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ACAA Approved
 12-16-2020

Minutes of the Regular Telephonic Meeting of the Albany County Airport Authority

November 9, 2020

Pursuant to notice duly given and posted, the regular telephonic meeting of the Albany County Airport Authority was called to order on Monday, November 9, 2020 at 11:30 a.m. via telephonic by Chairman Kenneth J. Doyle with the following present:

MEMBERS PRESENT

Rev. Kenneth J. Doyle
 Tony Gorman (via telephonic)
 Lyon M. Greenberg, M.D.
 Steven H. Heider
 Kevin R. Hicks
 Samuel A. Fresina
 Sari M. O'Connor

MEMBERS ABSENT

STAFF

Philip F. Calderone, Esq.
 Christine Quinn
 Michael F. Zonsius
 Doug Myers
 Liz Charland
 Steve Iachetta
 John LaClair
 Matthew J. Cannon
 Helen Chadderdon
 Kathy Greenwood
 Margaret Herrmann

ATTENDEES

Fred Acunto, Airport Manager, AvPorts (via telephone)
 John DelBalso, Assistant Airport Manager, AvPorts (via telephone)
 Dennis Feeney, Majority Leader (via telephone)
 Eric Anderson, Times Union (via telephone)
 Ray Casey, Airport Consultant (via telephone)
 George Penn, Albany County Director of Operations (via telephone)

General:

1. Chairman's Remarks

2. Approval of Minutes

Mr. Fresina moved to approve the minutes of the September 14, 2020 regular meeting.

The motion was adopted unanimously.

3. Communications and Report of Chief Executive Officer

Mr. Calderone presented the Communications and Report of the Chief Executive Officer for the month of November 2020

Management Reports:

4. Chief Financial Officer

Mr. Zonsius presented the Financial Report for the month of November and gave an overview of the 2021 budget.

5. Project Development

Mr. LaClair presented the Project Development Report for the month of November 2020.

6. Counsel

Ms. Quinn presented Counsel's report for the month of November 2020.

7. Concessions/Ambassador Program

Ms. Chadderdon presented the Concessions/Ambassador Program Report of the month of November 2020.

8. Public Affairs Month

Mr. Myers presented the Public Affairs Report for the month of November 2020

9. Business & Economic Development

Mr. Cannon presented the Business & Economic Development Report for the month of November 2020

Action Items:

10. Authorization of Contracts/Leases/Contract Negotiations/Contract Amendments

10.1 Service Contract: Authorization to Award Service Contract No. – SC-20-1062: Overhead Doors, Baggage Belts and Baggage Carousel Maintenance

Mr. Zonsius requested authorization to award Service Contract SC-20-1062 Overhead Doors, Baggage Belts and Baggage Carousel Maintenance with All Type Professional Door Service, Inc. in an estimated amount of \$255,000 (cost for initial bii a service contract to All Type Professional Door Service, Inc. The contract term is one year with two one-year options subject to the approval of the Chief Executive Officer. This contract is 100% Airport funded.

DISCUSSION ATTACHED

Mr. Fresina moved to authorize Service Contract SC-20-1062: Overhead Doors, Baggage Belts and Baggage Carousel Maintenance with All Type Professional Door Service, Inc. in the estimated amount of \$255,000 (cost for initial term and option years – there is no fixed total contract amount). The motion was adopted unanimously.

10.2 Professional Services: Authorization to Award Contract S-1064 Design Services for Taxiway A Pavement Rehabilitation with McFarland Johnson.

Mr. LaClair requested authorization to award Professional Service contract S-1064 Design Services for Taxiway A Pavement Rehabilitation to McFarland Johnson in the amount of \$359,394. Authorization to negotiate with McFarland Johnson was authorized at the October 1, 2020 ACAA Board Meeting.

This contract will be funded from CPN account number 2214 and will be 90% Federally funded and 5% State and 5% Airport funded.

Mr. Hicks moved to authorize Contract S-1064 with McFarland Johnson for Design Services for Taxiway A Pavement Rehabilitation in the amount of \$359,394 contingent on FAA concurrence. The motion was adopted unanimously.

11.1 Change Order No. 1: Authorization to award Change Order No. 1 to Contract No. 930-GC Airfield Drainage Culvert Replacement to Rifenburg Contracting Corp.

Mr. LaClair recommended authorization of Change Order No. 1 for Contract No. 930-GC for Airfield Drainage Culvert replacement to Rifenburg Contracting Corp. in the amount of \$170,866.00. He advised the contractor encountered several unforeseen conditions, including an existing sanitary sewer forcemain crossing at a planned headwall location, existing glycol collection trenches that collapsed when cleaned and the need to install an additional drain along the fence in the SE quadrant to ensure proper drainage. Additionally, the contractor was required to install additional outlet protection and grout to satisfy the Town of Colonie concerns after the pipe crossing was completed. Award of this Change Order is contingent on FAA concurrence.

This contract will be funded from CPN account number 2218 and will be 90% Federally funded and 5% State and 5% Airport funded.

Dr. Greenberg moved to authorize Change Order No. 1 for Contract No. 930-GC for Airfield Drainage Culvert Replacement to Rifenburg Contracting Corp. in the amount of \$170,866. Contingent on FAA concurrence. The motion was adopted unanimously.

11.2 Change Order #2: Authorization to award Change Order No, 2 to Contract #1009-PAV Long Term and Employee Parking Lot Paving to New Castle Paving

Mr. LaClair recommended authorization of Change Order No. 2 for Contract 1009-PAV for Long Term and Employee Lot Paving to New Castle Paving of Troy, N.Y. in the amount of \$129,653.00 for the paving of an additional long term parking lot and unforeseen conditions encountered by the contractor during construction which include rebuilding a drainage structure, full depth pavement area and replacement of box beam guiderail. This Change Order No. 2 will be funded from account number 53030.30.0000 and will be 100% Airport funded.

DISCUSSION ATTACHED.

Ms. O'Connor moved to authorize Change Order No. 2 for Contract No. 1009 PAV Long term and Employee Parking Lot Paving to New Castle Paving in the amount of \$129,653. The motion was adopted unanimously

12. Authorization of Federal and State Grants

None

Old Business: None

New Business: None

Executive Session: Attorney-Client Privilege Matters:

Father Doyle made a motion to go into Executive Session to discuss one matter of Attorney-Client Privilege:

ES-1 – One Personnel Matter

Dr. Greenberg moved to go out of Executive Session. The motion was adopted unanimously.

There was no action taken on the Executive Session item.

There being no further business, the meeting was adjourned at 12:45 p.m.

ALBANY COUNTY AIRPORT AUTHORITY

REGULAR MEETING

AGENDA

November 9, 2020

General:

- 1. Chairman's Remarks**
- 2. Approval of Minutes**

Regular Meeting – September 14, 2020

- 3. Communications and Report of Chief Executive Officer**

Reports:

- 4. Chief Financial Officer**
- 5. Project Development**
- 6. Counsel**
- 7. Concessions/Ambassador Program**
- 8. Public Affairs**
- 9. Business & Economic Development**

Action Items:

- 10. Authorization of Contracts/Leases/Contract Negotiations/Contract Amendments**
 - 10.1 Service Contract: Service Contract No. – SC-20-1062: Overhead Doors, Baggage Belts and Baggage Carousel Maintenance**
 - 10.2 Professional Services Contract: S-1064 Design Services for Taxiway A Pavement Rehabilitation with McFarland Johnson.**

11. Authorization of Change Orders

11.1 Change Order #1: Authorization to award Change Order #1 Contract 930-GC Airfield Drainage Culvert Replacement to Rifenburg Contracting Corp.

11.2 Change Order #2: Authorization to award Change Order #2 to Contract No. 1009-PAV Long Term and Employee Parking Lot Paving to New Castle Paving

12. Authorization of Federal and State Grants

None

13. Informational Only

Old Business:

New Business:

Executive Session - Attorney-Client Privilege Matters:

ES-1 One Personnel Matter

ALBANY COUNTY AIRPORT AUTHORITY

**Moderator: Elizabeth M. Charland
November 9, 2020
10:07 am CT**

Father Doyle: Here we go. We'll call the Governance Committee to order and (Kevin Hicks) is the chair of that.

(Kevin Hicks): Yes. Obviously, there was a redo of I think it was two words or three words in the Section A, Article V, Duties of Officers. And second paragraph the chair, CEO or his or her designee which I believe we've been doing any -- since inception. I think it's a good idea that we put it, immortalize it, within the body of the (finalists). So, we probably need a motion to do that Father or do we.

Father Doyle: Yes. Sorry. (Sam's) second. All those in favor?

(Group): Aye.

((Crosstalk))

Man: What a record.

Man: What a record.

((Crosstalk))

((Crosstalk))

Tony Gorman: Tony Gorman.

Recording: Has joined the conference.

Tony Gorman: Hi.

(Group): Good morning.

Father Doyle: Shall we start? We've got everybody. Okay, I've called the meeting to order and the first item is the approval of the minutes from our last meeting, which seems so long ago was back in September. Any changes to the minutes?

(Dennis Feeney): (Dennis Feeney).

Recording: Has joined the conference.

Father Doyle: Motion to approve the minutes. (Sari), second (Sam). All of those in favor. Phil Calderone.

Phil Calderone: Good morning everyone. I think it's important with the coronavirus surging throughout the country and now even spiking in our own state that we continue to give a report on how we as an airport authority are dealing with the challenges presented here at Albany International.

In addition to the primary concern that we have, always for the safety of our travelers, we have made dealing with coronavirus, our priority here at the airport and we began doing that with the help of our coronavirus task force participants.

Recording: A participant has joined the conference.

Phil Calderone: We're very fortunate to have a brilliant group of folks on that task force working with us and we started working in early February. We continue to meet regularly to review our policies, procedures, plans to make sure that we're doing everything possible to mitigate the impact of the virus here at our airports, so that we give our passengers, our visitors, and our employees...

(George Penn): (George Penn).

Phil Calderone: ...a sense of comfort and calm of knowing...

Recording: A participant has joined the conference.

Phil Calderone: ...that we have taken every step possible to protect their safety, health, and welfare. So, some of the -- to review the risk mitigation steps that we've taken.

Again, back at the end of February, the beginning of March, we were one of the first if not the first airport in the country to make mandatory mask wearing a requirement at our -- in our terminal. Social distancing. You'll see throughout the terminal social distancing markers, on floors, and on feeding surfaces to remind folks to maintain social distancing.

Our PA system, you've probably heard it walking through the terminal, even today continues routinely to remind folks about the necessity for mask wearing, social distancing, and hand washing.

(John DelBalso): (John DelBalso).

Recording: Has joined the conference.

Phil Calderone: So, we have hand sanitizing stations throughout the terminal. We also dispense small bottles of hand sanitizers for folks, our ambassadors are great, and dispense them to folks who need them who are traveling.

We have plexiglass shields and barriers.

(Brian Attatondum): (Brian Attatondum).

Recording: Has joined the conference.

Phil Calderone: We've installed UV lighting on escalators and elevators. We have self-sanitizing antimicrobial shields on doors and door surfaces. We have MERV 15 air filters in the house filtration system here within the terminal and we've increased airflow so that we have a healthy airflow going through the terminal at all times.

We've installed electrostatic cleaning devices and antimicrobial fogging machines in the terminal, so that our employees that we've repurposed from having been working out in remote locations in airport parking lots that we've shut down routinely go through and sanitize all areas of the terminal and touch points.

We have touchless bathroom fixtures that we installed when we were going through the remodeling process here back in – I believe that we completed at the end of March and just to validate everything that we've been doing, we applied for and have made substantial progress in obtaining Global Bio Risk Advisory Council accreditation to validate the steps that we've taken to prepare and respond to the coronavirus. In fact, we were the first...

(Eric Anderson): (Eric Anderson), Times Union.

Recording: Has joined the conference.

Phil Calderone: ...to apply for GBAC star facility accreditation and in addition to the GBAC star accreditation, we've also applied for Airport Council International's New Airport Health Accreditation. It is a consortium of health and airline safety organizations that have set industry standards for best practices and were well along in achieving accreditation from ACI international as well.

On the 12th of this month, just in a few days, we'll be making an exciting announcement with along with GE Research and GE Aviation and we hope that you'll all be there and that will be another step in what we're trying to achieve in assuring passengers who come to Albany International from the moment they enter the terminal till the moment they board their airplane, that we have done everything possible and to protect them.

And again, like, thanks to the members of that task force. The county's executive staff, including Dr. Whalen, the Health Commissioner, Dr. Greenberg, Dr. Dailey from Albany Medical Center, representatives from GE Research, scientists and technicians from GE Aviation as well who have worked with us on the task force from our own staff.

Chief Cook, the sheriff's representatives, TSA personnel, Homeland Security, it's an extensive task force and we wouldn't have achieved I think the milestones that we've achieved or gotten this far in the accreditation process without their invaluable input.

Just last month, Dr. Greenberg's recommendation. all of our staff now I've been provided with N95 masks and have been advised to wear them. And thank God, knock on wood, we've had so far remarkable success in keeping our staff as safe as possible, so, we're very grateful to Dr. Greenberg for your continued advice.

In fact, last month, I had the honor of hosting here at the airport Darby LaJoye. Mr. LaJoye is the Executive Assistant Administrator for the National Transportation Safety Advisory Board.

He was incredibly complimentary of the steps that the authority has taken to work with Homeland Security and the TSA staff here as good partners, applauded the efforts we've taken to work with them in making their experience here at the airport, a safe one and a collaborative one, and has applauded our efforts in pushing for national testing standards.

And we continue to hear more from Matt Cannon, who -- while the efforts we've made and working with Senator Schumer's office and our other federal representatives to get national testing standards in place. We are extremely grateful to the governor for having lifted the state quarantine ban and replacing it with testing protocols.

For those of you who aren't aware, I think it's important to talk about just a minute quickly what those protocols -- the new protocol is. You may have seen the National Guard, along with state troopers and representatives from

the state health department who are here at their pre-TSA checkpoint area greeting passengers as they arrive to make sure that there's compliance with the governor's executive order.

For travelers who were in another state for more than 24 hours, the traveler must obtain a test within three days of departure from that state. Then upon arrival in New York, the traveler must quarantine for three days. On the fourth day of quarantine, the traveler must obtain another COVID test. If both tests come back, negative then the traveler may exit quarantine.

For travelers who were in another state less than 24 hours, the traveler does not need to test prior to departure from another state or quarantine upon arrival in New York State, but the traveler must fill out the New York State Health Traveler form, that's the form being distributed by the National Guard personnel that are here and upon entry into New York, take a COVID diagnostic test within four days after arrival here.

Local health departments will then validate the test if necessary, issue isolation orders and do contact tracing. We hope that this will, this new protocol will encourage more folks to begin traveling.

And towards that end, we're exploring a pilot testing program here at the airport that we hope to work with county executive McCoy and Commissioner Whalen on to have a testing site, a local testing site here at the airport just for the convenience of travelers as another location in the area to get tested. So, we're excited about that. Sure.

So, most of the tests will be covered by insurance and those that aren't they'll be a charge.

Man 2: They'll be a what?

Phil Calderone: A charge.

Man 2: Do you know how much they charge?

Father Doyle: I believe that ranges between \$90 and \$125.

Phil Calderone: But we haven't negotiated it yet. We're just working on it.

Man 2: You know what changes they've made for people that are traveling from counties that may not have COVID tests?

Phil Calderone: There are no exceptions. So, that'd be being said. I'm now going to turn now to the master planning process.

As you know, we're working on a master plan. Letters have gone out to members of the regional Advisory Committee, inviting them to join the master planning process to continue to meet with (Soft) Harbor and Cliff Harbor's consultants. As you recall, Cliff Harbor has put together a team of consulting firms including Gensler and another -- a number of other national firms to work with us on the development of the master plan.

We hope to kick off the master planning process and the first meeting of the regional Advisory Committee sometime after the beginning of 2021. A reminder again, there will be approximately four meetings of the regional Advisory Committee over the course of the two-year period.

We'll also have a technical advisory committee making recommendations on the master plan as well. So, we're excited about that. And (Steve Alkeda) has been working with Cliff Harbor. Steve is there anything you'd like to add?

(Steve Iachetta): Thank you Phil, sure. The Clough team, we've taken some manuals and Gensler is full loaded and are very actively advancing. We're about 15% of the project management is the administration, is the overall airport inventory as well as the way we'll be working on getting further details specific on tenants and other aspects.

(Unintelligible) report that in the coming weeks we'll have a draft website. The website should be ready in advance for the holidays if executive management is happy with the club product. We are told we will have a draft to see next week.

And the regional advisory board supplemented by Technical Advisory Board will be ready early 2021 as Phil mentioned. To begin our series of meetings over the 2021, 2022. And I'll just close by saying this is with full Federal Aviation Administration concurrence and 100% funding under (Grant). Any questions on the master plan, very happy and excited about the support initiative.

Phil Calderone: And the first time we've done one in 25 years and essentials are getting future federal funding, so that it's an exciting opportunity and we're looking forward to it.

In addition to Jacobson Daniels and Gensler, DKMG will be working with us and (Michael) in particular on financial planning and quantum spatial working with (Steve) on GIF planning. So, it's an impressive team of firms working with us.

So, we're really excited to have that level of commitment. And then just to conclude my comments this morning. So, a couple of our board members terms are ending at the end of this year. There will be new board members that will be coming on board to replace them. Father Doyle and Tony Gorman will be leaving the board at the end of December.

I have been here at the Authority, short of a year now and I can't imagine how I would have gotten through this period, the worst period in the history of aviation. It has been an incredibly trying and challenging time.

Father, and Tony have been invaluable board members to me, but more importantly to this authority. They've each given over a decade of service to the growth and development of this authority. This authority and this airport, this region has benefited tremendously from their devotion, from their intelligence from their involvement as board members and I know, we wish them well.

And we are going to find ways to keep them involved, and make sure that they continue to be a resource for us. But I wanted to take this opportunity this morning to thank them for their service.

Father Doyle: Thank you. I was saying to Phil the other day, I don't know who's whose appointee, any of the board members are, or what their political affiliation is. And to me, that's a great thing, because it shows that in any discussions or decisions that the board has had or made, that was never relevant.

The only thing that mattered was success for the for the airport and so I think it's been a wonderful board to work with. So, thank you.

Phil Calderone: Thank you.

Tony Gorman: I concur with Father Doyle, while I'll also miss everybody, but as Phil says, hopefully tangentially to still be involved. So, it's been a great honor to serve the community this way. Thanks, Phil. Any questions for Phil? We have our financial report, (Michael Zonsius).

(Michael Zonsius): I'm starting with (deployments). There's really no decrease or increase from October or September or August. We're still on 1,000 payments per day, 7000 per week roughly, 30,000, 31,000 per month. This did increase a little bit in October, maybe up to about 1,100 plus of that material.

We do hope that with the new quarantine change, perhaps that this will help the (attainments) go on. But we just have to wait and see if – that was only started on September 4th. I'm on page 2 now. You know, we're looking for, you know to continue in the 1,000 payments per day \$90,000 from October, November, you can separate that out 520,000 for the year, which is just, you know, really low.

Generally, we're about 1.5 million in places. Hoping with the vaccine in 2021, that we can project (940,000) which is what we base the budget on.

The first page is the comparison with how we are doing with the national average on the AACI's the American Airports Council International put out you know, the benchmark for what is happening on a national basis. It is shown on a monthly basis for the month of August the national average was down 66% we're at 97.6%.

To date, the national average was 57% in an hour 62%. And over the 12-month (unintelligible) basis, which is July to August, we had minus 37%

nationally and we're down 47%. So somewhat being in the area of the national averages.

On the next page is the cargo which is also a percentage shown. In the cargo category we do above average than the national average which is (unintelligible). Page 5, I just showed you the operating expenses, operating (unintelligible) and expenses pretty much came out pretty even for the month of September. I think there was a gain of approximately \$100,000 and that included both the SPO and the airports.

Going forward to the next three months, I project that we will have slightly higher expenses, that we will have the revenue. However, we have that – shared that really helps solve a lot of cash flow problems that we wouldn't have, had we not had that.

The next page is operating revenue to date. It is shown the revenues are \$2.3 million. We do not expect that really to change in the next three months. Perhaps in December it may go up with the holidays, but just on a conservative basis, I got it tracking (unintelligible).

The next one is operating expenses, and we went up \$2.3 million worth, not that (unintelligible) revenues. That will go up towards the end of November and December, but that's because we have winter issues with deicing that we do overtime with clearing the snow, so, I do expect those to increase over the next two months.

Next page is unrestricted and restricted. Not really good, you're probably questioning well, how we can be so low on revenue, yet we have good operating cash flow. Again, it's the shares at \$15.2 million of that \$10 million is going to be used this year.

The thing is that we do not have that share deck. It's operating revenue. It's a non-operating revenue because it is not according to the – so that's why we you know, grew it very good operating with cash flow.

Cash and cash equivalents, we continue cash and cash equivalents operating we're doing fine, and we think that's \$20 million. The next page is the capital and capital projects. We have \$2.8 million indebted for our capital projects and now that we have the garage done, we do not have any huge cash outflow.

It's just (unintelligible) will have some big projects going on and those projects are budgeted, they need a capital budget in this next year for 2021. This is scheduled passenger service. I just show this slide, on a monthly basis and our non-stops destinations they dropped by one and this is for the scheduled flights. This is what's happened, this is the scheduled flights and that was down.

That one destination is (unintelligible). And thank you. However, I have one more thing. This is a (course chair). This (course chair) is at our Airport. This is only one of eight door passages. Why is it supposed to work, but it doesn't. On the wide regent page, you can see it, but it's beautiful interplay; eight flies. It has a gas tank for fuel — oil tank of 25 gallons. It burns a gallon an hour and just beautiful airplane. And it's right there. Thank you very much.

Father Doyle: Just one thing I'll add to (Michael)'s report. Thank you, (Michael). It's a great report.

On the capital projects, we deferred a number of capital projects. And we could have used CARES Act funding for capital projects, but we have saved a

substantial chunk of CARES Act funding to carry over to get us through early 2021.

And I think that's important to highlight that because we have been cutting back on expenses, and you know, being conservative, that we're able to do that. And I just want to thank everyone — (Michael) and John and Steve and everyone for pitching in in that effort. Thank you.

Any questions for (Michael)? Thank you, (Michael).

John La Clair, project development?

John La Clair Thank you, by the way. We'll set that over there.

Okay, so we've looked at his plane. Dave first said that – Dave first said, he set it up for him. Took the wings off the (dazzle). A lot of fun playing flight boy get to watch that. But with all the project development, there we go.

So, as we're waiting, first item is the runway tents made and tech internal headway. Our project is basically complete. The lights are up. If you go by at night, you'll see them.

The business is with the LEDs and the incandescents, if you look at the LED lights, they're very colorful. The blue is blue; the red is red. And the other item is they're very low on energy consumption. So, our energy footprint has dropped dramatically now that we have full ground lights, and all the taxiways, so.

That's a big win for us. Big cost savings. The next one is the Taxiway 8 pavement plan, and the red arrows denote that whole taxiway, especially on

that end, that's the south end. That's some buried down there, there's some drainage issues.

So, one of the action items later in this Board meeting is to approve the McFarland Johnson as the design engineer for this. They've actually done some preliminary – they're out doing preliminary survey right now just so they get it done by late Tuesday. We want to get the plans. It's that we make the FAA deadline for funding for this for next year to get this done.

It's a little over a quarter million dollars. Prior to (some), we got them to resurface the whole taxiway including the subs, and there's a lot of drainage work from where that red arrow is coming forward and made that whole level be revisited as far as drainage.

What happens is the pavement because of water underneath fails and its followed, so that that's going to be a big project. It's one we're looking forward to getting done. As we've had issues, we've done patches, so I mean we'd like to get that fixed permanently.

Okay. So, the next one down the list is the replacement of boarding bridges. That's on schedule. I actually obtained the (CHOP) drawings. They're going back and forth between the designers, and here you see that's engineering.

And my understanding is the order for those will go in the end of next week. So, there's no dramatic change that I haven't seen anything for this Board anything. So, the order for the bids, so we're on the schedule to fit those in next year. That's four brand new bridges. They'll probably be (tendency) one. So, that's moving right along.

Parking revenue, we continue to work with that. ATI and the model again is the (so fire) equipment. They just made a software upgrade on that equipment. For a while, we'd noticed it because we couldn't read the license plates, so you guys might know that, but in fact, it's back up.

They were tweaking the system and they did a lot of different upgrades to allow the Finance Department to have more (further) reports, better reports of the last one.

That's an ongoing process, and they're still – they can't even dry it; the approving programs just found out priors in their program. They need it – they need about 90% accuracy. So, it's an ongoing process, but it's 14 and they're moving forward.

The (gratis gratis) business is basically on time. We're just utilizing — we've got a few process. We did finally get the outside lights, the (TAYCO) lights working, so now we have a bunch of people in Authority and the Airport trained on how to switch the colored lights as events change, and that's gateway times. So, that's an ongoing thing.

The Terminal Main, we're just folding them out. We've – the work is basically done. There's a few little tasks. We had a (testing thing) and fixed the (trial floors). If you walk in the terminal now and look at the trial floors, it's the way trial floor is supposed to look. They actually sparkle. The floor is shined. It's the way it should be.

I mean, it came through really nice. All the way finding signs are done. We actually had two monitors that were broken. We had them replaced, and so we're going 100% with that. That's good news.

Okay, so the long-term employee parking, we paved those quite a while, (Nolon) paved those. There's an action item on the Board Agenda's today for a chain order for Newcastle. Because of the COVID and the reduced parking, we were able to not only get the long-term parking upper level done and the employee lot, but for the same unit price, we were allowed to get the lot behind the parking garage done, and so now all our parking lots are done.

And we actually came in quite a bit lower than I originally had estimated just for two; got all three done for quite a bit cheaper. So, that's — I'll go into that more when I present that item.

