarily stems from prioritizing routine maintenance and operational efficiencies, while the majority of RTAA capital budget is allocated to key projects under the MoreRNO capital improvement program.

The budget allocated to PP&E in FY 2024-25 consists largely of vehicle purchases, with \$228,400 or 32.5% of the total budget allocated to the purchase of four vehicles across three departments. \$200,000, or 28.5% of the budget is allocated towards technology acquisitions. \$188,200 or 26.8% is allocated to equipment purchases, and \$86,000 or 12.2% is allocated to others. All planned equipment, vehicle, technology and other purchases are described on the next pages.

VEHICLE AND EQUIPMENT ACQUISITION AND ROTATION POLICY
REPLACEMENT EVALUATION CRITERIA

Light Duty Vehicles (includes 3/4 ton or less)

- Replacement evaluation after six years of service **and/or**
- Replacement evaluation when vehicle exceeds 100,000 miles **and/or**
- Replacement evaluation every 5,000 hours **and/or**
- Replacement evaluation when maintenance cost to purchase cost ratio exceeds 35% **and/or**
- Replacement recommendation based on full mechanical and operational assessment of the vehicle by the RTAA Mechanics and Airfield Maintenance Superintendent.

Heavy Duty Vehicles and Equipment (includes one ton or more)

- Replacement evaluation after 10-20 years depending on type of vehicle/equipment **and/or**
- Replacement evaluation when vehicle/equipment exceeds 80,000 miles **and/or**
- Replacement evaluation every 25,000 hours on Hobbs hour meter **and/or**
- Replacement evaluation when maintenance cost to purchase cost ratio exceeds 35% **and/or**
- Replacement recommendation based on full mechanical and operational assessment of the vehicle by the RTAA Mechanics and Airfield Maintenance Superintendent.

Special Purpose Vehicles and Equipment

Police Vehicles

- Replacement evaluation after five years of service **and/or**
- Replacement evaluation when vehicle exceeds 80,000 miles **and/or**
- Replacement evaluation every 4,000 hours **and/or**
- Replacement evaluation when maintenance cost to purchase cost ratio exceeds 35% **and/or**
- Replacement recommendation based on full mechanical and operational assessment of the vehicle by the RTAA Mechanics, Airfield Maintenance Superintendent and Chief of Police or his/her designee.
- Replacement vehicles will be ordered with the current special police packages supplied by the dealer.

Reno-Tahoe Airport Authority
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Section 6 – Property, Plant and Equipment

- Replacement vehicles will be outfitted by a third-party vendor that specializes in police vehicle modifications such as: prisoner transport cage installations; K-9 cage installations; information technology installations; specialized light package installations; ballistic panel installations (if not installed by the dealer), etc.

Fire Vehicles – Light Duty

- Replacement evaluation after five years of service and/or
- Replacement evaluation when vehicle exceeds 80,000 miles **and/or**
- Replacement evaluation every 5,000 hours **and/or**
- Replacement evaluation when maintenance cost to purchase cost ratio exceeds 35% **and/or**
- Replacement recommendation based on full mechanical and operational assessment of the vehicle by the RTAA Mechanics, Airfield Maintenance Superintendent and Fire Chief or his/her designee.
- Replacement vehicles for the Fire Chief and Battalion Chief(s) will be ordered with the current special purpose packages supplied by the dealer.
- Replacement vehicles will be outfitted by a third-party vendor that specializes in fire department vehicle modifications such as: information technology installations; specialized light package installations; tonneau covers; special equipment shell covers, incident command equipment fixtures (if not installed by the dealer), etc.

Aircraft Rescue & Fire Fighting (ARFF) Crash Vehicles

- Replacement evaluation after five years of service **and/or**
- Vehicle no longer meets FAA FAR 139 requirements **and/or**
- Replacement evaluation when maintenance cost to purchase cost ratio exceeds 20% **and/or**
- Replacement recommendation based on full mechanical and operational assessment of the vehicle by the RTAA Mechanics, Airfield Maintenance Superintendent and Fire Chief or his/her designee.
- Any additional equipment that is needed and was not supplied with the purchase of the vehicle, will be specified by the RTAA Fire Chief, and installed by a third-party vendor that specializes in aircraft rescue and firefighting truck modifications such as: information technology installations; specialized light package installations; tonneau covers; special equipment shell covers, incident command equipment fixtures (if not installed by the dealer), etc.
- At the discretion of the RTAA President/CEO, when ARFF equipment has reached the end of its useful life, can be rotated to back-up service to maintain FAA FAR 139 index requirements when in-service equipment is down for maintenance or repairs.

The schedules below summarize all vehicles, equipment, and technology with a unit cost greater than \$25,000.

Vehicles

Department	Description	FY 2024-25 Budget	Explanation
Operations and Public Safety	2025 Chevrolet Tahoe Special Service Vehicle 4WD	\$73,142	This vehicle will replace the 2004 Ford Expedition (VL181) with over 111,000 miles. It will be used by the RTAA Director of Operations to conduct day-to-day operations and provide daily transportation to on-site and off-site meetings and activities.

Reno-Tahoe Airport Authority
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Vehicles (continued)

Department	Description	FY 2024-25 Budget	Explanation
Airside Operations	2025 Chevrolet Tahoe Special Service Vehicle 4WD	\$77,391	This vehicle will replace the 2013 Ford F-150 with over 108,000 miles. It will be used as a mobile command post for airfield snow removal, emergency response, and transportation of Airside Operations staff.
Building Maintenance	2025 Chevrolet Silverado 1500 Standard Cab 4WD Pickup	\$47,275	This vehicle will replace the 2007 Chevrolet Colorado pickup truck with over 122,000 miles. It will be used for performing daily terminal maintenance and repair, along with other tenant, leased, and remote RTAA facilities including Stead Airport.
Building Maintenance	2025 Chevrolet Colorado Extended Cab Pickup Truck	\$30,633	This vehicle will replace the 2006 Chevrolet Colorado Pickup with over 61,000 miles. It serves to perform daily duties transporting the necessary cleaning equipment and supplies to the various remote locations of airport maintained out buildings.

Technology

Department	Description	FY 2024-25 Budget	Explanation
Technology and Information Systems	Computer Hardware Refresh	\$84,650	This item is to begin a refresh cycle of 25% of laptops and 20% of desktop computers. This budget will replace 43 laptops and 20 desktops.

Reno-Tahoe Airport Authority
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Section 6 – Property, Plant and Equipment

Technology (continued)

Department	Description	FY 2024-25 Budget	Explanation
Technology and Information systems	Camera Replacement	\$80,000	These items are to replace 20 surveillance cameras of various makes and models, as well as updating the supporting cable infrastructure. The current vintage equipment has aged beyond the life expectancy of the systems and does not perform in a manner that meets expectations. Modernizing the equipment will provide great surveillance and decrease hours spent repairing and maintaining equipment.
Airside Operations	Virtual Runway Camera Project	\$35,300	The virtual runway camera project will provide live camera feeds for all three runways and associated taxiways at RNO. This project will offer RTAA a comprehensive visual overview of the entire Air Operation Area (AOA). This new technology will significantly enhance safety and security at RNO.

Equipment

Department	Description	FY 2024-25 Budget	Explanation
Airport Rescue & Fire	PEG-203EE Stallion	\$89,895	This is intended to replace the current air compressor, which is outdated (from the 90s) and has a malfunctioning computer module. The new compressor offers many upgrades, including an automatic fill option that simplifies the filling process and the capability to fill up to 5000 psi.

Reno-Tahoe Airport Authority
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Section 6 – Property, Plant and Equipment

Equipment (Continued)

Department	Description	FY 2024-25 Budget	Explanation
Airfield Maintenance	Hali-Brite® RCM-D L-893(L) Runway Closure Markers (Lighted X) with battery backup, rear hitch, extended service kit, oil drain valve kits. (2 units)	\$55,573	This equipment is intended to replace the current equipment that has reached the end of its service life. It is critical for airport safety, and without proper equipment, RTAA will not follow Part 139 regulations when closing a runway.

Other

Department	Description	FY 2024-25 Budget	Explanation
Airfield Maintenance	Larue rotating casting chute attachment with all the hydraulic valving, hoses, wiring and controls for one our T95 Larue airfield snow blowers.	\$47,000	This component improves the snow blower by letting the chute rotate 250 degrees. This gives operators more flexibility to spread out the snow they are blowing, reducing high snow piles. It will make snow removal faster and more efficient during events. Currently, the snow blowers can only blow the snow in a 90-degree angle without the ability to aim the snow away from obstacles or casted the snow over a larger area.
Airside Operations	New Interactive Employee Training	\$25,450	The training will support course production of a new Interactive Employee Training (IET) program created by AAAE to address an FAA requirement for ensuring authorized access onto the movement area during tug.

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Property, Plant, and Equipment

Division	Description	Amount	Total
253 Technology & Information Systems			
	Laptop and desktop computer replacement project (replace 25% of laptops and 20% of desktops annually)	\$ 84,650	
	Replace legacy video surveillance cameras (20 units)	80,000	
			\$ 164,650
401 Operations and Public Safety			
	2025 Chevrolet Tahoe Special Service Vehicle 4WD, with auxiliary lighting and radio equipment	\$ 73,142	
			\$ 73,142
402 Airside Operations			
	2025 Chevrolet Tahoe Special Service Vehicle 4WD	\$ 77,391	
	Virtual Runway Camera Project	35,300	
	New Interactive Employee Training - Ensuring authorized access to movement area	25,450	
			\$ 138,141
404 Airport Rescue & Fire			
	PEG-203EE Stallion	\$ 89,895	
	3M, Scott Ska-Pak Plus Supplied-Air Respirator (4 units)	13,200	
	Scott, 60 minute, composite, 4500psi air bottles (4 units)	8,800	
			\$ 111,895
405 Police			
	Tasers	\$ 20,748	
			20,748
501 Planning & Infrastructure			
	Workstation and chair for a new employee	\$ 6,800	
			\$ 6,800
502 Planning & Environmental Services			
	Workstation and chair for new employee	\$ 6,800	
			\$ 6,800
602 Airfield Maintenance			
	Hali-Brite® RCM-D L-893(L) Runway Closure Markers (Lighted X) with battery backup, rear hitch, extended service kit, oil drain valve kit for easier oil changes, and heavy duty protective covers. (2 Units)	\$ 55,573	
	Larue rotating casting chute attachment with all the hydraulic valving, hoses, wiring and controls for one our T95 Larue airfield snow blowers.	47,000	
			\$ 102,573
603 Building Maintenance			
	2025 Chevrolet Silverado 1500 Standard Cab 4WD Pickup	\$ 47,275	
	2025 Chevrolet Colorado Extended Cab Pickup Truck with Cargo Cover and Safety Lighting	30,633	
			\$ 77,908
TOTAL			\$ 702,657

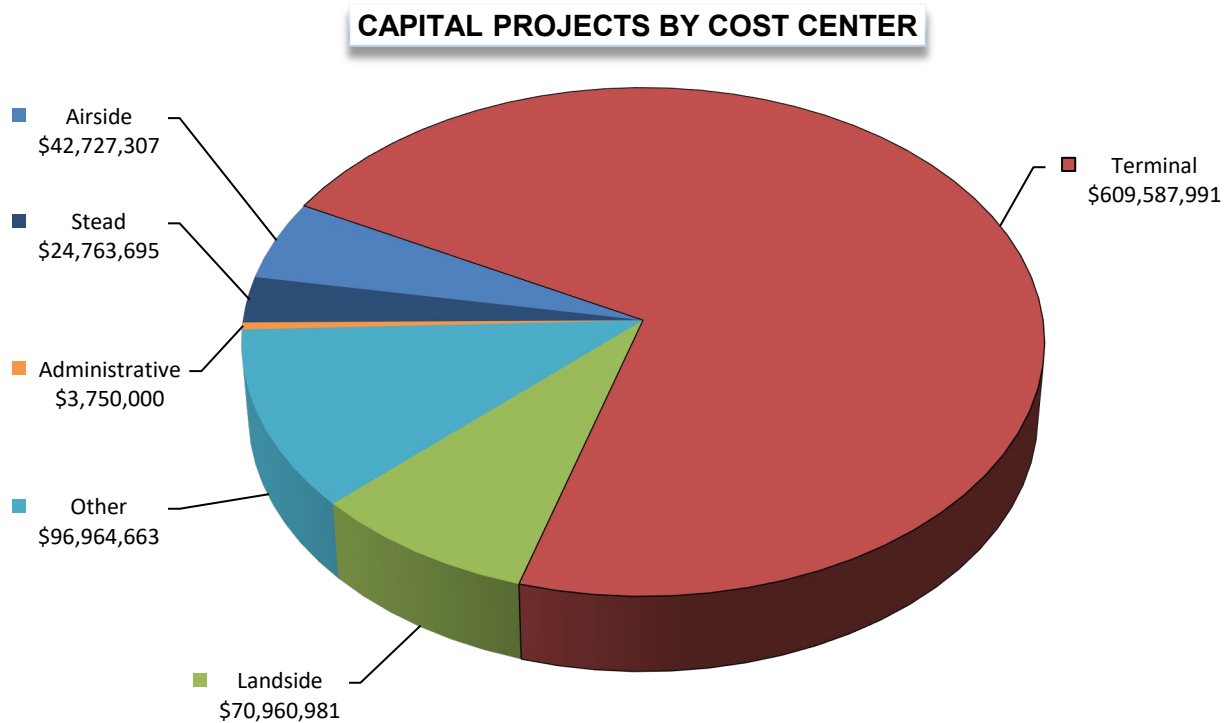
Reno-Tahoe Airport Authority
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Section 6 – Capital Budgets and Debt Service

Capital Improvement Program

The RTAA's Capital Improvement Program (CIP), as updated during the FY 2024-25 budget process, is a rolling five-to-seven-year program that provides for critical improvements and asset preservation. Funding sources for the projects are primarily Federal Airport Administration's (FAA) Airport Improvement Program (AIP) Grants, Federal Stimulus funds, Passenger Facility Charges (PFC), bank loans, bonds, and internal funds generated from RTAA operations. RTAA has the option of issuing airport system debt with repayment sources including PFCs, and Airport system revenues

Customer facility charges (CFCs) are no longer used as a funding source since RTAA has entered into a ground lease and a public-private partnership agreement with ConRAC Solutions to construct a new ground transportation center (GTC). The project will be financed solely through CFCs. All CFCs are managed by a third-party trustee, and RTAA no longer directly receives these revenues from the rental car companies.

The following graph outlines the RTAA's FY 2023-24 to FY 2029-30 Capital Improvement Program of \$849.255 million by cost center.



The specific projects supporting this graph are listed on schedules located at the back of this section.

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Capital Improvement Program Funding

The RTAA's Capital Improvement Program represents projects funded from AIP grants, Federal Stimulus grants, PFC, short-term borrowing facility, airport revenue bonds, and RTAA cash. Both AIP and PFC dependent projects will not be implemented until the project and specific funding source is approved or awarded by the FAA.

Airport Improvement Program (AIP)

AIP grants are offered to RTAA by the FAA to provide funding assistance to those eligible capital projects that meet the criteria of the federal program. The objective of the program is to assist in the development of a nationwide system of public use airports, to ensure the safe and secure operation of the airport and airway system, and to meet the projected needs of the travelling public. The program not only provides funding for development projects, but also airport planning and noise compatibility programs.

The national AIP program is funded by aviation use fees, which are collected and deposited into the Airport and Airway Trust Fund that generates the revenues in support of the AIP projects. The U.S. Congress authorizes expenditures from this dedicated fund on an annual basis. The AIP program includes entitlement and discretionary funding. Entitlement funds are awarded to eligible sponsors (airports) through a formula based on the number of passengers boarding (enplanements) and cargo tonnage. Discretionary funds are set aside to provide the FAA with flexibility to fund various high priority capital programs.

AIP approved projects are typically funded 93.75% by the FAA at both airports (RNO and RTS). The RTAA's General Purpose and Special Fund are primarily used for the RTAA's share of 6.25%. PFC funds may be used for the local share with FAA approval.

For the 2023 federal fiscal year, which ended on September 30, 2023, RTAA received a grant offer of \$18.670 million in AIP funds for RNO and \$4.899 million for RTS.

Passenger Facility Charge (PFC)

PFCs were initially authorized through the Aviation Safety and Capacity Expansion Act of 1990. The Act allowed public agencies, which manage commercial airports, to charge each enplaning passenger a facility charge in accordance with FAA requirements. The PFC is levied on the passenger tickets, collected by the airline, and forwarded to the airport (less a handling fee charged by the airlines). PFC revenues are allocated to preserve or enhance safety, security, capacity, to reduce noise, or to enhance competition.

The primary difference between AIP and PFC is that the PFC is a fee directly assessed to the passenger, it is administratively retained by the airport, and considered local funds versus federal funds.

In October 1993, RTAA received approval from the FAA to impose a PFC of \$3.00 per enplaned passenger. In May of 2001, the PFC was increased to \$4.50 per enplaned passenger with collection beginning August 1, 2001, and continues to be the PFC rate collected in FY 2024-25. Several FAA approved projects are being funded by PFC collections at RNO. As of June 30, 2024, RTAA has received collection authority to be used for open PFC application of \$74.577 million. The FY 2024-25 Budget is forecasting PFC revenues and interest of \$9.168 million.

Reno-Tahoe Airport Authority
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Federal Stimulus

The Bipartisan Infrastructure Law (BIL) provides \$15 billion in airport infrastructure funding. The funds can be invested in runways, taxiways, safety, and sustainability projects, as well as terminal, airport-transit connections, and roadway projects. Two grant subcategories are available to RTAA: the Airport Infrastructure Grant (AIG) and the Airport Terminal Program Grant (ATP). AIG is allocated to airports based on air traffic, while the ATP funds are subject to a highly competitive application process. In addition, the Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan Act (ARPA) are two active federal stimulus funds RTAA could utilize to fund capital projects if certain conditions are met.

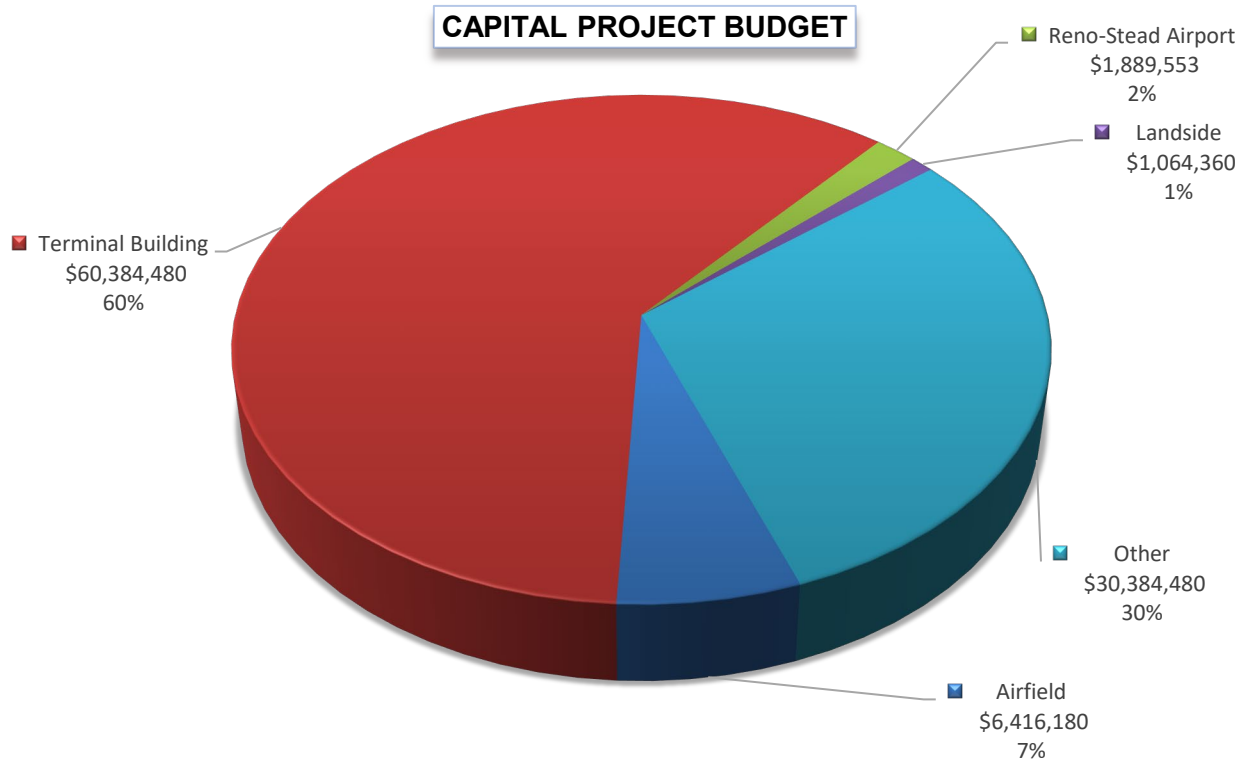
Short-Term Financing

RTAA has a \$50 million short-term borrowing facility agreement with Wells Fargo Bank, which has been utilized for capital projects. This leaves a remaining principal balance of \$22 million related to the Ticketing Hall Expansion project. The principal balance is expected to be addressed through the issuance of bonds, which RTAA is currently preparing to issue, with an estimated date in September 2024. These bonds, anticipated to be valued at approximately \$240 million and issued over a 30-year period, will primarily fund the MoreRNO capital program. The actual utilization of these funds will be based on the cash flow needs of the projects.