The aircraft (in Gold), unfortunately they're still on lockdown, but the FAA has full control of access to that building. So, the only thing we've been able to do is they have some old prior launch systems that kept going off. We kept getting false alarms for fire; fire high-key goals, so Steve worked with the Fire Department and their contractor to get in and replace about 5 of those 20 — I think it was 5 of 20 fire alarms that were going off.

So, at least we don't have the false alarms until we can get back in there and finish the elevators, the roof and a few other items that we had in there.

The NDF Room, fire protection for NDF room — that's going forward. I walked in with the contractors that they're submitting their chapter items. We're ordering up equipment to get that all in place. I hope to have that done by the end of the year, and I don't see any reason why not unless we have an issue with in long term. I believe that information, anybody knows it's COVID.

It all depends who your vendor is. But I've expressed to the contractor peoples that we want to get this stuff by the end of the year. It's a hot potato. We don't

ever want the water to go off and ruin all our — just our things, all our data communications through the Airport.

And then, we have the new position that's a (taken) inside of what it looks like right now, and in the (burying) of this, just been no activity. I talked to Sam Greco. He's heard nothing from HMS. Obviously, they're on hold. They have no revenue stream and it's extremely likely now that that's one of the things that's still on hold. And we don't have a definite start date for that.

One item I have that's not on the list, but everybody came up here obviously noted that we're closing work down, just down the hall down here. That's the relocate of the AGA offices. We're moving in, but I guess the contractor in there right now getting his layout worked on.

They're doing some – they're moving some boards. I just got the final plans from Architecture Plus for the long loop of new offices, so that will be an ongoing thing. And I promised Bill by the end of this Board meeting, he'd be able to move into his office, so (I think it looks pretty good).

((Crosstalk))

John La Clair It will go quick, and by next Board meeting, I expect to have some of the Authority already moved up here, so, I will happily take any questions.

Father Doyle: Questions for John? Thank you, John.

Chris Quinn, Counsel's report?

Chris Quinn: Thank you, Father.

Quickly, this is an update on the new fleet, Sabrina, with the signatory airlines per the agreement that governs investment to some conditions for the airlines use of, and for the airfield and the terminal facilities.

The agreement actually expires at the end of this year, and it provides for one – currently provides for one five-year renewal term. As you can imagine, the airlines are very reluctant to take that step for a five-year term, but they've been great partners, and built credit, and working with (Michael) and Matt, we've come to a meeting of the minds on how we can resolve that issue and we'd be (unintelligible).

So, instead of one five-year renewal term, there will be three one-year terms and a final two-year term, going after the, you know, total five years. And we hope to have that safely in your lap.

Father Doyle: And they're accepting of that, the airlines are good with that?

Man: Yes.

Father Doyle: Good. Questions for Chris? Thanks, Chris.

Helen Chadderdon.

Helen Chadderdon: Thanks, Father.

Chick-fil-A and the (Paradies) Shop continue to employ the most people. OHN has 83% (unintelligible) of the station. And the (Paradies) shop at 50%. Most of the locations continue to be closed, but (Schultz) is open, Duncan is open, and Chick-fil-A.

On the Ambassador side of things, of course we're not doing tours yet. The hours after volunteering have increased. The numbers of Ambassadors that are coming back has increased. And the number of guest groups has increased. So, we're on a positive trend and we hope that it continues. If there's anything I can mention, I'm happy to.

Father Doyle: Thanks, Helen. Any questions? Thanks you.

Doug Myers. Public Affairs?

((Crosstalk))

Doug Myers: Well, the media continues to cover the COVID crisis here. They've been out several times here for the checkpoint areas, often with people from the Health Department, taking photographs in the garden. You could isolate in the country about records around here. in Albany.

Due in part to COVID, the airlines are attempting to bring more people back into the air and to lower the fares. Most of the part of that was the fact that we brought our volunteer at digital (levels) here. Volunteers to help us once again to bring some competition here with these fares.

We talked about the B-25 crash. It's last press month. It was our Dave Prescott's plane that crashed at Stockton, and it was taking part in a World War II ceremony in Hawaii.

Dave called to let us know that there was no mechanical problem on that aircraft. It was simply it ran out of fuel and that (unintelligible) to the fuel. He hopes to have it repaired, but he said it's going to (imperative a million dollars). He'll have to wait and see how long it's going to take.

We hope to have Airport tours with VIPs eventually. Once we get everything in place with COVID, and we want to show the VIPs in the area exactly what we've been doing here, first-hand, rather than have them read it in the newspaper.

World Series memorabilia, each year they come back from the last game and they set up a little table in Baggage Claim. This year they cancelled it due to COVID. On TV, I think one of the players was tested positive, went out on the field, so the World Series folks from the Hall of Fame made the decision to quarantine that equipment and have it sanitized before planning to display it to the world.

Holiday entertainment this year, we've decided due to COVID, we are going to postpone the holiday entertainment. I had one suggestion, "I'd love to see Saxophone Santa come back in July if this is all over and celebrate Christmas in July."

Again, we're keeping the media up to date on a daily basis. When they call or get in touch with them through releases and advisories going forward. Happy to answer any questions.

Father Doyle: Questions for Doug? Thank you, Doug.

Matt Cannon, business and economic development?

Matt Cannon: Thank you, Father. (Definitely), the last (four years) of the Board was gracious enough to approve a contract with Vibrant Brands regarding rebranding and Website marking for the Airport. And we had to hit the ground running with that since they go the green light. We are very close to having

signoff on a new logo, which I could show you today. We're very close; very exciting.

But the plan is for the December Board meeting, we're going to have Vibrant join us to present to the Board their work for this new brand and new logo. We took advantage of some of the beautiful weather last week to do some video shoot out on the airfields. So, it's very exciting and will inject a lot of new energy into the Airport, and something to look forward to in the December meeting.

Also been working on the government (third side). I would say there's a lot going on in the country right now from a government standpoint, so we've got a close eye — eyes and ears — on what's going on and how the Senate's going to break down, then just staying with Triple A edict on some with discussions regarding who could be in potential leadership positions with the Committees.

And taking advantage of our relationships with Senator Schumer's office, we've been in constant communication with them, now that they getting (saying at all) for the Senator.

And in doing all this, the closest eye is on the Heroes Act — what could happen in this lame duck session. It could be another round of funding opportunity, for not only the airports, but also the concessions. So, that's something we're keeping a very close eye on, continuing to advocate for, and continue to fight for. Hopefully we have a positive update on that in December for you.

And the last update I want to provide, while working with the airlines, a lot of them are very resistant right now to talking about new routes. They're just

trying to do a hub and spoke approach. There is an opportunity for the Central Air Service coming back out of the North Country. That's an RFP process that comes up every few years.

That's from Massena and Ogdensburg, and we've had two different airlines that have reached out to us that want to include Albany in their proposal. So, that could be an exciting opportunity for us, not only to issue service in the North County again, but these airlines are also then looking at taking those flights to then another destination from here.

So, again, another update that hopefully we can have for you in the next month or so. Happy to entertain any questions on any of those, or anything else.

Father Doyle: Questions for Matt? Thanks, Matt.

Now we have a couple action items. First there's the contract with regard to the maintenance of the baggage belts and the carousel and the doors. (Michael), you're going to do that, right?

(Michael Zonsius): Yes, thank you, Father. In the Airport we have finds baggage belts wing. If you like, it's in various garage door things. You don't see — you're on the terminal side, both from the terminal out to these breaks to sidings break. People run into them. And we need a contract to fix those, and we have had a contract that went out for bids, and we've seen some vendors respond in all. And who's with for these sides, from all types of professional door service. And we ask this for their approval.

Man 4: How long have they been at the airports?

(Michael Zonsius): Approximately five to six years.

Man 4: Six years? Okay. Of course, that's all. Thank you.

Father Doyle: This is the only bid we received, but we're confident that it's within range, right?

(Michael Zonsius): Yes.

Father Doyle: Motion to approve that contract, Sam; second, (Sari). All those in favor?

Group: Aye.

Father Doyle: Thank you, (Michael).

John La Clair, you're going to talk about the pavement rehab for the taxiway, right?

John La Clair: I'll take it, Father.

Yes, I'm pleased to report approval of a professional service contract for Project S-1-0-6-4 to (design) surfaces for the Taxiway-A pavement rehabilitation with McFarland Johnson, which I alluded to in the Project Report.

The contract-based amount, we have, after negotiation with Steve and myself with them, we got it down to \$359,394.00. It is an FAA-funded 95% State/5% Airport and possible – has the possibility of going 100% funded by FAA, but we'd like to push it as far as the (unintelligible). It's an over \$4 million

project. Much needed that these Taxiway-A is our main taxiway for us, and it has had a lot of drainage issues, as I was talking about.

We're looking forward to getting this under repair. And keeping it that way, we can maintain it for a long time to come, so I'll happily take any questions on that.

Father Doyle: Questions for John?

Kevin Hicks: Is that out to bid, too, John?

John La Clair: This was just an RFP. It hasn't even been out bid yet. They're working on design. We're getting the...

((Crosstalk))

Kevin Hicks: No, not that...

John La Clair: ...when we get these guys on board and then they can do the survey. They're, at place, they've got (cords) to do, and then this design then will go to bid next spring.

Kevin Hicks: Because I'm not talking about the bids for the actual work itself. The bid for the design.

John La Clair: Will be bid in the spring.

Kevin Hicks: The bid for the design company.

John La Clair: It was an RFP. We put it out as an RFP. And then it went through the...

Kevin Hicks: How many responses did you get on it?

John La Clair: We had six.

Since the Board's planned last meeting for authorization and negotiate with McFarland Johnson, were you able to follow the FAA strict guidelines on consultant selection for federal funding projects. So, it came to the Board last month with the list granted by the Screening Committee. I believe it was up to the Management staff, and so we followed the FAA rules where McFarland Johnson was the highest ranked numerical score based on adjusted criteria. So, following that standard highest ranked by your committee.

Kevin Hicks: Highest ranked by your committee?

John La Clair: Correct.

Father Doyle: Our Selection Committee.

Kevin Hicks: Our Selection Committee.

John La Clair: Our Selection Board and Committee, selection of consultants on qualifications only, as the federal mandate.

Kevin Hicks: But there are other engineering firms that we've done business with here in the past, and they're all FAA qualified.

John La Clair: Correct.

Kevin Hicks: What were the numbers? How did the numbers work out?

John La Clair: There's a lot to (fuse).

Father Doyle: Yes, we did that. I don't have them with me. I'll give them to you or something, but there was...

John La Clair: It would score down. A couple of them were, like, fairly close, but McFarland just scored a little bit higher than the rest. It's pretty tight; it was pretty tight. There was only one that was trying to jump in there has never done any aviation work, and they obviously didn't...

Kevin Hicks: Right.

John La Clair: They'll all go but they didn't score very high, but all the other, the other five were all, you know, had worked here before, so it was going...

Kevin Hicks: That was the sense of my question.

John La Clair: Okay.

Kevin Hicks: Were the numbers...

John La Clair: They were tight.

Kevin Hicks: Okay.

Father Doyle: Any other questions on that?

Motion to approve that contract with McFarland Johnson, Steve. Second?

Man: I'll second.

Father Doyle: All those in favor?

Group: Aye.

Father Doyle: Thanks. Thank you.

And now we have a couple change orders, and the first has to do with the drainage culvert replacement, and that's John La Clair.

John La Clair: Thanks, Father. Yes, I'm (looking) for the Board's authorization for Change Order Number 1, Contract 9-30-3-C. It's the airfield drainage culvert replacement project. It was awarded to Rittenberg Contracting.

(unintelligible)

And what this changeover encompasses is there was several — the work included work all over the site of the Airport on North end, South end. They did work across (Dulles Standard Boulevard). They ran into a headwall. They actually ran into an issue with the Exit 3 project that the State was doing. So, that cost us a little bit of money to make, push the headwall out further than was originally anticipated.

We had some issues on the South end because the FAA would not give us the shutdowns on the runway at night, so we had to push the contractor to work seven days — actually, ten days in a row straight to get the work done during the day because that was the only time we could get the FAA to shut down the Nav 8 that needed to be shut down when that runway is out of service. So, we had that issue.

We had a couple of issues when they cleaned some of the blacktop collection trenches, which was part of the contract. Some of them failed and fell in and needed to be repaired. So, the contractor came in and gave us a price. We looked at it, and they did the repairs for both manholes and the trenches.

And then there was a crossing under Old Niskayuna Road up on the North end, which we did. We put an additional pipe because we get water backup on the North end. When that pipe was put in, the town of Colonie came in after the fact and required us to grout up the rip rap – the stones — have to seal it up. They didn't like the original design which they approved, but they came out afterwards and asked us to do that.

So, we had the contractors to come in and get injection grouting. So, we had to get that done and seal that up. It was safe to do it (free), make the property owners that were close by had it, though they thought they were going to get flooded out. It wouldn't have happened, but it was a public outcry, so, unfortunately the town listened to them, so we had to do it.

But that, it was a few other small issues. Those couple other catchphrases, there. They got us to build in other small items which I can go into in detail if you'd like, but those were the big ones that the change order.

This is the negotiated price. We actually got this down. It was at 215,000; I think was 215,000 and change. I got it down to the 170. So, that was my negotiating was that to get it down to that price, and I feel we got what we were asking for.

Father Doyle: Of the 170, the 5% is ours.

John La Clair: Correct. Questions on that?

Father Doyle: Motion to approve that change order, Dr. Greenberg. Second, (Sari). All those in favor, Aye.

Group: Aye.

Father Doyle: Thanks, John.

John, you have one more on the parking lot paving.

John La Clair: Thank you, Father. As I said on the parking lot, this is Change Order Number 2. Change Order Number 1 was a small one that was done; they had to do a little additional work which because it was under 50,000 was approved through Bill.

To move on, this is Change Order 2. And basically, what this was was — as I told you during my Project Report — we were able to get the third parking lot done. So, now all our parking lots have been paved. Something we would never be able to do at any other time except with the pandemic.

So, we took advantage of it and it has them come into the country and say, “Hey, we’ll give it to you for the same unit price. We’ll come in, you give that lot empty, we’ll come in and do it.”

They did. They came in, they did a great job. If you want to drive out and take a look, it looks awesome. On your way out, please look to your right. Once you go past the creek, the employee lot — it’s all brand new. We haven’t parked anybody out there, so it looks pristine. It’s all brand new and striped.

And again, originally, I had said that Mike Logan said I had earmarked approximately a half million dollars to do just the employee lot and the one long-term parking lot. I got all three done for \$338,000. I think we did real well here.

Kevin Hicks: So, 338,000, who is the 129,653?

John La Clair: Correct.

Kevin Hicks: Okay.

John La Clair: Yes. It's for under a half million, I get an extra lot done. It's like, I think the Airport made out real well on this one.

Father Doyle: Questions for John on that?

Kevin Hicks: Yes. Want to max this stuff. While the Airport made out well and that's fine and dandy, but you did let out another— it's really not a change order, but it's a new job.

((Crosstalk))

Kevin Hicks: There are those that would take it that's maybe you should have (bid) around for this.

John La Clair: We could have, but the redesign and (rebid) would have, we wouldn't have paved until next year, and I can't guarantee that the lot be done over then...

((Crosstalk))

Kevin Hicks: Well, be that as it may, I just...

((Crosstalk))

John La Clair: Understood. I don't disagree with you.

(Tony): I think it could — I think we put out the bid, but I think it would have been more expensive to remobilize, fill a lot of other things. So, I think that was the right move.

Kevin Hicks: I don't disagree, (Tony). I just making a point, that's all.

Father Doyle: Okay. Any other questions? Motion to approve that change order, (Sari); and second, Sam. All those in favor?

Group: Aye.

Father Doyle: Thank you, John.

Any other old business or new business to come before the Board? If not, I'll accept a motion to adjourn and to go into Executive session to discuss the one personnel matter. A motion made by (Pam), second...

((Crosstalk))

Recording: A participant has left the conference.

Father Doyle: ...in favor, Aye.

Group: Aye.

Father Doyle: Thank you.

(Dennis Feeney): Dennis Feeney.

Recording: Has left the conference.

Liz Charland: Liz Charland.

Recording: Has left the conference.

(Fred Acunto): (Fred Acunto).

Recording: Has left the conference.

(George Penn): (George Penn).

Recording: Has left the conference.

Man: Hello?

(Tony Gorman): (Tony Gorman).

Recording: Has left the conference.

Your conference is ending now. As requested by the host, please hang...

END



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ALBANY COUNTY AIRPORT AUTHORITY

REGULAR MEETING

AGENDA

November 9, 2020

General:

1. **Chairman's Remarks**
2. **Approval of Minutes**
Regular Meeting – September 14, 2020
3. **Communications and Report of Chief Executive Officer**

Reports:

4. **Chief Financial Officer**
5. **Project Development**
6. **Counsel**
7. **Concessions/Ambassador Program**
8. **Public Affairs**
9. **Business & Economic Development**

Action Items:

10. **Authorization of Contracts/Leases/Contract Negotiations/Contract Amendments**
 - 10.1 **Service Contract: Service Contract No. – SC-20-1062: Overhead Doors, Baggage Belts and Baggage Carousel Maintenance**
 - 10.2 **Professional Services Contract: S-1064 Design Services for Taxiway A Pavement Rehabilitation with McFarland Johnson.**

11. Authorization of Change Orders

11.1 Change Order #1: Authorization to award Change Order #1 Contract 930-GC Airfield Drainage Culvert Replacement to Rifenburg Contracting Corp.

11.2 Change Order #2: Authorization to award Change Order #2 to Contract No. 1009-PAV Long Term and Employee Parking Lot Paving to New Castle Paving

12. Authorization of Federal and State Grants

None

13. Informational Only

Old Business:

New Business:

Executive Session - Attorney-Client Privilege Matters:

ES-1 One Personnel Matter

AGENDA ITEM NO. 1

Chairman's Remarks

AGENDA ITEM NO. 2

Approval of Minutes



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RA

ACAA Approved
 11/09/2020

Minutes of the Regular Telephonic Meeting of the Albany County Airport Authority

September 14, 2020

Pursuant to notice duly given and posted, the regular telephonic meeting of the Albany County Airport Authority was called to order on Monday, September 14, 2020 at 11:30 a.m. via telephonic by Chairman Kenneth J. Doyle with the following present:

MEMBERS PRESENT

Rev. Kenneth J. Doyle
 Tony Gorman (via telephone)
 Lyon M. Greenberg, M.D.
 Steven H. Heider
 Kevin R. Hicks
 Samuel A. Fresina (via telephone)
 Sari M. O'Connor

MEMBERS ABSENT

STAFF

Philip F. Calderone, Esq.
 Christine C. Quinn, Esq.
 Michael F. Zonsius
 Matthew J. Cannon
 Doug Myers
 Liz Charland
 Steve Iachetta
 Kathy Greenwood
 John LaClair
 Helen Chadderdon

ATTENDEES

Ray Casey, Airport Consultant
 John DelBalso, Assistant Airport Manager, AvPorts
 Fred Acunto, Airport Manager, AvPorts (via telephone)
 George Penn, Albany County Director of Operations (via telephone)
 Dennis Feeney, Majority Leader (via telephone)
 Bob Heitz, Million Air (via telephone)
 Michael DeSocio, Business Review (via telephone)
 Eric Anderson, Times Union (via telephone)
 Paul McDonnell, AICP, Vice President Chief Planner, Airport Planning Manager CHA
 Jeremy P. Martelle, C.M., ACE, ASC, Associate Vice President Northeast Aviation Market Leader
 CHA ~ design/construction solutions

General:

1. Chairman's Remarks

2. Approval of Minutes

Mr. Hicks moved to approve the minutes of the July 20, 2020 regular meeting.

The motion was adopted unanimously.

3. Communications and Report of Chief Executive Officer

Mr. Calderone presented the Communications and Report of the Chief Executive Officer for the month of September 2020

4. Interesting Correspondence

Management Reports:

5. Chief Financial Officer

Mr. Zonsius presented the Financial Report for the month of September 2020

6. Project Development

Mr. LaClair presented the Project Development Report for the month of September 2020.

7. Counsel

See discussion attached.

8. Concessions/Ambassador Program

Ms. Chadderdon presented the Concessions/Ambassador Program report for the month of September 2020.

9. Public Affairs

Mr. Myers presented the Public Affairs report for the month of September 2020.

Action Items:

10. Authorization of Contracts/Leases/Contract Negotiations/Contract Amendments

10.1 Negotiations: Contract No. - SC-1056 Branding, Marketing & Website Design Services

Mr. Cannon recommended authorization to Negotiate Contract SC-1056 with Vibrant Brands for Branding, Marketing & Website Design Services not-to-exceed \$60,000 as recommended by the ACAA Selection Committee. He advised seventeen (17) qualified responses were received on June 29, 2020 to the Request for Proposal

(RFP) which was widely advertised with organizations from across the country responding. Three finalists were identified and each provided a virtual presentation to the ACAA Selection Committee. Vibrant Brands had a higher point score based on team criteria evaluations. He further advised that the current branding and website for Albany International Airport are overdue for a modern update. The result of this project is anticipated to greatly help promote Albany International Airport with airlines and additional economic development opportunities.

Mr. Heider moved to authorize negotiations with Vibrant Brands for Branding, Marketing & Website Design Services not-to-exceed \$60,000. The motion was adopted unanimously.

10.2 Negotiations: Contract No. - S-20-1060 – Government Affairs and Lobbying Services

Father Doyle moved to table Negotiations for Contract No. S-20-1060 with Ostroff Associates for Government Affairs and Lobbying Services. The motion was adopted unanimously.

10.3 Issue Purchase Order for Purchase of Materials at Fixed Cost Option Type 1 and Type IV Glycol

Mr. Zonsius recommended authorization to issue a Purchase Order for the purchase of Type I and Type IV glycol from Ascent Aviation Group, Inc. in the amount of \$694,500 (estimated usage). He advised competitive price quotes were received from three vendors who supply Type I and Type IV glycol. Ascent Aviation Group, Inc. provided the only fixed price for the 2020-2021 season, ending May 31, 2021. He further advised that Ascent Aviation Group, Inc. has provided the current product and will require no change in product.

Mr. Fresina moved to authorize the issuance of a Purchase Order for the purchase of Type I and Type IV glycol from Ascent Aviation Group, Inc. in the amount of \$694,500 (estimated usage). The motion was adopted unanimously.

10.4 Contract No. 1053-FP for MDF (Main Distribution Frame) Room Fire Protection System

Mr. LaClair recommended authorization to Award Construction Contract 1053-FP MDF Room Fire Protection System to Condor Fire Sprinkler in the amount of \$112,700. He advised the contract scope includes removal of the existing water sprinkler system and the installation of a chemical fire suppression system that is designed not to cause damage to the electronic equipment housed in that room. He advised this contract will be funded from CPN account number 225 and will be 100% Airport funded.

Dr. Greenberg moved to authorize award of construction Contract No. 1053-FP for MDF Room Fire Protection System to Condor Fire Sprinkler in the amount of \$112,700. The motion was adopted unanimously.

10.5 Concession Contract Adjustments: HMS Host - Contract No. 566-CON-FB; OHM – Contract No. 910-CON-FB; and Paradies – Contract No. 822-CON-RNG

Mr. Casey recommended authorization to modify existing concession contracts HMS Host (Contract No. 566-CON-FB), OHM (Contract No. 910-CON-FB), Paradies (Contract No. 822-CON-RNG) by offering temporary fifty (50%) Minimum Annual Guaranty relief from April 1, 2020 through December 31, 2020. Additionally recommending authorization of the Board to allow for a maximum five (5) year contract extensions to be negotiated by ACAA staff.

He further advised to provide interim relief to these concessionaires in an equitable fashion, we propose to waive 50% of the MAG from April 1 through December 31, 2020 and such relief will be provided by contract amendment with each of the three concession vendors.

In addition, we seek Board approval to negotiate possible contract extensions of up to five years with these vendors to allow opportunities for recovery of lost sales and to ensure continuation of vendor services during these uncertain times.

Lastly, during December 2020, it is the Authority’s intent to review the continuing impact of airport travel on these existing concession contracts.

Ms. O’Connor moved to authorize modifying existing concession contracts HMS Host (Contract No. 566-CON-FB), OHM (Contract No. 910-CON-FB), Paradies (Contract No. 822-CON-RNG) by offering temporary fifty (50%) Minimum Annual Guaranty relief from April 1, 2020 through December 31, 2020 and also moved to allow for a maximum five (5) year contract extensions to be negotiated by ACAA staff. The motion was adopted unanimously.

10.6 Easement – Grant of a Utility Easement to the Town of Colonie for Relocation of an Existing Water Main

Ms. Quinn requested authorization to grant an Easement to the Town of Colonie for relocation of an existing water main. She advised that in exchange for the Easement, Philips has agreed to expend up to \$50,000 in costs related to repaving the service road in the easement area. Further, they are also in the process of removing several trees for line of sight needs of the control tower.

Execution of this easement is contingent upon approval of the Albany County Legislature.

Mr. Fresina moved to authorize the Easement to the Town of Colonie for relocation of an existing water main in exchange for Easement, Philips will expend up to \$50,000 in costs related to repaving the service road in the easement area contingent upon approval of the Albany County Legislature. The motion was adopted unanimously.

11.1 Change Order No. 1: Contract No. 991-P - Terminal Amenities - Toilet Room Renovations and Miscellaneous Upgrades

Mr. LaClair recommended authorization of Change Order No. 1 for Contract No. 991-P for Terminal Amenities Toilet Room Renovations to VMJR in the amount of \$230,000 .

He advised this Change Order will be funded from CPN account number 2250 and will be 33.9% State funded; 29.6% Airport Funded and 36.5% PFC funded.

Ms. O'Connor moved to authorize Change Order No. 1 to Contract No. 991-P for Terminal Amenities Toilet Room Renovations to VMJR in the amount of \$230,000 contingent on Authority Counsel's review of the contract. The motion was adopted unanimously.

Old Business: None

New Business: None

Executive Session: Attorney-Client Privilege Matters:

Mr. Hicks made a motion to go into Executive Session to discuss three matters of Attorney-Client Privilege:

ES-1 One Personnel Matter

ES-2 One Personnel Matter

Dr. Greenberg moved to go out of Executive Session. The motion was adopted unanimously.