FY 2024-25 Capital Projects

The proposed program of capital improvement projects reflects a total budget of \$100.139 million for 18 projects, including the design and construction of some of the MoreRNO projects. Budget amounts for these projects only reflect the forecasted expenses in FY 2024-25. The proposed projects are to be funded with federal grants, PFC, airport bonds, and internal funds generated from airline and non-airline revenue sources. For the purpose of the airline rates and charges calculation, projects with a cost greater than \$500,000 are amortized over the estimated useful life of the asset. The chart below details the FY 2024-25 capital projects budget by cost center for these funding sources:

**Reno-Tahoe Airport Authority
 FY 2024-25
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 Section 6 – Capital Budgets and Debt Service**



During the budget process, all capital projects were prioritized and evaluated based on the following three criteria:

1. High Priority – Life safety, security, or regulatory requirement
2. Moderate Priority – Preventative maintenance and customer service enhancement.
3. Low Priority – Not urgent. Could be deferred to a future budget year.

For the capital projects approved through this process, a project narrative is provided that further explains the capital improvement along with the financial impact on airline rates, and the estimated operating revenue and/or expense impact over the next three fiscal years.

The summaries of the proposed capital projects are as follows:

- New Gen A&B Design and Pre-Construction (\$15,300,000) – the continuation of the design of the New Gen A&B projects through completion, estimated at 2027-2028. The budget reflects only work expected for the 2024-25 fiscal year. A significant portion of this project is intended to be funded through the collection of PFCs. The project consists of four individual projects:
 - ✓ Concourse A and associated apron work (New Gen A).
 - ✓ Concourse B and associated apron work (New Gen B).
 - ✓ South Remain Overnight (S. RON) - expansion of the south apron.
 - ✓ Central Utility Plant (CUP) - new CUP serving the concourses.

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- Central Utility Plant Construction (\$45,000,000) – construction of a new central utility plant in conjunction with the New Gen A&B project. The requested budget amount only reflects the work expected to be done in FY 2024-25. The project will be completed in FY 2025-26.
- South Remain Overnight Construction (RON) (\$5,000,000) – reconstruction and expansion of the current South RON pad parking area to the south by approximately 100 feet to accommodate five aircraft parking spaces. Funding for this project is through federal grants and PFCs.
- RTAA Administration and Police Headquarters Design and Preconstruction Services (\$5,000,000) – design and preconstruction. The design is based on the recommendations by the Workspace Study prepared by H+K Architects. The design is currently in progress and expected to be completed in FY 2024-25.
- RTAA Administration and Police Headquarters Construction (\$25,300,000) – construction of the new HQ building. The budget includes only work expected in FY 2024-25.
- Pavement Management System – Airside (\$900,000) – airside pavement and maintenance projects identified by RTAA Engineering and Maintenance staff based on the pavement management reports and field observations that may not qualify for federal Airport Improvement Project (AIP) grant funds. Additionally, the project will pay for the annual Pavement Condition Index (PCI) inspections and report as required to receive FAA AIP grant funding for airside projects.
- Base Building Roof Replacement (\$122,100) – this project is for a complete roof replacement of the Base Building. The roof size is approximately 7,200 square feet. The project will include some masonry parapet wall repair and rebar replacement.
- General Aviation (GA) East Landside Parking Lot (\$665,000) – the primary objective of this project is the reconstruction of the landside parking lot for GA East, situated off Rock Boulevard. The initiative aims to enhance the functionality, safety, and aesthetics of the parking facility.
- Airfield Main Shop Alteration (\$309,600) – this request is to modify/alter the existing maintenance shop to make better use of existing space by removing walls, adding a 30X14 roll up door, and removing two columns with structural reinforcement to accommodate the changes to the existing structure. The post removal allows for the new wide door to be installed and more space in the center of the building for large equipment to pull inside.
- Roof Replacement of 1600 National Guard Way (\$324,360) – the project consists of demolition and disposal of existing roofing system and light weight concrete down to existing metal deck, mechanically attach new rigid insulation, and install new 60 mil TPO roofing membrane, fabricate and install new 24-gauge parapet caps.
- Replace Microwave Antenna Network (\$253,440) – the project consists of the upgrade and replacement of the current Siklu microwave antennae with newer technology. The existing equipment is approaching ten years of service.
- Taxi/TNC Relocation Ground Transportation Center (GTC) Enabling Project (\$75,000) – this project will replace existing outdated Transcore readers. This is an enabling project for the GTC P3 development. The readers are essential to identify and track the transponders issued to ground transportation operators.

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ANNUAL BUDGET
Section 6 – Capital Budgets and Debt Service

- Reno Stead Airport (RTS) Runway 8/26 Sealing (\$380,000) – the project scope is preservation and marking renewal for the RTS Runway 8/26. The runway measures 7,600 feet in length by 150 feet in width, which is 128,000 square yards of asphalt pavement. Sealing RWY 8/26 and the associated require restriping will preserve the runway and enhance the existing runway infrastructure.
- RTS Runway 14/32 Sealing (\$509,553) – the project scope is preservation and marking renewal for the RTS Runway 14.32. The runway measures 9,100 feet in length by 150 feet in width and is 156,000 square yards of asphalt pavement. The primary objective of this project is to address the extensive network of over 100,000 linear feet of cracks present on RWY 14/32 by crack sealing. In addition, applying a P-608 surface treatment to seal the pavement surface will ensure the longevity and optimal condition of the asphalt pavement. These preservation measures are intended to extend the pavement's life significantly over the next several years.
- RTS O Block Utilities (\$1,000,000) – the scope of this project includes the establishment of gas and electric utilities in the O-block area of Stead Airport to encourage the development of new aircraft hangars.

Debt Service

On July 14, 2022, the Board approved a non-revolving credit agreement with Wells Fargo Bank to provide a short-term financing facility for its capital program. Funds can be drawn in any amount as needed, up to a maximum of \$50 million. RTAA is using short-term borrowing for expenses primarily related to the MoreRNO capital program. As of February 2024, a total of \$35.272 million has been drawn, leaving a balance of \$14.728 million available for future capital financing needs. Repayment of a portion of the drawn funds, along with interest and fees, is from federal stimulus funds. The FY 2024-25 budget includes \$1.666 million debt service related to the expansion of the ticketing hall.

Capital Projects Reno-Tahoe Airport Authority FY 2024-25		Project Administrator	Estimate	COST CENTER					
Item	Airfield			Terminal Building	BHS	Landside	Other	Reno-Stead Airport	
1	New Gen A&B Design And Pre-Construction - FY2025	Planning & Infrastructure	15,300,000		15,300,000				
2	Central Utility Plant Construction - FY2025	Planning & Infrastructure	45,000,000		45,000,000				
3	South Remain Overnight Construction - FY2025	Planning & Infrastructure	5,000,000	5,000,000					
4	HQ Design and Pre-construction - FY2025	Planning & Infrastructure	5,000,000					5,000,000	
5	HQ Construction - FY2025	Planning & Infrastructure	25,300,000					25,300,000	
6	Base Building Roof Replacement	Engineering	122,100	122,100					
7	Ga East Landside Parking Lot	Engineering	665,000				665,000		
8	Airside Pavement Maintenance Project	Engineering	900,000	900,000					
9	Airfield Mainshop Alteration	Engineering	309,600	309,600					
10	Roof Replacement 1600 National Guard Way	Airfield	324,360				324,360		
11	Replace Microwave Antenna Network	TIS	253,440	84,480	84,480			84,480	
12	Taxi/TNC Relocation (GTC Enabling Project)	Landside Operations	75,000				75,000		
	Sub Total		\$ 98,249,500	\$ 6,416,180	\$ 60,384,480	\$ -	\$ 1,064,360	\$ 30,384,480	\$ -
	Reno-Stead Airport								
13	RTS Runway 8/26 Sealing	Engineering	380,000						380,000
14	RTS Runway 14/32 Sealing	Engineering	509,553						509,553
15	RTS O Block Utilities	Stead	1,000,000						1,000,000
	Sub Total		\$ 1,889,553	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,889,553
	Total		\$ 100,139,053	\$ 6,416,180	\$ 60,384,480	\$ -	\$ 1,064,360	\$ 30,384,480	\$ 1,889,553

CAPITAL IMPROVEMENT PROGRAM - OVERVIEW
SOURCES & USES OF FUNDS BY LOCATION
Reno-Tahoe Airport Authority
(Escalated Dollars)

	Prior Years Actual	FY 2023-24 Forecast	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	Total FY24-30 Forecast
USES OF FUNDS									
Airside	33,972,803	7,327,426	15,868,130	9,231,750	7,900,000	800,000	800,000	800,000	42,727,307
Terminal	23,071,695	37,625,721	64,472,809	83,293,096	159,550,000	111,452,774	90,055,591	63,138,000	609,587,991
BHS	-	-	-	100,000	100,000	100,000	100,000	100,000	500,000
Landside	14,414,326	15,561,621	2,399,360	600,000	600,000	15,600,000	25,600,000	10,600,000	70,960,981
Other	862,397	7,910,566	30,966,426	52,425,911	2,661,760	1,000,000	1,000,000	1,000,000	96,964,663
Administrative	-	-	-	750,000	750,000	750,000	750,000	750,000	3,750,000
Stead	6,149,843	1,082,385	5,232,807	5,370,548	3,329,615	337,851	9,089,549	320,940	24,763,695
	\$ 78,471,064	\$ 69,507,719	\$ 118,939,531	\$ 151,771,305	\$ 174,891,375	\$ 130,040,625	\$ 127,395,140	\$ 76,708,940	\$ 849,254,636
SOURCES OF FUNDS									
Federal Grants -Entitlement	4,838,200	5,186,600	5,337,700	5,479,700	5,647,200	-	1,756,750	-	23,407,950
Federal Grants -Discretionary	33,394,238	18,812,632	29,743,110	11,265,229	5,370,272	-	6,442,859	-	71,634,103
Passenger Facility Charges	7,509,398	18,525,611	25,410,257	13,387,628	1,250,000	921,383	-	-	59,494,879
General Purpose	4,901,849	7,224,034	3,470,564	4,289,198	4,197,610	5,150,000	6,150,000	4,650,000	35,131,405
Customer Facility Charge	11,894,083	1,066,698	-	-	-	-	-	-	1,066,698
Special Fund	450,814	713,871	2,087,731	177,017	336,888	150,000	696,641	150,000	4,312,147
Consent Degree Fund	1,105,406	170,000	172,412	177,412	189,405	187,851	193,299	170,940	1,261,319
Subordinate Lien Revenue Notes	14,377,075	17,808,273	1,527,552	-	-	-	-	-	19,335,825
Senior Lien Bonds	-	-	51,190,206	116,995,121	157,900,000	123,631,392	112,155,591	71,738,000	633,610,309
	\$ 78,471,064	\$ 69,507,719	\$ 118,939,531	\$ 151,771,305	\$ 174,891,375	\$ 130,040,625	\$ 127,395,140	\$ 76,708,940	\$ 849,254,636

**CAPITAL IMPROVEMENT PROGRAM
FY 2025- Five Year Plan
Reno-Tahoe Airport Authority**

AIRSIDE

	Prior	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Total
	Years Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	FY24-30 Forecast
Airfield Maintenance/Airport Operations Administrative Office Remodel	1,328,886	780,114	-	-	-	-	-	-	780,114
Airfield Mainshop Alteration	-	-	309,600	-	-	-	-	-	309,600
Airfield Pavement Maintenance Program (2021-22)	490,061	23,844	-	-	-	-	-	-	23,844
Airfield Pavement Maintenance Program (2022-23)	-	500,000	-	-	-	-	-	-	500,000
Airfield Pavement Maintenance Program (2024-25)	-	-	900,000	-	-	-	-	-	900,000
Airfield Pavement Maintenance Program (2025-30)	-	-	-	800,000	800,000	800,000	800,000	800,000	4,000,000
Airfield Signage Replacement and Twy Renaming (Planning & Design)	17,000	288,000	-	-	-	-	-	-	288,000
Airfield Signage Replacement and Twy Renaming (Construction & Installation)	-	-	1,811,250	3,018,750	-	-	-	-	4,830,000
Base Building Roof Replacement	-	-	122,100	-	-	-	-	-	122,100
Engineering Design- FAA Vale PC Air and Ground Power Unit	120,900	-	-	-	-	-	-	-	-
New Alpha Taxiway Connector to future air cargo apron andouth deicing pad (Construction)	-	-	-	-	1,635,000	-	-	-	1,635,000
New Concourse Apron Construction and Associated Building Demo (Design)	-	-	-	260,000	-	-	-	-	260,000
New Concourse Apron Construction and Associated Building Demo (Construction)	-	-	-	-	5,465,000	-	-	-	5,465,000
Oshkosh ARFF Class 4 Vehicle (2003)	106,000	354,000	-	-	-	-	-	-	354,000
Rosenbauer ARFF Class 4	187,672	563,017	-	-	-	-	-	-	563,017
Runway 16R/34L Rehabilitation and East Lighting Vault	31,105,790	3,359,945	839,986	-	-	-	-	-	4,199,932
South RON	-	-	4,710,194	5,000,000	-	-	-	-	9,710,194
Taxiway Bravo and Mike Reconstruction (Design)	-	75,000	-	-	-	-	-	-	75,000
Taxiway Bravo and Mike Reconstruction (Construction)	-	-	7,175,000	-	-	-	-	-	7,175,000
17R-35L Runway Repairs FY2023	616,493	383,507	-	-	-	-	-	-	383,507
17R-35L Runway Repairs FY2024	-	1,000,000	-	-	-	-	-	-	1,000,000
	\$ 33,972,803	\$ 7,327,426	\$ 15,868,130	\$ 9,078,750	\$ 7,900,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 42,574,307

CAPITAL IMPROVEMENT PROGRAM
FY2025- Five Year Plan
Reno-Tahoe Airport Authority

TERMINAL

Airport Terminal Lift Station Controls Junction Boxes Relocation
Automated Exit Lanes- (Sterile Area manned by TSA Personnel) Design
Concourse Remodel (Design)
Concourse A Remodel Construction
Concourse B Remodel Construction
Central Utility Plant (CUP)
Passenger Escalator Replacement (Sky bridge)
Passenger Escalator Replacement (Arrival/Departure)
Shared Use Phase I
Terminal Mezzanine Remodel
Terminal Building System Renewal Program (FY 2025-30)
(VALE) Terminal Concourse PC Air & 400Hz GPU Unit Replacement
Terminal Development (Concourse C) Planning Study
Ticketing Hall Expansion (Design)
Ticketing Hall Expansion
Ticketing Hall Roof Replacement Project (CARES)
Access Control Management System Upgrade
Maximo Phase 2 Update
Automated Exit Lanes- (Sterile Area manned by TSA Personnel) - Construction

	Prior Years Actual	FY 2023-24 Forecast	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	Total FY24-30 Forecast
Airport Terminal Lift Station Controls Junction Boxes Relocation	286,300	29,360	-	-	-	-	-	-	29,360
Automated Exit Lanes- (Sterile Area manned by TSA Personnel) Design	35,658	64,342	-	-	-	-	-	-	64,342
Concourse Remodel (Design)	-	19,533,202	15,275,515	9,934,918	2,500,000	6,500,000	105,591	-	53,849,226
Concourse A Remodel Construction	-	-	-	62,660,000	156,650,000	81,740,774	-	-	301,050,774
Concourse B Remodel Construction	-	-	-	-	-	19,812,000	82,550,000	62,738,000	165,100,000
Central Utility Plant (CUP)	-	-	43,000,000	10,298,178	-	-	-	-	53,298,178
Passenger Escalator Replacement (Sky bridge)	1,037,400	323,900	-	-	-	-	-	-	323,900
Passenger Escalator Replacement (Arrival/Departure)	1,467,974	1,421,026	-	-	-	-	-	-	1,421,026
Shared Use Phase I	983,215	1,551,785	-	-	-	-	-	-	1,551,785
Terminal Mezzanine Remodel	-	-	-	-	-	3,000,000	7,000,000	-	10,000,000
Terminal Building System Renewal Program (FY 2025-30)	-	-	-	400,000	400,000	400,000	400,000	400,000	2,000,000
(VALE) Terminal Concourse PC Air & 400Hz GPU Unit Replacement	-	-	6,197,294	-	-	-	-	-	6,197,294
Terminal Development (Concourse C) Planning Study	1,989,702	(9,702)	-	-	-	-	-	-	(9,702)
Ticketing Hall Expansion (Design)	2,426,717	313,283	-	-	-	-	-	-	313,283
Ticketing Hall Expansion	14,377,075	13,041,672	-	-	-	-	-	-	13,041,672
Ticketing Hall Roof Replacement Project (CARES)	467,654	116,015	-	-	-	-	-	-	116,015
Access Control Management System Upgrade	-	403,750	-	-	-	-	-	-	403,750
Maximo Phase 2 Update	-	174,088	-	-	-	-	-	-	174,088
Automated Exit Lanes- (Sterile Area manned by TSA Personnel) - Construction	-	663,000	-	-	-	-	-	-	663,000
	\$ 23,071,695	\$ 37,625,721	\$ 64,472,809	\$ 83,293,096	\$ 159,550,000	\$ 111,452,774	\$ 90,055,591	\$ 63,138,000	\$ 609,587,991

**CAPITAL IMPROVEMENT PROGRAM
 FY2025- Five Year Plan
 Reno-Tahoe Airport Authority**

BAGGAGE HANDLING SYSTEM

Baggage Handling System Renewal Program (FY 2025-30)

Prior Years Actual	FY 2023-24 Forecast	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	Total FY24-30 Forecast
-	-	-	100,000	100,000	100,000	100,000	100,000	500,000
\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000

LANDSIDE

CONRAC Study Phase I, II
 Economy Lot Construction Project
 Ga East Landside Parking Lot
 Landside Pavement Maintenance Program (2022-23)
 Landside Pavement Maintenance Program (2023-24)
 Landside Pavement Maintenance Program (2025-30)
 Landside Projects
 Roof Replacement 1600 National Guard Way
 Taxi/TNC Relocation (GTC Enabling Project)
 Terminal Roadway Reconstruction (PFC)
 Terminal Roadway Reconstruction (Earmark)