There was no action taken on either of the Executive Session items.

There being no further business, the meeting was adjourned at 1:15 p.m.

ALBANY COUNTY AIRPORT AUTHORITY

REGULAR MEETING

AGENDA

September 14, 2020

General:

- 3. Chairman's Remarks**
- 4. Approval of Minutes**
Regular Meeting – July 20, 2020
- 4. Communications and Report of Chief Executive Officer**

Reports:

- 5. Chief Financial Officer - Overview of 2021 Budget**
- 5. Project Development**
- 6. Counsel**
- 7. Concessions/Ambassador Program**
- 8. Public Affairs**
- 9. Business & Economic Development**

Action Items:

- 10. Authorization of Contracts/Leases/Contract Negotiations/Contract Amendments**
 - 10.1 Negotiations: Contract No. - SC-1056 Branding, Marketing & Website Design Services**
 - 10.2 Negotiations: Contract No. - S-20-1060 – Government Affairs and Lobbying Services**
 - 10.3 Issue Purchase Order for Purchase of Materials at Fixed Cost Option Type 1 and Type IV Glycol**
 - 10.4 Contract No. 1053-FP for MDF (Main Distribution Frame) Room Fire Protection System**
 - 10.5 Concession Contract Adjustments: HMS Host - Contract No. 566-CON-FB; OHM – Contract No. 910-CON-FB; and Paradies – Contract No. 822-CON-RNG**
 - 10.6 Easement – Grant of a Utility Easement to the Town of Colonie for Relocation of**

an Existing Water Main

11. Authorization of Change Orders

11.1 Change Order No. 1: Contract No. 991-P - Terminal Amenities - Toilet Room Renovations and Miscellaneous Upgrades

12. Authorization of Federal and State Grants

None

13. Informational Only

None

Old Business:

New Business:

Executive Session - Attorney-Client Privilege Matters:

ES-1 One Personnel Matter

ES-2 One Personnel Matter

ALBANY COUNTY AIRPORT AUTHORITY

Moderator: Liz Charland
September 14, 2020
11:30 am

((Crosstalk))

Operator: All participants are now in listen-only mode.

((Crosstalk))

Man: Already started with.

Man: Yes.

(Father Doyle): Okay. I'll call the meeting to order and it's good to see everybody back here. The first order that bids us the approval of the minutes, our last regular meeting was in July. Any changes to those minutes? If not, I'll accept the motion to approve the minutes. (Kevin), second, Sari, all those in favor. Aye. Thank you. Phil Calderone is going to give us the report of the CEO.

Phil Calderone: Thank you, Father. Good morning everyone. My report is going to be fairly brief this morning because I'm going to include this part of my report calling on (Club) Harbor to give the board and the public kind of brief overview of what our intentions are with the master plan.

But I do want to just talk little bit about what's going on here at the airport. Safety of course continues to be our number one priority, our Coronavirus Task Force that includes Dr. Greenberg and Dr. Whalen as well as TSA officials, FAA officials and the number of airport - critical airport stuff continue to meet regularly.

I want to assure the public and the board that we're doing everything here at the airport necessary to ensure the safety of the traveling public as well as staff. We have repurposed staff as we've talked about in the past to do intensified electrostatic cleaning, regularly, hourly here at the - in the terminal and throughout the airport grounds.

We've completed installing MERV 15 air filters, upgrading from MERV 13 to MERV 15 air filters in our air filtration system here in the terminal. We've implemented UV light technology in numerous places throughout the airport including on the escalators. We're working, continuing to work with GE Research and GE Aviation on even more innovative technologies which will be rolling out and sharing with you in the coming weeks.

The effect of COVID and the pandemic has been particularly hard on the, as you know the aviation industry and our airport has been no exception. Flights are down to around 21 from around - within 50 this time last year and enplanements are averaging around a 1,000 per day down from around 5,000 per day last year this time.

That has had significant effect as you can imagine on the airports finances. We have been judicious with our use of CARES Act Funding. You will hear (Michael) present shortly an overview of the existing budget for 2020 as well as projected budget for 2021.

Because we are being prudent in stretching out, CARES Act funding through 2021 - into 2021, we believe that we'll be able to continue what we have been doing and not laying off employees or furloughing employees by continuing our process of redeploying employees rather than contracting out work. And we are also going to be eliminating positions through attrition. And we hope that by doing this will end this year again posit in - with a positive balance, employee positive balance and hopefully the same next year as well.

We are also preparing for a post-COVID world and so we are taking steps with our master plan and you'll hear more about that from the two guests who were invited from Clough Harbor who are here to talk about that. And you'll hear about shortly from Matt Cannon what we are proposing to do with hopefully getting a firm with the board's approval on board to begin doing Web site development, branding of the airport and targeted marketing which we think are all critical steps to the master planning process.

You'll be hearing as part of that process that we're looking at doing things so that we'll brand our airport as a smart airport using biometrics and blockchain technologies and other smart technology initiatives that will move our airport forward. And more importantly or as importantly, make sure that we have designs in place that ensure safety for the traveling public. Nothing as I said I more important than that.

I just want to share, before we move to the master plan, USA TODAY, those around the country in fact the world and selects various airports where they then identified their five favorite things at that airport and we had a visit from USA on August 14 and I just want to share with you that they found were the best features of this airport.

Number 1, our new Cuomo Pavilion reading room in partnership with the New York State Writers Institute that we just launched this past spring. They

highlighted that. I want to thank Kathy Greenwood. They highlighted our new Albany International Airport something that the airport has continued to invest in. It is a wonderful amenity here at our airport. We're very proud of it and some of you may have also read the Times Unions profile of the most recently exhibit at our (inner) gallery and said it was one of the best in the region. Thank you, Kathy.

The observation area at the Albany Airport right outside here - right outside our meeting room. Flowers at the airport, our new city gardener, Master City Gardener who's come on board here to become the airport gardener and our shiny new facilities at Albany Airport including the work at the concession area, the new parking facilities, the gateway, that was all highlighted by USA TODAY in their profile and we're very proud of all that and looking forward to the next steps as we entered the master plan to increase the amenities here at the airport, our facilities here at the airport.

So with that, I want to thank everyone who has been part of achieving this kind of recognition. And now, turn it over Jeremy Martelle and Paul McDonnell) from Clough Harbor and Associates.

(Paul McDonnell): Thank you very much. I'm so sorry.

(Father Doyle): While (Doug) is getting this set up, I would just like to say, on behalf of CHA, our leadership and (Tom), we're so excited to start this master plan, really get it kicked off.

I mean the article of USA TODAY is really testament to leadership here at the airport. And what we're trying to support you build on into the future. So I'd really like to say thank you. We're very excited about that.

And with that, I'll turn it over to (Paul McDonnell), he's really the technical leader upon this project and we'll get into kind of what to expect, overview and next steps.

(Paul McDonnell): Okay. This is really a (unintelligible) for all of you. What we're going to do is just really get started on the contract (unintelligible).

Man: Speak up a little bit please.

Man: Let's take the mask off too, so.

Woman: Yes. Hold this down.

(Paul McDonnell): Okay. You know, we just got on the contract to the master plan this month of September, so we're just starting out now. So the airport staff one is (unintelligible).

Airport master plan is an FAA required document, FAA's new policy is that it's updated every (unintelligible). It could be less often, it could be more often. But that's a general topic.

They also like your detailed plan, your airport layout on the updated (unintelligible). So FAA has been after the airport to get on with this project, so they're very happy that you're moving forward with the long term master plan.

There is a two main components you can see on the screen, the report which is your document that identifies all the projects, all the (unintelligible), for all the pre-developmental, all property acquisitions if you're interested. That report and the recommendation do not have to be something that's going to happen

or needless assign the exact time line. It's more of a generalized plan that you work from as this time moves on.

There's also the technical drawing set called the airport layout plan drawing plan. There's one sheet in that documents that's FAA signs and they expect that all projects in the future whether it's a new garage or a new property acquisition. It's outlined in that (ALB).

You can't - we can't update it. You have to wait 10 years to update it. But that's the official (unintelligible).

It's a long ranged plan. It covers 5, 10, 20 year process. It's not intended to figure out what your capital plan is in 2021. But we'll include that capital plan, that short term project as well. And it's really about looking long term. And we must follow all FAA guidance and standard as were required to as you all know.

Briefly the master plan components, I just have two slide outlining the components. It's really similar to a facility plans you think as for the (unintelligible) industrial part. It's really a retail facility plant.

Starting with the inventory, this is not a big effort. We're about (unintelligible) at the airport. I don't remember how long. So it's really just to outline what the airport is all about for the general public.

The forecast is at first difficult task. And I like to start with the holding issue with the master plan again, a 20-year plan. So we'd be making estimates for 2021. But the first five years is really the first target that FAA is looking for, what you would expect in the first five - in the first five years from now and 10 (unintelligible). So that's what we'll be looking at.

FAA is very involved in this process. Their office concerns, airport (standard), over estimating their future growth (and) their real concern. I mean that's not going to be a problem here. All these things are realistic and other than COVID, all of this is very stable all over years. So we don't expect to have a forecast with double or tripling the activity, but we do want to focus on not just activity levels but then in a master plan, you also (unintelligible) the fine details of what are the types of aircraft, what are the peaking (unintelligible) and passenger volume and (unintelligible) in peak. Issues on the airfield with the regard to technical side and that's all laid out on - in forecast on what you might see.

With the forecast, you move into the facility requirements. Again we follow the FAA process. We basically divide it into two components, your field, it's (unintelligible) requirement for airfield, that's not going to be substantial facilitator requirements to the airfields. So (unintelligible) very capable inter field.

There are lots of design standards and FAA regularly changes, that we're going to be focus on and then looking and make sure that we (keep) the performance.

On the land side, we're often told the terminal areas, we see lots of recommendations for potential over the long term. I know you already talked - you already could use (unintelligible) future improvements with regards to the long term master plan.

There is kind of a third component that we're looking at and that's really landing surrounding the (air) - not just the property that (unintelligible) as the authority. We're also interested in accounting on property and account on property and private property. There might be a potential acquisition plan to

develop more of industrial use (unintelligible) surrounding the airport. So we could use the master part as a tool to work through the process.

The development context, the land use, the development evaluation, all of that's one part of the airport. We looked at a lot of what ifs. We do a lot of brainstorming. Then you roll up your sleeves then you really look at the cost and feasibility and environmental issues, permitting issues and we've been working at the airport on this type of issue over the years. So I think it should be fun portion of the process working with the authority and the board as well as the technical committee in the ground.

And then last but not the least, (unintelligible). So those are things that you're - that's lots of (unintelligible) staff and various stages (unintelligible). But you can just flip over.

I think that we'll present the public entity (unintelligible) why you do a master plan and make sure the general public knows why we're doing this. But (unintelligible) a planning, logical, feasible and flexible financial (unintelligible). The airports are already very compliant (unintelligible).

Overall, it's all about the passenger and their experience. And for FAA, it's all about making sure all your pinky projects are eligible whether they're funded by FAA, the states or locally with the airport (unintelligible).

Schedule - it's your schedule. A master plan for a commercial airport is typically a two year process and gets through all that's happening in the FAA review too. Sometimes, national plans are streamlined if that's the goal to initiate a project, (unintelligible). Sometimes they can even be delayed if there are special issues. We want to have (unintelligible), of course, there's COVID. (Unintelligible) a forecast this month.

You may have the board may decide to wait till next year to do the forecast. As a matter of fact, with the discussion that we'll be coming up with. So this is a basic flow chart.

One thing I do like to point out is that all along this task, you've got a community stakeholder involvement going from the start within the final scope of the national plan. In addition to minutes of the board, it has two committees that are going to be set up, ad hoc committee that are just there for specific international plan profit.

One of their regional committee, these will be elected officials, business leaders, all of the agency, transportation agency, the FAA, the DOT. And the other committee is a technical which would be the insiders on the airport. Your tenants, your airlines, your janitors, (unintelligible) parking, operations on the airport, air traffic control would be more knots and bolts, and the day to day aspects of the recommendation but first the broad authority being in the community.

So I have that as a two year. We split into a schedule. This is really just a discussion. It's a little representative and (unintelligible) with the authorities down as we move (unintelligible). And that's really all we want over (unintelligible) getting done. We're setting up those committees (unintelligible).

We can answer any questions.

(Father Doyle): Any questions? I can't imagine a worse time to be trying to do a long range plan like this because there's so many question marks with the COVID. So what's your prediction as to when things will be back to quote unquote "normal"? Is it depends on a vaccine I supposed or...

(Paul McDonnell): (Unintelligible) or obviously if you know (unintelligible) I hear people talking about. Most of the bond agencies are assuming (unintelligible) people happening with them and that's 12 months, not X months or whatever. But we need - scientific communities is not - is not certain that will happen.

But lo and behold, when you look at FAA and various national organizations, they think we're back to normal as (unintelligible).

(Father Doyle): Right.

(Paul McDonnell): Not next year. Now, somewhere in between there, where is the curve? It's more of the (unintelligible) next year already at 75% or you're still at 40% X year. So those are things that we just don't know.

(Father Doyle): Sure.

(Paul McDonnell): The good thing about a plan though is we're really looking long term. We're not trying to figure out during the planning process what projects are. You're already doing that (unintelligible). But long term, we have to make the reporting assumptions about when that recovery happened. There's also questions that will come up during the master plan is, do we recover and things go back to the growth where were slowly growing.

We don't expect a huge growth in Albany through all the stable community. It's not where you get the population gains or significant (unintelligible) versus really effective long term forecast. We're saying (unintelligible).

Plus the demand increase, there' the natural thing is just demand at the table to (unintelligible) or if there is some (unintelligible) flying that the people have learned try to do things more remotely. We don't know those (unintelligible).

We don't think they'll be specific to Albany. Albany is, you know, it's like a state capital. It has that somewhat recession proof, ability to bring us back - bring us back to normal. The master plan will look at what we think that normal is. And it won't just be what we think, it'd be really be looking to (unintelligible) an approval or start looking what normal is (unintelligible).

Phil Calderone: It's actually a great article, Father, today in the streets that talks about this. And to (Paul's) point, I mean one of the things that for good or bad that will help us we're down quicker I think in that five-year outside number to pull us off. We added the fact that we are reliant on international flights and airports that are more reliant on international flights are going to have a harder time and a longer time recovering. And we will just because this pandemic is going to have more worldwide impact than it will for those airports that are relying primarily on domestic flights.

With regard to the comment, Father, that there couldn't be more difficult time to be doing a master plan, that's actually true. But it's actually best time probably. I think if we had done the master plan a year ago, many of the things that we may have been looking at would probably obsolete. This is the time to be looking at new and creative ways for example to look at airport terminal design, to be looking at new ways, to be less reliant on air site income and more reliant perhaps on other outside ways to draw income into the airport like cargo expansion. So it's actually a really good time to be doing the master plan.

Man: Thanks.

(Jeremy Markel): We've finished the master plan (unintelligible) side at our side and (unintelligible) for every international 10 years ago. So (unintelligible) with their plans. They're slowing it down. They don't have the revenue coming in. But they haven't changed their master plan.

So early this year, we just finished the master plan remarkably for international, also it's a small (unintelligible) plane is, you know, (unintelligible) and they don't want to change the plan. They just wanted to change the schedule. Take a part and wait for (unintelligible).

(Father Doyle): Yes. Any other question? Thank you, (Paul) and (Jeremy). Thanks very much.

Man: But one other thing that - just before I finish. And in a few minutes I'm going to ask (Ray) to give a brief report on - before he does the presentation on modifying our (MAG) agreement with our concessions.

But one of the impacts is just walking through the airport is that most of our concessions have closed down. With a thousand people a day 20, 21 flights is very hard for those concessions to make a profit and to stay operable.

So one of the things that we have tried to do is to work with the airlines when they came to us early on back in March and April defer some rental payments. With the concessions they've also asked for (release). So we have a presentation that we're going to be making shortly on that.

So I want to thank (Ray) for all the efforts that he's put in on that. He spent a lot of time working on that asset (unintelligible). So I want to thank them both. Okay. That's the end of the report.

(Father Doyle): Thank you. Next (Michael) is on - (Michael) is on, (unintelligible) financial report.

(Michael): Yes. Good morning. As shown here in the - compares to what the throughput of the national level versus open the airport. To do those people, they're

undergoing through the secure protect plans granted not every passenger going through (unintelligible) checkpoints of passenger.

So as employees (unintelligible) model. But as you can see here, ever since July 21 when those the quarantine (unintelligible) so we have kind of hovered along with the (unintelligible) and this is hovering in about 7,000 (unintelligible) where we can (unintelligible) take off the (unintelligible) the difference in keeping, people traveling (unintelligible) with the questions is (unintelligible) about a 1,000 people.

So with interest speaking (unintelligible) that we are constantly looking at the other states, 30% of our traffic comes to Florida. Florida (unintelligible) the quarantine and once that opens, it's not going to be - we're going to - a huge - a huge growth but we will have some growth. Currently, those numbers (unintelligible) we will open up tomorrow. But there are other states.

If you look at California, they have 30% of our capital under Florida. We have 7% (unintelligible) traffic going to California. About 5% going to Texas and then 4% is going to Illinois, North Carolina.

So that's where the lion share of the (unintelligible) it does not look like Florida will open up but if California looks very promising to open up. I don't know at all if California is having part of the problem that's in the moment but...

Man: But it's gone (now).

(Michael): Yes. It's only 7 percent. So hopefully in about three weeks maybe, we'll have every 50% of our states that people can travel to open up.

This is our - the projections that we have for the remainder of the year currently. It is - (unintelligible) about 30,000 passengers a month. It's a \$1,000 or a 1,000 passengers per day. You know what I - very conservative in just indicating that this will continue throughout the end of the year and so hopefully the vaccine will come on board. Should that happen we'll probably hit us outside 520,000 passengers this year which is mind boggling to me. I was (telling) somebody this morning. It was only last year (unintelligible) approve it.

My job as the CFO last year and if you had told me this year, I was going to be telling you that traffic was down, million passengers, I would have thought there is no way that would happen. But that's the cards we are dealt and I project the 520,000 (unintelligible).

Now from next year I show that going up. We're hoping that we will - a vaccine will come out. We'll have some growth in the first six months and we can then hit, stable out and we'll have about 940,000 passenger next year.

Again, what's our benchmark? Our benchmark is 1.5 million passengers. That's where we were in 2019. So when you we (unintelligible) over here, you know, who spoke before. What's our projections for beyond 20 years, it'll be north of a 1.5 million sites. Who knows how much more of that (unintelligible) benchmark.

Numbers are great but we have to compare to something. What we compare our cash into traffic through is ACI, Airports Council International. They do a survey every month of the passenger traffic. They do it for the whole world. It's separated by country and it's separated by international reserves and then domestic. They're always a (lag) in June. This is for June.

I mean national average, passenger traffic was down 75% from the previous year. We're no different. The other dates said that number around 55 percent. We were no different. And then on a year-to-date or 12 months running total, there is a little difference. We're at 33% down. And the national average is 20 points that comes out.

We also do a percentage survey on freights. We were favorable for freight from the previous June, year to date and year over year. However, we do have a large quantity of (unintelligible). But this is important.

This is our expenses, our operating versus our operating expenses. And you know, we did show profits in the first three months and then thereafter, we are not making - we have our (unintelligible) operating profits. What's in (unintelligible) CARES Act and right now, we are \$15.2 million total. We're trying to get up - collects 10.4 or 10 million this year and then the remaining amount next year.

The revenue and showing then (unintelligible) go down (unintelligible) and I just show it being stable for - not stable but the same for about 2.2 million per remaining months of the year.

The operating expense to which - and the expenses are the (unintelligible) and do the slight expenses to come down about 100,000 for the remaining months of the year. Which most important, the cash, I think it's been (unintelligible) I maintaining a debt coverage, that's on the CARES Act which is supporting the (unintelligible).

We look at that to make sure we have enough in CARES Act this year and next year, the (unintelligible) that's probably (unintelligible). But we do have at the (unintelligible) at this time of - that was just the projection for our operating cash which remain amount in \$23 million by the end of the year.

And then our capital funding which is currently at \$20 million. Once that's \$20 million, it's for (PFC) person to switch (its) debt.

Then our monthly schedule. (Unintelligible) behind schedule out six months in advance, six months is like a (unintelligible). I mean - but what I do realistically, I look at September. I just look at a months out and for September, this came out of a (unintelligible) three points (unintelligible) three destinations and those three destinations were (unintelligible) Florida and (unintelligible).

That's my report on national report. Also provided to you is the rejection for this year and the start to 2021 which we have been working on. It's about June. The (unintelligible) the budget for 2021 is the (unintelligible) of approximately \$45 million however (unintelligible) that starts into CARES Act funding.

The expenses we estimate as 37 million which is a reduction of about 1.7 million for (unintelligible) the budget but what can construed also and (unintelligible) when we visited (unintelligible) we went line item by line item. We simply do not have 3% or 2% from the previous year. We went every line of the budget and we did find savings. And we have instituted that saving.

This is just a part in (unintelligible). You will be provided a (unintelligible) detailed budget either tomorrow or the next day. You'll be provided that electronically. In October, I will give you the full blown budget with all the narratives, all the backup detail. That will be then discussed in November committee meetings and then we will pass - or I will intend that we pass the budget December (unintelligible) of this year. I believe that's the budget meeting.

If you have any questions (unintelligible) please do not hesitate to call me out (unintelligible), I'll be more than happy to discuss it.

Man: (Michael), quick question. You said our benchmark is 1.5 million passengers a year because that's a way it projected for this year. Is there a breakeven number which is somewhat lower than that?

(Michael): Yes. There is. I look at above 1.2 million passengers into breaking midpoint.

Man: That's without the CARES Act or any of that supplemental funds?

(Michael): Yes, sir.

Man: Yes. Thank you.

Phil Calderone: I want to thank (Michael) through the work he's put in as well as (Margaret) and (Rema) and (Michael's) entire staff. I know they put a lot of effort into getting these numbers together. I also want to thank County Executive (McCoy) and share of Apple for working with us on trying to achieve savings on the safety portion of the budget. And I really appreciate the efforts they've made being good partners with us. Thank you, (Michael).

(Father Doyle): Thank you, (Michael).

Man: We drop the number of...

Phil Calderone: We're down - we're down to 12 now.

Man: From what?

Phil Calderone: 21.

Man: So (that's significant safe, correct)?

Phil Calderone: Yes, that's correct.

(Father Doyle): (John LaClair), Project Development.

(John LaClair): Thank you, Mr. Chairman. Good morning. Something to do with (unintelligible) here.

(The) project development, this has been an ongoing projects (unintelligible) due to COVID materials. It really became part of somebody. Right now, we've contracted the (unintelligible) delivery of the final materials. So next week and then we would schedule - we have a scheduled - we have a meeting scheduled early next week to get them going. It's shouldn't take more than two weeks. We'll have that project done (unintelligible). So it's an FAA funded project - so that needs to be completed fairly soon.

The (unintelligible) approved context, were approved by this - by the board at an earlier meeting. We've got contracts (unintelligible) from the approved manufactures. And then when it goes into production where that (unintelligible) work constrained of next year. We can't do it in winter time due to the following (unintelligible) through. So is that - that's spring project. But (unintelligible).

Revenue upgrades (unintelligible) system, in the old garage, it's working very well. In the new garage, we haven't had a chance to completely get calibrated because they don't have enough parts. (Phil) has been working with me. We're trying to adjust the way people park and then maybe we can do a (unintelligible) and get the south adjusted so we get - but it gets the real time counts - real time parking spaces, it's working fairly well in the (unintelligible)

because we had kind of calibrated it, the new garage, we haven't gotten it here yet. But we're working on that.

So the new care garage, as you can see, it's open, it's running but there's not much (unintelligible). Right now, we only have one, two and three open and available. We've got four and five closed. There's no reason to open them yet.

(Unintelligible) the general contractors, they've been doing a few (unintelligible) items here and there. Couple of little things that you complete the word, just little items that we found, things that we found, they replaced some (unintelligible), some little (unintelligible). But overall the garage is open, seems to be working well and (unintelligible) target department. It just needs people. So that's (unintelligible).

Inside the terminal and so that's basically the (unintelligible). One company is working just adjusting the finishing (unintelligible) the restrooms, I mean they all look good. I actually have a (unintelligible) that I would be presenting to the board later on as we close out the rest room size of the (unintelligible).

(Unintelligible) various is done. I don't know how much (unintelligible) because I haven't seen too many guards going through (unintelligible).

(Way finding), all done. We have a couple of signs that they had replaced, that they're in so all the (way finding) is in place right now.

The other project that the board approved a couple of meetings ago, (unintelligible) the long term parking. We have the A park which the park - assuming (unintelligible), the employee parking lot is done. And the contractor agreed to hold the price and if we wanted to have that (unintelligible) rise up. So as you can see, they know they're all out last week.

It's due to be paid tomorrow. So that'll be done, paid tomorrow then we'll strike it. Put together in a bag aims.

By the end of the week, we should be (unintelligible) to have that complete. It's an opportunity that we would have never gotten except there's no part of them. (Unintelligible). It should pay itself back many times over just in the - in the value of the work that's being done if we had to do it in stages. Not having to move first. So that's what that is.

Any time we get cold power, (Steve) has been working with stage engineering to advance the design for the elevators. Mostly the elevator is having FAA completely locked down. They won't (unintelligible) in there and do a normal maintenance. They decided to lock it down. They don't let you in. It's very hard to get in and out of there right now due to - obviously due to COVID.

They do a rotational shift with their air traffic controllers. They do a week on and a week off. They just - they have a whole plan so it's very hard. But their elevators, the building - the building is over 20 years old and so the elevators they need some upgrades. We're going to try and (unintelligible) the elevator if possible. And then once things open up, the FAA gets back to normal business, we have some other issues to deal with as far as (unintelligible) and the roofing and that's the projects.