Prior Years Actual	FY 2023-24 Forecast	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	Total FY24-30 Forecast
11,894,083	1,066,698	-	-	-	-	-	-	1,066,698
1,372,872	3,618,022	-	-	-	-	-	-	3,618,022
-	-	500,000	-	-	-	-	-	500,000
77,161	522,839	-	-	-	-	-	-	522,839
-	200,000	-	-	-	-	-	-	200,000
-	-	-	600,000	600,000	600,000	600,000	600,000	3,000,000
-	-	-	-	-	15,000,000	25,000,000	10,000,000	50,000,000
-	-	324,360	-	-	-	-	-	324,360
-	-	75,000	-	-	-	-	-	75,000
1,070,210	6,813,790	1,500,000	-	-	-	-	-	8,313,790
-	3,340,272	-	-	-	-	-	-	3,340,272
\$ 14,414,326	\$ 15,561,621	\$ 2,399,360	\$ 600,000	\$ 600,000	\$ 15,600,000	\$ 25,600,000	\$ 10,600,000	\$ 70,960,981

CAPITAL IMPROVEMENT PROGRAM
FY2025- Five Year Plan
Reno-Tahoe Airport Authority

OTHER

Air Cargo Way Lift Station Replacement and Relocation
 Capital Project Allowance
 GA East Apron and Taxilane Reconstruction (Design)
 GA East Apron and Taxilane Reconstruction (Construction)
 GA Run-Up Areas/Twy Turnarounds on Charlie (Construction)
 Outside Properties Renewal Program
 RTAA HQ and Public Safety Center
 Replace Fire Control Panel - Hangar B
 Replace Microwave Antenna Network
 Mini Warehouse Lot Improvement
 RNO Admin Headquarters & Police Station (Design)
 ARFF Solar Array Inverter Replacement and System Repair
 Air Cargo Way Reconstruction Project

	Prior Years Actual	FY 2023-24 Forecast	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	Total FY24-30 Forecast
		862,397	100,066	-	-	-	-	-	-
	-	-	-	750,000	750,000	750,000	750,000	750,000	3,750,000
	-	-	593,486	148,371	-	-	-	-	741,857
	-	-	-	6,647,040	1,661,760	-	-	-	8,308,800
	-	3,595,000	-	-	-	-	-	-	3,595,000
	-	-	-	250,000	250,000	250,000	250,000	250,000	1,250,000
	-	-	25,300,000	44,630,500	-	-	-	-	69,930,500
	-	30,000	-	-	-	-	-	-	30,000
	-	-	253,440	-	-	-	-	-	253,440
	-	170,000	-	-	-	-	-	-	170,000
	-	2,250,000	4,819,500	-	-	-	-	-	7,069,500
	-	55,000	-	-	-	-	-	-	55,000
	-	1,710,500	-	-	-	-	-	-	1,710,500
	\$ 862,397	\$ 7,910,566	\$ 30,966,426	\$ 52,425,911	\$ 2,661,760	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 96,964,663

ADMINISTRATION

Technology and Information Systems Renewal Program

	Prior Years Actual	FY 2023-24 Forecast	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast	FY 2029-30 Forecast	Total FY24-30 Forecast
		-	-	-	750,000	750,000	750,000	750,000	750,000
	\$ -	\$ -	\$ -	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 3,750,000

**CAPITAL IMPROVEMENT PROGRAM
FY2025- Five Year Plan
Reno-Tahoe Airport Authority**

RENO STEAD

Airfield Pavement Program- RTS (2025-2030)
Apron Phase 2 & 3 Rehabilitation (Construction) Supplemental
Apron Phase 4 Rehabilitation (Construction) AIP
Apron Phase 4 Rehabilitation (Construction) Supplemental
Apron Phase 4 Rehabilitation (Construction) AIG
Apron Phase 5 Rehabilitation (Construction) AIP
Apron Phase 5 Rehabilitation (Construction) AIG
Apron Phase 6 Rehabilitation (Construction) AIP
Apron Phase 6 Rehabilitation (Construction) AIG
Landside Pavement Program- RTS (2025-2030)
Master Plan Study Update, ALP Update, and GIS Data Collection
Stead Solvent Site
Taxiway A & Apron Phase 4 Design
Taxiway Bravo and Connectors (Design)
Taxiway Bravo and Connectors (Construction)
RTS - Runway 8/26 Sealing Project
RTS - Runway 14/32 Sealing Project
RTS - Fire Suppression Upgrade Hangar 5 & 6
RTS - Utilities Connection to West End Hangar Development Area (Design)
RTS - Hangar 6 Tac Air Roof Repair/Maintenance - Phase 1
RTS - O Block Utilities
RTS - Taxiway A & Apron Phase 5 (Design)
RTS - Access Control Management System Upgrade (5%)

	Prior Years	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Total
	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	FY24-30 Forecast
	-	-	-	100,000	100,000	100,000	100,000	100,000	500,000
	1,281,372	112,809	-	-	-	-	-	-	112,809
	912,671	37,329	-	-	-	-	-	-	37,329
	2,506,469	53,531	-	-	-	-	-	-	53,531
	-	-	310,526	-	-	-	-	-	310,526
	307,391	-	2,424,000	1,308,610	-	-	-	-	3,732,610
	-	-	186,316	124,210	-	-	-	-	310,526
	-	-	-	2,424,000	1,616,000	-	-	-	4,040,000
	-	-	-	186,316	124,210	-	-	-	310,526
	-	-	-	50,000	50,000	50,000	50,000	50,000	250,000
	-	-	250,000	1,000,000	1,250,000	-	-	-	2,500,000
	1,105,406	170,000	172,412	177,412	189,405	187,851	193,299	170,940	1,261,319
	36,534	467	-	-	-	-	-	-	467
	-	-	-	-	-	-	815,000	-	815,000
	-	-	-	-	-	-	7,931,250	-	7,931,250
	-	-	380,000	-	-	-	-	-	380,000
	-	-	509,553	-	-	-	-	-	509,553
	-	472,000	-	-	-	-	-	-	472,000
	-	100,000	-	-	-	-	-	-	100,000
	-	75,000	-	-	-	-	-	-	75,000
	-	-	1,000,000	-	-	-	-	-	1,000,000
	-	40,000	-	-	-	-	-	-	40,000
	-	21,250	-	-	-	-	-	-	21,250
	\$ 6,149,843	\$ 1,082,385	\$ 5,232,807	\$ 5,370,548	\$ 3,329,615	\$ 337,851	\$ 9,089,549	\$ 320,940	\$ 24,763,695

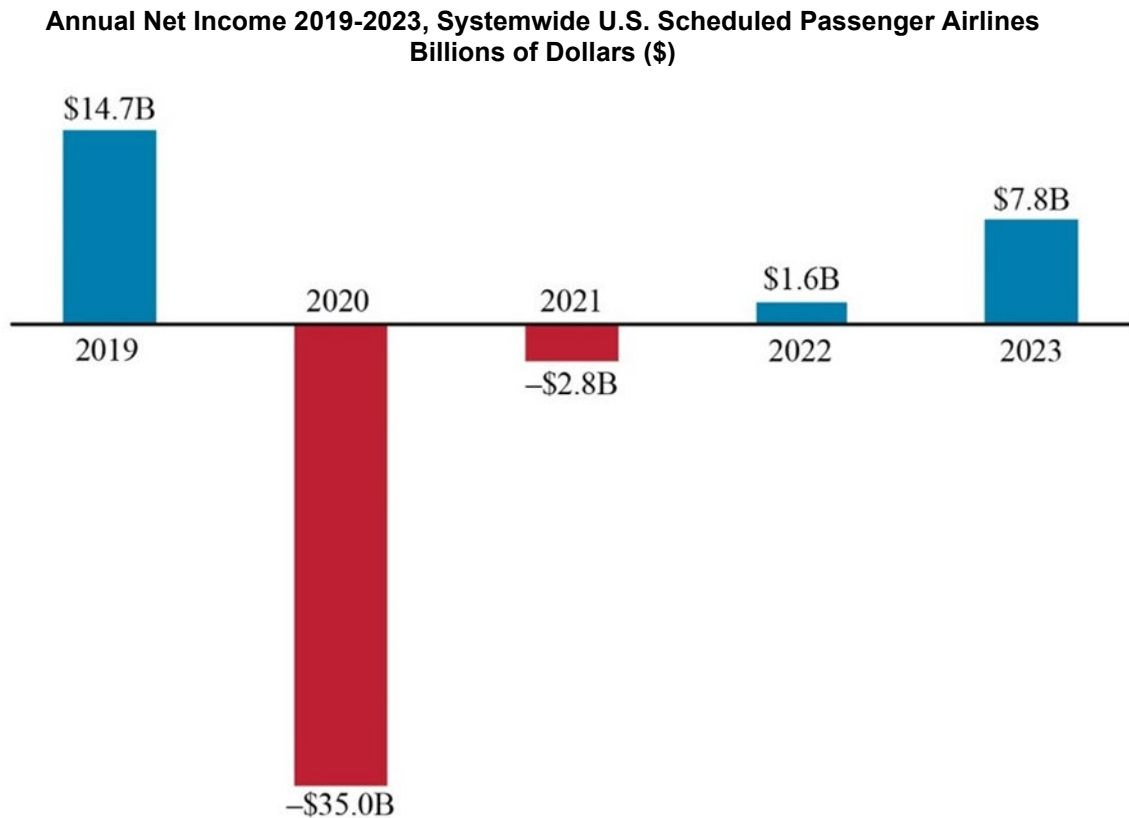
Section 7 - Supplemental Data

**Reno-Tahoe Airport Authority
 FY 2024-25
 ANNUAL BUDGET
 Section 7 – Supplemental Data**

Air Service Development

2023 Annual Results for All 26 Scheduled Passenger Airlines

U.S. scheduled passenger airlines reported a 2023 after-tax profit (net income) of \$7.8 billion, compared to \$1.6 billion profit in 2022.



Source: Bureau of Transportation Statistics.

U.S. scheduled passenger airlines reported a 2023 pre-tax operating profit of \$13.2 billion, compared to \$7.9 billion profit in 2022.

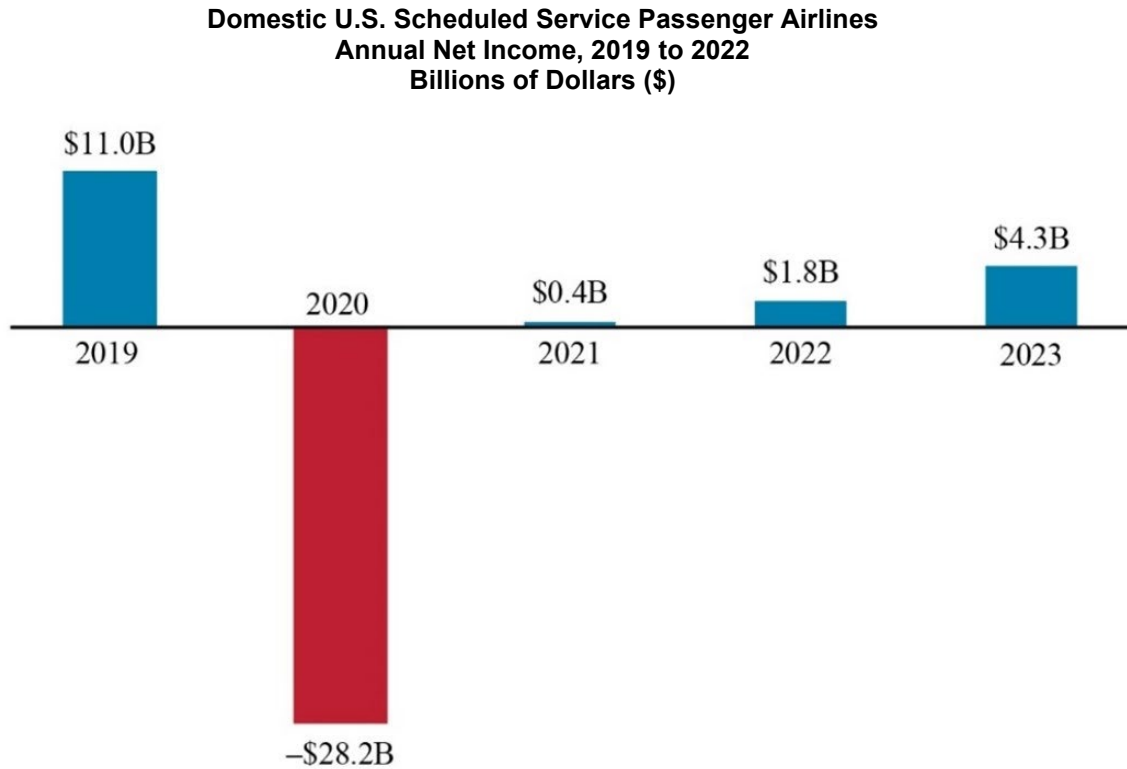
The total 2023 operating revenue was \$236.3 billion. Of which fares were \$179.2 billion (75.8%, compared to 73.5% in 2022), baggage fees were \$7.1 billion (3.0%, compared to 3.2% in 2022), and reservation change fees were \$1.1 billion (0.4%, compared to 0.5% in 2022).

The total 2023 operating expenses were \$223.1 billion. Of which, fuel was \$47.6 billion (21.3%, compared to 24.2% in 2022), and labor was \$77.6 billion (34.8%, compared to 31.5% in 2022).

**Reno-Tahoe Airport Authority
 FY 2024-25
 ANNUAL BUDGET
 Section 7 – Supplemental Data**

Domestic results for 26 scheduled airlines

U.S. scheduled passenger airlines reported an annual 2023 after-tax domestic profit (net income) of \$4.3 billion, compared to \$1.8 billion profit in 2022.



Source: Bureau of Transportation Statistics

U.S. scheduled passenger airlines reported an annual 2023 pre-tax domestic operating profit of \$8.4 billion, compared to \$6.9 billion profit in 2022.

The total 2023 domestic operating revenue was \$176.4 billion. Of which fares were \$128.9 billion (73.1%, compared to 71.5% in 2022), baggage fees were \$5.7 billion (3.2%, compared to 3.3% in 2022), and reservation change fees were \$902 million (0.5%, compared to 0.5% in 2022).

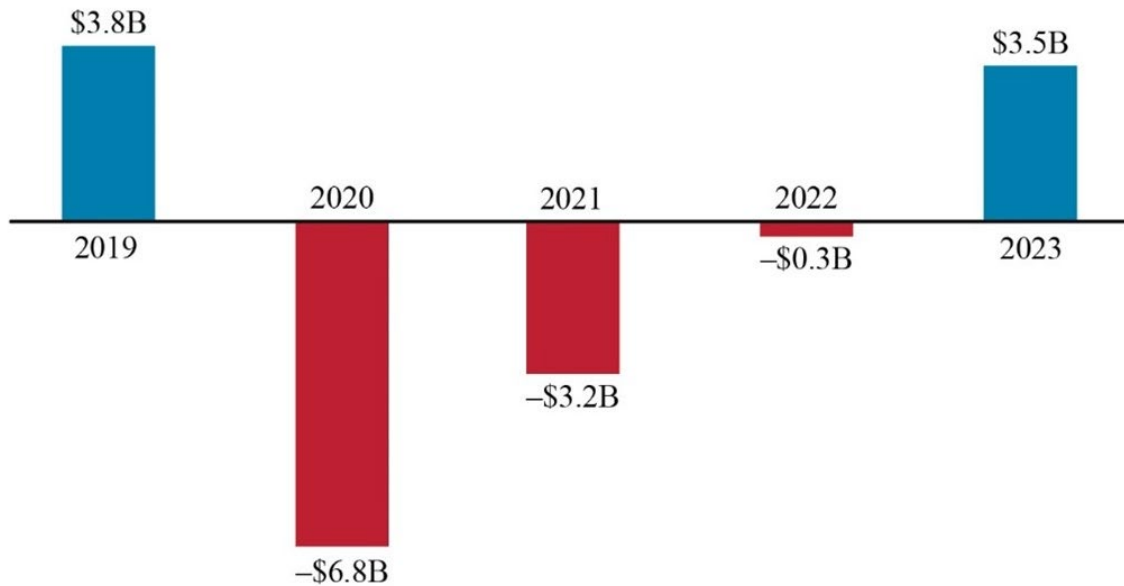
The total 2023 domestic operating expenses were \$168.0 billion. Of which fuel was \$33.0 billion (19.7%, compared to 22.1% in 2022), and labor was \$58.3 billion (34.7%, compared to 31.4% in 2022).

Reno-Tahoe Airport Authority
FY 2024-25
ANNUAL BUDGET
Section 7 – Supplemental Data

International results for 20 scheduled U.S. airlines

U.S. scheduled passenger airlines reported an annual 2023 after-tax international profit (net income) of \$3.5 billion profit, compared to \$256 million loss in 2022.

International U.S. Scheduled Service Passenger Airlines
Annual Net Income, 2019 to 2023
Billions of Dollars (\$)



Source: Bureau of Transportation Statistics

U.S. scheduled passenger airlines reported an annual 2023 pre-tax international operating profit of \$4.8 billion, compared to \$1.0 billion profit in 2022.

The total 2023 international operating revenue was \$59.9 billion. Of which fares were \$50.3 billion (83.9%, compared to 80.4% in 2022), baggage fees were \$1.4 billion (2.3%, compared to 2.8% in 2022), and reservation change fees were \$161 million (0.3%, compared to 0.3% in 2022).

The total 2023 International operating expenses were \$55.2 billion. Of which fuel was \$14.5 billion (26.3%, compared to 31.3% in 2022), and labor was \$19.2 billion (34.8%, compared to 31.7% in 2022).

Reno-Tahoe Airport Authority
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2023 Margins

Net margin is the net income or loss as a percentage of operating revenue. Operating margin is the operating profit or loss as a percentage of operating revenue.

In 2023, the U.S. airlines reported a net income margin of 3.3%, compared to 0.7% in 2022. The domestic net income margin was 2.5%, compared to 1.1% in 2022. The international net income margin was 5.8%, compared to -0.5% in 2022.

In 2023, the U.S. airlines reported an operating margin of 5.6%, compared to 3.7% in 2022. The domestic operating margin was 4.8%, compared to 4.2% in 2022. The international operating margin was 8.0%, compared to 2.2% in 2022.

Reno-Tahoe International Airport (RNO)

In 2023, RNO served 4,573,384 passengers, an increase of 6.1% when compared to 2022. Airlines offered a total of 20,795 departures at RNO in 2023, an increase of 2.2% when compared to 2022. Total seat capacity was up 8.9% at 2,877,232 (one way) for the same period.

Southwest Airlines continued to be the dominant carrier at RNO carrying 42.9% of the total 2023 passengers, followed by American Airlines and United Airlines, both at 15.1%.

RNO draws in travelers from a large area. It stretches beyond just Northern Nevada, reaching all the way to include both the north and south shores of Lake Tahoe in California. This means that RNO captures traffic from various California counties, including Plumas, Sierra, Nevada, Placer, and El Dorado, among others. To better identify RNO's regional reach, Air Service Development consultant, Mead & Hunt, Inc., completed a Market Penetration Analysis using GPS mobility data. The analysis revealed that the airport pulls from a vast geographical area home to over one million people.

The closest competing airport is approximately 140 miles away in Sacramento, California, and is separated from Reno by the Sierra Nevada Mountains, which can be difficult to cross in the winter snows and other inclement weather.

Three major air cargo carriers, DHL, FedEx, and United Parcel Service (UPS) serve RNO. During the calendar year 2023, RNO handled 114,337,660 pounds of cargo, a decrease of 18.0% when compared to the calendar year 2022.

Special Community Events

With over five million annual visitors, Reno, Sparks, and Lake Tahoe feature a wide range of fun-filled events that offer something for everyone. In addition to the area's breathtaking beauty, the region offers an amazing mix of history, art, and culture. Tourism and conventions continue to be big business in the Reno-Sparks area.

The Reno-Sparks Convention & Visitors Authority (RSCVA) owns and operates several facilities designed to draw out of town visitors. For example, the National Bowling Stadium hosts five-month long bowling competitions including the United States Bowling Congress (USBC) Open Championship and the Women's Championship. The two tournaments combined historically bring 150,000 visitors to town with an estimated economic impact of nearly \$360 million.

Reno-Tahoe Airport Authority
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The Reno-Tahoe area draws hundreds of thousands of visitors to northern Nevada for community-wide special events throughout the year. The special event season typically starts with the Reno Rodeo, a 10-day event in its 105th year, and a Professional Rodeo Cowboys Association (PRCA) sanctioned sporting event. The Reno Rodeo is a non-profit organization made up of nearly 1,000 volunteers with more than 140,000 fans in attendance; it is the 4th largest PRCA tour rodeo. The event impacts the Reno area economy by approximately \$42 million. This event is held at the Reno Livestock Events Center, 35,000 square foot exhibit space with an indoor arena seating 6,200 and a lighted outdoor arena seating 9,000.

Reno is home to Artown, a month-long summer arts festival. It features more than 500 events produced by more than 140 organizations and businesses in nearly 100 locations throughout northern Nevada, including the airport. As noted by the National Endowment for the Arts, Artown is one of the most comprehensive festivals in the country. It brings the arts to Reno each July with a packed calendar of events and 288,000 attendees.

Imagine your toes in the sand and first-class entertainment during a Lake Tahoe sunset. The Lake Tahoe Shakespeare Festival delivers professional productions of Shakespeare and other theater experiences for more than 33,000 patrons each summer. In addition, the Showcase Series, featuring the best of the region's arts and culture organizations, reaches an additional 6,500 patrons. Lake Tahoe Shakespeare Festival also provides two educational outreach programs that reach more than 7,000 young people each year in the Lake Tahoe region.

The first week of August is reserved for Hot August Nights; a celebration of the 50's, 60's and 70's, emphasizing the cars of the era. More than 500,000 people flock to the event and bring an economic impact of \$100 million. There are more than 5,500 classic cars from 36 states across the nation, including Alaska, Massachusetts, and Florida and three Canadian provinces. An estimated 2,500 cars entered are from California and 1,500 cars entered are from Nevada.

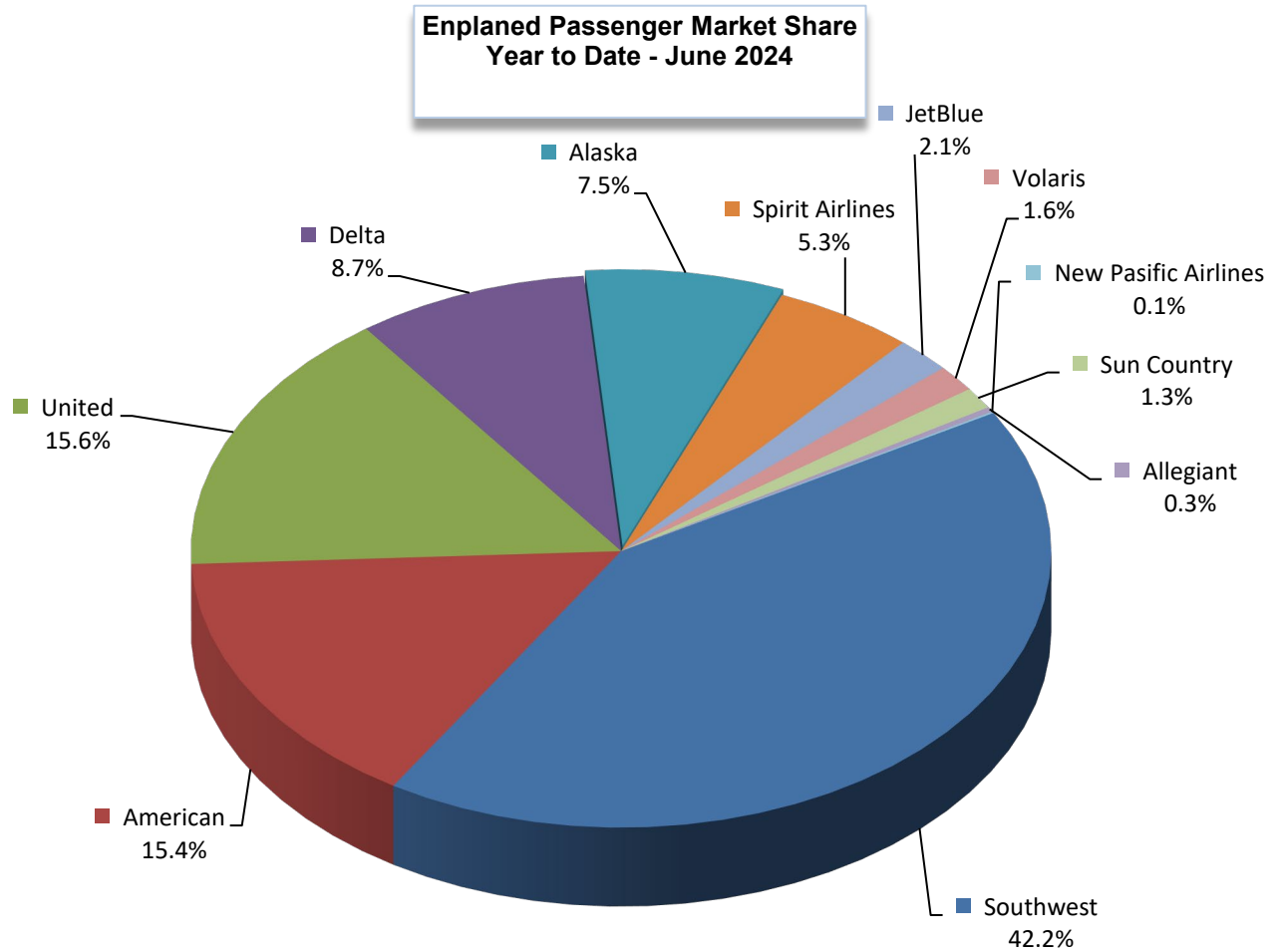
During the last week of August each year, the Burning Man Festival, with its focus on community, art, self-expression, and self-reliance, creates Black Rock City a hundred miles north of Reno, on the playa of the Black Rock Desert. Burning Man isn't your usual festival, with big acts booked to play on massive stages. In fact, the event is more the creation of a city than a festival, wherein almost everything that happens is created entirely by its citizens, who are active participants in the event. A projected 25,000 of the 80,000 participants travel by air through RNO, including a host of international visitors from more than 34 different countries. During Burning Man, Black Rock City, through careful planning, emerges from the playa dust to become one of Nevada's largest cities for a week.

There are many great events in the area in September and starting things off is the Best in the West Nugget Rib Cook Off held in the City of Sparks and sponsored by the Nugget Casino Resort. Following the Rib Cook Off is the Great Reno Balloon Race, the largest free hot air ballooning event in the nation. Throughout the event an estimated 150,000 spectators brave the early morning chill to view up to 100 balloons each year.

Street Vibrations is the place to be for those in search of a celebration of music, metal, and motorcycles. An official Northern California Harley-Davidson Dealers Association event, Street Vibrations offers tours, entertainment, parades, ride-in shows, Chrome Alley retail vendors, Camel Roadhouse, the Harley-Davidson Factory Store, concerts, and more. The event attracts an estimated 50,000 motorcycle riders to the Reno-Tahoe-Carson City area and has an estimated local economic impact of \$114 million. Now ranked the 4th largest motorcycle event in the nation, Street Vibrations combines the best bikes the West has to offer with incredible bands on multiple stages throughout the community.

Reno-Tahoe Airport Authority
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Airline Market Share



Reno-Tahoe Airport Authority
FY 2024-25
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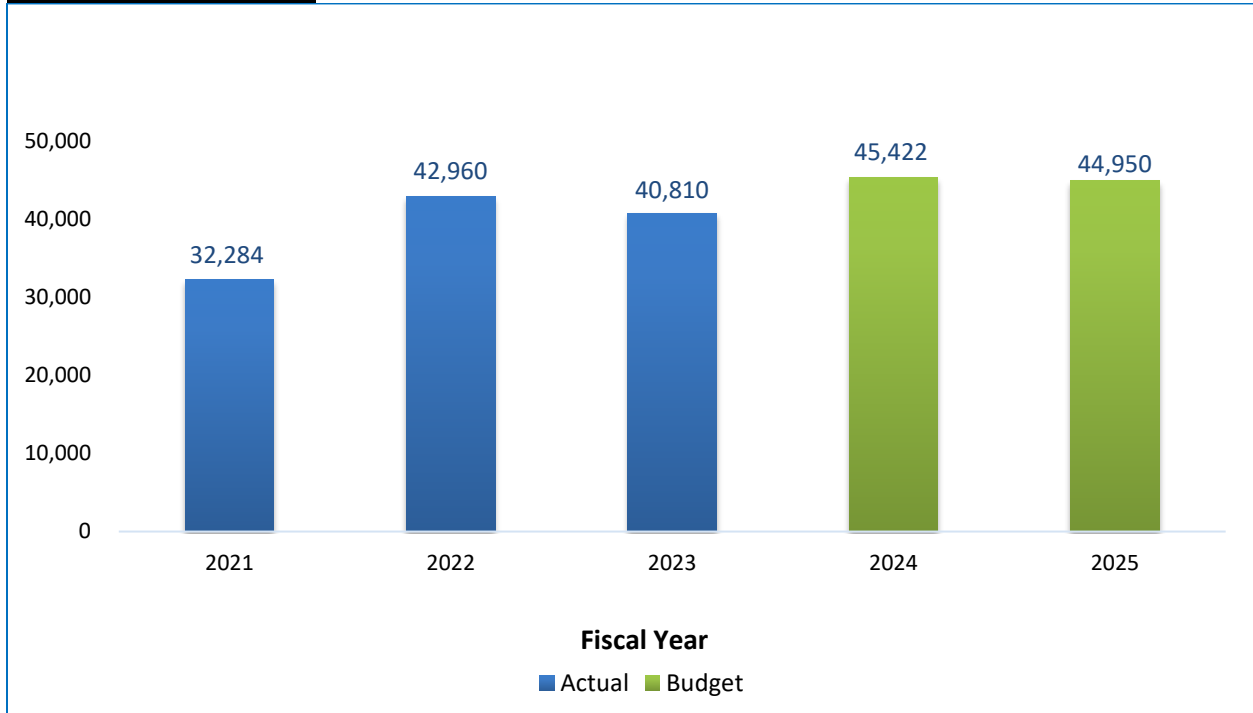
Airline Passenger Market Share – FY 2023-24 Actual Results		
	Number of Enplaned Passengers	Percent of Market Share
Southwest	989,616	42.2%
American	360,812	15.4%
United	366,528	15.6%
Delta	204,510	8.7%
Alaska	175,632	7.5%
Spirit Airlines	123,931	5.3%
JetBlue	48,845	2.1%
Volaris	36,538	1.6%
Sun Country	29,549	1.3%
Allegiant	6,753	0.3%
New Pacific Airlines	2,134	0.1%
Total	2,344,848	100%

The more diverse an airport’s airline market, the less susceptible that airport is to the effects of an individual airline having financial problems or changing flight activity. Air travel has seen a significant return to normalcy post pandemic; however, the market continues to be uncertain due to staff shortages, and airlines are adjusting schedules often.

This chart shows that RNO has five main carriers providing 90% of the passenger flights with another six carriers making up the balance. This table reflects actual enplaned passenger numbers for the period July 1, 2023, through June 30, 2024. As shown on the table above percentage of market share are as follow: Southwest had 42.2%, American 15.4%, United 15.6%, Delta 8.7%, and Alaska 7.5%. In FY 2023-24, Southwest had 43.2% of the passengers, American had 15.6%, United had 14.9%, Delta had 9.1%, and Alaska had 7.1%. Southwest remains the leading carrier at RNO.

**Reno-Tahoe Airport Authority
FY 2024-25
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Air Carrier Operations

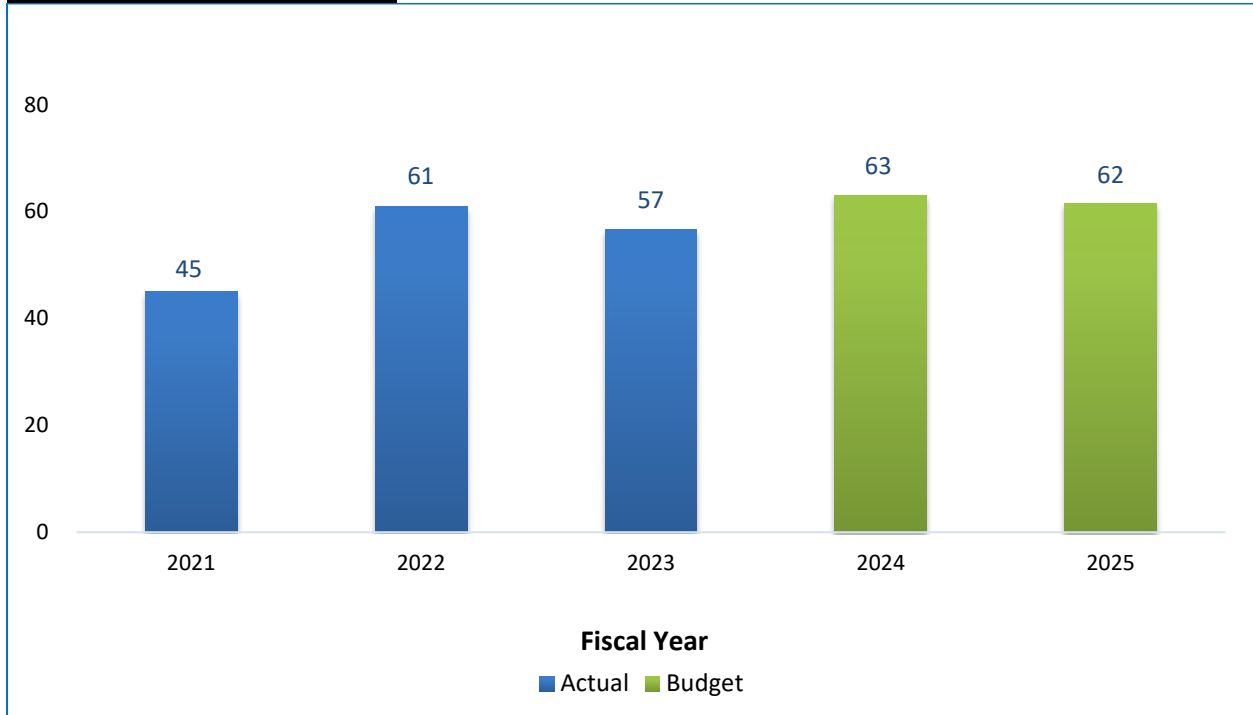


An operation is the term used to describe an aircraft landing or taking off. Scheduled annual operations are the landings and takeoffs of the scheduled airline flights for an entire year. Operations are projected to be approximately 44,950 in FY 2024-25. Compared to the budget for FY 2023-24, this would be a decrease of 472 operations or 1%. RNO has seen a reduction in airline activity for some carriers in the middle of FY 2023-24 due to schedule changes. Additionally, Allegiant Air terminated its operations during FY 2023-24, and an anticipated reduction in JetBlue's operations is contributing to the decrease in air carrier operations budgeted for FY 2024-25.

This activity does not include scheduled cargo service or other non-scheduled operations at the airport such as charter flights, military, or general aviation.

Reno-Tahoe Airport Authority
FY 2024-25
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Daily Scheduled Departures



This graph shows the average number of flights departing RNO each day in the month of June. For FY 2024-25, the average flights are forecasted to be 62 flights per day, a decrease of 1 flight per day or 1.6% compared to the prior year budget.

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Population in Air Trade Area
For the Calendar Years 2014-2023
(unaudited)

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Nevada										
<u>County</u>										
Churchill	23,989	24,200	24,198	24,230	24,440	24,909	25,539	25,723	25,843	25,803
Douglas	47,536	47,710	48,020	48,309	48,467	48,905	49,468	49,870	49,628	49,545
Humboldt	17,279	17,019	16,842	16,826	16,786	16,831	17,823	17,648	17,272	17,136
Lyon	51,789	52,585	53,179	54,122	55,808	57,510	59,431	60,903	61,585	62,583
Pershing	6,698	6,634	6,560	6,508	6,666	6,725	6,639	6,741	6,462	6,364
Storey	3,912	3,987	4,051	4,006	4,029	4,123	4,106	4,143	4,170	4,177
Washoe	440,078	446,903	453,616	460,587	465,735	471,519	487,388	493,392	496,745	498,022
Carson City	54,522	54,521	54,742	54,745	55,414	55,916	58,677	58,993	58,130	58,036
Subtotal	645,803	653,559	661,208	669,333	677,345	686,438	709,071	717,413	719,835	721,666
California										
<u>County</u>										
Alpine	1,116	1,110	1,071	1,120	1,101	1,129	1,198	1,235	1,190	1,141
El Dorado	183,087	184,452	185,625	188,987	190,678	192,843	191,114	193,221	192,646	192,215
Lassen	31,749	31,345	30,870	31,163	30,802	30,573	32,719	33,159	29,904	28,861
Mono	13,997	13,909	13,981	14,168	14,250	14,444	13,206	13,247	12,978	13,066
Nevada	98,893	98,877	99,107	99,814	99,696	99,755	102,199	103,487	102,293	102,037
Placer	371,694	375,391	380,531	386,166	393,149	398,329	405,741	412,300	417,772	423,561
Plumas	18,606	18,409	18,627	18,742	18,804	18,807	19,769	19,915	19,351	19,131
Sierra	3,003	2,967	2,947	2,999	2,987	3,005	3,228	3,283	3,217	3,200
Subtotal	722,145	726,460	732,759	743,159	751,467	758,885	769,174	779,847	779,351	783,212
Total	1,367,948	1,380,019	1,393,967	1,412,492	1,428,812	1,445,323	1,478,245	1,497,260	1,499,186	1,504,878
Percentage increase	4.91%	0.88%	1.01%	1.33%	1.16%	1.16%	2.28%	1.29%	0.13%	0.38%
Unemployment rate										
Washoe Count	9.4%	7.6%	6.3%	5.0%	3.5%	2.3%	3.2%	8.2%	3.5%	4.0%

Source: US Census Bureau - Quickfacts *Population Estimates as of July 1, 2023
Nevada Department of Employment, Training, and Rehabilitation

<http://www.census.gov/quickfacts/table/PST045219/>
<http://nevadaworkforce.com/HOME/DS-Results-LAUS2>



Nevada Statewide 2024 Industrial Employment

Estimates in thousands	June 2024	June 2023	Change	% Change
Total All Industries	1582.7	1548.9	33.80	2.2%
<i>Goods Producing</i>	211.3	197.5	13.8	7.0%
Natural Resources & Mining	15.9	15.2	0.7	4.6%
Construction	124.6	114.3	10.3	9.0%
Manufacturing	70.8	68.0	2.8	4.1%
<i>Services Producing</i>	1371.4	1351.4	20.0	1.5%
<i>Private Service Providing</i>	1194.7	1180.6	14.1	1.2%
Trade, Transportation & Utilities	300.1	290.7	9.4	3.2%
Information	19.5	18.7	0.8	4.3%
Financial Activities	77.5	75.5	2.0	2.6%
Professional & Business Services	216.7	226.2	-9.5	-4.2%
Education and Health Services	168.7	167.5	1.2	0.7%
Leisure and Hospitality	365.8	360.6	5.2	1.4%
Other Services	46.4	41.4	5.0	12.1%
Government	176.7	170.8	5.9	3.5%

Data may not add due to rounding. Employment by place of work. Does not coincide with labor force concept. Includes multiple jobholders.