(Unintelligible), that's another project, that's the new project, I will be bringing in to you. That is our - that is the heart of our communications and computers for this airport. It's downstairs on the first floor. This had a wet sprinkler systems since the total (unintelligible) and that's playing Russian roulette with your equipment. So every project which I will bring to the board shortly for approval to change it to a chemical system which as we know having the system (unintelligible) like the systems (unintelligible) not even having telephone.

That's of the heart of this. Everything go through that, from every building in the terminal. So we're going to change that, the system that will - if it goes off, it will put the fire out and will not destroy the equipment. But that's (unintelligible) with that.

So the main total (unintelligible), that is the - that's the (Hudson Valley) Wine Bar as it sits today. That's all in the new table, new benches. There has been no (unintelligible) in financial (unintelligible) right now. They're really tight with money. They furloughed or laid off a lot of people.

So this is - just here, it's ready to go. All the equipment is here on the (unintelligible). It's just a matter of getting the money to pay the contractors (unintelligible) that do the work that we had them to do but that's a financial issue.

There we go. And just for an overview, those are cold hangars for the International Guard. That's a project being done by OGS with the International Guard. There will four of those for the new style Black Hawk helicopters they'll be bringing in next year. We have a brand new sets of Black Hawks which doesn't like to be outside. It has almost (unintelligible). It doesn't like to be outside all that much.

So they're building four of those cold storage hangars that would keep them in and get them out of the sun. And I'll happily take any questions.

(Father Doyle): Questions for (John)? Thank you, (John). (Chris) come in. Is there a conference report?

(Chris): Hi. Thank you, Chairman. Sure. Just briefly, I want to give you a little bit of background on items that's going to appear a little later in the agenda. We

could request for a utility unit to the town (unintelligible) which would allow for relocation with the existing water main. And that's the location is one to allow for digital access (unintelligible) to a company called (Philips) Medical Facilities.

(Philips) is a company that (unintelligible) components for our MRI systems and you may see them in the paper (unintelligible). There's been a couple of articles. They have a substantial extension plans, about \$13.2 million and it should add almost a 100 jobs over the course of several years.

So (Philips) reached out to the authority for some assistance because (unintelligible) Richmond County and have asked for our assistance. We began negotiating several weeks ago for some (unintelligible) for the evening and thank you (John).

They have agreed - both have agreed to repave the existing (unintelligible) areas to the tune of about \$50,000. And they've also agreed to and are in the process of clearing several trees out of the line of site (unintelligible).

Additionally, you should know that this easing, this items as it also requires legislative approval from the counties and scheduled to appear how this works committee at 6 o'clock (in that rule).

(Father Doyle): We'll be coming back to that later as an action item. It's all right.

(Chris): We will.

(Father Doyle): Okay.

Man: Related corrections for them. (Unintelligible).

(Father Doyle): Go ahead.

Man: Okay. I was just - one (unintelligible) I saw. They agreed to pay up the \$50,000 for repaving. Has anyone - have they done a estimate as to how much it would cost, total cost?

(Chris): So there are the plans for us to get together with their - you know, their project team. (John) (unintelligible) more intimately more involved in that than I am.

(John): That's the cost it would take to repave. (Unintelligible) repave that area that they access through their trucks. Their trucks who are heavily loaded - come in heavily loaded, obvious MRIs weigh a lot.

Man: Not a word here.

(John): As opposed to the UPS which limits their loading (unintelligible). We're talked to them (unintelligible) and that's the cost - they agreed to pay the cost, it's assume the \$50,000 (unintelligible).

Man: So there's no cost to us.

(John): Correct.

Man: What do they actually paid for?

(John): The access road, Kelly Road so they're - so the gate in front of it - on the land side of air cargo. There's a road in there where they use that now. We have a - we have an agreement with them now. They're allowed to use it. And they're looking to add a gate because of the growth at their facility, we can get a gate. We've asked them to repave that whole strip.

Phil Calderone: Sam, to answer you question, no cost to us. To the prior agreement, there was no co-sharing, no requirements that (Philips) contribute towards maintaining that road. Not only will they'd be paying 50,000 for the immediate repairs, but they'll be sharing going forward and it cost that would incurred by us in maintaining that road. There is a clear benefit (outline). There wasn't in the past.

(Father Doyle): Thanks, (Chris). (Helen Chadderdon), (unintelligible).

(Helen Chadderdon): Thank you, (Father Doyle). Beginning with the chart has covered the minority percentages and our concessions (unintelligible) forth. We have 39 people now back on staff at three to four locations. So (unintelligible) six, Chick-fil-A have 17, but we need to send minority percentage. (Unintelligible) is at 30 and (Unintelligible) down to like 50.

(Unintelligible) open and they are offering every day from 10:00 to 6:00. Both spend a - Chick-fil-A has added some hours and now at least they're operating six days a week from Friday up to 5:00 p.m. They were closing on to the three days. So it's picked up a little a bit for them.

And Dunkin Donuts have been wonderful throughout and they're running every morning from 4:00 a.m. to 7:00 p.m. at night. There's not a lot of happening on the Ambassador side of things I'll say. But they are coming back slowly and they do volunteer (267) hours in August.

(Our two words), we have to visit that. We have a request (unintelligible) to come in October. We have to figure out what to do there and then the (unintelligible) K9 hasn't moved in yet.

So the business center has only 38 people (that came and) signed in and service is a little over 600 guests on our (unintelligible). And I'm happy to answer any questions.

(Father Doyle): Questions for (Helen). Thank you, (Helen).

(Helen): Thank you.

(Father Doyle): (Doug Myers).

(Doug Myers): We worked with (unintelligible) Southwest Airlines to create a going away party if you would (unintelligible) road as a teenager, mowed lawns in the area, saved his money, took flight lessons here at the airport, became a pilot. (Unintelligible) the Air Force and then retired to the Air Force (unintelligible) to sell the place. And last week, we had a nice going away party (unintelligible).

Just the (loft), you watch the Kentucky Derby unfortunately (unintelligible) did not make it that this year, it returned here on August 31 left here right around 31 of August for the derby. We tried to create an event for the horses that went out as we did for the other (unintelligible) side and we met won derby. They suggested that we - they didn't want do something this year. They would rather (unintelligible), let the horse go and that's where (unintelligible).

A fly by tomorrow, we're working with The Ninety-Nines which is a woman's flying group that's very - back in the time of Amelia Earhart. And they are bringing about eight aircraft tomorrow and they were doing a fly by of the Eddy Nursing Home on Columbia Turnpike in Cohoes. I'm sorry, the Columbia - Columbia Street (extension) in Cohoes.

Lillian Yonally is 98 years old. She's a former WASP and a member of the organizations. She's been at the VA for quite some time. So that we're doing a flyby. We had some media coming out today to talk with the family and some of The Ninety-Nines at (unintelligible). And it's more of the flyby will be about 1 to 3 o'clock that were advertised with the FAA (unintelligible).

(Unintelligible) will be scheduled for October 1, that's a kick off for an (unintelligible) checkpoint. I think we will have to have real ID by (totally one of) 2021 and (unintelligible) we still keep up to date with them on all the issues of COVID here at the airport. We have the (unintelligible).

(Father Doyle): Thank you, (Doug). Questions for (Doug). Matt Cannon, Business and Economic Development.

Matt Cannon: Thank you, Father. I'm going to go right into the agenda item that I have scheduled right after for myself. So I'm going to go right into agenda item 10.1, it's part of collection for authorization and negotiated contract for (fiber) brands for a brand new marketing and Web site routing services. (Bill) hit on this a little bit (unintelligible) meeting.

But this is a great opportunity for the airport to set a new play of excitement on (unintelligible) and branding and what's importantly on our Web site. We have already (unintelligible) the features at the airport, the lodge and (unintelligible) appropriate to match that with the (unintelligible) that will put forth in October.

And within this effort that it's also going to be helpful as we go outside of this market. We've looked at our (unintelligible) area of where we want our team people as they get comfortable traveling again to come up to Albany International, to use us as their airport rather than going to city airports or Bradley or (Stewart).

So when we put out this (RFT), we received 17 responses, very impressive companies from across the country which I thought was pretty exciting. We have companies out in West Coast, (both) the companies as well. We have reached thorough committee review, the applicants that came in. We narrowed edit down to three finalists that we then conducted a Zoom interviews with the world of COVID, that's how we have to do them now.

And they didn't make it easy which is great. We didn't want - but the committee (agreed with) the presentation and we're requesting authorization to negotiate this (Tyler) brand. The (Tyler) brand is actually a local company. They are located right across from county town hall just past the (unintelligible). They have a history working with the (unintelligible) airport a few years ago. But what jumped out at us was how they can check all the boxes and what we're looking for especially branding and most important Web site design, that's probably the most critical element of this very favorable price (for) COVID as well, so.

Happy to field any questions in regards to that.

((Crosstalk))

(Father Doyle): Go ahead.

Man: What is the cost?

Matt Cannon: So they proposed \$50,000 but that is for bringing marketing in the Web site design and our committee as we're discussing, we really don't feel the marketing, it's critical right now because we can do a lot of that here ourselves. So that's number is suspected to come down.

Man: What about (unintelligible)?

Matt Cannon: That's part of that. That's within that number. There's a - within the portfolio, there is - there is two options that they presented for annual maintenance. Now we pause for Cadillac package and non-Cadillac package. And I believe we felt the non-Cadillac appropriate especially given the fact that we have.

Man: So (unintelligible) at \$60,000.

Matt Cannon: Yes.

Man: That's just for the first year.

Matt Cannon: Correct.

Man: And after it's developed.

Matt Cannon: Yes.

Man: And after the (unintelligible).

((Crosstalk))

Matt Cannon: I want to say it was under a 1,000 a year. Let me - let me pull that up...

Man: I think they said the 1,025.

Matt Cannon: Hold on one sec. I'm here. I'm sorry.

Man: They said the 1,025 is what I read.

Matt Cannon: Right. So it would be that - (unintelligible) will be the following - the following years.

Man: So the following year, you would need \$1,000 a month maintenance fee?

Matt Cannon: Correct.

Man: Okay.

Matt Cannon: And especially given what's happened at the beginning of the year or at the end of the year, having additional layer of experts to protect us in the cyber world. We don't want to just build a Web site that one would say (unintelligible), (Dave) and (John). So we feel that working with (Dwayne) and (Heather) from Albany County (unintelligible) sufficient package to (unintelligible), our Web site.

Man: Okay.

Man: This includes them for pricing it as well, they have experts.

Matt Cannon: Yes, yes. We talked about that. That's actually a pretty big talking point during the interview process with all of them, given what happened here and what's happened in the world.

Phil Calderone: Our outside computer consultants were part of committee that did the evaluation. And so the date is (firm), they had the best presentation from that side.

Man: (They've been able to commission to - yes).

Man: Two questions. Who was on our committee that did the interview?

Man: Anyone (unintelligible).

Man: Jump in if I forget anyone, it was (Bill), (Helen), (Cathy), (Doug), (Chris), myself, (unintelligible). (John).

Man: Pretty much everybody.

Man: (Dwayne).

Man: Going on as we went through the computer films back when, is this opening up another avenue where someone could get in to us.

Phil Calderone: That's why we had (Dwayne) and (Perry) on the committee to make sure that that issue was addressed and that can't happen.

Man: So basically, they'll design a Web site. But then the (unintelligible) over us, they don't have any control the Web site - the Web site computer.

Phil Calderone: We'll manage it and there'll be a resource as I understand it.

Man: Yes, it's part of that too.

Phil Calderone: As part of that program.

Man: So they present the same types of things?

Phil Calderone: Correct. It won't allow back door in.

Matt Cannon: And that was one of the most important questions we asked everyone we interviewed given the history. What would you do to enhance what we have? They felt very comfortable in their response.

Phil Calderone: And I think what (Dwayne) felt the most comfortable risk is because their local. If he has a critical failure of his Web sites, these folks are available to come over and assist us.

(Father Doyle): Sari, you had a question.

Sari O'Connor: And I have something to add. I happen to - friend of mine, a law firm whose (vibrant) and I actually hired them to the Albany Prison Fire Foundation which is a very - much smaller scale. And the experience that I had, I was happy when I saw that because a very, very professional in terms of and when they're creating the process, you will be part of it. And the security piece was never a question. So they're very much experienced in government as well, I think. They've done some local government work.

So I think that they would be the right person as it relates to the county and all that other (unintelligible).

Phil Calderone: And they just brought their whole team for their presentation. I mean we didn't get the feeling that we were just a small client to a big firm, but somebody that would - a special client that they would pay particular attention to.

(Father Doyle): So we need a motion Matt to proceed with the negotiations. Motion by (Steve), second by Sari, all those in favor.

Man: Aye.

(Father Doyle): Thank you, Matt. Matt, do you - you have another?

Matt Cannon: Per request. I'm going to add this to the table agenda items 10.2 (unintelligible).

(Father Doyle): Table? Table 10.2. Okay.

Matt Cannon: That's good for my presentation. I'm happy to field any additional questions or...

(Father Doyle): Thank you, Matt. And now we're - the other action items. 10.3 is on a (glide call) and that's (Michael).

(Michael): Thank you, (Father). The (glide call) is the icing (unintelligible) supply to the aircraft. If there's any inclement weather that will start here shortly. Hopefully a little later but that's the last item being purchased. It's type 1 and type 4 and (unintelligible) labor is. We went off (unintelligible). We wanted a fixed price for you the (glide call) so that did not happen here. (unintelligible) go up and we could just (unintelligible) concerns and who (unintelligible) this contract.

(Father Doyle): Questions for (Michael)? Motion to approve. Sam second, Dr. Greenberg, all those in favor.

Man: Aye.

(Father Doyle): Thanks, (Michael). 10.4 (John LaClair), that's the slide you showed about the fire protection right?

(John LaClair): Thank you, Father. Yes, that is exactly right that's why alluded to earlier (unintelligible) system in the (MDF) room. This is our main data room. I'd

like to get the board authorization to award this project to (Condor Fire and Sprinkler) for the amount of a \$112,700. I wanted to (unintelligible), but like I said, we've been - we've been playing Russian roulette with a wetsuit (unintelligible) this will make the system, protected and yet and not kind of the chance to compromise (unintelligible) laptop mostly (unintelligible).

Man: (Unintelligible) bid on this?

(John LaClair): Pardon?

Man: (Unintelligible) bid you had 112.

(John LaClair): No, we had a several other bids then that actually went up in about \$30,000 increments. So this was - this was the - this was the lowest rate available.

We actually had a 12 different contracts look at it and then we had I believe five that actually bid it.

(Father Doyle): Sam, got a question.

Sam Fresina: Do you have the people from the fire department actually involved in this process or they...

(John LaClair): Yes. I had spoken with both the chief and (unintelligible) he was (unintelligible) when they reach to build the time off. He went through it with the designers when he (unintelligible). He's been here a lot. He went through it with the designers and they were onboard with this as far as the materials and the (unintelligible) thing, that they're onboard with this.

Sam Fresina: Yes. Thanks.

(Father Doyle): We need a motion to approve that contract with the Condor Fire sprinkler. Dr. Greenberg, second Sam, all those in favor.

Man: Aye.

(Father Doyle): Thank you. (Ray Casey), we're going to talk about the concessions then the minimum guarantee and they're not selling anything. So they probably going to be sure out of minimum guarantee.

(Ray Casey): There sure are no rent money. Thank you, Father. Bill alluded to this, we have three concession contracts here, HMSHost, OHM and (Parity), (Parity) is the one that do the newspapers and water and the books. They're on something. And I provided information to you just to give you sense of January and February, there was a chart there that shows what their business was and it dropped off basically in half, in March and then the bottom fell out in April.

So we've been looking at what other airports have done as well. These people, they have a big nut every month so this minimum annual guarantee. HMSHost is \$57,500 a month and their sales in August were 59,000.

So, that covered all the weight, all the materials in addition to the rent. I mean we looked at what other airports are doing, they providing relief. So we came up with the plan to offer relief from April to December recommending that we cut the - we're doing a (unintelligible) 50% of the rent.

Man: What?

(Father Doyle): 50 percent.

(Ray Casey): 50 percent, 50 percent. For each one of them and I showed that the rent for each of them. But the cost for the airport, the total cost of doing that, it's \$258,000 for HMSHost. For OHM, it's 144,000. For (Parity), it's 250,000.

We said two other things. We've been talking to the vendors. One of them has accepted at this point. People have checked (unintelligible) and we've - and as part of this, we were able to get them to reopen which was important to us.

The other - the other issues are, we can't sell and our master plan, there is (Michael) running numbers. We can't tell what's going to be like in February. So we've said the people, we'll look at this again at the end of the year, to try to figure out, and get the picture of what the business is and decide where to go.

And one of the things that we can offer (unintelligible) and basically at no cost to us is each of these firms have a different contract end dates. And we are - we're asking you for authorization, not only to cut the (MAG) in half from April to December but also to allow us to negotiate possible extensions of contracts up to a five-year period. That would be based on each of these firms we have selected from an RFP process, a competitive process. And with the varying dates pending, they're all struggling. They're struggling with it.

They've all paid through the end of March. They haven't paid - yes, (unintelligible) in between. But we're trying to come to a realistic point with them that we can encourage them to stay in business and serve our customers here. And allow them to have a favorable business through the process going forward.

So that's where we are. We ask your approval on this. It's a difficult time. It's difficult for these folks when you add in - maybe you look at the (AAA's)

saying (unintelligible) in August for \$67,000. That sounds pretty good. It was 300,000 in January.

If you take their labor cost and you take their material cost, it's hard to pay us the rent piece. And we think we're being extremely fair at this point. Our airports of the little more than we have but they've done it for a shorter period of time and we don't see, looking at the projections, we don't see a major change on this going through December and (unintelligible).

And so, I think this is a reasonable approach and trying to be fair with these folks that serve - that serve our flying public and also to serve our employees here. HMSHost in August, their sales were \$29,000 or \$59,000. \$30,000 of that was Dunkin Donuts which is outside security. And that's a lot of employees lining up for coffee and others who are moving back and forth here.

So I'd be happy to answer any questions. This have been a difficult (unintelligible).

Man: My questions is, is there going to be a commitment on their part, with this agreement. Are they going to commit to stay open and give a certain amount of hours. Because why would - why would we cut the rent in half if they're profiting...

(Ray Casey): That's a good - that's a great question and the firm of the three that we've gone the farthest with is the firm that OHM has Chick-fil-A. And they've actually increased hours. They were closed and we got them to open. We're continuing to work with these firms. And (Helen) worked with HMSO's to get the (unintelligible) back open and (Parity) which supplies papers and everything else, the people. They have stayed open.

So we're just - we're trying to hit - it's a chicken and an egg kind of thing. We're just trying to keep the pressure on so that we show good intent on our part and we're looking for the same. And the other thing we have over their head in a way. HMSHost, I mean these firms, if you look at the pure numbers, somebody might walk except they have a big investment. So HMSHost is doing that (unintelligible) and that's a \$700,000 project. So (unintelligible).

Man: (Unintelligible) room?

((Crosstalk))

(Ray Casey): Yes, yes. It's a \$700,000 project and they're paying their contractor, (Greco) \$50,000 a week just trying to - trying to catch up on what they owe. So they can - they can't afford to walk. I don't think...

Man: Yes. I agree with you. I will...

Phil Calderone: That will be a condition that we told them.

Man: It's all positive. We give them a break and I agree. They need a break and it's the right thing to do. In return, it should be keeping people employed too.

Man: And we need the (unintelligible).

Man: Absolutely.

(Steve): (Steve), probably a legal question for (Chris). These are all bid under certain brand and certainly length of time. And now that we're changing it in midstream (unintelligible).

Man: Well we have. Actually...

(Steve): Remember, OHM (unintelligible) was in the airport.

(Ray Casey): Yes, OHM though. We actually have in their agreement - their agreement ends 2028. It has a two - and on top of that, they have a two-year option that is their option to extend. And then there was another two years which were - with their approval and our approval. So that would get them to 2032 and in part of this, we're looking at in giving them to 2033. (Again) next year, end of the year.

(Steve): No, I'm not (unintelligible) complaining. I'm talking about (unintelligible) complain that they should be (unintelligible) in the same process (unintelligible).

(Ray Casey): If anybody wants to come in and...

Man: (Unintelligible).

((Crosstalk))

(Ray Casey): No. But what I'm saying (Steve)...

Man: This is the equivalent of a exchange order. And so there are - there is a percentage here. It's a minimal change so it would appropriate.

Woman: And minimally modifies it (unintelligible) behavior.

Man: I get it. As long as we're protected.

(Father Doyle): (Any) questions?

Man: Projected revenues that we would have had since the COVID situation in the renegotiation. We're still not going to be bringing that up to level, is that correct?

(Ray Casey): We will get - what we're saying is, the 50% would be an abatement. We would waive the 50%. So the total for the three firms is \$653,000, through the end of the year.

Man: Through the end of (unintelligible)...

(Ray Casey): Through the end of the year.

Man: And the abatement that we're proposing has been calculated in (Michael's) projection you have to the end of this year.

Man: So I want to get the - yes.

(Father Doyle): Any other questions for (Ray)? Motion to approve this contract. Third, (Kevin), all those in favor.

Man: Aye.

(Father Doyle): Thank you, (Ray). And now (Chris), we're back to the easement but for - as an action item.

(Chris): Thank you, Father. Yes, this would be - speaking to you about earlier which is the grant reporting (unintelligible) for additional of (unintelligible) water main. This is, I think I mentioned this has evolved to the operation of the (unintelligible) expansion.

But I think more important to the authority is still funded out.

(Unintelligible). And that is required under Section 3.1 of the Airport Lease Agreement. And we think we have achieved that with the \$50,000 in (teasing) cost to be incurred by (Philips).

The removal of several trees and ongoing in conversation as a common user. We access road. We may even (unintelligible). And we're going to have continued conversation and (unintelligible) to use air cargo in the future.

So having said that, we (unintelligible).

(Father Doyle): So if we approve this (Chris), then it has to be approved by the legislator or like...

(Chris): Yes, it's scheduled to appear (Father Doyle).

Phil Calderone: You know, no small point here. I think it's important to (Philips) is growing. (Chris) mentioned the number of jobs. It's important to be a good neighbor and that they do ship a lot of cargo out. A lot of it doesn't go through our airport. We've asked them to consider using our airport to ship some of that cargo and they're receptive to talking to us about it. So I think that this is another sign by us in being a good neighbor and working with them.

(Father Doyle): Motion to approve this easement, Sam; second, (Steve), all those in favor.

Man: Aye.

(Father Doyle): Aye. Thank you, (Chris). And now we're onto a change order 11.5. (John LaClair).

(John LaClair): Yes, thanks, (Father). This change order is for (unintelligible) contracts number 991C with the similar 9 which is the for the room renovations that we contacted the (unintelligible) companies.

The change orders value is going \$230,000 which is the negotiated value but which has started at over 400,000. We got it down to \$284,451 and then there are a couple of credits that we took from them which amounted to (\$54,451), we get this down to \$230,000.

And what's the - what these change order encompasses are a lot of unforeseen things that they ripped apart in the bathrooms. Remembering the terminal was only 22, 23 years old. We found deteriorated plumbing, deteriorated walls, things that were not anticipated, you couldn't find until you start ripping things apart. We ended up having to do some additional alarm works and then we (did) some upgrades for the fire sprinklers just because what was there didn't - was not up to the newest code and it was something you couldn't access until so you rip the - so you gutted the room out (unintelligible) to the right back (unintelligible) order any studs.

So, but all in all, I mean there is a whole list, the backup is there. There is a whole of item, item. I mean there's small items but you have 30, 35, 40 of them and it adds up fairly quickly and that's where we got to this. So I'm looking for the boards authorization to - the (word) to change order and that we'd close out this contract completely.

Yes, sir.

Man: When they did that, they were expected to know all these things, right?

(John LaClair): You couldn't know (unintelligible) you would expect they know what they (did), but we had no idea what was behind the wall until we gutted them out...

Man: If they did it based on what they looked like, right?

(John LaClair): Correct. What they looked like.

Man: So that's so - really was that fair (unintelligible). If you - technically, if you went to court, was that fair (unintelligible), right?

(John LaClair): That would be a legal question, I defer to her. But to me, it's - and that was - you couldn't see when you did (unintelligible) room.

Man: They did (unintelligible). It looks that way. You could at least negotiate that to a somewhat smaller number.

(John LaClair): We did. We started at over \$480,000. We got this down to like some of the credits. That's where we ended it up. We brought this back, so there's quite a few items that we totally disagree with them, I'd agree with you, we're at their peril.

Man: We should look at the original contract and see whether it's to their risk or not. I mean the contract they say as is, you know.

(John LaClair): It doesn't say - it doesn't say that it's as is, it was milled accordingly. If you rip the firewall, you'll find a stud that is not there, or a plumbing fixture that's gone, that you couldn't see without the wall being removed, (unintelligible), I mean...

Man: But that was their own risk. Maybe, I don't know.

(John LaClair): I don't believe we write our contracts like that. I don't believe that (unintelligible).

((Crosstalk))

Male: We never signed a contractor. I don't think the contract we ever signed (unintelligible)...

Man: Yes, but that's what...

Man: (Unintelligible) order setting, a without an (unintelligible).

(Steve): Pretty much, you can't see behind the wall.

Man: So you're saying - your thinking (Steve) that it's probably in the language to the contract that...

(Steve): I'm saying that (unintelligible) the contract (we've ever) signed a contract.

(John LaClair): And then they did included (unintelligible).

Man: And (Chris), look and see what the contract says.

(John LaClair): But things that we'd go, we do - what they - were things that they couldn't see like lighting issues, we took those and threw them out (unintelligible). Those we got rid of. These were things that we're - you get no way without it. You know, X-ray machine is a mess. There's no way you could know that that was there until you rip the thing apart.

Man: Let me ask you question. One, when they came and found something out, did they notified somebody from the (unintelligible).

(John LaClair): Yes, they notified.

Man: You can look at it. I mean it's there.

(John LaClair): Yes, both (unintelligible) and I went and looked at it, if it was major enough, some of the plumbing issues, we actually have the design engineers (unintelligible) somebody look, to make sure we got the proper (face) that was going to last.