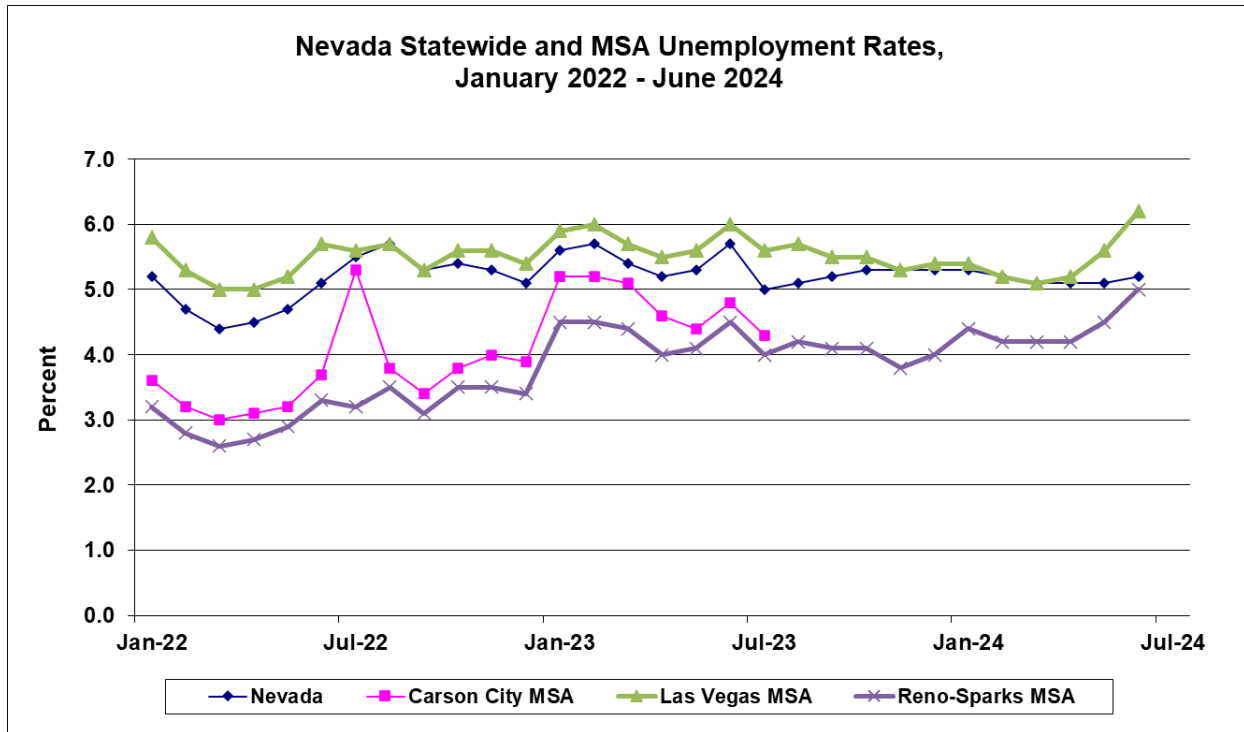
<https://www.nevadaworkforce.com/Home/DS-Results-LAUS2>

Employment Statistics

The table above demonstrates Nevada’s increasingly diversified economy. Continuing diversification of the local economy, as outlined in the Introduction section, will help reduce the impact of any future economic downturns and reduce the dependence on gaming. The chart above shows the employment in the largest sectors of the economy. The Leisure and Hospitality, the largest category of employment, shows a 1.4% increase in employment in June 2024 as compared to June 2023.

**Reno-Tahoe Airport Authority
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Unemployment Statistics



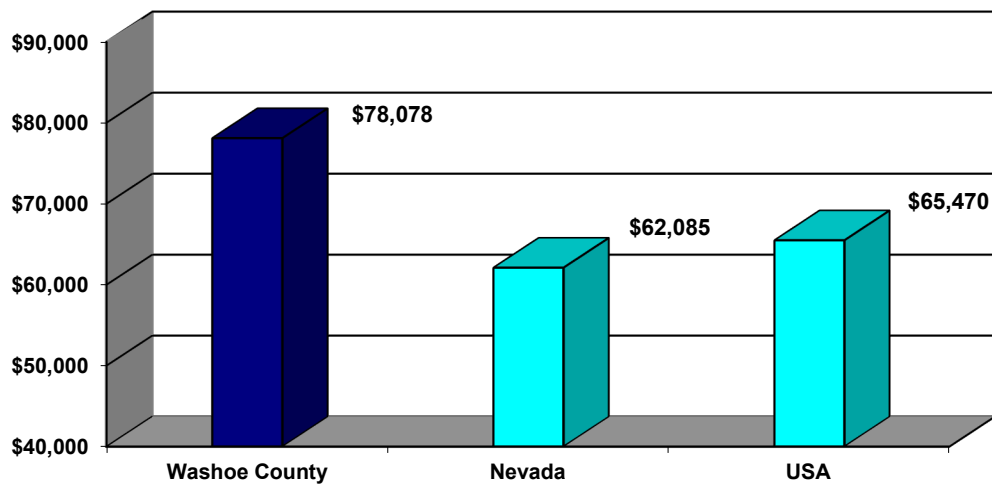
Source: Nevada Department of Employment, Training and Rehabilitation

This graph shows the Reno-Tahoe area unemployment rate of 5% in June 2024 as compared to the rest of the state. The Reno - Sparks MSA is usually below the Las Vegas statistics for Southern Nevada, and below the state as a whole. During the past year, the Reno-Sparks unemployment rate of 4.5% in June 2023 increased compared to 3.3% in June 2022. The nationwide unemployment rate at the end of June 2024 remained historically low at 4.1% according to the Bureau of Labor Statistics.

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Per Capita Personal Income

Another aspect of Reno-Tahoe area employment is strong per capita personal income. As the latest data available as of 2022 demonstrates, the Reno-Tahoe service area of Washoe County not only has a higher per capita personal income than the rest of Nevada but has also surpassed the national average per capita personal income level as well.



Source: U.S. Department of Commerce – Bureau of Economic Analysis www.bea.gov/Regional/Reis

**Reno-Tahoe Airport Authority
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**Principal Employers Within Air Trade Area
 For the Calendar years Ended 2023 and 2013
 (unaudited)**

Employer	Calendar year 2023		Calendar year 2013	
	Rank	Employees	Rank	Employees
Renown Health	1	1,000-4,999	3	2,500-2,999
Peppermill Inc	2	1,000-4,999	5	2,000-2,499
Nugget Casino Resort	3	1,000-4,999	-	-
Grand Sierra Resort & Casino	4	1,000-4,999	10	1,000-1,499
St Mary's Regional Medical Center	5	1,000-4,999	12	1,500-1,999
Eldorado Hotel & Casino	6	1,000-4,999	11	1,000-1,499
Spa at Silver Legacy	7	1,000-4,999	7	1,500-1,999
University of Nevada, Reno Sponsored	8	1,000-4,999	2	4,000-4,499
International Game Technology (IGT)	9	1,000-4,999	6	2,000-2,499
AMERCO	10	1,000-1,499	-	-

Nevada Revised Statute Chapter 612 stipulates that actual employment for individual employers may not be published.

Source: Nevada Workforce & the Department of Employment, Training and Rehabilitation, 2023 1st Release

www.nevadaworkforce.com/CAFR

Reno-Tahoe Airport Authority
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Enplanements on U.S. Airlines, Unadjusted						
Passenger numbers in millions (000,000)						
	2021	2022	2023	2021-2022 PCT. Change	2024	2023-2024 PCT. Change
January	27.29	51.80	67.10	89.8%	70.00	4%
February	26.61	54.80	64.60	105.9%	70.40	9%
March	42.80	72.40	79.50	69.2%	84.80	7%
April	47.80	71.90	77.50	50.4%	81.20	5%
May	57.50	75.80	81.80	31.8%	87.10	6%
June	67.00	77.40	84.00	15.5%	89.70	7%
July	73.70	80.40	87.80	9.1%		-100%
August	66.90	76.60	83.10	14.5%		-100%
September	58.70	71.40	76.30	21.6%		-100%
October	65.80	76.00	82.60	15.5%		-100%
November	65.80	71.70	77.70	9.0%		-100%
December	66.60	71.70	78.70	7.7%		-100%
6 Mo. Total	269.00	404.10	454.50	50.2%	483.20	6.3%
Yr. Total	666.50	851.90	940.70	27.8%		

Source: Bureau of Transportation Statistics, T-100 Market
 Note: Percentage changes based on numbers prior to rounding.
<https://www.bts.gov/newsroom>

Domestic Airline Passengers

The table above lists the last three calendar years of domestic airline passenger enplanements for the United States. The national statistics mirror the annual passenger peaks for RNO that occur in July and August each year. The airline passenger enplanements have recovered from COVID-19 pandemic numbers as seen in 2021 through 2022.

Reno-Tahoe Airport Authority
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Quarterly Large Airline Systemwide (Domestic + International) Net Income Ranked by 1Q 2023 Operating Revenue (millions of dollars)							Dollar Change 1Q2023- 1Q2024
Rank	Airline	1Q 2023	2Q 2023	3Q 2023	4Q 2023	1Q 2024	
1	American	85	1,424	-452	132	-217	-302
2	Delta	-273	1,913	1,190	2,118	114	387
3	United	-194	1,076	1,138	601	-124	70
4	Southwest	-159	683	193	-252	-231	-72
5	Alaska	-138	240	148	2	-142	-4
6	JetBlue	-192	137	-152	-104	-716	-524
7	Spirit	-104	-2	-158	-184	-142	-38
8	Hawaiian	-107	-10	-47	-98	-135	-28
9	Allegiant	61	83	-2	7	13	-48
10	Sun Country	38	20	7	6	35	-3
10-Carrier Total		-983	5,564	1,865	2,228	-1,545	-562

Source: Bureau of Transportation Statistics, F41; Schedule P12 data

Airline Profitability

This table lists the latest quarterly operating profit and loss for the Largest Scheduled Passenger Airlines for the most recent five quarters ending with the 1st Quarter of 2024.

The top 10 airlines, ranked by operating revenue, reported an increase in after-tax net loss of \$1.5 billion in the first quarter of 2024, up 57% from a net loss of \$983 million in the first quarter of 2023 and down 169% from a net gain of \$2.2 billion in the fourth quarter of 2023.

Fuel costs increased 4% as compared to the prior year and increased 23% as compared to 2022. Crude oil prices increased 1% in June 2024 as compared to the same period last year. Full-time equivalent (FTE) employment at U.S. passenger airlines reached over 517,526 jobs in 2024.

Section 8 - State of Nevada Budget Format



Reno-Tahoe Airport Authority

P.O. Box 12490 • Reno, NV 89510-2490 • (775)328-6400 • (775)328-6510

Nevada Department of Taxation
1550 College Parkway, Suite 115
Carson City, NV 89706-7921

Reno-Tahoe Airport Authority herewith submits the TENTATIVE budget for the
fiscal year ending June 30, 2025

This budget contains 0 funds, including Debt Service, requiring property tax revenues totaling \$ 0

The property tax rates computed herein are based on preliminary data. If the final state computed revenue limitation permits, the tax rate will be increased by an amount not to exceed 0. If the final computation requires, the tax rate will be lowered.

This budget contains 0 governmental fund types with estimated expenditures of \$ 0 and
1 proprietary fund with estimated expenses of \$ 97,739,135

Copies of this budget have been filed for public record and inspection in the offices enumerated in NRS 354.596 (Local Government Budget and Finance Act).

CERTIFICATION

APPROVED BY THE GOVERNING BOARD

I Randall O. Carlton
(Printed Name)
Chief Finance & Administration Officer
(Title)

certify that all applicable funds and financial operations of this Local Government are listed herein

Signed 

Dated: 4/15/24

SCHEDULED PUBLIC HEARING:

Date and Time 5/23/2024 - 9 AM

Publication Date 5/14/2024

Place: Reno- Tahoe Airport Authority- Board Room

Page: 1
Form 1

FULL TIME EQUIVALENT EMPLOYEES BY FUNCTION

	ACTUAL PRIOR YEAR ENDING 06/30/23	ESTIMATED CURRENT YEAR ENDING 06/30/24	BUDGET YEAR ENDING 06/30/25
General Government			
Judicial			
Public Safety			
Public Works			
Sanitation			
Health			
Welfare			
Culture and Recreation			
Community Support			
TOTAL GENERAL GOVERNMENT			
Utilities			
Hospitals			
Transit Systems			
Airports	280.0	284.0	293.0
Other			
TOTAL	280.0	284.0	293.0

POPULATION (AS OF JULY 1)	485,113	501,635	508,759
SOURCE OF POPULATION ESTIMATE*			Nevada Department of Taxation
Assessed Valuation (Secured and Unsecured Only)			
Net Proceeds of Mines			
TOTAL ASSESSED VALUE			
TAX RATE			
General Fund			
Special Revenue Funds			
Capital Projects Funds			
Debt Service Funds			
Enterprise Fund			
Other			
TOTAL TAX RATE			

* Use the population certified by the state in March each year. Small districts may use a number developed per the instructions (page 6) or the best information available.

RENO-TAHOE AIRPORT AUTHORITY

(Local Government)

SCHEDULE S-2 - STATISTICAL DATA

PROPRIETARY FUND	(1)	(2)	(3) (4) BUDGET YEAR ENDING 06/30/25	
	ACTUAL PRIOR YEAR ENDING 6/30/2023	ESTIMATED CURRENT YEAR ENDING 6/30/2024	TENTATIVE APPROVED	FINAL APPROVED
OPERATING REVENUE				
Landing and Aircraft Fees	\$ 12,690,754	\$ 15,006,696	\$ 15,652,917	
Gaming Concession	1,079,866	1,452,135	1,432,429	
Food & Beverage Concession	1,453,905	2,154,000	2,199,341	
Merchandise Concession	696,823	1,306,921	1,313,060	
Auto Rental Concession	10,455,439	10,991,012	10,199,456	
Parking/Ground Transportation	18,237,964	19,800,659	20,110,200	
Rents	15,072,521	29,934,900	31,190,165	
Other Concessions/Reimbursed Svcs/Misc.	5,153,950	5,190,340	5,258,756	
Total Operating Revenue	\$ 64,841,221	\$ 85,836,664	\$ 87,356,324	
OPERATING EXPENSE				
Personnel Services	\$ 39,092,497	\$ 41,886,109	\$ 44,943,168	
Utilities and Communications	3,962,745	4,543,050	4,758,400	
Purchased Services	8,016,801	10,195,255	11,109,564	
Materials and Supplies	3,234,016	3,686,957	2,983,930	
Administrative Expenses	3,369,064	4,799,930	4,611,973	
Depreciation/Amortization	24,461,762	28,000,000	28,000,000	
Total Operating Expense	\$ 82,136,885	\$ 93,111,301	\$ 96,407,035	
Operating Income or (Loss)	(17,295,664)	(7,274,637)	(9,050,711)	
NONOPERATING REVENUES (EXPENSES)				
Interest Earned	2,520,567	2,082,300	6,480,100	
Jet Fuel Tax Revenue	300,994	300,000	302,900	
PFC Revenues (Passenger Facility Chg.)	8,372,017	9,355,700	8,907,900	
Gain (Loss) on sale of capital assets	10,871	1,000	-	
Customer Facility Charge	7,863,374	11,457,400	-	
Federal Stimulus Funds	15,156,938	12,019,658	5,000,000	
Interest Expense	(176,538)	(632,844)	(1,332,100)	
Miscellaneous Non-Operating Expense	(135,000)	-	-	
Total Nonoperating Revenues (Expenses)	33,913,223	34,583,214	19,358,800	
Net Income before Operating Transfers	\$ 16,617,559	\$ 27,308,577	\$ 10,308,089	
Operating Transfers (Schedule T)				
In	0			
Out				
Net Operating Transfers	0	0	0	
NET INCOME	\$ 16,617,559	\$ 27,308,577	\$ 10,308,089	

RENO-TAHOE AIRPORT AUTHORITY
(Local Government)

SCHEDULE F-1 REVENUES, EXPENSES AND NET INCOME

FUND AIRPORTS

PROPRIETARY FUND	(1)	(2)	(3) BUDGET YEAR ENDING 06/30/25	
	ACTUAL PRIOR YEAR ENDING 6/30/2023	ESTIMATED CURRENT YEAR ENDING 6/30/2024	TENTATIVE APPROVED	FINAL APPROVED
A. CASH FLOWS FROM OPERATING ACTIVITIES:				
Operating Income (Loss)	\$ (17,295,664)	\$ (7,274,637)	\$ (9,050,711)	
Depreciation/Amortization	24,461,762	28,000,000	28,000,000	
Provision for Bad Debt	-	-	-	
Loss on Sale of Property and Equipment	-	-	-	
Changes in Current Assets and Liabilities	1,545,728	-	-	
a. Net cash provided by (or used for) operating activities	8,711,826	20,725,363	18,949,289	
B. CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:				
Jet Fuel Tax Revenue	300,994	300,000	302,900	
Federal Stimulus Funds	15,156,938	12,019,658	5,000,000	
b. Net cash provided by (or used for) non capital financing activities	15,457,932	12,319,658	5,302,900	
C. CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:				
Federal Grant Proceeds	4,286,241	24,999,232	28,080,810	
Proceeds from sale of Capital Assets	10,871	1,000	-	
Customer Facility Charge Revenue	7,863,374	11,457,400	-	
Acq. & Const. of Capital Assets	(42,542,203)	(71,428,630)	(119,621,440)	
Principal/Interest Payments	(9,759,360)	(910,609)	(1,667,100)	
Receipts of PFC Revenue	8,372,017	9,355,700	8,907,900	
Short-term Borrowing	15,103,544	-	-	
Non-Operating Expenses	(135,000)	-	-	
Jet Fuel Activity	-	-	-	
Insurance Settlement Proceeds	-	-	-	
c. Net cash by (or used for) capital and related financing activities	(16,800,516)	(26,525,907)	(84,299,830)	
D. CASH FLOWS FROM INVESTING ACTIVITIES:				
Receipt of Interest	2,136,388	2,082,300	6,480,100	
Purchase/Sale of Investments	(1,015,248)	-	-	
d. Net cash provided by (or used in) investing activities	1,121,140	2,082,300	6,480,100	
NET INCREASE (DECREASE) in cash and cash equivalents (a+b+c+d)	8,490,382	8,601,414	(53,567,542)	
CASH AND CASH EQUIVALENTS AT JULY 1, 2023	12,955,530	21,445,912	30,047,326	
CASH AND CASH EQUIVALENTS AT AT JUNE 30, 2023	\$ 21,445,912	\$ 30,047,326	\$ (23,520,216)	

RENO-TAHOE AIRPORT AUTHORITY

Schedule F - 2 - Statement of Cash Flows

FUND: AIRPORTS

ALL EXISTING OR PROPOSED
 GENERAL OBLIGATION BONDS, REVENUE BONDS,
 MEDIUM-TERM FINANCING, CAPITAL LEASES AND
 SPECIAL ASSESSMENT BONDS

* - Type
 1 - General Obligation Bonds
 2 - G.O. Revenue Supported Bonds
 3 - G.O. Special Assessment Bonds
 4 - Revenue Bonds
 5 - Medium-Term Financing

6 - Medium-Term Financing - Lease Purchase
 7 - Capital Leases
 8 - Special Assessment Bonds
 9 - Mortgages
 10- Other (Specify Type)
 11- Proposed (Specify Type)

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
NAME OF BOND OR LOAN List and Subtotal By Fund	*	TERM	ORIGINAL AMOUNT OF ISSUE	ISSUE DATE	FINAL PAYMENT DATE	INTEREST RATE	BEGINNING OUTSTANDING BALANCE 7/1/2024	INTEREST PAYABLE	REQUIREMENTS FOR FISCAL YEAR ENDING 06/30/25 PRINCIPAL PAYABLE	(9) + (10) TOTAL
FUND: AIRPORTS										
							-	-	-	-
TOTAL ALL DEBT SERVICE			\$ -				\$ -	\$ -	\$ -	\$ -

SCHEDULE C-1 INDEBTEDNESS

Debt Tab
 also look at the word doc notes

LOBBYING EXPENSE ESTIMATE

Pursuant to NRS 354.600 (3), **each** (emphasis added) local government budget must contain a separate statement of anticipated expenses relating to activities designed to influence the passage or defeat of legislation in an upcoming legislative session.

Nevada Legislature: 83rd Session; February 3, 2025 to June 3, 2025

1. Activity:	<u>Monitoring and testifying on issues pertinent to the Reno-Tahoe Airport Authority</u>	
2. Funding Source:	<u>Revenue Fund</u>	
3. Transportation		\$ <u> -</u>
4. Lodging and meals		\$ <u> -</u>
5. Salaries and Wages		\$ <u> 24,924</u>
6. Compensation to lobbyists		\$ <u> 30,000</u>
		-
7. Entertainment		\$ <u> -</u>
8. Supplies, equipment & facilities; other personnel and services spent in Carson City		\$ <u> 500</u>
Total		\$ <u> 55,424</u>

Entity: RENO-TAHOE AIRPORT AUTHORITY

Budget Fiscal Year 2024-25

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SCHEDULE OF EXISTING CONTRACTS

Budget Year 2024-25

Local Government: Reno-Tahoe Airport Authority

Contact: Alex Kovacs

E-mail Address: akovacs@renoairport.com

Daytime Telephone: 775-328-6435

Total Number of Existing Contracts: 187

Line	Vendor	Effective Date of Contract	Termination Date of Contract	Proposed Expenditure FY 2024-25	Proposed Expenditure FY 2025-26	Reason or need for contract:
1	Mead & Hunt	7/1/2024	6/30/2025	\$ 135,295	\$ 180,000	Air Service Consultant
2	Cirium, Diio	7/1/2024	6/30/2025	\$ 30,000	\$ 30,000	Diio. Data Intelligence
3	Airline Data Inc.	7/1/2024	6/30/2025	7,800	7,800	Airline Data Inc. Leakage Module
4	KPS/3	7/1/2022	6/30/2024	\$ 350,000	\$ 350,000	Agency of Record and paid advertising
5	The Griffin Company	11/1/2020	10/31/2025	\$ 72,000	\$ 72,000	State executive and legislative advocacy on behalf of RTAA
6	Federal Lobbyist - TBD	6/1/2024	6/30/2026	\$ 72,000	\$ 72,000	Federal advocacy on behalf of RTAA
7	OAG	7/1/2024	6/30/2025	\$ 14,000	\$ 14,000	Online flight mapping tool
8	KPS/3	7/1/2022	6/30/2024	9,600	9,600	RenoAirport.com Website Maintenance Agreement
9	Orange 142	TBD	TBD	\$ 45,000	-	Air service marketing strategic consulting
10	TBD - Public Art Consulting	TBD	TBD	\$ 30,000	-	Strategic consulting for public art delivery in New Gen A&B, HQ, GTC
11	CompPsych	8/1/2019	7/31/2025	\$ 6,000	\$ 6,200	Employee Assistance Program Services
12	LP Insurance	7/1/2022	6/30/2027	\$ 50,000	\$ 50,000	Insurance Brokerage Services
13	Chief Negotiator Services	12/1/2024	6/30/2025	\$ 60,000	\$ 50,000	Chief Negotiation Services
14	Aetna	1/1/2024	12/31/2024	\$ 3,762,400	\$ 4,100,000	Employee Medical, Dental, and Vision Benefit Plans
15	Kansas City Life	1/1/2024	12/31/2026	\$ 160,500	\$ 160,500	Employee Life & Long Term Disability Benefit Plans
16	Navia Benefits	1/1/2017	12/31/2024	\$ 6,150	\$ 6,500	Third Party Administration Services (HSA/Flex Plan Claims)
17	Affirmity	9/1/2019	12/31/2024	\$ 7,500	\$ 7,700	Third Party Affirmative Action Analysis
18	VCOM Solutions Inc.	7/1/2023	6/30/2024	\$ 45,000	\$ 45,000	Telecommunications Billing Management
19	AAAE	6/1/2024	5/31/2025	\$ 4,400	\$ 4,400	AAAE Dicast Airport News and Training Network
20	CDW Government LLC	2/8/2025	2/7/2026	\$ 500	\$ 500	Meraki SmartNet
21	PPT Holdings I, LLC, DBA: Park Place Technologies	8/1/2024	7/31/2025	\$ 12,000	\$ 12,000	Virtual Server Maintenance: VxRail Administrative
22	PPT Holdings I, LLC, DBA: Park Place Technologies	1/1/2025	12/31/2025	\$ 6,000	\$ 6,000	Virtual Server Maintenance: VxRail AirComm
23	Extreme	7/1/2024	6/30/2025	\$ 49,800	\$ 49,800	HW / SW Administrative Maintenance all Extreme Products
24	Geo-Comm Inc.	3/1/2025	3/1/2026	\$ 4,000	\$ 4,000	GIS/CAD Maintenance Services
25	Geo-Comm Inc.	3/1/2025	3/1/2026	\$ 8,800	\$ 8,800	Dispatch Map Term Licensing (Qty = 4)
26	Incline Technology Consulting, LLC	2/19/2025	2/18/2026	\$ 31,000	\$ 31,000	VMWare License Annual Support
27	Incline Technology Consulting, LLC	6/1/2025	6/1/2026	\$ 23,000	\$ 23,000	Genetec Advantage Camera License support fees (Omnicast Enterprise Camera & Synergis Enterprise)
28	Incline Technology Consulting, LLC	5/31/2025	6/30/2026	\$ 76,426	\$ 76,426	Genetec Annual Support for ACAMS/CCTV (License Support Fees)
29	Ivanti, Inc.	9/30/2024	9/29/2025	\$ 3,400	\$ 3,400	Enterprise patch management and version control system
30	KPS/3	7/1/2024	6/30/2025	\$ 14,400	\$ 14,400	Intranet monthly backup, patching, and maintenance
31	KPS/3	7/1/2024	6/30/2025	\$ 1,500	\$ 1,500	Internet hosting
32	Maise Group LLC	3/22/2025	3/22/2026	\$ 30,500	\$ 30,500	Maise 3-2-1 backups: Maise Technology (Onsite and M365)
33	Maise Group LLC	6/1/2025	5/31/2026	\$ 44,000	\$ 44,000	Server Assistance - M365 Environment Assistance
34	OAG Aviation Worldwide LLC	2/28/2025	2/27/2026	\$ 15,000	\$ 15,000	Flight Status API for Airports
35	OAG Aviation Worldwide LLC	3/1/2025	2/28/2026	\$ 9,000	\$ 9,000	SSIM Seasonal Flight Schedule
36	System Studies, Inc.	1/1/2025	12/31/2025	\$ 26,475	\$ 26,475	Annual Pressurized Cable Maint
37	Vox Network Solutions	8/1/2024	7/31/2025	\$ 40,000	\$ 40,000	Avaya Support: CBP & RTAA Data Comm Admin Network Maint Agmt
38	Vox Network Solutions	8/1/2024	7/31/2025	\$ 9,000	\$ 9,000	Oracle audit for re-certification of SBG / WT-SSP-AV-SUB Oracle Certification
39	Knowbe4, Inc.	6/13/2025	6/12/2026	\$ 6,998	\$ 6,998	Cyber Security Training
40	CDW Government LLC	1/3/2025	1/2/2026	\$ 56,770	\$ 56,770	CrowdStrike Falcon Complete, endpoint security software, annual renewal

SCHEDULE OF EXISTING CONTRACTS

Budget Year 2024-25

Local Government: Reno-Tahoe Airport Authority
 Contact: Alex Kovacs
 E-mail Address: akovacs@renoairport.com
 Daytime Telephone: 775-328-6435

Total Number of Existing Contracts: 187

Line	Vendor	Effective Date of Contract	Termination Date of Contract	Proposed Expenditure FY 2024-25	Proposed Expenditure FY 2025-26	Reason or need for contract:
41	Canon Solutions America, Inc.	2/1/2025	1/31/2026	\$ 5,000	\$ 5,000	Ricoh PaperCut Software Maintenance & Support
42	Tyler Technologies	4/1/2025	3/31/2026	\$ 48,500	\$ 48,500	Computer-Aided Dispatch New World CAD
43	Powercomm Solutions	7/1/2024	6/30/2025	\$ 500	\$ 500	CBP Alarm System Monitoring (Quarterly)
44	Valcom Salt Lake City, LC	7/11/2024	7/10/2025	\$ 47,000	\$ 47,000	Adlumin - Security Operations Center (SOC) Services
45	EASE Airport Ops LLC	5/15/2025	2/14/2026	\$ 78,000	\$ 78,000	Data warehouse/BI Services Implementation Services
46	Shorely Cyber LLC	1/1/2025	4/30/2025	\$ 18,040	\$ 18,040	Cyber Security Maturity Assessment Annual Update
47	Shorely Cyber LLC	1/1/2025	4/30/2025	\$ 5,000	\$ 5,000	Pen testing
48	WTR Electric, Inc.	7/1/2023	6/30/2026	\$ 50,000	\$ 50,000	NTE contract for Cabling/Electrical installation and repair services
49	Incline Technology Consulting, LLC	4/1/2023	6/30/2025	\$ 101,260	\$ 101,260	Aircomm/EOC 7x24 System Maintenance
50	Ricoh	7/1/2024	6/30/2025	\$ 17,200	\$ 19,000	Maintenance Copier Service (looking for contract docs)
51	Ease Airport Ops LLC	5/15/2025	5/14/2026	\$ 80,000	\$ 80,000	SaaS Fees for EASE Dashboard
52	Agilebits Inc	10/3/2024	11/2/2025	\$ 19,630	\$ 19,630	1Password
53	Breezy HR	11/11/2024	11/10/2025	\$ 12,000	\$ 12,000	Applicant Tracking online system for hiring
54	Virtower	3/1/2025	2/28/2026	\$ 24,000	\$ 24,000	ADS-B System
55	John F. Connell Jr.	4/1/2025	3/31/2026	\$ 78,346	\$ 78,346	Maximo CMMS Software Support
56	Tyler Technologies	2/26/2025	2/25/2026	\$ 118,641	\$ 118,641	Enterprise (Munis)
57	Tyler Technologies	2/26/2025	2/25/2026	\$ 76,183	\$ 76,183	HCM Automated Time and Attendance, Payroll, Executime
58	Yardi Systems	7/1/2024	6/30/2025	\$ 7,300	\$ 7,300	Airport Property Management
59	Box.net	8/31/2024	8/30/2025	\$ 6,500	\$ 6,500	Public FTP and Security Plan Repository
60	CDW Government LLC	12/21/2024	12/21/2025	\$ 37,550	\$ 37,550	MimeCast Email Protection and Archival - 5 different licenses
61	ONEBOX SERVICES	7/1/2024	6/30/2025	\$ 1,100	\$ 1,100	Internet Hosted Voicemail, Monthly. Noise, CBP, Public Affairs, WiFi Support
62	OZOLIO NUORDS	10/1/2024	9/30/2025	\$ 725	\$ 725	Annual camera broadcasting RTS
63	WP ENGINE	7/1/2024	6/30/2025	\$ 1,200	\$ 1,200	Marketing Word Press Managed Hosting Provider (annual license and monthly charges)
64	Ricoh	7/17/2024	7/16/2025	\$ 7,000	\$ 7,000	eFax Solution for Copiers
65	CONNECTWISE LLC	7/1/2024	6/30/2025	\$ 10,692	\$ 10,692	Monthly Remote access and support software
66	SHI	2/15/2025	2/14/2026	\$ 2,500	\$ 2,500	DocuSign Subscription
67	Freshworks Inc. & Subsidiaries	12/23/2024	12/22/2025	\$ 19,700	\$ 19,700	FreshDesk TIS Helpdesk Software, hosted license
68	HRN Performance Solutions	6/1/2025	5/31/2026	\$ 7,200	\$ 7,200	Employee Performance Evaluation System
69	Maise Group LLC	6/1/2025	5/31/2026	\$ 200,000	\$ 200,000	Microsoft Office 365; G3 Subscription - 7 different licenses
70	MuniMetriX Systems Corporation	7/1/2024	6/30/2025	\$ 2,900	\$ 2,900	ImageSilo Board document archival (monthly)
71	Retarus Inc. C/O Carr Workplaces	7/1/2024	6/30/2025	\$ 3,200	\$ 3,200	Internet Faxing Solution
72	Darktrace	1/1/2025	12/31/2025	\$ 65,000	\$ 65,000	Antigena Antigena Enterprise Immune System
73	SITA Information Networking Computing USA Inc.	10/1/2024	9/30/2025	\$ 139,272	\$ 139,272	Airport Management System (AMS) & all SITA prods 5 Yrs Svc Agmnt
74	TADERA	1/1/2025	12/31/2025	\$ 76,875	\$ 76,875	Civix Airport Revenue Software: ABRM
75	Valcom Salt Lake City, LC	7/11/2024	7/10/2025	\$ 47,000	\$ 47,000	Adlumin - SIEM Software License
76	GovConnection, Inc.	7/10/2024	7/9/2025	\$ 14,000	\$ 14,000	Adobe License Subscription: Acrobat, Creative Cloud
77	GovConnection, Inc.	7/1/2024	6/30/2025	\$ 4,582	\$ 4,582	Bluebeam
78	CDW Government LLC	2/7/2025	2/6/2026	\$ 2,500	\$ 2,500	CDW NVIDIA RTX 8 licenses AirComm
79	XOP Networks	2/16/2025	2/15/2026	\$ 4,200	\$ 4,200	FAA ATC Crash Reporting System
80	Maise Group LLC	9/21/2024	9/20/2025	\$ 20,000	\$ 20,000	Microsoft SQL Server & Remote Desktop license renewals

SCHEDULE OF EXISTING CONTRACTS

Budget Year 2024-25

Local Government: Reno-Tahoe Airport Authority
 Contact: Alex Kovacs
 E-mail Address: akovacs@renoairport.com
 Daytime Telephone: 775-328-6435

Total Number of Existing Contracts: 187

Line	Vendor	Effective Date of Contract	Termination Date of Contract	Proposed Expenditure FY 2024-25	Proposed Expenditure FY 2025-26	Reason or need for contract:
81	Nagios Enterprises, LLC	4/26/2025	4/25/2026	\$ 17,000	\$ 17,000	Network Monitoring Software / Maintenance & Nagios Phone Support
82	Trophy Peak Fire Service	2/1/2024	12/31/2027	\$ 7,500.00	\$ 7,500.00	Fire system/equipment inspections, alarm monitor, and services
83	Waters (vacuum) Spetic Tank			\$ 1,500.00	\$ 1,500.00	Separator services
84	All Weather - DBT Transports	6/1/2022	6/1/2025	\$ 5,900.00	\$ 5,900.00	AWOS Verification and service
85	Bureau Veritas Nat'l Elevator inspection Service (Kone Elevator)			\$ 2,700.00	\$ 2,700.00	Inspections at BLM and terminal
86	LA Perks	7/1/2024	6/3/2025	\$ 1,100.00	\$ 1,100.00	Annual Washrack alarm certification
87	One Call Mainenance	7/1/2024	6/3/2025	\$ 30,000.00	\$ 30,000.00	Janitorial Service and window cleaning
88	Waters RTS Stormceptor clean out			\$ 3,860.00	\$ 3,860.00	Todd Welty Contract POC
89	Safety Kleen			\$ 1,000.00	\$ 1,000.00	Todd Welty environmental requirement
90	Wells Fargo Bank	N/A	N/A	\$ 35,000	\$ 35,000	Banking Services
91	Wells Fargo Bank	N/A	N/A	\$ 365,000	\$ 365,000	Merchant Services Credit Card Processing
92	Crowe LLP (maybe)	N/A	N/A	\$ 72,000	\$ 70,000	External Audit Services
93	MacLeod Watts	7/1/2022	7/1/24	\$ 1,550	\$ 3,250	OPEB & GASB Actuarial
94	Government Portfolio Advisors	7/1/2022	7/1/2023	\$ 52,000	\$ 52,000	Investment Advisors Contract
95	Public Finance Management	7/1/2023	ongoing	\$ 45,000	\$ 45,000	Financial advisor
96	Landrum Brown	7/1/2023	ongoing	\$ 45,000	\$ 45,000	Financial analysis
97	IonWave	7/1/2024	6/30/2025	\$ 24,500	\$ 25,970	Nevada eGovernment Marketplace is a web-based solicitation subscription
98	QSI Specialists	11/1/2013	ongoing	\$ 4,500	\$ 4,500	Mystery Shopper program
99	Airport Concession Consultants	7/1/2019	ongoing	\$ 5,700	\$ 5,700	Airport Concessions Disadvantage Business Enterprise (ACDBE) compliance
100	VRC		ongoing	\$ 2,000	\$ 2,000	File storage, records retention, and shredding services
101	FetchyFox	7/1/2024	ongoing	\$ 2,400	\$ 2,400	Concession planning: Landing Page Survey
102	AVIUS	7/1/2024	ongoing	\$ 3,490	\$ 3,490	Concession planning: Passenger Kiosk Survey
103	Paslay Group - Concessions Consultant (Multi-year contract)		ongoing	\$ 725,000	\$ 725,000	Concessions Consultant Multi Year contract
104	Johnson Controls Hangar B E F		ongoing	\$ 5,000	\$ 5,000	Fire Alarm Monitoring-485 S Rock Hangars
105	Detailed Cleaning		ongoing	\$ 3,500	\$ 3,500	Janitorial Service for East and West T-Hangar restrooms
106	Stellar Aviation T-hangar Management		ongoing	\$ 86,000	\$ 86,000	Manages RNO T-hangars for RTAA
107	MVI Facility Services		12/31/2027	\$ 692,957	\$ 726,301	QTA Facility Management
108	Mountain Alarm		ongoing	\$ 1,758	\$ 1,758	Fire Alarm Monitoring - 1200 Terminal
109	Delta/Mountain Alarm (TBD)	TBD (switching from	ongoing	\$ 5,000	\$ 2,100	Fire Alarm Monitoring-601 S Rock
110	Mountain Alarm		ongoing	\$ 1,700	\$ 1,700	Fire Alarm Monitoring - 1250 Terminal
111	Midwest Heating		ongoing	\$ 4,000	\$ 4,000	HVAC Quarterly PM-1500 Terminal
112	Mountain Alarm		ongoing	\$ 2,000	\$ 2,000	Fire Alarm Monitoring-1500 Terminal
113	Mountain Alarm		ongoing	\$ 2,000	\$ 2,000	Fire Alarm Monitoring-2750 Vassar
114	Midwest Heating		ongoing	\$ 10,000	\$ 10,000	HVAC Quarterly Maintenance-1280 Terminal
115	Western Exterminator		ongoing	\$ 500	\$ 500	Pest Control-1280 Terminal
116	T&T Lawns Plus		ongoing	\$ 5,000	\$ 5,000	Landscaping-1280 Terminal
117	T&T Lawns Plus		ongoing	\$ 4,000	\$ 4,000	Snow Removal-1280 Terminal
118	A Natural Sparkle		ongoing	\$ 6,500	\$ 6,500	Janitorial Service-1280 Terminal
119	Mountain Alarm		ongoing	\$ 2,000	\$ 2,000	Fire Alarm Monitoring-1280 Terminal
120	Mountain Alarm		ongoing	\$ 750	\$ 750	Fire Extinguisher Service-1280 Terminal

SCHEDULE OF EXISTING CONTRACTS

Budget Year 2024-25

Local Government: Reno-Tahoe Airport Authority
 Contact: Alex Kovacs
 E-mail Address: akovacs@renoairport.com
 Daytime Telephone: 775-328-6435