Man: But this whole document is in order?

(John LaClair): Yes, sir.

Man: Okay.

(Father Doyle): Why don't we do this? Why don't we take a motion to approve the change order but with the provision that (Chris) will review the contract and make sure that it's set it quickly, the language of the contract.

Man: That's a good way of doing it.

(Father Doyle): Can I have such a motion? Sari, Second, Dr. Greenberg, all those in favor?

Man: Aye.

(Father Doyle): Thank you. I don't have any old business or new business. If not, I'll accept the motion to go into executive session to discuss to personnel matters. (Steve) to make the motion, second Sam, all in favor with that.

Man: The only thing I want...

(Father Doyle): Yes.

Man: Before we all leave, I'll remind everyone, this is pursuant to executive order on meeting that has been recorded. There will be transcript made and available to the public. Okay. Thank you all.

Woman: Thank you.

(Father Doyle): Did you see builders third matter within addition to this first (unintelligible) the third matter you wanted to (unintelligible)...

Woman: Yes, yes. Good.

Man: I am.

(Father Doyle): Okay.

Man: Yes.

Man: (Unintelligible).

Operator: Your conference is ending now. As requested by the host, please hang up.

END

AGENDA ITEM NO. 3

Communications and Report of Chief Executive Officer



ALBANY COUNTY AIRPORT AUTHORITY
ALBANY INTERNATIONAL AIRPORT
ADMINISTRATION BUILDING
SUITE 200
ALBANY, NEW YORK 12211-1057

TEL: 518-242-2222
ADMIN FAX: 518-242-2641
FINANCE FAX: 518-242-2640
SITE: www.flyalbany.com

MEMO: November 9, 2020

TO: Albany County Airport Authority Board Members

FROM: Philip F. Calderone, Esq., Chief Executive Officer

- Update: Impact of COVID-19 on Airport Operations
- Testing
- GE Press Conference
- Master Plan Update
- ACAA Board Changes

AGENDA ITEM NO. 4

Financials

ALBANY COUNTY AIRPORT AUTHORITY

Monthly Financial Report

September 2020

(dated November 2, 2020)

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November 2, 2020

ACAA Members

INTRODUCTION

The September 2020 highs and lows in brief are as follows:

- ▲ Monthly operating profit of \$11,4365
- ▲ SW will add 9 weekly Orlando flights in Nov.
- ▲ Cargo continues strong growth in comparison to national average
- ▼ Pax traffic remains at 80% of 2019 levels at approximately an average of 1,000 per day
- ▼ Pax traffic lags national average growth
- ▼ Flights to Chicago reduced to 13 per week from 26

Enplanement, Operations and Landed Weight indices continue to be below comparable month, YTD, and the previous twelve month amounts, as shown below:

	<u>Current Year versus</u>			
	2020 Budget	2019 Month	2019 YTD	2019 Prev. 12 Mo.
Enplanements	(76.2%)	(76.5%)	(62.8%)	(47.3%)
Cargo	21.0	23.1	10.2	12.5
Operations	(24.9)	(24.6)	(29.1)	(23.2)

	<u>Month</u>	
	Jan20	Oct20
Destination Airports	17	16
Scheduled Monthly Flight	1,391	735
Average Daily Flights	44.9	24.5
Pax Lift (Pax Seats)	141,803	68,806

FINANCIAL INFORMATION

Cash Position – Unrestricted (Operating)

Despite continued unfavorable enplanement levels, the Airport continues to maintain a strong cash position. The Statements of Net Position provided on Page 3 reports unrestricted cash of \$20,447,018 and equates to approximately 7.37 months of operating reserves (Notes to Financial Statements #2, Page 11), this is a 0.52 month favorable increase from the prior month.

Cash Position – Restricted

Restricted cash available for capital purposes is as follows:

Projects	\$ 2,860,185
Projects – PFC	12,447,416
Projects – Other	<u>1,349,604</u>
	\$16,657,205

Accounts Receivable

The Accounts Receivable balance is approximately 4.52 of average day total operating revenues.

Equity – YTD Earnings

The Summary of Revenues, Expenses and Net results is provided on Page 4. The Airport recorded a change in net position for the month and year-to-date shown as follows:

	<u>Month</u>	<u>YTD</u>
Airport Operating	\$ 29,632	\$ 956,355
FBO Profit	(<u>18,196</u>)	<u>523,129</u>
	11,436	1,479,484
Other Rev/Exp (d.ser.)	2,618,255	365,761
Capital Contributions	97,564	7,350,126
Airline Incnt. Payts.	(<u>70,880</u>)	(<u>476,355</u>)
	<u>2,644,939</u>	<u>7,239,532</u>
	\$2,656,375	\$8,719,016

As shown above, the results would have been materially different had Capital Contributions not been included in the calculation.

Operating Revenues

Monthly operating revenues were approximately \$1,883K and \$3,710K for 2020 and 2019, respectively, a difference of \$1,827K. Most of this decrease is attributable to the following:

Parking Revenue	~\$1,066,000
Rental Cars	~ 283,000
Landing Fees	~ 274,000
Food & Beverage	~ 72,000
Retail	~ 52,000
Other	~ <u>80,000</u>
	~\$1,827,000

YTD operating revenues were approximately \$20,977K and \$34,477K for 2020 and 2019, respectively, a difference of \$13,500K. The overwhelming decrease is attributed to the following:

Parking Revenue	~ \$7,402,000
Rental Cars	~ 2,174,000
Landing Fees	~ 2,030,000
Food & Beverage	~ 555,000
Retail	~ 425,000
Other	~ <u>914,000</u>
	~\$13,500,000

Airport Operating Expenses

Monthly operating expenses were approximately \$1,854K and \$2,217K for 2020 and 2019, respectively. YTD operating expenses were \$20,021K and \$21,172K for 2020 and 2019 respectively.

Non-Operating Revenue

Recorded in the month was \$3,351,990 of CARES Act funding, YTD CARES Act funding is \$6,721,587.

AIRPORT OPERATING BUDGET

Monthly operating revenues were unfavorable by approximately \$1,619K, again, due in large part to the decrease in parking revenue, landing fees, rental car revenues and food & beverage sales. Monthly operating expenses compared to budget were favorable by \$480K.

YTD operating revenues were unfavorable by approximately \$11,968K. Parking, again, making up the "lions" share of this decrease at \$7,428K. YTD operating expense were favorable by approximately \$2,9427K.

MILLION AIR FBO OPERATIONS

Revenues derived from the sale of JetA and AvGas fuels is the largest contributor of FBO revenue. Below is the decrease of the fuel sold in gallons as a result of decreased operations attributed to the COVID-19 pandemic.

	<u>Current Year versus</u>			
	2020 Budget	2019 Month	2019 YTD	2019 Prev. 12 Mo.
JetA (gals)	(25.3%)	(15.5%)	(32.4%)	(24.3%)
AvGas (gals)	44.8	32.2	(5.8)	0.6

FBO Summary of Revenues, Expenses and Net results are shown on Page 4.

The FBO had operating profits of (\$18,196) and \$523,129, for the month and year-to-date, respectively.

PASSENGER AIRLINE SCHEDULES

Weekly Passenger Airline schedule flight changes over the past months are as follows:

	<u>Begin</u>	<u>+</u>	<u>-</u>	<u>End</u>
Jan (week #3)				313
Feb (week #8)				348
Mar (week #13)				354
Apr (week #17)				313
May (week #22)				98
Jun (week #26)	98	12	185	140
July (week #30)	140	50	7	183
Aug (week #34)	183	40	2	221
Sep (week #39)	221	4	78	147
Oct (week #44)	147	26	5	168
Nov (week #49)	168	32	27	173
		<u>-</u>	<u>-</u>	
	313	164	304	173

PROJECTIONS

Annual 2020 enplanement projections at the following dates are as follows:

Jan 2020	1,500,000
Jun 2020	600,000
Jul 2020	600,000
Aug 30, 2020	520,000
Sep 25, 2020	520,000
Nov 2, 2020	520,000

Annual 2021 enplanement projections at the following dates are as follows:

Jun 2020	1,200,000
Jul 2020	940,000
Aug 2020	940,000
Sep 25, 2020	940,000
Nov 2, 2020	940,000

COMPARISON WITH NATIONAL

Comparison of enplanement and cargo levels with the North American (NAM) amounts as provided by ACI-NA are as follows:

Enplanements

	<u>Month YOY%</u>		<u>YTD YOY%</u>		<u>12YE YOY%</u>	
	<u>NAM</u>	<u>ALB</u>	<u>NAM</u>	<u>ALB</u>	<u>NAM</u>	<u>ALB</u>
Jun20	(78.1)	(77.0)	(53.7)	(54.2)	(24.8)	(25.3)
Jul20	(69.9)	(80.0)	(56.3)	(61.2)	(31.6)	(41.0)
Aug20	(66.7)	(76.5)	(57.7)	(62.8)	(37.8)	(47.3)

Cargo

	<u>NAM</u>	<u>ALB</u>	<u>NAM</u>	<u>ALB</u>	<u>NAM</u>	<u>ALB</u>
Jun20	11.7	11.8	2.2	8.7	1.1	10.0
Jul20	12.7	1.8	3.5	8.6	1.6	10.7
Aug20	1.5	23.1	3.3	10.2	1.8	12.5

Albany County Airport Authority
Statements of Net Position

	<u>Unaudited</u> <u>September 30, 2019</u>	<u>Unaudited</u> <u>September 30, 2020</u>
<u>ASSETS</u>		
CURRENT ASSETS		
Unrestricted Assets		
Cash and cash equivalents	\$ 16,361,384	\$ 20,447,018
Accounts receivable - net	47,956	565,543
Prepaid Expenses	410,312	477,615
Total Unrestricted Assets	16,819,652	21,490,176
Restricted Assets		
Operating and Renewal Reserves	15,960,065	7,102,116
CFC Funds	--	448,586
Capital Funds	7,251,236	2,860,185
PFC Funds	14,802,051	12,447,416
Revenue Bond Funds	19,036,199	13,400,864
Refunding Bonds Escrow	--	44,825,991
FAA Restricted Funds	1,076,700	203,404
Concession Improvement Funds	805,250	697,614
Total Restricted Assets	58,931,501	81,986,176
Total Current Assets	75,751,153	103,476,352
NON-CURRENT ASSETS		
Bond Insurance Premiums	255,775	210,220
Capital Assets	267,402,914	299,081,627
Prepaid Expenses	240,538	225,103
Total Non-Current Assets	267,899,227	299,516,950
Total Assets	343,650,380	402,993,302
<u>DEFERRED OUTFLOWS OF RESOURCES</u>		
Refunding	3,031,914	2,145,790
OPEB Expenses	34,725	621,658
Pension Expenses	782,773	541,970
Total Deferred Outflows of Resources	3,849,412	3,309,418
TOTAL ASSETS AND DEFERRED OUTFLOWS	347,499,792	406,302,720
<u>LIABILITIES AND NET ASSETS</u>		
CURRENT LIABILITIES		
Payable from Unrestricted Assets	2,557,332	2,611,401
Payable from Restricted Assets	20,591,664	16,518,766
Total Current Liabilities	23,148,996	19,130,167
NON-CURRENT LIABILITIES		
Bonds and other debt obligations	86,676,495	128,767,110
Net OPEB liability	6,769,774	7,782,670
Net pension liability - proportionate share	342,564	512,346
Total Non-Current Liabilities	93,788,833	137,062,126
Total Liabilities	116,937,829	156,192,293
<u>DEFERRED INFLOWS OF RESOURCES</u>		
Concession Improvement Funds	929,395	634,246
OPEB expenses	64,289	48,217
Pension expenses	492,514	119,207
Total Deferred Inflows of Resources	1,486,198	801,670
<u>NET POSITION</u>		
Invested in Capital Assets, net of Related Debt	174,958,567	161,126,478
Restricted	30,399,161	69,039,660
Unrestricted	23,718,037	19,142,619
Net Position	229,075,765	249,308,757
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	\$ 347,499,792	\$ 406,302,720

Albany County Airport Authority
2020 Summary of Revenues, Expenses and Net Results
For the nine months ended September 30, 2020

	Current Month			Year to Date		
	2020 Budget	2019 Actual	2020 Actual	2020 Budget	2019 Actual	2020 Actual
AIRPORT						
OPERATING REVENUES						
Airline	\$ 1,082,957	\$ 1,135,955	\$ 868,642	\$ 10,161,186	\$ 10,686,843	\$ 8,617,655
Non-Airline	2,419,036	2,574,564	1,014,981	22,784,503	23,790,038	12,359,595
Total Revenues	3,501,993	3,710,519	1,883,623	32,945,689	34,476,881	20,977,250
OPERATING EXPENSES						
Personal Services	782,113	733,810	671,084	7,521,587	7,079,592	6,639,193
Employee Benefits	444,542	392,578	394,146	4,046,351	3,578,638	3,703,391
Utilities & Communications	176,562	160,603	117,028	1,576,090	1,469,677	1,330,059
Purchased Services	489,425	521,946	110,722	4,941,863	4,880,388	3,994,027
Material & Supplies	352,593	313,106	459,534	3,422,489	3,319,900	3,464,742
Office	29,489	39,144	82,979	324,511	273,497	534,793
Administration	59,574	55,274	18,498	615,219	570,210	354,690
Total Expenses	2,334,298	2,216,461	1,853,991	22,448,110	21,171,902	20,020,895
AIRPORT OPERATING RESULTS	1,167,695	1,494,058	29,632	10,497,579	13,304,979	956,355
FBO OPERATING RESULTS	89,252	56,432	(18,196)	1,014,224	1,390,406	523,129
TOTAL OPERATING RESULTS	1,256,947	1,550,490	11,436	11,511,803	14,695,385	1,479,484
OTHER REVENUES (EXPENSES)						
Interest Earnings	77,322	108,479	10,901	695,898	1,117,663	278,761
Passenger Facility Charges	345,076	376,345	345,076	3,105,688	3,387,106	3,105,688
ACAA Debt Service	(920,796)	(993,368)	(1,086,794)	(8,287,166)	(8,940,311)	(9,948,160)
Line of Credit Interest	-	-	(2,939)	-	(13,043)	(52,852)
Non-Capital Equipment	(32,917)	(37,583)	(42,079)	(296,255)	(341,347)	(107,903)
Insurance Recoveries	-	-	-	-	8,704	-
Customer Facility Charges Income	-	46,604	-	-	757,090	-
Customer Facility Charges Expense	-	-	-	-	(309,457)	-
Grant Income	8,665	11,780	3,363,390	110,988	103,740	6,813,927
Improvement Charges	30,700	30,700	30,700	276,300	276,300	276,300
Total Other Revenues(Expenses)	(491,950)	(457,043)	2,618,255	(4,394,547)	(3,953,555)	365,761
INCOME/(LOSS) BEFORE CAPITAL CONTRIBUTIONS	764,997	1,093,447	2,629,691	7,117,256	10,741,830	1,845,245
AIRLINE INCENTIVES		(104,401)	(70,880)		(1,039,898)	(476,355)
CAPITAL CONTRIBUTIONS		46,665	97,564		4,804,173	7,350,126
INCREASE IN NET POSITION		\$ 1,035,711	\$ 2,656,375		14,506,105	8,719,016
NET POSITION, BEGINNING OF PERIOD					214,569,660	240,589,741
NET POSITION, END OF PERIOD					\$ 229,075,765	\$ 249,308,757
RECONCIATION TO AIRLINE FUNDS REMAINING:						
NET RESULTS BEFORE RESERVES	764,997	1,093,447	2,629,691	7,117,256	10,741,830	1,845,245
Less: Capital Improvements	(275,956)	(275,511)	(275,956)	(2,207,645)	(2,204,089)	(2,207,645)
Less: Reserve Requirements	(10,473)	(36,323)	(10,473)	(83,787)	(290,586)	(83,787)
NET RESULTS	478,568	781,613	2,343,262	4,825,825	8,247,155	(446,186)
Revenue Sharing:						
Transfer to/from Airlines (50%)	239,284	390,806	1,171,631	2,412,912	4,123,577	(223,093)
Authority Share (50%)	239,284	390,806	1,171,631	2,412,912	4,123,577	(223,093)
Less: Airline Incentives	(83,333)	(104,401)	(70,880)	(666,667)	(1,039,898)	(476,355)
Net Authority Share	\$ 155,951	\$ 286,405	\$ 1,100,751	\$ 1,746,246	\$ 3,083,679	\$ (699,448)

Albany County Airport Authority
Operating Revenues
For the nine months ended September 30, 2020

	Current Month			Year to Date		
	2020 Budget	2019 Actual	2020 Actual	2020 Budget	2019 Actual	2020 Actual
AIRLINE REVENUES						
COMMERCIAL						
Landing Fees	\$ 417,433	\$ 454,431	\$ 180,569	\$ 3,916,326	\$ 4,272,007	\$ 2,242,205
Airline Apron Fees	56,674	67,457	62,632	510,062	604,416	583,041
Glycol Disposal Fee	0	0	0	223,407	238,754	169,096
CARGO						
Landing Fee	38,535	40,801	41,713	378,551	412,273	369,762
TERMINAL						
Loading Bridges	55,336	57,643	59,592	498,021	518,784	536,329
Space Rental	514,980	515,623	524,136	4,634,820	4,640,609	4,717,221
TOTAL AIRLINE REVENUES	1,082,957	1,135,955	868,642	10,161,186	10,686,843	8,617,655
NON-AIRLINE REVENUES						
AIRFIELD						
Tenant Maintenance	665	0	4,313	31,920	33,361	25,110
Total Airfield	665	0	4,313	31,920	33,361	25,110
TERMINAL						
Utility Reimbursement	2,563	1,691	2,976	19,886	17,929	18,895
Tenant Maintenance	602	1,047	0	7,464	5,362	25,568
Space Rent - Non Airline	61,638	65,298	60,955	554,746	554,595	549,199
Food & Beverage	68,678	88,594	17,336	700,441	903,564	348,734
Retail	66,800	72,793	21,134	663,158	721,977	297,685
Advertising	25,000	22,675	25,000	225,000	223,369	195,299
Foreign Currency Concession	0	0	0	0	8,867	0
Payphones	190	6	0	1,708	933	194
ATM	2,965	2,876	2,603	26,683	26,087	23,807
Museum Shop	0	16,995	0	0	154,163	0
Operating Permits	21,061	31,342	10,677	167,454	231,311	144,121
Vending Machines	2,438	1,108	784	25,240	23,784	14,170
Baggage Cart Rentals	1,383	1,070	400	12,445	11,725	5,226
Total Terminal	253,319	305,494	141,865	2,404,225	2,883,665	1,622,898
GROUND TRANSPORTATION						
Parking	1,231,625	1,271,091	205,580	12,239,600	12,212,747	4,810,936
Rental Cars	464,075	487,483	204,791	3,951,069	4,128,798	1,954,801
Access Fees	20,290	20,532	22,334	247,668	234,870	104,913
TNCs	25,797	31,254	6,377	220,063	266,614	108,404
Garage Space Rent	7,708	7,708	8,123	69,369	68,749	71,094
Total Ground Transportation	1,749,494	1,818,068	447,206	16,727,769	16,911,777	7,050,148
OTHER AIRPORT						
Telephone System - Tenants	5,833	4,954	4,849	52,500	50,492	47,403
Building Rental	8,597	8,442	7,338	99,592	95,424	92,551
Control Tower Rental	55,481	55,481	55,481	499,332	499,332	499,332
Air Cargo Facility	39,005	73,010	41,656	351,044	677,088	380,251
State Executive Hangar	103,924	103,924	103,924	935,312	935,312	935,312
T Hangars	8,361	9,348	9,754	75,246	81,346	98,006
Tie Downs	355	355	241	3,193	3,194	2,168
AV Gas Fuel Sales	4,574	5,701	7,304	32,257	30,416	34,409
Industrial Park	48,301	46,585	47,998	433,926	423,965	430,103
Land Rental	26,283	26,173	27,380	236,756	245,522	243,005
Eclipse Hangar	27,806	27,700	24,648	250,257	249,302	250,965
Hangar Rental	42,848	42,848	47,494	385,628	383,661	396,286
Internet and Cable Access	440	440	385	5,760	5,760	5,220
Fingerprinting	2,500	4,418	1,362	22,500	35,322	16,234
Tenant Maintenance	83	6,076	0	750	6,964	0
Purchasing Proposals	83	0	95	750	490	170
Ebay/Scrap/Equipment Sales	1,250	24	1,290	11,250	5,164	4,987
Utility Reimbursement	14,524	15,171	12,317	130,156	131,101	118,263
Taxes	18,644	10,615	21,445	34,380	27,804	39,574
Other	6,667	9,737	6,637	60,000	73,575	67,203
Total Other Airport	415,558	451,002	421,598	3,620,589	3,961,235	3,661,439
TOTAL NON AIRLINE REVENUES	2,419,036	2,574,564	1,014,981	22,784,503	23,790,038	12,359,595
TOTAL REVENUES	\$ 3,501,993	\$ 3,710,518	\$ 1,883,623	\$ 32,945,689	\$ 34,476,881	\$ 20,977,250

Albany County Airport Authority
FBO Results
For the nine months ended September 30, 2020

	Current Month			Year to Date		
	2020 Budget	2019 Actual	2020 Actual	2020 Budget	2019 Actual	2020 Actual
OPERATING REVENUES						
Retail Fuel						
Jet A Fuel Sales	\$ 470,199	\$ 405,615	\$ 288,913	\$ 4,364,393	\$ 4,331,084	\$ 2,524,499
AvGas Fuel Sales	33,805	36,373	43,011	249,280	255,977	208,477
Commercial AvGas Fuel Sales	1,965	1,983	1,299	17,685	131,377	14,897
Auto & Diesel Fuel Sales	14,157	15,576	8,220	218,735	225,601	139,588
Retail Fuel Sales	520,126	459,547	341,444	4,850,093	4,944,038	2,887,461
Into Plane Fees	50,732	53,475	26,305	505,565	521,650	299,185
Fuel Farm Fees	43,028	46,474	20,072	472,510	489,016	271,561
General Aviation Landing Fees	22,110	20,154	16,855	212,511	219,000	130,477
Aircraft Parking Fees	20,603	17,786	14,051	168,007	150,179	108,192
Deicing Services	0	0	0	796,553	1,020,789	667,922
FBO Properties	25,229	31,182	29,201	263,790	269,544	300,858
FBO Services	4,587	6,211	4,110	43,799	49,081	43,154
TOTAL REVENUES	686,415	634,829	452,038	7,312,828	7,663,296	4,708,809
COST OF SALES						
Fuel Costs - Jet A	270,539	223,800	118,818	2,511,148	2,425,415	1,102,557
Fuel Discounts - Jet A	31,509	32,665	21,688	292,470	298,773	199,116
Fuel Costs - AvGas	25,337	25,480	30,082	186,835	199,757	151,282
Fuel Discounts - AvGas	468	361	706	3,448	3,344	4,610
Fuel Costs - Commercial AvGas	1,796	1,623	1,202	15,950	116,541	8,841
Fuel Costs - Auto & Diesel	10,849	11,136	6,262	180,802	168,876	101,564
Total Fuel Costs	340,497	295,066	178,758	3,190,653	3,212,704	1,567,970
Deicing Costs - Type I & IV	0	0	0	588,668	561,566	363,191
Catering, Oil & Other	417	117	0	3,750	2,671	1,473
Total Cost of Sales	340,914	295,183	178,758	3,783,070	3,776,941	1,932,634
Net Operating	345,501	339,646	273,280	3,529,758	3,886,356	2,776,175
OPERATING EXPENSES						
Personal Services						
Salaries	103,173	112,688	94,536	1,005,934	933,927	932,535
Overtime	16,169	24,719	10,340	131,724	187,739	78,634
Total Personal Services	119,341	137,407	104,876	1,137,658	1,121,666	1,011,169
Employee Benefits	42,402	45,070	37,406	388,239	417,823	402,958
Utilities & Communications	6,543	5,381	5,532	72,957	64,743	56,679
Purchased Services	35,254	27,793	80,005	426,176	429,709	442,112
Materials & Supplies						
Buildings	7,756	14,900	32,061	66,512	61,568	63,804
Grounds	1,896	203	1,530	17,117	14,501	14,074
Vehicles	24,811	34,165	20,632	240,948	233,515	158,031
Total Materials & Supplies	34,463	49,267	54,223	324,577	309,583	235,909
Administrative Expenses	18,247	18,296	9,435	165,928	152,426	104,220
Non-Capital Equipment	0	0	0	0	0	0
TOTAL EXPENSES	256,249	283,214	291,476	2,515,534	2,495,950	2,253,046
FBO Net Operating Results	\$ 89,252	\$ 56,432	\$ (18,196)	\$ 1,014,224	\$ 1,390,406	\$ 523,129

Notes to Financial Statements

1. Accounting Basis

This financial information is presented for the purposes of comparing budget to actual results and for indicating generally how revenues and expenses have compared to budgeted revenues and expenses through on a monthly basis. The financial information presented herewith is prepared on the Albany County Airport Authority's budgetary basis of accounting.

This report includes preliminary operating and performance statistics, and financial forecasts based upon the budgetary basis of accounting estimates that involve uncertainties that could result in actual financial results differing materially from preliminary estimates.

2. Cash Reserves

2020 Operating Budget	\$38,819,754
2020 Debt Service	10,950,553
2020 Debt Service Paid by PFCs	(4,140,917)
	\$45,629,390

Monthly Cash Outflow	(\$45,629,390/12)
	\$3,802,449

Months Operating Reserves Unrestricted
 \$20,447,018/\$3,802,449 ~ 5.37 months

Months Operating Reserves Restricted
 \$6,600,000/\$3,234,979 ~ 2.00 months

(\$38,819,754 FY20Budg/12 = \$3,234,979)

	Unrest.	Restr	
Apr 20			7.10
May 20			6.90
Jun 20			7.70
Jul 20			7.25
Aug20	4.85	2.0	6.85
Sep29	5.37	2.0	7.37

3. Accounts Receivable

The amount of accounts receivables, shown as days of average annual daily revenues, is as follows:

$$\$45,629,390 / 365 = \$125,012$$

$$\$565,543 / \$125,012 = 4.52$$

Apr 20	10.91
May 20	17.76
Jun 20	7.45
Jul 20	8.99
Aug 20	10.04
Sep 20	4.52

**Albany International Airport
Statistics
For the nine months period ending September 30, 2020**

	Current Month			Year to Date			12 Month Running	
	Budget	2019	2020	Budget	2019	2020	2019	2020
Total Enplanements	118,815	120,058	28,257	1,131,820	1,146,937	426,211	1,515,781	798,243
	-76.2%		-76.5%			-62.8%		-47.3%
Operations								
Passenger	2,486	2,754	1,304	26,899	27,794	15,330	37,582	23,982
Cargo	477	274	250	3,920	2,790	2,234	3,864	3,194
Charter, Corporate & Divers	351	271	184	2,867	2,881	1,634	3,662	2,498
General Aviation	1,362	1,393	1,700	10,630	10,483	10,794	13,314	14,174
Military	232	201	250	2,291	2,344	2,817	3,118	3,417
Total Operations	4,908	4,893	3,688	46,607	46,292	32,809	61,540	47,265
	-24.9%		-24.6%			-29.1%		-23.2%
Landed Weight (000)	135,559	134,203	58,673	1,271,803	1,263,728	727,730	1,668,562	1,131,800
	-56.7%		-56.3%			-42.4%		-32.2%
Cargo/Mail & Express	1,607.6	1,580.6	1,945.1	15,449.5	14,020.1	15,449.5	19,057.4	21,438.3
	21.0%		23.1%			10.2%		12.5%
Jet A Gallons	99,830	88,182	74,544	926,623	934,850	632,016	1,207,705	914,246
	-25.3%		-15.5%			-32.4%		-24.3%
AvGas Gallons	6,774	7,418	9,810	49,956	51,703	48,724	62,640	63,014
	44.8%		32.2%			-5.8%		0.6%
Deicing Consortium	-	-	-	62,552	46,412	36,902	82,861	77,839
Deicing sprayed/retail	-	-	-	35,543	57,386	40,868	86,549	82,937
Parking Revenue	\$ 1,231,625	\$ 1,271,091	\$ 205,580	12,239,600	\$ 12,212,747	\$ 4,810,936	\$ 15,995,546	\$ 8,848,011
Revenue per enplanement	\$ 10.59	\$ 7.28	\$ 7.28	\$ 10.65	\$ 11.29	\$ 10.55	\$ 10.55	\$ 11.08
Transactions	50,020	12,269		485,838	204,554	647,398	361,383	
Average transaction	\$ 25.41	\$ 16.76		\$ 25.14	\$ 23.52	\$ 24.71	\$ 24.48	
Concession Sales								
Rental Cars	\$ 4,875,114	\$ 1,638,493		\$ 41,288,275	\$ 21,254,867	\$ 53,596,096	\$ 33,932,397	
Revenue per enplanement	\$ 40.61	\$ 57.99		\$ 36.00	\$ 49.87	\$ 35.36	\$ 42.51	
Food and Beverage	\$ 702,037	\$ 129,893		\$ 7,183,381	\$ 2,806,540	\$ 9,484,840	\$ 5,267,095	
Revenue per enplanement	\$ 5.85	\$ 4.60		\$ 6.26	\$ 6.58	\$ 6.26	\$ 6.60	
Retail	\$ 363,964	\$ 105,672		\$ 3,453,472	\$ 1,332,013	\$ 4,432,573	\$ 2,336,684	
Revenue per enplanement	\$ 3.03	\$ 3.74		\$ 3.01	\$ 3.13	\$ 2.92	\$ 2.93	

SCHEDULED AIRLINE PASSENGER SERVICE

Monthly Scheduled Flights are as follows:

	Airlines	Destination Airports	Non-Stop Destination Cities ⁽¹⁾	Non-Stop Scheduled Flights	Average Flights per Day	Mo. Seats Available	Mo. Landed Weight (lbs.)
Jan2020	7	17	13	1,391	44.9	141,803	147,829,062
Feb20	7	16	12	1,374	47.4	141,833	147,219,632
Mar20	7	18	14	1,549	50.0	161,752	162,630,904
Apr20	7	17	13	891	30.0	103,200	102,522,032
May20	7	12	10	418	13.5	45,913	45,124,706
Jun20	7	15	12	556	18.5	65,955	65,335,083
Jul20	7	16	13	779	25.1	82,887	87,150,492
Aug20	7	17	13	937	30.2	103,399	106,554,438
Sep20	7	14	12	642	21.4	63,168	64,144,804
Oct20	7	16	13	740	23.9	67,992	68,410,190
Nov20	7	16	12	735	24.5	68,806	73,145,608

⁽¹⁾ Five (5) cities may be served by two (2) airports; Chicago (ORD/MDW), Orlando (MCO/SFB), Tampa (TPA/PIE/PGD), and Washington DC (DCA/IAD).

Weekly schedule flight changes for the third week of August 2020 (#34) versus September 2020 (#39) and the third week of January 2020 (#3) versus September 2020 (#39) are as follows:

	Airlines	Destination	Week				Year-To-Date (net)			
			#44	+	(-)	#49	Week #3	+	(-)	Week #49
1	ATL	Atlanta, GA	7	6	-	13	20	20	(27)	13
2	BWI	Baltimore, MD	28	-	(3)	25	26	9	(10)	25
3	MDW	Chicago-Midway	7	3	-	10	12	12	(14)	7
4	ORD	Chicago-O'Hare	26	-	(13)	13	40	14	(41)	13
5	CLT	Charlotte, NC	19	-	(3)	16	19	7	(10)	16
6	DEN	Denver, CO	2	4	-	6	-	13	(7)	6
7	DTW	Detroit, MI	21	-	(2)	19	25	7	(13)	19
8	FLL	Fort Lauderdale, FL	2	1	-	3	10	1	(8)	3
9	RSW	Fort Myers, FL	-	-	-	-	4	-	(4)	-
10	MYR	Myrtle Beach, SC	2	-	(2)	-	-	5	(5)	2
11	EWR	Newark, NJ	18	-	(1)	17	31	18	(32)	17
12	MCO	Orlando, FL	2	11	-	13	27	18	(32)	13
13	SFB	Orlando/Sanford, FL	-	-	-	-	2	-	(2)	-
14	PHL	Philadelphia, PA	11	2	-	13	30	15	(32)	13
15	PGD	Punta Gorda, FL	2	1	-	3	2	2	(1)	3
16	TPA	Tampa, FL	-	4	-	4	9	11	(16)	4
17	PIE	Tampa/St. Pete, FL	2	-	-	2	2	-	-	2
18	DCA	Washington DC-Reagan	7	-	(1)	6	33	5	(32)	6
19	IAD	Washington DC-Dulles	<u>12</u>	<u>-</u>	<u>(2)</u>	<u>10</u>	<u>21</u>	<u>7</u>	<u>(18)</u>	<u>10</u>
			168	32	(27)	173	313	164	(308)	173

Schedule

AGENDA ITEM NO. 5

Project Development



ALBANY COUNTY AIRPORT AUTHORITY
ALBANY INTERNATIONAL AIRPORT
ADMINISTRATION BUILDING
SUITE 200
ALBANY, NEW YORK 12211-1057

TEL: 518-242-2222
ADMIN FAX: 518-242-2641
FINANCE FAX: 518-242-2640
SITE: www.albanyairport.com

PROJECT STATUS REPORT

November 9, 2020

I. AIRSIDE IMPROVEMENTS

A) Runway 10-28 and Taxiway C Edge Light Replacement (Contract No. 946-E)

DLC Electric has completed the installation of the new Runway 10-28 and Taxiway C edge lights. The project included directional drilling under several taxiways, installation of new wind cones along with the new LED edge lights and wiring. The new threshold lights were installed and tested. The contractor is working on a small punchlist to closeout the project.

B) Taxiway A Pavement Rehabilitation design (Contract S-1064)

McFarland Johnson was selected as the design firm for this project the RFP selection committee. Their scope and fee has been negotiated and will be presented to the Board for approval as an action item this meeting.

C) Replacement of Boarding Bridges A3, A5, B10, & C1 (Contract No. S-1039)

The Board approved the low bids for both 1039-GC and 1039-E to AERO Bridge at June's Board meeting. AERO Bridge is working with C & S Companies on submission and review of shop drawings and will be ordering the new bridges once the drawings are approved. The new bridges are currently scheduled to be erected in the Spring of 2021.

II. LANDSIDE IMPROVEMENTS

A) Revenue Upgrades and PARCS System (Contract #990-GC)

The existing parking revenue system has been replaced with the PARCS system. Amano McGann is working with ATI Access Control to upgrade the new PARCS system software that includes LPR's (License Plate Readers) and EZ Pass Plus

antennas, which are all in place and active. The Long Term, Short Term and North Garage entrances and exits are operating with the new equipment. The new equipment has been installed in the new garage. Testing of the new equipment is continuing in the new garage but lack of vehicles has slowed the process.

B) New Parking Garage (Contract No. S-989, GCR)

LeChase Construction is the contractor for 989-GCR, which includes the pedestrian bridge to the Terminal, the vehicle bridge to the garage, electrical, communication and plumbing work inside the new precast structure. The contractor had their electrical subcontractor finish installing and programming the LED lights around the outside perimeter of the garage and Airport personnel were trained program the lights.

C) Terminal Amenities (Contract No. S-991, GC &R)

Contract 991-GC is for the new Terminal flooring (terrazzo tile and carpet), soffit lighting, new ceiling in Times Square and various wall finishes was awarded to VMJR Companies. VMJR has completed the terrazzo and tile work, as well as wall finishes. The punchlist work continues. ACAA continues to work with VMJR to close this project out. Contract 991-R for the removal of the existing skylight in A Concourse and replacement with a metal roof and photovoltaic panels mounted on top, was awarded to Kasselmann Electric. Kasselmann is continuing to work with Airport to close out the project

D) Long Term and Employee Parking Lot Paving (Contract 1009-PAV)

Due to the COVID-19 virus passenger parking is greatly reduced which allowed for a unique opportunity to empty two parking lots completely and let a contract to mill and pave them in entirety. New Castle Paving was the low bid contractor approved by the Board. The project limits were extended to get the lot behind the old garage milled and paved will the parking at the same unit cost. There is a Change Order on the Board agenda for approval of the additional work, which will closeout the project.

E) Air Traffic Control Tower (Contract 1013-SW, M, E & EL)

The FAA has requested some upgrades to their facility. Sage Engineering is completed the design for the elevator replacement (1013-EL) and the project was bid. The FAA is still restricting access to their facility due to the COVID-19, so the project was not awarded since no contractors are being allowed into the facility. The project will be rebid when the facility is accessible again.

F) MDF (Main Distribution Frame) Room Fire Protection

Condor Fire Sprinkler was the low bidder for this project and their contract was approved by the Board last meeting. The work includes the installation of a new dry

fire protection system in the MDF room where all the Airport computer, telephone and security system are routed back to. This project will replace the existing sprinkler system that currently serves as fire protection, eliminating the possibility system failure due to sprinklers going off. Condor is currently submitting shop drawings for review.

G) New Terminal Concessions

The Hudson Valley Wine Bar was closed on January 2, 2020. Construction work was progressing but has been halted due to COVID-19. The vendor, HMS Host, has taken delivery of the new equipment, which will be installed when work resumes. The space is being converted to the Beer Union, which is going to feature craft beers. It will be advertised as part of the Taste New York campaign.

AGENDA ITEM NO. 6

Counsel



ALBANY COUNTY AIRPORT AUTHORITY
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ALBANY, NEW YORK 12211-1057

TEL: 518-242-2222
ADMIN FAX: 518-242-2641
FINANCE FAX: 518-242-2640
SITE: www.flyalbany.com

MEMO: November 9, 2020

TO: Albany County Airport Authority Board Members

FROM: Christine C. Quinn, Esq., Authority Counsel

- Signatory Use & Lease Agreement

AGENDA ITEM NO. 7

Concessions/Ambassador Program



ALBANY COUNTY AIRPORT AUTHORITY
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November 9, 2020

Marketing, Concessions & Ambassador Program

Minority Percentages in the Concession’s Workforce

Date	HMS Host	OHM	Paradies	Dunkin Donuts
Oct 2019	23/61=37.7%	37/48=77%	16/24=66%	7/10=70%
Nov 2019	29/61=47.5%	37/45=82%	15/22=68%	8/12=66.6%
Dec 2019	27/69=39%	64/75=85.3%	15/22=68%	5/11=45.45%
Jan 2020	26/67=38.8%	60/70=86%	15/22=68%	5/11=45.45%
Feb 2020	26/60=43.3%	50/63=79.3%	13/25= 52%	5/11=45.45%
Mar 2020	0/4=0%	2/4=50%	2/10=20%	3/5=60%
April 2020	0/1=0%	0	1/8=12.5%	3/5=60%
May 2020	0/1=0%	0	2/9=22%	4/6=66.6%
June 2020	0/6=0%	17/21=81%	2/9=22%	4/6=66.6%
July 2020	0/6=0%	15/17=88%	2/9=22%	3/5=60%
Aug 2020	0/6=0%	15/17=88%	3/10=30%	3/6=50%
Sept 2020	0/6=0%	9/11=82%	5/11=45%	3/6=50%
Oct 2020	1/6=17%	10/12=83%	5/10=50%	3/6=50%
Nov 2020				
Dec 2020				

Concessions

HMSHost

- Adirondack Lodge – closed
- Silks of Saratoga – opened on Friday June 26, 2020 (10:00 a.m. – 6:00 p.m.)
- Starbucks – closed
- The Local – closed
- Burger King - closed
- Hudson Valley Beer Union – closed under remodel
- Dunkin Donuts – Open, hours of operation – 4:00 a.m. – 7:00 p.m.

OHM

- Empire Deli – closed
- Wolfgang Puck Pizza - closed
- Chick fil A – opened on Monday June 22, 2020
 (5:00 a.m. – 5:00 p.m.) Monday - Saturday

Paradies

Gift/News on A – intermittent hours through last departure on A

Gift News on B – intermittent hours through last departure on B

Gift/News on C – open 4:30 am through to the last departure on C

Ambassador Program**Tours 2020**

Jan - 0	Feb - 7	Mar - 0	Apr - 0	May - 0	June - 0								YTD - 7
July - 0	Aug - 0	Sept - 0	Oct - 0	Nov -	Dec -								

Hours 2020

Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec		YTD - 4317
1215	1174	491	0	6.5	235	263	267	308.5	357				

Guest Served 2020

Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec		YTD - 30,313
11,337	13,200	1814	0	0	694	685	606	854	1123				

Canine 2020

Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec		YTD - 14,336
6563	7714	59	0	0	0	0	0	0	0				

Business Center 2020

Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec		YTD - 503
139	175	60	0	0	28	36	38	33	54				

AGENDA ITEM NO. 8

Public Affairs



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Public Affairs Report November 2020

Media

The Times Union recently published a story noting that ALB airfares were at historic lows. Some of the reduction in fares was due to the effort by airlines to increase passenger loads due to the loss of revenue as a result of the COVID-19 pandemic. The story also pointed out the Authority’s effort to maintain low fares by welcoming ultra low-fare carriers Allegiant and Frontier airlines to Albany.

B-25 CRASH

David Prescott, Mitchell B-25 bomber had been featured at the 75th Anniversary commemorating the end of World War II in Hawaii and was headed back to its ALB base when it crashed near Stockton California September 19th. David reports that there was no mechanical problem with the aircraft...it ran out of fuel. The cost of repairs will be \$1-\$2m.



AIRPORT TOURS

We plan to begin airport tours for local travel agents and VIPS to provide them with up-to-date information on how we are responding to the COVID-19 pandemic. The tours, consisting of 5-6 individuals will focus on the protective actions that the Authority has taken.

WORLD SERIES MEMORABILIA

Representatives of the Baseball Hall of Fame routinely pass through the Airport following the final game of the World Series and offer local media a glimpse at some of the memorabilia to be displayed at the Hall. This year’s visit was cancelled due to the corona virus.



HOLIDAY ENTERTAINMENT

After much thought and advice from health authorities, this year’s holiday entertainment has been cancelled due to the corona virus.



MEDIA

Reporters have been kept up-to-date on Airport actions during the pandemic via news releases, advisories, personal and phone interviews.

AGENDA ITEM NO. 9

Economic Development



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ALBANY, NEW YORK 12211-1057

TEL: 518-242-2222
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FINANCE FAX: 518-242-2640
SITE: www.flyalbany.com

MEMO: November 9, 2020

TO: Albany County Airport Authority Board Members

FROM: Matthew J. Cannon, Director of Development & Government Affairs

- Branding, Marketing & Website Design Services
- Government Affairs

AGENDA ITEM NO. 10

**Authorization of Contracts/Leases/Contract
Negotiations/Contract Amendments**

AGENDA ITEM NO. 10.1

Service Contract: Service Contract No. – SC-20-1062: Overhead Doors, Baggage Belts and Baggage Carousel Maintenance

AGENDA ITEM NO: 10.1
MEETING DATE: November 9, 2020

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
11/09/2020

DEPARTMENT: *Finance*

Contact Person: *Michael F. Zonsius, Chief Financial Officer*

PURPOSE OF REQUEST:

Service Contract: *Service Contract No. – SC-20-1062: Overhead Doors, Baggage Belts and Baggage Carousel Maintenance*

*All Type Professional Door Service, Inc.
405 North Pearl Street
Albany, New York 12207*

CONTRACT AMOUNT:

Total Contract Amount: *\$255,000 estimated (cost for initial term and option years– there is no fixed total contract amount.)*

BUDGET INFORMATION:

Anticipated in Current Budget: Yes No NA

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal State Airport 100% NA
Funding Source: Airport Operating Budget

JUSTIFICATION:

The Airport relies upon the services of an overhead door company to repair the overhead doors, baggage belts and baggage carousel. The Authority issued a Request for Proposals to replace the expiring contract. One proposal was received from the current service provider, it was found acceptable and priced consistently with the expiring contract. The recommendation is to award a service contract to All Type Professional Door Service, Inc. The contract term is one year with two one-year options subject to the approval of the Chief Executive Officer.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

AGENDA ITEM NO: 10.1
MEETING DATE: November 9, 2020

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Chief Financial Officer has approved. YES NA

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES NA

BACK-UP MATERIAL:

Please refer to attached recommendation memo, certified copy of RFP submissions received, copy of submittal from proposer, and original RFP document with terms and conditions.

Liz Charland

From: Kevin Hehir
Sent: Monday, October 19, 2020 9:32 AM
To: Bobbi Matthews
Cc: Sam Boschelli
Subject: O/H Door, Baggage Belt and Baggage Carousel maintenance services

Bobbie, All Type Door has met all expectations for all service calls that we have made to them over the past years without any complaints. Their response time is excellent as well as their labor. I have no problem with the Authority continuing with All Type doing our service work here.

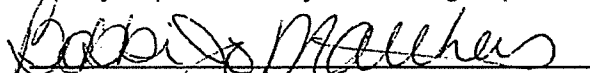
Contract #SC-20-1062

Overhead Door, Baggage Belt and Baggage Carousel Maintenance and Services

Company Name	All Type Professional Doors, Inc.
---------------------	--------------------------------------

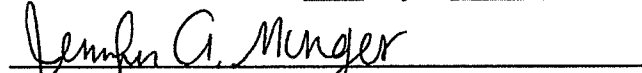
I, Bobbi Matthews, certify that this proposal acknowledgment is a true copy of the submittals received for the proposal (RFP) above.

Albany Airport Authority Purchasing Department



Bobbi Matthews,
Purchasing Agent

Sworn to before me this 19th day of October 20 20.


Notary Public

JENNIFER A. MUNGER
Notary Public, State of New York
No. 01MU6246332
Qualified in Schenectady County
Commission Expires Aug. 08, 2023

EXHIBIT D: DOCUMENTS REQUIRED TO BE SUBMITTED WITH PROPOSAL

- A. Proposal Acknowledgment Form**
- B. Non-Collusion Affidavit**
- C. Offerer Disclosure of Prior Non-Responsibility Determinations**
- D. Obtained Proposal Affidavit**
- E. Proposal Bond**
- F. Insurance Affidavit**
- G. Company Statement for:**
 - 1. Corporation**
 - 2. Partnership**
 - 3. All Proposals**
- H. Work Force Composition**
- I. References**
- J. Proposal Submittal Form**

*SC-20-1062
All Type Doors
Submittal*

Exhibit D: Proposal A

PROPOSAL ACKNOWLEDGMENT FORM

The proposers acknowledge that he/she has carefully examined the RFP, the attached Agreement draft and the proposed location/s for his/her proposed operation/s.

The proposer warrants that if proposal is accepted, he/she will contract with the Albany County Albany Authority the form of an Agreement substantially in the form attached and comply with the requirements of the RFP and the executed Agreement. Proposer agrees to deliver an executed Agreement to the Albany County Airport Authority within fourteen (14) calendar days of receiving the tendered Agreement from the Authority.

I, the undersigned, guarantee our proposal meets or exceeds specifications contained in the RFP document. Any exceptions are described in detail and all requested information has been submitted as requested.

I affirm that I have read and understand all the provisions and conditions as set forth in this RFP. Our firm will comply with all provisions and conditions as specified, unless specifically noted as an exception with our Proposal.

I also affirm that I am duly authorized to execute the Agreement contemplated herein; that this company, corporation, firm, partnership, or individual ~~has~~ not prepared this Proposal in collusion with any other proposer and that the contents of this proposal as to rent, terms or conditions of said proposal have not been communicated by the undersigned nor by any employee or agent to any other proposer or to any other person/s engaged in this type of business prior to the official opening of the proposal.

Name of Proposer: All Type Prof. Door Service, Inc.

Signature of Authorized Person: _____

Title: President

Business Address of Proposer: 400 North Pearl St. Albany, NY 12207

Business Phone Number: 518-463-1333

Date: 10/7/20

Subscribed and sworn to before me this 7th day of October, 2000.

Exhibit D: Proposal B

NON-COLLUSION AFFIDAVIT

Authorized officer: Bidder's proposal containing statements, letters, etc., shall be signed in the proposal by a duly authorized officer of the company whose signature is binding on the proposal.

The undersigned offers and agrees to furnish all of the items/services upon which qualifications are stated in the accompanying proposal. The period of acceptance of this proposal will be ____ calendar days from the date of the bid opening. (Period of acceptance will be forty-five (45) calendar days unless otherwise indicated by proponent).

STATE OF New York COUNTY OF Albany

BEFORE ME, the undersigned authority, a Notary Public in and for the State of NY on this day personally appeared Jay Goyer who after being by me duly sworn did depose and say: I, Jay Goyer am a duly authorized officer of/agent for All Type Pos. Desc. Service and have been duly authorized to execute the foregoing on behalf of the said .

I hereby certify that the foregoing offer has not been prepared in collusion with any other proponent or other person or persons engaged in the same line of business prior to the official opening of this proposal. Further, I certify that the proponent is not now, nor has been for the past six (6) months, directly or indirectly concerned in any pool or agreement or combination, to control the type of services/commodities offered, or to influence any person or persons to offer or not to offer thereon.

By submission of this proposal, each proponent and each person signing on behalf of any proponent certifies and in the case of a joint proposal each party thereto certifies as to its own organization, under penalty of perjury that to the best of his knowledge and belief:

- A. The prices in this proposal have been arrived at independently without collusion, consultation, communication or agreement for the purpose of restricting competition as to any matter relating to such prices with any other proponent or with any competitor;
- B. Unless otherwise required by law, the prices which have been quoted in this proposal have not been knowingly disclosed by the proponent and will not knowingly be disclosed by the proponent prior to the opening, directly or indirectly to any other proponent or to any competitor; and,
- C. No attempt has been made or will be made by the proponent to induce any other

person, partnership or corporation to submit or not to submit a proposal for the purpose of restricting competition.

Name and Address of Proponent: All Type Prof. Door Service
400 North Pearl St. Albany, NY 12207

Telephone and Fax Numbers: 518-463-1333

By: _____ Name & Title _____
Signature

SUBSCRIBED AND SWORN to before me by the above-named on this
_____ day of _____ 20__.

Notary Public in and for the State of NY

Exhibit D: Proposal C

Offerer Disclosure of Prior Non-Responsibility Determinations

Name of Individual or Entity Seeking to Enter into the Procurement Contract:

All Type Prof. Door Service Inc.

Address: 400 North Pearl St

Albany, NY 12207

Name and Title of Person Submitting this Form: Goyer, Jay

Contract Procurement Number: No. SC- 949

Date: 10/7/20

1. Has any Governmental Entity made a finding of non-responsibility regarding the individual or entity seeking to enter into the Procurement Contract in the previous four years? (Please circle):

No

Yes

If yes, please answer the next questions:

2. Was the basis for the finding of non-responsibility due to a violation of State Finance Law §139-j (Please circle):

No

Yes

3. Was the basis for the finding of non-responsibility due to the intentional provision of false or incomplete information to a Governmental Entity? (Please circle):

No

Yes

4. If you answered yes to any of the above questions, please provide details regarding the finding of non-responsibility below.

Governmental Entity: N/A

Date of Finding of Non-responsibility: _____

Basis of Finding of Non-Responsibility: _____

(Add additional pages as necessary)

5. Has any Governmental Entity or other governmental agency terminated or withheld a Procurement Contract with the above-named individual or entity due to the intentional provision of false or incomplete information? (Please circle):

No

Yes

6. If yes, please provide details below.

Governmental Entity: _____

Date of Termination or Withholding of Contract: _____

Basis of Termination or Withholding: _____

(Add additional pages as necessary)

Offerer certifies that all information provided to the Governmental Entity with respect to State Finance Law §139-k is complete, true and accurate.

By: _____ Date: 10/7/20

Signature

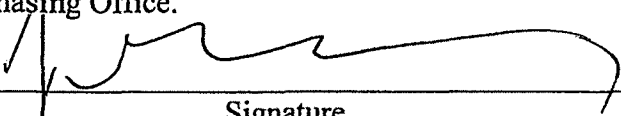
Name: Jay Goyer

Title: Pres.