Total Number of Existing Contracts: 187

Line	Vendor	Effective Date of Contract	Termination Date of Contract	Proposed Expenditure FY 2024-25	Proposed Expenditure FY 2025-26	Reason or need for contract:
121	CEI Alarm		ongoing	\$ 500	\$ 500	Burglar Alarm Monitoring-Mini Warehouse
122	T&T Lawns Plus		ongoing	\$ 6,000	\$ 6,000	Snow Removal-Mini Warehouse
123	Midwest Heating		ongoing	\$ 4,300	\$ 4,300	HVAC PM-Mini Warehouse
124	Western Exterminator		ongoing	\$ 1,200	\$ 1,200	Pest Control-Mini Warehouse
125	Mountain Alarm		ongoing	\$ 2,000	\$ 2,000	Fire Alarm Monitoring-Mini Warehouse
126	Mountain Alarm		ongoing	\$ 1,000	\$ 1,000	Fire Extinguisher Service-Mini Warehouse
127	ESI Security		ongoing	\$ 5,000	\$ 5,000	Security Patrol-Mini Warehouse
128	TNT Lawns Plus		ongoing	\$ 3,000	\$ 3,000	Landscape maintenance of Grassy Knolls parcel
129	USDA Wildlife Services	7/1/2024	6/30/2025	\$ 60,000	\$ 60,000	Part 139 Wildlife Services
130	AeroSimple	3/29/2022	3/31/2025	\$ 25,000	\$ 25,000	Part 139 Ops Data Base - transferred from TIS
131	Vaisala	1/1/2024	12/31/2024	\$ 15,390	\$ 16,500	Surface Condition Monitoring System - transferred from TIS
132	DTN	7/1/2024	6/30/2025	\$ 1,300	\$ 1,300	Weather Feed (Unclear if TIS is going to carry expense) - Transferred from TIS
133	Scheidt and Bachmann	7/1/2024	6/30/2028	\$ 244,703	\$ 254,491	Parking Revenue Control System Maintenance Agreement
134	Windcave	7/1/2024	6/30/2025	\$ 25,000	\$ 27,000	Processor for EMV and Credit Card Trx's for new PARCS Equipment.
135	Gatekeeper - Current System	7/1/2022	6/30/2026	\$ 48,200	\$ 48,200	GT Tracking Software Support Agreement
136	Summit Line(Snow Removal)	7/1/2023	6/30/2027	\$ 30,000	\$ 30,000	Snow Removal for Parking
137	Loomis	1/16/2024	1/30/2027	\$ 16,400	\$ 17,000	SafePoint Safe and Armed Car Service
138	City of Reno	7/1/2023	6/30/2024	\$ 109,760	\$ 109,760	Reno PSAP (Dispatch for ARFF)
139	John Hardwick	7/1/2023	6/30/2024	\$ 10,000	\$ 10,000	Medical Director Services
140	Reno Uniform		Annual renewals	\$ 19,000	\$ 19,000	New officer uniforms and equipment, as well as replacement uniforms and equipment
141	VRC Document Storage		Annual renewals	\$ 3,000	\$ 3,200	Documents are being stored off site long term per state statute for records retention
142	Leid's Uniform and Dry Cleaning		Annual renewals	\$ 12,000	\$ 12,200	All sworn members uniforms are dry cleaned, paid monthly
143	Lehr - Service Agreement		Annual renewals	\$ 2,600	\$ 3,000	Service and maintenance of electronics on the vehicles
144	Motorola Body Cameras		Annual renewals	\$ 14,000	\$ 15,000	Subscription fees to support BWC program
145	Motorola LPRs		Annual renewals	\$ 7,000	\$ 7,000	Subscription fees to support LPR program
146	Lexipol - PoliceOne Online Training Platform		Annual renewals	\$ 3,000	\$ 3,500	All officers meet training hours through video training system
147	Vector Solutions		Annual renewals	\$ 3,500	\$ 4,000	Police Staffing and Scheduling software - online system
148	Whooster Inc		Annual renewals	\$ 1,500	\$ 1,500	Police online investigations tool
149	Exacom	10/28/2023	10/28/2025	\$ 11,443	\$ 11,443	Exacom Contract from IT. For the Recording of Radio and Phone calls.
150	Washoe County Radio System		6/30/2030	\$ 221,621	\$ 221,621	Contract for participation in Washoe County Public safety Radio System
151	Everbridge Emergency Notification System	7/1/2020	6/30/2027	\$ 10,500	\$ 10,500	Emergency Notification System for Aircom to communicate issues to Airport
152	TSC Fingerprinting			\$ 32,500	\$ 32,500	Background checks on badge applicants per TSA regulations
153	Interactive Employee Training Maintenance Agreement: AAAE			\$ 18,400	\$ 18,400	Maintenance and content updates for IET system
154	Dunseath CLIQ Airfield Gate Electronic Key System Maintenance			\$ 2,000	\$ 2,000	License for airfield electronic lock/key system
155	Red Brick Consulting (GTC)	7/1/2024	6/30/2024	\$ 13,212,139	\$ 6,110,000	EPM for GTC Project, EPM for HQ Project, EPM for New Gen A&B Project Contract - Airport Noise & Operations Monitoring System (ANOMS) Annual Maintenance & Repair (5-Year Contract)
156	Envirosuite	4/14/2022	6/30/2027	\$ 119,689	\$ 120,885	
157	ESRI	5/1/2024	4/30/2025	\$ 17,885	\$ 18,000	Information & Data Account Services - ArcGIS Applications & Use Agreements
158	HMMH	7/1/2022	6/30/2027	\$ 25,650	\$ 26,300	Consultant Services - Acoustical Consulting Services associated with ANOMS (5-Year Contract)

SCHEDULE OF EXISTING CONTRACTS
Budget Year 2024-25

Local Government: Reno-Tahoe Airport Authority
 Contact: Alex Kovacs
 E-mail Address: akovacs@renoairport.com
 Daytime Telephone: 775-328-6435

Total Number of Existing Contracts: 187

Line	Vendor	Effective Date of Contract	Termination Date of Contract	Proposed Expenditure FY 2024-25	Proposed Expenditure FY 2025-26	Reason or need for contract:
159	Michael Baker International	7/1/2024	6/30/2025	\$ 35,000	\$ 35,000	Consultant Services - GIS-Related Repair Work, Programming, and Staff Training
160	Michael Baker International	7/1/2024	6/30/2025	\$ 35,000	\$ 35,000	Consultant Services - GIS Support for ABRM, Aerosimple, and TylerCAD/GeoComm
161	Michael Baker International	7/1/2024	6/30/2025	\$ 50,000	\$ -	Consultant Services - GIS Master Plan Phase 2
162	Sierra Environmental Monitoring	7/1/2024	6/30/2025	\$ 16,000	\$ 17,000	Consultant Services - Stormwater Sampling
163	VelocityEHS	2/1/2024	1/31/2027	\$ 3,570	\$ 3,800	Information & Data Account Services - Online Material Safety Data Sheets
164	Wood Rodgers	4/13/2023	6/30/2025	\$ 40,000	\$ -	Consultant Services - RNO ALP Update
165	Wood Rodgers	7/1/2022	6/30/2023	\$ 10,000	\$ 10,000	Annual-On Call Services for Airfield/Gate Diagrams
166	ACC Consulting	7/1/2022	6/30/2023	\$ 9,750	\$ 9,750	DBE Program general services - Fee Increase
167	LCP Tracker	7/1/2022	6/30/2023	\$ 7,500	\$ 7,500	LCP Tracker - Program for All Prevailing Wage Projects (Fee is for projects not grant funded)
168	Waters Vacuum Truck Service	7/1/2024	6/30/2025	\$ 30,000	\$ 33,000	State mandated servicing of sand oil separators
169	Extended Warranties for Snow Equipment	7/1/2024	6/30/2025	\$ 6,725	\$ -	
170	Syn-Tech Systems (Fuel Master)	9/1/2024	8/30/2025	\$ 3,903	\$ 4,300	Software license and Service Agreement
171	RTA Fleet Software (Ron Turley Associates)	7/1/2024	6/30/2025	\$ 8,750	\$ 8,750	Fleet Management Software license
172	Sani Hut Portable Restroom Rental	7/2/2024	6/30/2025	\$ 1,700	\$ 1,800	Portable trailer restroom rental and service
173	American Equipment Inc	7/3/2025	6/30/2025	\$ 1,500	\$ 1,600	Lift and crane inspections/certifications
174	Mohawk Lift	7/4/2024	6/30/2025	\$ 700	\$ 700	Mohawk Vehicle lift inspections
175	Delta Fire Systems	7/1/2024	6/30/2025	\$ 45,000	\$ 48,000	State certification requirements
176	One Call Maintenance	7/1/2024	6/30/2025	\$ 400,249	\$ 415,164	Heavy duty cleaning services and equipment
177	EMCOR Services-BCS	7/1/2024	6/30/2025	\$ 17,500	\$ 19,000	Specialized training and equipment expertise
178	Chemtreat International-Cooling Towers	7/1/2024	6/30/2025	\$ 11,000	\$ 12,000	Cooling Tower Equipment and chemical servicing
179	Emerson Network Power-UPS	7/1/2024	6/30/2025	\$ 50,428	\$ 52,000	Specialized training and equipment servicing
180	Linen Service	7/1/2024	6/30/2025	\$ 2,000	\$ 2,000	Linen Services needed for our PR dept. support for table clothe cleaning
181	KoneElevator-Escalator Repair and Maintenance	7/1/2024	6/30/2025	\$ 101,361	\$ 104,402	State certification requirement
182	Stanley Access-Assa Abley Certified door Service	7/1/2024	6/30/2025	\$ 6,000	\$ 6,500	Specialized equipment and repair service
183	Tennant Company-Ridding Scrubbers	7/1/2024	6/30/2025	\$ 18,000	\$ 19,000	Specialized training and equipment service
184	Trane Company-Chillers	7/1/2024	6/30/2025	\$ 65,000	\$ 68,000	Specialized equipment repair and service
185	ADT Alarm Services- GAOB Building	7/1/2024	6/30/2025	\$ 4,200	\$ 4,200	Security monitoring to support outlying RTAA facilities
186	AJG	7/1/2023	12/31/2024	\$ 67,500	\$ -	Insurance broker
187	Vital Records	6/22/1997	On-going	\$ 24,000	\$ 24,000	Records Retention & Storage- For all of RTAA
	Total Proposed Expenditures			\$ 24,501,391	\$ 17,619,110	

Additional Explanations (Reference Line Number and Vendor):

SCHEDULE OF EXISTING CONTRACTS
Budget Year 2024 - 2025

Local Government: Reno-Tahoe Airport Authority
Contact: Alex Kovacs
E-mail Address: akovacs@renoairport.com
Daytime Telephone: 775-328-6435

Total Number of Privatization Contracts: 1

Line	Vendor	Effective Date of Contract	Termination Date of Contract	Duration (Months/ Years)	Proposed Expenditure FY 2024-25	Proposed Expenditure FY 2025-26	Position Class or Grade	Number of FTEs employed by Position Class or Grade	Equivalent hourly wage of FTEs by Position Class or Grade	Reason or need for contract:
1	One Call Maintenance	7/1/2022	6/30/2027	60 Months	400,250	415,165	18	Max 10	\$ 21.50	Heavy duty cleaning services and equipment
2										
3										
4										
5										
6										
7										
8	Total									

Attach additional sheets if necessary.

Section 9 - Acronym and Glossary

Reno-Tahoe Airport Authority
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ACRONYMS TERMS	DEFINITIONS
RTAA	Reno-Tahoe Airport Authority
RNO	Reno-Tahoe International Airport
RTIA	Reno-Tahoe International Airport
RTS	Reno-Stead Airport
Airlines	
AS	Alaska Airlines
G4	Allegiant Airlines
AA	American Airline
DL	Delta Air Lines
F9	Frontier Airlines
QX	Horizon Air
B6	JetBlue
WN	Southwest Airlines
NK	Spirit Airlines
SY	Sun Country
UA	United Airlines
Y4	Volaris Airlines
Airport Codes	
AUS	Austin, TX
BOI	Boise
MDW	Chicago Midway
ORD	Chicago O'Hare
DFW	Dallas Fort Worth
DAL	Dallas Love Field
DEN	Denver
GDL	Guadalajara
IAH	George Bush Intercontinental
LAS	Las Vegas
LGB	Long Beach
LAX	Los Angeles
MSP	Minneapolis/St Paul
JFK	New York City
OAK	Oakland
PHX	Phoenix
PDX	Portland
SLC	Salt Lake City
SAN	San Diego
SFO	San Francisco

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SJC	San Jose
SEA	Seattle
Regulations	
77	FAA Part 77 Imaginary Protection Services
107	FAA Part 107 – A section of the Federal Aviation Regulations having to do with an airport operator’s responsibilities for airport security.
139	FAA Part 139 – A section of the Federal Aviation Regulations having to do with the certification of an airport’s airfield.
150	FAA Part 150 Study – A noise study defined by a section of the Federal Aviation Regulations, that when completed, makes an airport eligible for noise insulation and related land acquisition grants. The Study produces two documents, the Noise Exposure Map and the Noise Compatibility Program.
333	Code of Federal Regulations Section for Exempting a Commercial UAS from needing a COA
1542	TSA Part 1542, Airport Security
All Other	
A/E	Architect/Engineer
AAA	American Arbitration Association – Arbitrators are required under some collective bargaining agreements
AAAE	American Association of Airport Executives
AAE	Accredited Airport Executive
AAPOPA	Airport Authority Police Officers Protective Association
AAPSPA	Airport Authority Police Supervisors Protective Association
AAC	Art Advisory Committee
AAU	Airport Authority University
AAULA	Airline-Airport Use and Lease Agreement
AC	Asphaltic Concrete
AC	FAA Advisory Circular
ACAMS	Access Control and Alarm Monitoring System
ACDBE	Airport Concession Disadvantaged Business Enterprises
ACEP	Airport Capacity Enhancement Plan
ACI-NA	Airports Council International - North America
ACIP	Airport Capital Improvement Program for FAA
ACL	Aviation Classics Ltd. - Reno-Stead Airport
ACM	Airport Certification Manual
ACN	Aircraft Certification Number
ACR	Aircraft Condition Report
ACS	Airport Communications Specialist

Reno-Tahoe Airport Authority
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Accrual Basis of Accounting	Recognizing revenue when it is earned and recognizing expenses in the period incurred, without regard to the time of receipt or payment of cash.
ADA	Americans with Disability Act - U.S. law governing employment and treatment of persons with a qualified disability
AD&D	Accidental Death & Dismemberment Insurance
ADAAP	Americans with Disabilities Act Advisory Panel
ADG	Airplane Design Group
ADM	Airport Duty Managers
ADPM	Average Day Peak Month
ADO	FAA Airport District Office
AED	Airport Economic Development
AEP	Airport Emergency Plan
AFV	Alternative Fuel Vehicles
AFFF	Aqueous Film Forming Foam
AGL	Above Ground Level
AirCom	Airport Communications Center
AIG	Airport Infrastructure Grant
AIM	Aeronautical Information Manual
AIP	Airport Improvement Program - A Federal Aviation Administration program periodically reauthorized by Congress which distributes the proceeds of the federal tax on airline tickets to airports through grants for eligible construction projects and land acquisition.
AirComm	Airport Communications Center
Aircraft Operation	The landing or take off of an aircraft.
Airline Load Factor	The percentage of seats occupied on an aircraft.
Airline Yield per Mile	Airlines' ticket revenues for a given airport divided by the air miles flown to that airport for those tickets.
Airside	The airfield side of an airport used by aircraft, runways, taxiways, and aircraft parking aprons.
AKA	Also Known As
ALP	Airport Layout Plan - A blueprint of an airport required by the Federal Aviation Administration which shows current and future airport development.
ALPA	Air Line Pilots Association
ALS	Approach Lighting Systems
AMASS	Airport Movement Area Safety Systems - Federal Aviation Administration Program for runway incursions
Amortization	A term that refers either to the gradual paying off of a debit in regular installments over a period of time or to the depreciation of an asset over a period of time.

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AMP	Airport Master Plan
AMSL	Above Mean Sea Level
ANCA	Airport Noise and Capacity Act of 1990
ANTN	Airport News & Training Network (AAAE)
ANOMS	Aircraft Noise and Operations Monitoring System
ANAP	Airport Noise Advisory Panel
AOA	Air Operations Area
AODB	Airport Operational Database
AOPA	Aircraft Owners and Pilots Association
APD	Airport Police Department
APHIS	Animal and Plant Health Inspection Services
APU	Auxiliary Power Unit
ARC	Airport Reference Code
ARP	Airport Reference Point
ARPA	The American Rescue Plan Act of 2021, also known as the COVID-19 Stimulus Package, is a \$1.9 trillion economic stimulus bill passed by the 117 th U.S. Congress and signed into law by President Joe Biden in March 2021 to speed up the recovery from the economic and health effects of the COVID-19 pandemic and the ongoing recession in the United States.
ARTCC	Air Route Traffic Control Center
ARTS	Automated Radar Terminal System
ASD	Air Service Development
ASDA	Accelerate Stop Distance Available
ASDE	Airport Surface Detection Equipment
ASP	Airport Security Program
Asset	A single item of ownership having exchange value.
AFSD	Assistant Federal Security Director
ASM	Available Seat Mile
ASOS	Automated Surface Observing System
ASR	Airport Surveillance Radar
ATA	Air Transport Association
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
ATIS	Automated Terminal Information System
ATM	Automated Teller Machine
ATO	Airline Ticket Office
ATP	Airport Terminal Program
ATS	Applicant Tracking System
ATSI	Airport Training & Safety Institute (AAAE)
AUA	Airline-Airport Use and Lease Agreements
AUVSI	Association of Unmanned Vehicle Systems International

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AV	Audio-Visual
AVA	Airport Vassar Annex
AVGAS	Aviation Gasoline
AVIS	Automatic Vehicle Identification System - An electronic system that counts vehicle entrances, exits and dwell time at a location.
AWOS	Automated Weather Observing System
AWP	FAA's Western Pacific Region Balanced
Budget	A budget in which receipts are equal to or greater than outlays. A further test for the RTAA is that Net Pledged Revenues must exceed 125 percent of that year's revenue bond debt service.
BAFO	Best and Final Offer
BCS	Building Control System
BHS	Baggage Handling System
BIDS	Baggage Information Displays System - Electronic displays to inform passengers which baggage conveyor will be used for their flight's luggage.
BIL	Bipartisan Infrastructure Law
BLM	Bureau of Land Management
BMP	Best Management Practices
BMU	Bag Make-Up
Bond	A security issued by a corporation or public body and usually carrying a fixed rate of interest and a set date, called the bond's maturity, for redemption of the principal.
Bond Covenant	An agreement with the bond holders, which defines, among other things, the priority of the payment of debt service in the use of revenues.
BRL	Building Restriction Line
BTS	Bureau of Transportation Statistics
Budget	An estimate, often itemized, of expected income and expense for a given period in the future.
Budget Deficit	A budget deficit occurs when outflows (spending) exceed inflows (revenue) during a defined period.
CAD	Computer Aided Dispatch
CADD	Computer Aided Design and Drafting
CAFR	Comprehensive Annual Financial Report
CALCS	Computerized Airfield Lighting Control System
CALEA	Commission on Accreditation for Law Enforcement
CAP	Civil Air Patrol
Capital Project	Construction projects that will have a useful life exceeding one year and a cost greater than \$5,000 and are paid under multiple invoices. These projects may be done either in-house or by an outside contractor.

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CARES Act	Coronavirus Aid, Relief, and Economic Security Act, also known as the CARES Act, is a \$2.2 trillion economic stimulus bill passed by the 116 th U.S. Congress and signed into law by President Donald Trump in March 2020 in response to the economic fallout of the COVID-19 pandemic in the United States.
CASM	Cost per Available Seat Mile
CAT	Instrument Landing System Category - Category I, II, III
CATEX	Categorical Exclusion
CBA	Collective Bargaining Agreement - Written contract or agreement between the employee and a recognized employee organization
CBO	Congressional Budget Office
CBP	Customs and Border Protection
CCM	Consecutive Calendar Months
CD	Calendar Days
CCR	Central Control Room (for BHS)
CCTV	Closed Circuit Television - Video cameras used for surveillance to maintain security and safety.
CTAF	Common Traffic Advisory Frequency
CE	Civil Engineer
CES	Current Employment Statistics
CFC	Customer Facility Charge
CFR	Code of Federal Regulations
CIP	Capital Improvement Project (in airport budget)
COA	Certificate of Authorization - form of approval for UAS operations
COBRA	Consolidated Omnibus Budget Reconciliation Act of 1985 - Benefit granted to employees to continue their health and other benefit coverage after terminating employment for a specified period of time.
COC	Community Outreach Committee
CPA	Certified Public Accountant
CPI	Consumer Price Index
CM	Construction Management
CMAQ	Congestion Mitigation Air Quality
CNG	Compressed Natural Gas
COLA	Cost of Living Adjustment
Competition Plan	A plan required by the FAA of large and medium hub airports at which 50 percent or more of their passengers are handled by two or fewer airlines.