Exhibit D: Proposal D

OBTAINED REQUEST FOR BID AFFIDAVIT

I, being an authorized representative of the named organization / company, certify that I obtained the request for bid documents from the Albany County Airport Authority Purchasing Office or www.bidnetdirect.com//albany-county-airport-authority. I understand that no bid shall be considered unless the organization making this bid has first obtained a copy of this Request for Bid from the Albany County Airport Authority Purchasing Office.



Signature Agent

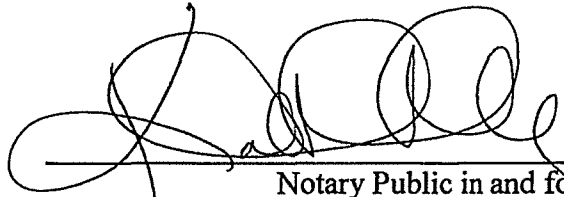
Print or Type Name: Jay Goyer

Address All Type Prof. Door Service Inc.

400 North Pearl St. Albany NY 12207

Phone: 518-463-1333

SUBSCRIBED AND SWORN to before me by the above named on this 1st
day of October, 2020.



Notary Public in and for
State of New York

KATHLEEN M. SWINEGAR
Notary Public, State of New York
No. 01SW6140655
Qualified in Albany County
Commission Expires Jan. 30, 2022

Exhibit D: Proposal E

PROPOSAL BOND

*ALTYPA PROS.
Deor Services Inc.*

KNOW ALL MEN BY THESE PRESENT, that we, the undersigned, ALTYPA PROS. Deor Services Inc. as Principal, and _____ as Surety, a corporation chartered and existing under the laws of the State of New York, and fully authorized to the business in the State of New York, and hereby held and firmly bound unto Albany International Airport Authority, as Owner in the sum of \$ _____ dollars and no cents in good and lawful money of the United States of America, to be paid upon demand to the Albany International Airport, New York, to which payment well and truly made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors, and assigns.

The condition of the above obligation is such that whereas the Principal has submitted to Albany County Airport Authority, certain Proposal, attached hereto and hereby made a part hereof to enter into a contract in writing, for the performance of services at the Albany International Airport,

NOW, THEREFORE,

- A. If said Proposal shall be rejected, or in the alternate;
- B. If said Proposal shall be accepted and the Principal shall, within fourteen (14) calendar days after receipt of written notification from the Authority of the Notice of Award, execute and deliver such contract and shall furnish sufficient and satisfactory bonds for his faithful performance of said contract, and for the payment of all amounts in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said Proposal, then this obligation shall be void; otherwise the same shall remain in force and effect, it being express expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the penal amount of this obligation as herein stated.

The Surety, for value received, hereby stipulated and agrees that the obligations of said Surety and its bond shall be in no way impaired or affected by any extension of the time within which the Authority accepts such Proposal; and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations have cause their corporate seals to be hereto affixed and these presents to be signed by their proper officers.

Signed, this 7 day of October, 2020.

AllType Door Service Inc. Jay Goyer
Principal

Surety

x [Signature]
By

By

CERTIFICATE AS TO CORPORATE PRINCIPAL

I, Jay Goyer, certify that I am the Secretary of the Corporation named as Principal in the within bond; that Jay Goyer, who signed the said bond of said Corporation is the President of said Corporation; that I know his signature, and his signature hereto is genuine; and that said bond was duly signed, sealed, and attested for in behalf of said Corporation by authority of its governing body.

[Signature]

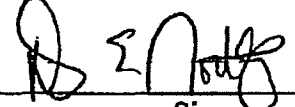
(Corporate Seal)

Exhibit D: Proposal F

INSURANCE REQUIREMENT AFFIDAVIT

To be completed by appropriate insurance agent:

I, the undersigned agent, certify that the insurance requirements contained in this proposal document have been reviewed by me with the below identified offerer. If the below identified offerer is awarded this contract by Albany County Airport Authority, I will be able, within ten (10 days after offerer is notified of such award, to furnish a valid insurance certificate to the Airport meeting all of the requirements contained in this contract.

Agent:  DENNIS E NORTHROP
Signature Agent
Package - Utica National Insurance Company of Texas; Umbrella - Utica National Assurance

Name of Insurance Carriers: Auto and Workers Compensation - Utica National Insurance of Ohio

Address of Agency: Ten Eyck Group
1924 Western Avenue, Albany, NY 12203

Phone Number Where Agent May Be Contacted: (518) 464-0059

Offerer's Name (Print or Type) Dennis E. Northrup, Vice President

SUBSCRIBED AND SWORN to before me by the above named on this 2nd
day of October, 2020.


Notary Public in and for
State of New York

ANN MARIE SANELLI
Notary Public, State of New York
Qualified in Albany County
ID # 01SA6169509
My Commission Expires June 25
October 1st, 2023



CERTIFICATE OF INSURANCE COVERAGE

DISABILITY AND PAID FAMILY LEAVE BENEFITS LAW

PART 1. To be completed by Disability and Paid Family Leave Benefits Carrier or Licensed Insurance Agent of that Carrier

<p>1a. Legal Name & Address of Insured (use street address only)</p> <p>ALL TYPE PROFESSIONAL DOORS INC. 405 NO. PEARL STREET ALBANY, NY 12207</p> <p><i>Work Location of Insured (Only required if coverage is specifically limited to certain locations in New York State, i.e., Wrap-Up Policy)</i></p>	<p>1b. Business Telephone Number of Insured</p> <p>518-463-1333</p> <p>1c. Federal Employer Identification Number of Insured or Social Security Number</p> <p>141714635</p>
<p>2. Name and Address of Entity Requesting Proof of Coverage (Entity Being Listed as the Certificate Holder)</p> <p>Albany County Airport Authority Albany International Airport Administration Building Albany, NY 12211-1057</p>	<p>3a Name of Insurance Carrier</p> <p>HARTFORD LIFE AND ACCIDENT</p> <p>3b Policy Number of Entity Listed in Box "1a"</p> <p>LNY647854</p> <p>3c Policy effective period</p> <p>01-01-2020 to 12-31-2020</p>

4. Policy provides the following benefits:

A. Both disability and paid family leave benefits.

B. Disability benefits only.

C. Paid family leave benefits only.

5. Policy covers:

A. All of the employer's employees eligible under the NYS Disability and Paid Family Leave Benefits Law.

B. Only the following class or classes of employer's employees:

Under penalty of perjury, I certify that I am an authorized representative or licensed agent of the insurance carrier referenced above and that the named insured has NYS Disability and/or Paid Family Leave Benefits Insurance coverage as described above.

Date Signed **10-02-2020** *Elizabeth Tello*
(Signature of Insurance carrier's authorized representative or NYS Licensed Insurance Agent of that insurance carrier)

Telephone Number (212) 553-8074 Name and Title: Elizabeth Tello – Assistant Director, Statutory Services

IMPORTANT: If Boxes 4A and 5A are checked, and this form is signed by the insurance carrier's authorized representative or NYS Licensed Insurance Agent of that carrier, this certificate is **COMPLETE**. Mail it directly to the certificate holder.

If Box 4B, 4C or 5B is checked, this certificate is **NOT COMPLETE** for purposes of Section 220, Subd. 8 of the NYS Disability and Paid Family Leave Benefits Law. It must be mailed for completion to the Workers' Compensation Board, Plans Acceptance Unit, PO Box 5200, Binghamton, NY 13902-5200.

PART 2. To be completed by the NYS Workers' Compensation Board (Only if Box 4C or 5B of Part 1 has been checked)

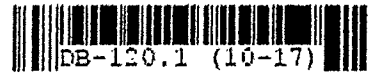
**State of New York
Workers' Compensation Board**

According to information maintained by the NYS Workers' Compensation Board, the above-named employer has complied with the NYS Disability and Paid Family Leave Benefits Law with respect to all of his/her employees.

Date Signed _____ By _____
(Signature of Authorized NYS Workers' Compensation Board Employee)

Telephone Number _____ Name and Title _____

Please Note: Only insurance carriers licensed to write NYS disability and paid family leave benefits insurance policies and NYS licensed insurance agents of those insurance carriers are authorized to issue Form DB-120.1. Insurance brokers are NOT authorized to issue this form.



Additional Instructions for Form DB-120.1

By signing this form, the insurance carrier identified in Box 3 on this form is certifying that it is insuring the business referenced in box "1 a" for disability and/or paid family leave benefits under the New York State Disability and Paid Family Leave Benefits Law. The Insurance Carrier or its licensed agent will send this Certificate of Insurance to the entity listed as the certificate holder in Box 2.

The insurance carrier must notify the above certificate holder and the Workers' Compensation Board within 10 days IF a policy is cancelled due to nonpayment of premiums or within 30 days IF there are reasons other than nonpayment of premiums that cancel the policy or eliminate the insured from coverage indicated on this Certificate. (These notices may be sent by regular mail.) Otherwise, this Certificate is valid for one year after this form is approved by the insurance carrier or its licensed agent, or until the policy expiration date listed in Box 3c, whichever is earlier.

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy listed, nor does it confer any rights or responsibilities beyond those contained in the referenced policy.

This certificate may be used as evidence of a Disability and/or Paid Family Leave Benefits contract of insurance only while the underlying policy is in effect.

Please Note: Upon the cancellation of the disability and/or paid family leave benefits policy indicated on this form, if the business continues to be named on a permit, license or contract issued by a certificate holder, the business must provide that certificate holder with a new Certificate of NYS Disability and/or Paid Family Leave Benefits Coverage or other authorized proof that the business is complying with the mandatory coverage requirements of the New York State Disability and Paid Family Leave Benefits Law.

DISABILITY AND PAID FAMILY LEAVE BENEFITS LAW

§220. Subd. 8

(a) The head of a state or municipal department, board, commission or office authorized or required by law to issue any permit for or in connection with any work involving the employment of employees in employment as defined in this article, and notwithstanding any general or special statute requiring or authorizing the issue of such permits, shall not issue such permit unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that the payment of disability benefits and after January first, two thousand and twenty-one, the payment of family leave benefits for all employees has been secured as provided by this article. Nothing herein, however, shall be construed as creating any liability on the part of such state or municipal department, board, commission or office to pay any disability benefits to any such employee if so employed.

(b) The head of a state or municipal department, board, commission or office authorized or required by law to enter into any contract for or in connection with any work involving the employment of employees in employment as defined in this article and notwithstanding any general or special statute requiring or authorizing any such contract, shall not enter into any such contract unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that the payment of disability benefits and after January first, two thousand eighteen, the payment of family leave benefits for all employees has been secured as provided by this article.



Workers' Compensation Board

**CERTIFICATE OF
NYS WORKERS' COMPENSATION INSURANCE COVERAGE**

<p>1a. Legal Name & Address of Insured (use street address only)</p> <p>All Type Professional Door Service, Inc. 405 North Pearl Street Albany, NY 12207</p> <p>Work Location of Insured (Only required if coverage is specifically limited to certain locations in New York State, i.e., a Wrap-Up Policy)</p>	<p>1b. Business Telephone Number of Insured (518)463-1333</p> <p>1c. NYS Unemployment Insurance Employer Registration Number of Insured</p> <p>1d. Federal Employer Identification Number or Social Security Number 14-114635</p>
<p>2. Name and Address of Entity Requesting Proof of Coverage (Entity Being Listed as the Certificate Holder)</p> <p>Albany County Airport Authority Albany International Airport Administration Building Albany, NY 12211-1057</p>	<p>3a. Name of Insurance Carrier Utica National Insurance of Ohio</p> <p>3b. Policy Number of Entity Listed in Box "1a" 4036328</p> <p>3c. Policy effective period <u>5/23/2020</u> to <u>5/23/2021</u></p> <p>3d. The Proprietor, Partners or Executive Officers are <input type="checkbox"/> included. (Only check box if all partners/officers included) <input checked="" type="checkbox"/> all excluded or certain partners/officers excluded.</p>

This certifies that the insurance carrier indicated above in box "3" insures the business referenced above in box "1a" for workers' compensation under the New York State Workers' Compensation Law. (To use this form, New York (NY) must be listed under Item 3A on the INFORMATION PAGE of the workers' compensation insurance policy). The Insurance Carrier or its licensed agent will send this Certificate of Insurance to the entity listed above as the certificate holder in box "2".

The insurance carrier must notify the above certificate holder and the Workers' Compensation Board within 10 days IF a policy is canceled due to nonpayment of premiums or within 30 days IF there are reasons other than nonpayment of premiums that cancel the policy or eliminate the insured from the coverage indicated on this Certificate. (These notices may be sent by regular mail.) Otherwise, this Certificate is valid for one year after this form is approved by the insurance carrier or its licensed agent, or until the policy expiration date listed in box "3c", whichever is earlier.

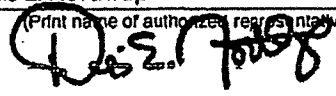
This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy listed, nor does it confer any rights or responsibilities beyond those contained in the referenced policy.

This certificate may be used as evidence of a Workers' Compensation contract of insurance only while the underlying policy is in effect.

Please Note: Upon cancellation of the workers' compensation policy indicated on this form, if the business continues to be named on a permit, license or contract issued by a certificate holder, the business must provide that certificate holder with a new Certificate of Workers' Compensation Coverage or other authorized proof that the business is complying with the mandatory coverage requirements of the New York State Workers' Compensation Law.

Under penalty of perjury, I certify that I am an authorized representative or licensed agent of the insurance carrier referenced above and that the named insured has the coverage as depicted on this form.

Approved by: Dennis E. Northrup
(Print name of authorized representative or licensed agent of insurance carrier)

Approved by:  10/2/2020
(Signature) (Date)

Title: Vice President - Ten Eyck Group

Telephone Number of authorized representative or licensed agent of insurance carrier: (518) 464-0059

Please Note: Only insurance carriers and their licensed agents are authorized to issue Form C-105.2. Insurance brokers are NOT authorized to issue it.

Workers' Compensation Law

Section 57. Restriction on issue of permits and the entering into contracts unless compensation is secured.

1. The head of a state or municipal department, board, commission or office authorized or required by law to issue any permit for or in connection with any work involving the employment of employees in a hazardous employment defined by this chapter, and notwithstanding any general or special statute requiring or authorizing the issue of such permits, shall not issue such permit unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that compensation for all employees has been secured as provided by this chapter. Nothing herein, however, shall be construed as creating any liability on the part of such state or municipal department, board, commission or office to pay any compensation to any such employee if so employed.
2. The head of a state or municipal department, board, commission or office authorized or required by law to enter into any contract for or in connection with any work involving the employment of employees in a hazardous employment defined by this chapter, notwithstanding any general or special statute requiring or authorizing any such contract, shall not enter into any such contract unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that compensation for all employees has been secured as provided by this chapter.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/02/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Ten Eyck Group 1924 Western Avenue Albany NY 12203		CONTACT NAME: Ten Eyck Group PHONE (A/C, No, Ext): (518) 464-0059 FAX (A/C, No): (518) 456-7076 E-MAIL ADDRESS:	
		INSURER(S) AFFORDING COVERAGE	
		INSURER A: Ulica National Insurance Company of Texas	NAIC # 43478
		INSURER B: Ulica National Ins of Ohio	13998
		INSURER C: Ulica National Assurance	10687
		INSURER D:	
		INSURER E:	
		INSURER F:	

COVERAGES

CERTIFICATE NUMBER: CL2051221294

REVISION NUMBER:

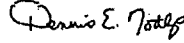
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	Y		CPP 3942069	05/14/2020	05/14/2021	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
B	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY <input type="checkbox"/> AUTOS ONLY			4620261	05/14/2020	05/14/2021	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
C	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			CULP 3942070	05/14/2020	05/14/2021	EACH OCCURRENCE \$ 1,000,000 AGGREGATE \$ 1,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	4036328	05/23/2020	05/23/2021	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Albany County Airport Authority, the County of Albany, AFCO AvPorts Management LLC, its successors and assigns, and the members (including, without limitation, all members of the governing board of the Authority), officers, employees and agents of each are included as additional insureds with respect to General Liability if required by written contract as per form #8E3548.

CERTIFICATE HOLDER**CANCELLATION**

Albany County Airport Authority Albany International Airport Administration Building, Suite Albany NY 12211-1057	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
---	--

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Exhibit D: Proposal G-1

CORPORATION STATEMENT

IF A CORPORATION, answer the following:

1. When incorporated?

1989

2. Where incorporated?

New York State

3. Is the corporation authorized to do business in New York?

Yes No

If New York is not state of incorporation:

A. Address of the registered office in New York:

B. Name of registered agent in New York at such office:

C. Attach Certificate of Authority to transact business in New York.

4. The Corporation is held: Publicly Privately

5. Furnish the name, title, and address of each officer, director, and shareholders of the corporation's issued stock:

Officer's Name	Address	Position	%
<u>Jay Goyer</u>	<u>400 N. Pearl St. Albany, NY 12207</u>	<u>Vice Pres.</u>	<u>50</u>
<u>Joe Fitzsimmons</u>	<u>400 N. Pearl St. Albany, NY 47 12207</u>	<u>Pres.</u>	<u>50</u>

Exhibit D: Proposal G-2

PARTNERSHIP STATEMENT

IF A PARTNERSHIP, answer the following:

1. Date of Organization? N/A
2. General Partnership _____ Limited Partnership _____
3. Partnership Agreement Recorded? _____ Yes _____ No

Date: _____

Book: _____

Page: _____

County: _____

4. Has the Partnership done business in New York?
Yes _____ No _____ When? _____

5. Name, address, and partnership share of each general or limited partner:

	Name	Address	Percent Of Share	General Partner
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____

Exhibit D: Proposal G-3

ALL PROPOSALS - FINANCIAL INFORMATION

A. Financial Statements

1. Proponents shall attached a Balance Sheet and Income Statement prepared in accordance with Generally Accepted Accounting Principles (GAAP) for the most current year-to-date period, together with a copy of the Proponent's most recent fiscal year Financial Statements, audited by a Certified Public Accountant, including the auditor's opinion thereon.

B. Surety Information

1. Have you, or any entity you have had an ownership interest in, ever had a bond or surety canceled or forfeited? Yes () No (X)
2. If Yes, state the name of the bonding company, date, amount of the bond and the reason for such cancellation or forfeiture

C. Bankruptcy Information

1. Have you, or any entity you have had an ownership interest in, ever filed a petition for bankruptcy, or been declared bankrupt? Yes () No (X)
2. If Yes, state the name of the entity, date, amount of the filed or declared bankruptcy

D. County of Albany and any Affiliated Entity

1. Have you ever entered into an agreement with the County of Albany or any affiliated entity? Yes () No (X)
2. If Yes, identify the agreement(s), its purpose, and its term.

3. Have you ever been sent a default notice concerning any such agreement(s)?

Yes () No (✓) If Yes, please explain

Exhibit D: Proposal H

WORK FORCE COMPOSITION

All Type Prof. Door Service, Inc
Name of Firm **Phone Number**

400 North Pearl St. Albany NY 12207
Address **City** **State** **Zip Code**

Jay Gayer Presd.
Name & Title of Authorized Executive

Full Time Employees	Total # of Employees	White	American Indian	Black	Hispanic	Other (*)
	Male / Female	M/F	M/F	M/F	M/F	M/F
Admin & Manager	2	2/0				
Professional						
Technical						
Sales Workers						
Office Workers	3	1/2				
Semiskilled Workers	9	8/0		1/0		
Unskilled Workers						
Apprentices						
Seasonal						
Temporary						
Part Time						
TOTAL	14	11/2		1/0		

***Use Additional Sheets To Identify The Ethnicity Of Employees Identified In This Category.**

Remarks: _____

Exhibit D: Proposal I

REFERENCES

List three (3) companies or governmental agencies where like or similar services have been provided within the last three years:

1. Company Name: Knolls Atomic Power Lab
Address: P.O. Box 1072 Schenectady NY 12309
Street/P.O. Box City State Zip Code
Contact Person: Chris Juron Title: _____
Phone: 518(612-5834) Fax: _____

2. Company Name: National Grid
Address: 300 Erie Blvd. West Syracuse, NY 13202
Street/P.O. Box City State Zip Code
Contact Person: Steve Planske Title: _____
Phone: 518-433-3957 Fax: 518-433-3393

3. Company Name: United Parcel Service
Address: 4 Van Road Glensville, NY 12078
Street/P.O. Box City State Zip Code
Contact Person: Kerron Brown Title: _____
Phone: 508-365-7094 Fax: _____

EXHIBIT D: Proposal J

PROPOSAL SUBMITTAL FORM

Exhibit C contains the minimum requirements and are intended to govern, in general, the performance requirements and the type of services desired. Please check "yes" or "no" if you can meet these specifications.

The bidder can meet or exceed required specifications as required in EXHIBIT C?

YES **NO**

Proposer has all vehicles to be used in this contract available for inspection.

YES **NO**

All drivers have a valid New York State Driver's License.

YES **NO**

All drivers will complete their security clearance by the Airport Operations Office prior to issuance of the contract.

YES **NO**

PRICING

One (1) Man Crew

(Based on Monday thru Friday, non-Holiday, non-Emergency)

Year 1:	<u>120.00</u>	Per Hour
Year 2:	<u>125.00</u>	Per Hour
Year 3	<u>130.00</u>	Per Hour
Year 4	_____	Per Hour
Year 5	_____	Per Hour

Monday *Weekend / Holiday Call In

Year 1:	<u>240.00</u>	Per Hour
Year 2:	<u>250.00</u>	Per Hour
Year 3	<u>260.00</u>	Per Hour
Year 4	_____	Per Hour
Year 5	_____	Per Hour

*Emergency Call In

Year 1:	<u>180.00</u>	Per Hour
Year 2:	<u>187.50</u>	Per Hour
Year 3	<u>195.00</u>	Per Hour
Year 4	_____	Per Hour
Year 5	_____	Per Hour

Two (2) Man Crew

(Based on Monday thru Friday, non-Holiday, non-Emergency)

Year 1: 240.00 Per Hour
Year 2: 250.00 Per Hour
Year 3: 260.00 Per Hour
Year 4: _____ Per Hour
Year 5: _____ Per Hour

Sunday

Weekend & Holiday Rates

Year 1: 480.00 Per Hour
Year 2: 500.00 Per Hour
Year 3: 520.00 Per Hour
Year 4: _____ Per Hour
Year 5: _____ Per Hour

Emergency Call In

Year 1: 360.00 Per Hour
Year 2: 375.00 Per Hour
Year 3: 390.00 Per Hour
Year 4: _____ Per Hour
Year 5: _____ Per Hour

Hourly Rate for Use of Delivery Vehicle if requested by the Authority: (if applicable)

Year 1: \$ 120.00 Per Hour
Year 2: \$ 125.00 Per Hour
Year 3: \$ 130.00 Per Hour
Year 4: \$ _____ Per Hour
Year 5: \$ _____ Per Hour

CONTACT INFORMATION

Name of Contact Person: Jay Goyer

Phone Number(s): (518) 463-1333

()

Fax Number: (518) 463-8124

Email: Jay.Goyer@AllTypeDoorService.com

EXHIBIT D: DOCUMENTS REQUIRED TO BE SUBMITTED WITH PROPOSAL

- A. Proposal Acknowledgment Form**
- B. Non-Collusion Affidavit**
- C. Offerer Disclosure of Prior Non-Responsibility Determinations**
- D. Obtained Proposal Affidavit**
- E. Proposal Bond**
- F. Insurance Affidavit**
- G. Company Statement for:**
 - 1. Corporation**
 - 2. Partnership**
 - 3. All Proposals**
- H. Work Force Composition**
- I. References**
- J. Proposal Submittal Form**

5C-20-1062
All Type Doors
Submittal

Exhibit D: Proposal A

PROPOSAL ACKNOWLEDGMENT FORM

The proposers acknowledge that he/she has carefully examined the RFP, the attached Agreement draft and the proposed location/s for his/her proposed operation/s.

The proposer warrants that if proposal is accepted, he/she will contract with the Albany County Albany Authority the form of an Agreement substantially in the form attached and comply with the requirements of the RFP and the executed Agreement. Proposer agrees to deliver an executed Agreement to the Albany County Airport Authority within fourteen (14) calendar days of receiving the tendered Agreement from the Authority.

I, the undersigned, guarantee our proposal meets or exceeds specifications contained in the RFP document. Any exceptions are described in detail and all requested information has been submitted as requested.

I affirm that I have read and understand all the provisions and conditions as set forth in this RFP. Our firm will comply with all provisions and conditions as specified, unless specifically noted as an exception with our Proposal.

I also affirm that I am duly authorized to execute the Agreement contemplated herein; that this company, corporation, firm, partnership, or individual has not prepared this Proposal in collusion with any other proposer and that the contents of this proposal as to rent, terms or conditions of said proposal have not been communicated by the undersigned nor by any employee or agent to any other proposer or to any other person/s engaged in this type of business prior to the official opening of the proposal.

Name of Proposer: All Type Prof. Door Service, Inc.

Signature of Authorized Person: _____

Title: President

Business Address of Proposer: 400 North Pearl St. Albany, NY 12207

Business Phone Number: 518-463-1333

Date: 10/7/20

Subscribed and sworn to before me this 7th day of October, 2020.

Exhibit D: Proposal B

NON-COLLUSION AFFIDAVIT

Authorized officer: Bidder's proposal containing statements, letters, etc., shall be signed in the proposal by a duly authorized officer of the company whose signature is binding on the proposal.

The undersigned offers and agrees to furnish all of the items/services upon which qualifications are stated in the accompanying proposal. The period of acceptance of this proposal will be ___ calendar days from the date of the bid opening. (Period of acceptance will be forty-five (45) calendar days unless otherwise indicated by proponent).

STATE OF New York COUNTY OF Albany

BEFORE ME, the undersigned authority, a Notary Public in and for the State of NY on this day personally appeared Jay Goyer who after being by me duly sworn did depose and say: I, Jay Goyer am a duly authorized officer of/agent for All Type Pol. Decr Service and have been duly authorized to execute the foregoing on behalf of the said .