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Compensatory Rate Setting	Compensatory rate setting is one in which a sponsor assumes all liability for airport costs and retains all airport revenue for its own use. Aeronautical users are charged only for the costs of the facilities they use. A compensatory rate structure may be imposed on users by ordinance.
ConRAC	Consolidated Rental Car Facility
Cost Centers	Geographic locations on an airport such as the airfield or terminal building use for rate setting purposes.
COVID-19	Coronavirus disease 2019 (COVID-19) is a respiratory illness that can spread from person to person. There are many types of human coronaviruses, including some that commonly cause mild upper-respiratory tract illnesses. COVID-19 is a new disease, caused by a novel (or new) coronavirus that has not previously been seen in humans.
CPE	Cost Per Enplanement – The airlines’ airport costs, landing fees and rents, divided by the total number of passengers enplaned at the airport.
CRJ	Canadair Regional Jet
CSP	Civil Service Plan
CT	Circuit Tester
CTR	Click Through Rate
CUP	Central Utility Plant
CUPPS	Common Use Passenger Processing System
CUTE	Common Use Terminal Equipment
CVR	Cockpit Voice Recorder “Black Box”
CY	Calendar Year
DAD	Deputy Area Director (Transportation Security Administration/TSA)
dB	Decibel
Daily Departure Seats	The total of all the seats on all the scheduled airline flights leaving an airport each day.
DBE	Disadvantaged Business Enterprise - The Department of Transportation (DOT) has a policy of helping small businesses owned and controlled by socially and economically disadvantaged individuals, including minorities and women, in participating in contracting opportunities created by DOT financial assistance programs. At airports, DBE’s are encouraged to participate in airport concession programs and FAA grant funded projects.
DETR	Nevada Department of Employment, Training, and Rehabilitation
DEI	Diversity, Equity, and Inclusion
DEIS	Draft Environmental Impact Statement
Depreciation	A non-cash expense that accounts for the value of assets which decreases over time as a result of use, age, or obsolescence.
DGPS	Differential Global Positioning System

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DH	Decision Height
DHS	Department of Homeland Security
DME	Distance Measuring Equipment
DP	DP RTA Stead, LLC
DP	Deplaning Passenger -An arriving passenger.
DR	Disaster Recovery
DRI	Desert Research Institute
DTP	Digital Transformation Plan
DVR	Digital Video Recorder
EA	Environmental Assessment
EAA	Experimental Aircraft Association
EAM	Enterprise Asset Management
EAP	Employee Assistance Program
EAS	Essential Air Service
EDS	Explosive Detection System - TSA screening equipment
EDAWN	Economic Development Authority of Western Nevada
EIS	Environmental Impact Statement
EEO	Equal Employment Opportunity
EEOC	U.S. Equal Employment Opportunity Commission - Agency that enforces various laws i.e., Civil Rights and ADA
ELS	Elite Line Service (BHS Maintenance Contractor) - Contractor that provides Operations and Maintenance on the BHS
ELT	Emergency Locator Transmitter
EMRB	Employee Management Relations Board - State of Nevada
EMS	Environmental Management System
EOC	Emergency Operations Center
Enterprise Fund	A form of accounting that utilizes a separate fund or cost center for a specific purpose. Enterprise fund expenditures are generally paid by the revenues generated within the operation of that purpose.
EP	Enplaned Passenger - A departing passenger.
EPA	Environmental Protection Agency
EPM	Executive Program Management
ERP	Enterprise Resource Planning
ESS	Employee Self Service
ETD	Explosive Trace Detection - TSA Screen Equipment
Expenditure	The act of expending something, especially funds; disbursement; consumption.
FAA	Federal Aviation Administration (FAA) – A component of the Department of Transportation with primary responsibility for the safety of civil aviation.
FAR	Federal Aviation Regulations
FBI	Federal Bureau of Investigation

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FBO	Fixed Base Operator – Businesses on airports that sell fuel to private plane owners, provide aircraft parking, as well as aircraft maintenance and mechanical services.
FCAD	Facility Condition Assessment Database
FCC	Federal Communication Commission
FDR	Flight Data Recorder “Black Box”
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FIDS	Flight Information Displays System - Electronic displays to inform passengers of the status of their flight, such as arrival time, and terminal building gate number.FIS Federal Inspection Service
FLOW	Passengers Connecting
FMCS	U.S. Federal Mediation and Conciliation Service - A source of mediator and arbitrators required under some collective bargaining agreements.
FMLA	Family and Medical Leave Act— U.S. law governing requirements for Leave Granting
FOD	Foreign Object Debris or trash on the airfield.
FONSI	Finding of No Significant Impact
FSD	Federal Security Director
FSDO	Flight Standards District Office
FSS	Flight Service Station
FTE	Full Time Equivalent - PTE is Part Time Equivalent
FTZ	Foreign Trade Zone
Fund Balance	The net position of governmental funds calculated in accordance with generally accepted accounting principles (GAAP).
FY	Fiscal Year – A 12-month period, other than a calendar year, used for financial reporting purposes. The RTAA’s fiscal year begins July 1 st and ends June 30 th .
GA	General Aviation- The activities of privately owned aircraft that are not used for commercial purposes, such as the movement of passengers or freight.
GAAP	General Accepted Accounting Principles
GAMS	General Aviation Minimum Standards
GAO	U.S. General Accounting Office
GASB	Governmental Accounting Standards Board
GDP	Gross Domestic Product
GFOA	Governmental Finance Officers Association
GIS	Geographical Information System
GMP	Guaranteed Maximum Price
GNSS	Global Navigation Satellite System
GOED	Governor’s Office of Economic Development
GPS	Global Positioning System

Reno-Tahoe Airport Authority
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GPU	Ground Power Unit
GSE	Ground Service Equipment
GT	Ground Transportation
GTC	(GTC) Ground Transportation Center will be used when referring to the new ground transportation and consolidated rental car facility project
HAN	Hot August Nights
HDQ	Headquarters
HID	High Intensity Discharge
HIRL	High Intensity Runway Lights - (Medium Intensity MIRL)
HIPAA	Health Insurance Portability & Accountability Act
HRA	Health Reimbursement Account
HSA	Health Savings Account
HVAC	Heating Ventilation and Air Conditioning
Hybrid Rate Setting	A combination of the “residual” and “compensatory” methods of airline rate calculation.
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ICS	Incident Command System
ID	Identification
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
INM	Integrated Noise Model
IP	Internet Protocol
IRS	Internal Revenue System
IT	Information Technology
ITB	Invitation to Bid
Jet Bridge	A mechanical tunnel used by passengers to pass from the terminal building to an aircraft.
JD	Jurisdictional Determination
JMA	JMA Reno Holding, LLC
K9	Police Working Dog
KCM	Known Crew Member
KKOH	Radio AM 780
KOLO	TV 8 (ABC Affiliate)
KRNV	TV 4 (NBC Affiliate)
KTF	Kindness Takes Flight
KTVN	TV 2 (CBS Affiliate)
KREN	TV 27 (Univision, Spanish programming)
KSA	Knowledge, Skills and Abilities
L3	Manufacturer of TSA provided screening equipment
LAN	Local Area Network (computer network system)

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Landed Weight	The maximum gross certificated landed weight of an aircraft, or all aircraft landing at an airport in a fiscal year, which is not dependent on the number of passengers on board.
Landing Fee	The rate charged by an airport to commercial aircraft operators per thousand pounds of landed weight.
Landside	All areas of land owned and maintained by the RTAA outside of the airfield areas perimeter fence.
LCC	Life Cycle Costs
LCD	Liquid Crystal Display; flat-panel, large-format displays - Flat panel displays for use at the checkpoints and FIDS/BIDS locations
LDA	Landing Distance Available
LED	Light-Emitting Diode
LEO	Law Enforcement Officer
LGIP	Local Government Investment Pool
LIBOR	London Interbank Offered Rate
LMR	Labor Management Relations
LOA	Letter of Agreement
LOC	Letter of Credit
LOC	Localizer
LOI	Letter of Intent / Letter of Investigation
LPG	Liquefied Propane Gas
LTD	Long Term Disability
LTVA	Lake Tahoe Visitors Authority
LVIED	Large Vehicle Improvised Explosive Device
MAG	Minimum Annual Guarantee - A minimum amount to be paid by an airport concessionaire. Concessionaires pay the greater of the minimum annual guarantee or a percentage of their gross revenues.
MagVar	Magnetic Variation
MALSF	Medium-Intensity Approach Lighting Systems with Sequence Flashers
MALSR	Medium-Intensity Approach Lighting System with Runway Alignment Indicator
MDA	Minimum Descent Altitude
MDF	Main Distribution Frame
Medium Hub Airport	An airport defined by the Federal Aviation Administration as handling 0.25% to 1% of the country's annual passenger boardings.
MGT	Management Guidelines
MII	Majority In Interest - A method, defined in an airport's airline agreement, of determining an airline majority for purposes of approving capital projects.
MISER	Hangar development on west side of ramp at Reno-Stead Airport
MOA	Military Operations Area

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MOU	Memorandum of Understanding
MOU/A	Memorandum of Understanding/Agreement
MSA	Minimum Safe Altitude
MRO	Maintenance and Repair Overhaul
MVA	Minimum Vectoring Altitude
NAE	Nevada Association of Employers
NANG	Nevada Air National Guard
NASA	National Aeronautics and Space Administration
NATCA	National Air Traffic Controllers Association
NAVAIDS	Navigational Aids (FAA equipment)
NCAR	National Championship Air Races
NCIC	National Crime Information Center
NCOT	Nevada Commission of Tourism
NCP	Noise Compatibility Plan
NDA	National Defense Area
NDOT	Nevada Department of Transportation
NEM	Noise Exposure Map
NEPA	National Environmental Policy Act
Net Pledged Revenues	Operating Revenues less Operating Expenses pledged to pay debt service as defined in a bond covenant.
Net Win	The difference between gaming wins and losses before deducting costs and expenses.
New Gen B	New Gen B individual new concourse to be built.
New Gen C	New Gen C individual new concourse to be built.
New Gen B&C	New Generation Concourses B and C will be used when referring to the new concourse build; New Gen B and New Gen C can be used for the individual concourse.
NGEM	Nevada Government E-Market Place
NIAS	Nevada Institute of Autonomous Systems
NIBRS	National Incident-Based Reporting System
NIMS	National Incident Management System
NLA	New Large Aircraft
NLR	Noise Level Reduction
NNDA	Northern Nevada Development Authority
NNHC	Northern Nevada Health Consortium
NNKK	Northern Nevada Kart Klub
NM	Nautical Mile
NOAA	National Oceanic and Atmospheric Administration
Noise Compatibility Plan	A portion of a Part 150 Study which outlines how an airport will mitigate, through aircraft operations, structural noise insulation or land acquisition, the airport noise impact within certain average noise levels.
Noise Exposure Map	A map that identifies and quantifies the noise impacted areas surrounding the airport.

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Non-Airline Revenue	Airport revenue earned from sources other than airlines, such as concession revenues: Merchandise, Food and Beverage, Rental Car, etc. Airports try to maximize non airline revenue to help reduce the amounts they collect from the airlines.
Non-Rate Base Revenue	Revenue not included in the airline rate calculations due to provisions of a revenue bond covenant or an airline agreement.
Non-Signatory Airline	Airlines that have not signed an agreement with an airport committing to rent an airport leasehold for a fixed period of time.
NOTAM	Notice to Airmen
NPIAS	National Plan of Integrated Airport Systems
NPRM	Notice of Proposed Rule Making
NRA	National Rifle Association
NRS	Nevada Revised Statute
NTE	Not to Exceed
NTP	Notice to Proceed
NTSB	National Transportation Safety Board
NUCP	Nevada United Certification Program
NVBGH	Nevada Business Group on Health
NWS	National Weather Service
O & D	Origin and Destination
O & M	Operations & Maintenance - Usually refers to cost
O/S	Oversized belt system (Baggage Handling System)
OAG	Official Airline Guide
OFA	Object Free Area
OFZ	Object Free Zone
OSHA	Occupational Safety & Health Administration - Federal Agency responsible for work environment
OSR	On-Screen Resolution Room (TSA area)
OTA	Other Transaction Agreement (with TSA)
P4P	Paws 4 Passengers
PAPI	Precision Approach Path Indicator
PARCS	Parking Revenue Control System
PAX	Passenger
PBX	Private Building Exchange - Private telephone system
PC	Personal Computer
pCard	Purchasing Card
PCI	Pavement Condition Index and/or Payment Card Industry/ Purchasing Card Industry
PCCP	Portland Cement Concrete Pavement
PCN	Pavement Condition Number
PCN	Position Control Number
PDEW	Passenger Daily Each Way
PEBP	Public Employee Benefits Program
PEHP	Post-Employment Health Plan
PERS	Public Employees' Retirement System

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PFC	Passenger Facility Charge - A \$4.50 charge per passenger per airport levied by the airlines that is sent to the respective airport, less an \$0.11 administrative fee. The PFC may not be levied until after an airline review and FAA approval process.
PIDS	Perimeter Intrusion Detection System
PIO	Public Information Officer
PM/CM	Program Management/Construction Management
PMO	Program Manager Office
PP& E	Property, Plant & Equipment - Items that will have a useful life exceeding one year and a unit cost greater than \$5,000 and are paid under one invoice.
P.O.S.T.	Nevada Peace Officer Standard and Training
PRCS	Parking Revenue Control System
Proprietary Fund	In governmental accounting, a fund having profit and loss aspects, which under generally accepted accounting principles, must use the accrual basis rather than a modified accrual basis of accounting. The two types of proprietary funds are the Enterprise Fund and the Internal Service Fund.
PSA	Professional Services Agreement
PSAP	Public Safety Answering Points
QTA	Quick Turn Around
RABC	Reno Airport Battalion Chiefs
RAC	Rent-a-Car
RADAR	Radio Detection & Ranging
RAFFA	Reno Airport Fire Fighters Association
RARA	Reno Air Racing Association
RASC	Regional Air Service Corporation
RASM	Revenue per Available Seat Mile
RAVEN	Regional Aviation Enforcement - Sherriff & Reno Police Department
REIL	Runway End Identifier Lights
REOI	Request for Expression of Interest
Residual Rate Setting	An airline rate setting method that permits aeronautical users to receive a cross-credit of non-aeronautical revenues to reduce air carrier fees; in exchange the air carrier agrees to cover any shortfalls in revenues to cover airport costs either as a whole or by cost center. A residual rate structure may be accomplished only with agreement of the users.
RFB	Request for Bids
RFI	Request for Information
RFID	Radio Frequency Identification
RFP	Request for Proposal
RFQ	Request for Qualifications
RI	Runway Incursion

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RIAT	Runway Incursion Action Team
RIF	Reduction in Force
RIM	Runway Incursion Mitigation
RJ	Regional Jet
RMS	Record Management System
ROD	Record of Decision
RON	Remain Overnight
ROTC	Reserve Officer Training Corps
RPZ	Runway Protection Zone – A zone, defined by the FAA, at each end of a runway that is to be protected from development that might affect the operation of the runway.
RSA	Runway Safety Area
RSCVA	Reno-Sparks Convention and Visitor’s Authority
RSAT	Runway Safety Action Team
RTAG	Reno Tahoe Aviation Group
RVR	Runway Visual Range
RWY	Runway - RWY or R/W
SaaS	Software as a service
SBE	Small Business Enterprise
SCCA	Sports Car Club of America
SEC	Securities Exchange Commission
SID	Standard Instrument Departure
SIDA	Security Identification Area - Secure areas of the airport in which identification badges are required to be displayed.
Signatory Airline	An airline that has signed an agreement with an airport committing to rent terminal leased space and pay landing fees for a fixed period of time.
SIP	Sound Insulation Program
SLA	Service Level Agreement
Small Hub Airport	An airport defined by the Federal Aviation Administration as handling 0.05% to 0.25% of the country’s annual passenger boardings.
SMEs	Subject Matter Experts
SMS	Safety Management System
SNJC	Sierra Nevada Job Corps
SOFR	Secured Overnight Financing Rate
SOP’s	Standard Operating Procedure
SRMP	Safety Risk Management Panel
sUAS	Small Unmanned Aircraft System
SSI	Sensitive Security Information
SSP	Select Service Partners - Airport food vendor

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STAR	Standard Terminal Arrival Route
SWAAAE	Southwest Chapter of the American Association of Airport Executives
T1	A High Capacity Data Telephone Circuit
TAF	Terminal Area Forecast
TERPS	Terminal Instrument Procedures
TFR	Temporary Flight Restriction
T-Hangar	A small hangar that resembles a “T” when viewed from above. T hangars are placed next to each other, and interlocked back-to-back, to maximize the number that can be placed in an area which minimizes the land rental component of their cost.
The HQ	(The HQ) will be used when referring to the new building for RTAA Administration and Police Headquarters
The Loop	(The Loop) will be used when referring to the Loop Road renovation and construction.
THRIVE	RTAA Values - Teamwork for Results, Honesty & Integrity, Respect & Recognition, Inspire & Innovate, Versatility, Enthusiasm
TIS	Technology and Information Systems
TMSTR	Teamsters Union
TNC	Transportation Network Company - Uber and Lyft
TNVCB	Tahoe North Visitors and Convention Bureau
TORA	Takeoff Run Available
TOD	Transit Oriented Development
TODA	Takeoff Distance Available
TRACON	Terminal Radar Approach Control
TRAFFIC	Passengers
TRS	Transportation Security Regulation
TSA	Transportation Security Administration - A component of the Department of Homeland Security with primary responsibility for the security of civil aviation.
TSR	Transportation Security Regulations
TWY	Taxiway - TWY or T/W
UAS	Unmanned Aircraft System
UAV	Unmanned Aerial Vehicle
ULP	Unfair Labor Practice - A change or determination made against an employer or an organized employee organization that required certain actions, decided by the Nevada Employee Management Relations Board
UNR	University of Nevada, Reno
UPS	Uninterruptable Power Supply/United Parcel Service
US	United States of America
USC	United States Code
USACE	United States Army Corps of Engineers

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USAF	United States Air Force
USDA	United States Department of Agriculture
USDOD	United States Department of Defense - USDOD or DOD
USDOT	United States Department of Transportation - USDOT or DOT
USFS	United States Forest Service (Dept. of Interior)
USF&WS	United States Fish and Wildlife Service - or USFWS
VASI	Visual Approach Slope Indicator
VBIED	Vehicle Borne Improvised Explosive Device
VIP	Very Important Person
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VOIP	Voice Over IP (Internet Protocol)
VOR	Very High Frequency Omni-directional Range
VOR/DME	Very High Frequency Omni-directional Range collocated with Distance Measuring Equipment
VORTAC	Very High Frequency Omni-directional Range/Tactical Air Navigation
WAN	Wide Area Network
WC	Workers Compensation
WebEOC	Incident Management Software
WED	West End Development at Reno-Stead Airport
WHMP	Wildlife Hazard Management Plan
Wi-Fi	Wireless Fidelity (wireless Internet access)
Working Capital	A financial metric that is the difference between a company's current assets and current liabilities.
WWW	World Wide Web
WX	Weather
YIELD	Cents per mile based on airfare & mileage



**Reno-Tahoe
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