I hereby certify that the foregoing offer has not been prepared in collusion with any other proponent or other person or persons engaged in the same line of business prior to the official opening of this proposal. Further, I certify that the proponent is not now, nor has been for the past six (6) months, directly or indirectly concerned in any pool or agreement or combination, to control the type of services/commodities offered, or to influence any person or persons to offer or not to offer thereon.

By submission of this proposal, each proponent and each person signing on behalf of any proponent certifies and in the case of a joint proposal each party thereto certifies as to its own organization, under penalty of perjury that to the best of his knowledge and belief:

- A. The prices in this proposal have been arrived at independently without collusion, consultation, communication or agreement for the purpose of restricting competition as to any matter relating to such prices with any other proponent or with any competitor;
- B. Unless otherwise required by law, the prices which have been quoted in this proposal have not been knowingly disclosed by the proponent and will not knowingly be disclosed by the proponent prior to the opening, directly or indirectly to any other proponent or to any competitor; and,
- C. No attempt has been made or will be made by the proponent to induce any other

person, partnership or corporation to submit or not to submit a proposal for the purpose of restricting competition.

Name and Address of Proponent: All Type Prof. Door Service

400 North Pearl St. Albany, NY 12207

Telephone and Fax Numbers: 518-463-1333

By: _____ Name & Title _____

Signature

SUBSCRIBED AND SWORN to before me by the above-named on this
_____ day of _____ 20__.

Notary Public in and for the State of NY

Exhibit D: Proposal C

Offerer Disclosure of Prior Non-Responsibility Determinations

Name of Individual or Entity Seeking to Enter into the Procurement Contract:

All Type Prof. Door Service Inc.

Address: 400 North Pearl St

Albany, NY 12207

Name and Title of Person Submitting this Form: Goyer, Jay

Contract Procurement Number: No. SC- 949

Date: 10/7/20

1. Has any Governmental Entity made a finding of non-responsibility regarding the individual or entity seeking to enter into the Procurement Contract in the previous four years? (Please circle):

No

Yes

If yes, please answer the next questions:

2. Was the basis for the finding of non-responsibility due to a violation of State Finance Law §139-j (Please circle):

No

Yes

3. Was the basis for the finding of non-responsibility due to the intentional provision of false or incomplete information to a Governmental Entity? (Please circle):

No

Yes

4. If you answered yes to any of the above questions, please provide details regarding the finding of non-responsibility below.

Governmental Entity: N/A

Date of Finding of Non-responsibility: _____

Basis of Finding of Non-Responsibility: _____

(Add additional pages as necessary)

5. Has any Governmental Entity or other governmental agency terminated or withheld a Procurement Contract with the above-named individual or entity due to the intentional provision of false or incomplete information? (Please circle):

No

Yes

6. If yes, please provide details below.

Governmental Entity: _____

Date of Termination or Withholding of Contract: _____

Basis of Termination or Withholding: _____

(Add additional pages as necessary)

Offerer certifies that all information provided to the Governmental Entity with respect to State Finance Law §139-k is complete, true and accurate.

By: _____ Date: 10/7/20
Signature

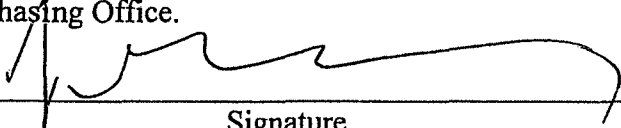
Name: Jay Goyer

Title: Pres.

Exhibit D: Proposal D

OBTAINED REQUEST FOR BID AFFIDAVIT

I, being an authorized representative of the named organization / company, certify that I obtained the request for bid documents from the Albany County Airport Authority Purchasing Office or www.bidnetdirect.com//albany-county-airport-authority. I understand that no bid shall be considered unless the organization making this bid has first obtained a copy of this Request for Bid from the Albany County Airport Authority Purchasing Office.



Signature Agent

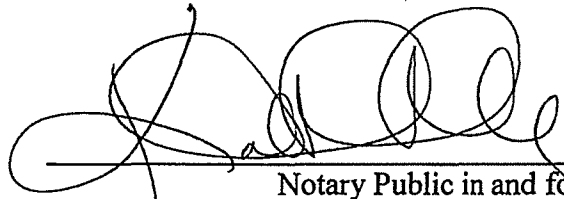
Print or Type Name: Jay Goyer

Address All Type Prof. Door Service Inc.

400 North Pearl St. Albany NY 12207

Phone: 518-463-1333

SUBSCRIBED AND SWORN to before me by the above named on this 1st
day of October, 2020.



Notary Public in and for
State of New York

KATHLEEN M. SWINEGAR
Notary Public, State of New York
No. 01SW6140655
Qualified in Albany County
Commission Expires Jan. 30, 2022

Exhibit D: Proposal E

PROPOSAL BOND

KNOW ALL MEN BY THESE PRESENT, that we, the undersigned, All Type Profs. Door Services Inc. as Principal, and _____ as Surety, a corporation chartered and existing under the laws of the State of New York, and fully authorized to the business in the State of New York, and hereby held and firmly bound unto Albany International Airport Authority, as Owner in the sum of \$ _____ dollars and no cents in good and lawful money of the United States of America, to be paid upon demand to the Albany International Airport, New York, to which payment well and truly made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors, and assigns.

The condition of the above obligation is such that whereas the Principal has submitted to Albany County Airport Authority, certain Proposal, attached hereto and hereby made a part hereof to enter into a contract in writing, for the performance of services at the Albany International Airport,

NOW, THEREFORE,

- A. If said Proposal shall be rejected, or in the alternate;
- B. If said Proposal shall be accepted and the Principal shall, within fourteen (14) calendar days after receipt of written notification from the Authority of the Notice of Award, execute and deliver such contract and shall furnish sufficient and satisfactory bonds for his faithful performance of said contract, and for the payment of all amounts in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said Proposal, then this obligation shall be void; otherwise the same shall remain in force and effect, it being express expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the penal amount of this obligation as herein stated.

The Surety, for value received, hereby stipulated and agrees that the obligations of said Surety and its bond shall be in no way impaired or affected by any extension of the time within which the Authority accepts such Proposal; and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations have cause their corporate seals to be hereto affixed and these presents to be signed by their proper officers.

Signed, this 7 day of October, 2020.

AllType Door Service Inc. Jay Goyer
Principal

Surety

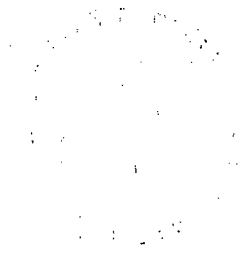
x [Signature]
By

By

CERTIFICATE AS TO CORPORATE PRINCIPAL

I, Jay Goyer, certify that I am the Secretary of the Corporation named as Principal in the within bond; that Jay Goyer, who signed the said bond of said Corporation is the President of said Corporation; that I know his signature, and his signature hereto is genuine; and that said bond was duly signed, sealed, and attested for in behalf of said Corporation by authority of its governing body.

[Signature]



(Corporate Seal)

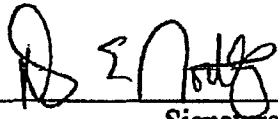
Exhibit D: Proposal F

INSURANCE REQUIREMENT AFFIDAVIT

To be completed by appropriate insurance agent:

I, the undersigned agent, certify that the insurance requirements contained in this proposal document have been reviewed by me with the below identified offerer. If the below identified offerer is awarded this contract by Albany County Airport Authority, I will be able, within ten (10 days after offerer is notified of such award, to furnish a valid insurance certificate to the Airport meeting all of the requirements contained in this contract.

Agent:



DENNIS E NORTHROP

Signature

Agent

Package - Utica National Insurance Company of Texas; Umbrella - Utica National Assurance

Name of Insurance Carriers: Auto and Workers Compensation - Utica National Insurance of Ohio

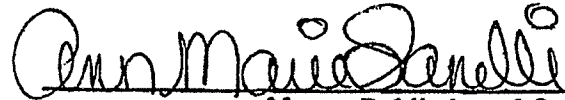
Address of Agency: Ten Eyck Group

1924 Western Avenue, Albany, NY 12203

Phone Number Where Agent May Be Contacted: (518) 464-0059

Offerer's Name (Print or Type) Dennis E. Northrup, Vice President

SUBSCRIBED AND SWORN to before me by the above named on this 2nd
day of October, 2020.



Notary Public in and for
State of New York

ANN MARIE SANELLI
Notary Public, State of New York
Qualified in Albany County
ID # 01SA6169509
My Commission Expires June 25

October 1st, 2023



CERTIFICATE OF INSURANCE COVERAGE
DISABILITY AND PAID FAMILY LEAVE BENEFITS LAW

PART 1. To be completed by Disability and Paid Family Leave Benefits Carrier or Licensed Insurance Agent of that Carrier

1a. Legal Name & Address of Insured (use street address only)
1b. Business Telephone Number of Insured
1c. Federal Employer Identification Number of Insured or Social Security Number
2. Name and Address of Entity Requesting Proof of Coverage (Entity Being Listed as the Certificate Holder)
3a Name of Insurance Carrier
3b Policy Number of Entity Listed in Box "1a"
3c Policy effective period

4. Policy provides the following benefits:
5. Policy covers:

Under penalty of perjury, I certify that I am an authorized representative or licensed agent of the Insurance carrier referenced above and that the named Insured has NYS Disability and/or Paid Family Leave Benefits Insurance coverage as described above.

Date Signed 10-02-2020
Elizabeth Tello
Telephone Number (212) 553-8074
Name and Title: Elizabeth Tello - Assistant Director, Statutory Services

IMPORTANT: If Boxes 4A and 5A are checked, and this form is signed by the insurance carrier's authorized representative or NYS Licensed Insurance Agent of that carrier, this certificate is COMPLETE. Mail it directly to the certificate holder.

PART 2. To be completed by the NYS Workers' Compensation Board (Only if Box 4C or 5B of Part 1 has been checked)

State of New York
Workers' Compensation Board
According to information maintained by the NYS Workers' Compensation Board, the above-named employer has complied with the NYS Disability and Paid Family Leave Benefits Law with respect to all of his/her employees.
Date Signed By
Telephone Number Name and Title

Please Note: Only Insurance carriers licensed to write NYS disability and paid family leave benefits insurance policies and NYS licensed insurance agents of those Insurance carriers are authorized to issue Form DB-120.1. Insurance brokers are NOT authorized to issue this form.



Additional Instructions for Form DB-120.1

By signing this form, the insurance carrier identified in Box 3 on this form is certifying that it is insuring the business referenced in box "1 a" for disability and/or paid family leave benefits under the New York State Disability and Paid Family Leave Benefits Law. The Insurance Carrier or its licensed agent will send this Certificate of Insurance to the entity listed as the certificate holder in Box 2.

The insurance carrier must notify the above certificate holder and the Workers' Compensation Board within 10 days IF a policy is cancelled due to nonpayment of premiums or within 30 days IF there are reasons other than nonpayment of premiums that cancel the policy or eliminate the insured from coverage indicated on this Certificate. (These notices may be sent by regular mail.) Otherwise, this Certificate is valid for one year after this form is approved by the insurance carrier or its licensed agent, or until the policy expiration date listed in Box 3c, whichever is earlier.

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy listed, nor does it confer any rights or responsibilities beyond those contained in the referenced policy.

This certificate may be used as evidence of a Disability and/or Paid Family Leave Benefits contract of insurance only while the underlying policy is in effect.

Please Note: Upon the cancellation of the disability and/or paid family leave benefits policy indicated on this form, if the business continues to be named on a permit, license or contract issued by a certificate holder, the business must provide that certificate holder with a new Certificate of NYS Disability and/or Paid Family Leave Benefits Coverage or other authorized proof that the business is complying with the mandatory coverage requirements of the New York State Disability and Paid Family Leave Benefits Law.

DISABILITY AND PAID FAMILY LEAVE BENEFITS LAW

§220. Subd. 8

(a) The head of a state or municipal department, board, commission or office authorized or required by law to issue any permit for or in connection with any work involving the employment of employees in employment as defined in this article, and notwithstanding any general or special statute requiring or authorizing the issue of such permits, shall not issue such permit unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that the payment of disability benefits and after January first, two thousand and twenty-one, the payment of family leave benefits for all employees has been secured as provided by this article. Nothing herein, however, shall be construed as creating any liability on the part of such state or municipal department, board, commission or office to pay any disability benefits to any such employee if so employed.

(b) The head of a state or municipal department, board, commission or office authorized or required by law to enter into any contract for or in connection with any work involving the employment of employees in employment as defined in this article and notwithstanding any general or special statute requiring or authorizing any such contract, shall not enter into any such contract unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that the payment of disability benefits and after January first, two thousand eighteen, the payment of family leave benefits for all employees has been secured as provided by this article.



Workers' Compensation Board

**CERTIFICATE OF
NYS WORKERS' COMPENSATION INSURANCE COVERAGE**

<p>1a. Legal Name & Address of Insured (use street address only)</p> <p>All Type Professional Door Service, Inc. 405 North Pearl Street Albany, NY 12207</p> <p>Work Location of Insured (Only required if coverage is specifically limited to certain locations in New York State, i.e., a Wrap-Up Policy)</p>	<p>1b. Business Telephone Number of Insured (518)463-1333</p> <p>1c. NYS Unemployment Insurance Employer Registration Number of Insured</p> <p>1d. Federal Employer Identification Number of Insured or Social Security Number 14-114635</p>
<p>2. Name and Address of Entity Requesting Proof of Coverage (Entity Being Listed as the Certificate Holder):</p> <p>Albany County Airport Authority Albany International Airport Administration Building Albany, NY 12211-1057</p>	<p>3a. Name of Insurance Carrier Utica National Insurance of Ohio</p> <p>3b. Policy Number of Entity Listed in Box "1a" 4036328</p> <p>3c. Policy effective period 5/23/2020 to 5/23/2021</p> <p>3d. The Proprietor, Partners or Executive Officers are <input type="checkbox"/> included. (Only check box if all partners/officers included) <input checked="" type="checkbox"/> all excluded or certain partners/officers excluded.</p>

This certifies that the insurance carrier indicated above in box "3" insures the business referenced above in box "1a" for workers' compensation under the New York State Workers' Compensation Law. (To use this form, New York (NY) must be listed under **Item 3A** on the INFORMATION PAGE of the workers' compensation insurance policy). The Insurance Carrier or its licensed agent will send this Certificate of Insurance to the entity listed above as the certificate holder in box "2".

The insurance carrier must notify the above certificate holder and the Workers' Compensation Board within 10 days IF a policy is canceled due to nonpayment of premiums or within 30 days IF there are reasons other than nonpayment of premiums that cancel the policy or eliminate the insured from the coverage indicated on this Certificate. (These notices may be sent by regular mail.) Otherwise, this Certificate is valid for one year after this form is approved by the insurance carrier or its licensed agent, or until the policy expiration date listed in box "3c", whichever is earlier.

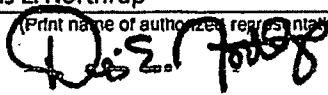
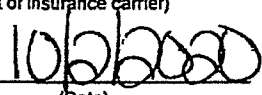
This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy listed, nor does it confer any rights or responsibilities beyond those contained in the referenced policy.

This certificate may be used as evidence of a Workers' Compensation contract of insurance only while the underlying policy is in effect.

Please Note: Upon cancellation of the workers' compensation policy indicated on this form, if the business continues to be named on a permit, license or contract issued by a certificate holder, the business must provide that certificate holder with a new Certificate of Workers' Compensation Coverage or other authorized proof that the business is complying with the mandatory coverage requirements of the New York State Workers' Compensation Law.

Under penalty of perjury, I certify that I am an authorized representative or licensed agent of the insurance carrier referenced above and that the named insured has the coverage as depicted on this form.

Approved by: Dennis E. Northrup
(Print name of authorized representative or licensed agent of insurance carrier)

Approved by:  
(Signature) (Date)

Title: Vice President - Ten Eyck Group

Telephone Number of authorized representative or licensed agent of insurance carrier: (518) 464-0059

Please Note: Only insurance carriers and their licensed agents are authorized to issue Form C-105.2. Insurance brokers are NOT authorized to issue it.

Workers' Compensation Law

Section 57. Restriction on issue of permits and the entering into contracts unless compensation is secured.

1. The head of a state or municipal department, board, commission or office authorized or required by law to issue any permit for or in connection with any work involving the employment of employees in a hazardous employment defined by this chapter, and notwithstanding any general or special statute requiring or authorizing the issue of such permits, shall not issue such permit unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that compensation for all employees has been secured as provided by this chapter. Nothing herein, however, shall be construed as creating any liability on the part of such state or municipal department, board, commission or office to pay any compensation to any such employee if so employed.
2. The head of a state or municipal department, board, commission or office authorized or required by law to enter into any contract for or in connection with any work involving the employment of employees in a hazardous employment defined by this chapter, notwithstanding any general or special statute requiring or authorizing any such contract, shall not enter into any such contract unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that compensation for all employees has been secured as provided by this chapter.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/02/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Ten Eyck Group 1924 Western Avenue Albany NY 12203	CONTACT NAME: Ten Eyck Group	PHONE (A/C, No, Ext): (518) 464-0059		FAX (A/C, No): (518) 456-7076
	E-MAIL ADDRESS:			
INSURED All Type Professional Door Service, Inc 400 North Pearl St Albany NY 12207	INSURER(S) AFFORDING COVERAGE			NAIC #
	INSURER A: Ulica National Insurance Company of Texas			43478
	INSURER B: Ulica National Ins of Ohio			13998
	INSURER C: Ulica National Assurance			10687
	INSURER D:			
	INSURER E:			
INSURER F:				

COVERAGES

CERTIFICATE NUMBER: CL2051221294

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY	Y		CPP 3942069	05/14/2020	05/14/2021	EACH OCCURRENCE \$ 1,000,000
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000
							MED EXP (Any one person) \$ 10,000
							PERSONAL & ADV INJURY \$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE \$ 2,000,000
	<input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC						PRODUCTS - COMP/OP AGG \$ 2,000,000
	OTHER:						\$
B	AUTOMOBILE LIABILITY			4620261	05/14/2020	05/14/2021	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000
	<input checked="" type="checkbox"/> ANY AUTO						BODILY INJURY (Per person) \$
	<input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS						BODILY INJURY (Per accident) \$
	<input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident) \$
	<input type="checkbox"/> AUTOS ONLY						\$
C	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR			CULP 3942070	05/14/2020	05/14/2021	EACH OCCURRENCE \$ 1,000,000
	<input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE						AGGREGATE \$ 1,000,000
	DED <input checked="" type="checkbox"/> RETENTION \$ 10,000						\$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	Y/N	N/A	4036328	05/23/2020	05/23/2021	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)						E.L. EACH ACCIDENT \$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE \$ 1,000,000
							E.L. DISEASE - POLICY LIMIT \$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Albany County Airport Authority, the County of Albany, AFCO AvPorts Management LLC, its successors and assigns, and the members (including, without limitation, all members of the governing board of the Authority), officers, employees and agents of each are included as additional Insureds with respect to General Liability if required by written contract as per form #8E3548.

CERTIFICATE HOLDER

CANCELLATION

Albany County Airport Authority Albany International Airport Administration Building, Suite Albany NY 12211-1057	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE

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Exhibit D: Proposal G-1

CORPORATION STATEMENT

IF A CORPORATION, answer the following:

1. When incorporated?

1989

2. Where incorporated?

New York State

3. Is the corporation authorized to do business in New York?

Yes No

If New York is not state of incorporation:

A. Address of the registered office in New York:

B. Name of registered agent in New York at such office:

C. Attach Certificate of Authority to transact business in New York.

4. The Corporation is held: Publicly Privately

5. Furnish the name, title, and address of each officer, director, and shareholders of the corporation's issued stock:

Officer's Name	Address	Position	%
Jay Goyer	400 N. Pearl St. Albany, NY 12207	Vice Pres.	50
Joe Fitzsimmons	400 N. Pearl St. Albany, NY 47 12207	Pres.	50

Exhibit D: Proposal G-2

PARTNERSHIP STATEMENT

IF A PARTNERSHIP, answer the following:

1. Date of Organization? N/A
2. General Partnership _____ Limited Partnership _____
3. Partnership Agreement Recorded? _____ Yes _____ No

Date: _____

Book: _____

Page: _____

County: _____

4. Has the Partnership done business in New York?
Yes _____ No _____ When? _____

5. Name, address, and partnership share of each general or limited partner:

	Name	Address	Percent Of Share	General Partner	Limited Partner
1.	_____	_____	_____	_____	_____
2.	_____	_____	_____	_____	_____
3.	_____	_____	_____	_____	_____
4.	_____	_____	_____	_____	_____

Exhibit D: Proposal G-3

ALL PROPOSALS - FINANCIAL INFORMATION

A. Financial Statements

1. Proponents shall attached a Balance Sheet and Income Statement prepared in accordance with Generally Accepted Accounting Principles (GAAP) for the most current year-to-date period, together with a copy of the Proponent's most recent fiscal year Financial Statements, audited by a Certified Public Accountant, including the auditor's opinion thereon.

B. Surety Information

1. Have you, or any entity you have had an ownership interest in, ever had a bond or surety canceled or forfeited? Yes () No ()
2. If Yes, state the name of the bonding company, date, amount of the bond and the reason for such cancellation or forfeiture

C. Bankruptcy Information

1. Have you, or any entity you have had an ownership interest in, ever filed a petition for bankruptcy, or been declared bankrupt? Yes () No ()
2. If Yes, state the name of the entity, date, amount of the filed or declared bankruptcy

D. County of Albany and any Affiliated Entity

1. Have you ever entered into an agreement with the County of Albany or any affiliated entity? Yes () No ()
2. If Yes, identify the agreement(s), its purpose, and its term.

3. Have you ever been sent a default notice concerning any such agreement(s)?

Yes () No (✓) If Yes, please explain

Exhibit D: Proposal H

WORK FORCE COMPOSITION

All Type Prof. Door Service, Inc
 Name of Firm Phone Number

400 North Pearl St. Albany NY 12207
 Address City State Zip Code

Jay Geyer Presd.
 Name & Title of Authorized Executive

Full Time Employees	Total # of Employees	White	American Indian	Black	Hispanic	Other (*)
	Male / Female	M/F	M/F	M/F	M/F	M/F
Admin & Manager	2	2/0				
Professional						
Technical						
Sales Workers						
Office Workers	3	1/2				
Semiskilled Workers	9	8/0		1/0		
Unskilled Workers						
Apprentices						
Seasonal						
Temporary						
Part Time						
TOTAL	14	11/2		1/0		

***Use Additional Sheets To Identify The Ethnicity Of Employees Identified In This Category.**

Remarks: _____

Exhibit D: Proposal I

REFERENCES

List three (3) companies or governmental agencies where like or similar services have been provided within the last three years:

1. Company Name: Knolls Atomic Power Lab
Address: P.O. Box 1072 Schenectady NY 12309
Street/P.O. Box City State Zip Code
Contact Person: Chris Juron Title: _____
Phone: 518(612-5834) Fax: _____

2. Company Name: National Grid
Address: 300 Erie Blvd. West Syracuse, NY 13202
Street/P.O. Box City State Zip Code
Contact Person: Steve Planske Title: _____
Phone: 518-433-3957 Fax: 518-433-3393

3. Company Name: United Parcel Service
Address: 4 Van Road Glensville, NY 12078
Street/P.O. Box City State Zip Code
Contact Person: Kerron Brown Title: _____
Phone: 508-365-7094 Fax: _____

EXHIBIT D: Proposal J

PROPOSAL SUBMITTAL FORM

Exhibit C contains the minimum requirements and are intended to govern, in general, the performance requirements and the type of services desired. Please check "yes" or "no" if you can meet these specifications.

The bidder can meet or exceed required specifications as required in EXHIBIT C?

YES NO

Proposer has all vehicles to be used in this contract available for inspection.

YES NO

All drivers have a valid New York State Driver's License.

YES NO

All drivers will complete their security clearance by the Airport Operations Office prior to issuance of the contract.

YES NO

PRICING

One (1) Man Crew

(Based on Monday thru Friday, non-Holiday, non-Emergency)

Year 1:	<u>120.00</u>	Per Hour
Year 2:	<u>125.00</u>	Per Hour
Year 3	<u>130.00</u>	Per Hour
Year 4	_____	Per Hour
Year 5	_____	Per Hour

Monday *Weekend / Holiday Call In

Year 1:	<u>240.00</u>	Per Hour
Year 2:	<u>250.00</u>	Per Hour
Year 3	<u>260.00</u>	Per Hour
Year 4	_____	Per Hour
Year 5	_____	Per Hour

*Emergency Call In

Year 1:	<u>180.00</u>	Per Hour
Year 2:	<u>187.50</u>	Per Hour
Year 3	<u>195.00</u>	Per Hour
Year 4	_____	Per Hour
Year 5	_____	Per Hour

Two (2) Man Crew

(Based on Monday thru Friday, non-Holiday, non-Emergency)

Year 1: 240.00 Per Hour
Year 2: 250.00 Per Hour
Year 3: 260.00 Per Hour
Year 4: _____ Per Hour
Year 5: _____ Per Hour

Sunday

Weekend & Holiday Rates

Year 1: 480.00 Per Hour
Year 2: 500.00 Per Hour
Year 3: 520.00 Per Hour
Year 4: _____ Per Hour
Year 5: _____ Per Hour

Emergency Call In

Year 1: 360.00 Per Hour
Year 2: 375.00 Per Hour
Year 3: 390.00 Per Hour
Year 4: _____ Per Hour
Year 5: _____ Per Hour

Hourly Rate for Use of Delivery Vehicle if requested by the Authority: (if applicable)

Year 1: \$ 120.00 Per Hour
Year 2: \$ 125.00 Per Hour
Year 3: \$ 130.00 Per Hour
Year 4: \$ _____ Per Hour
Year 5: \$ _____ Per Hour

CONTACT INFORMATION

Name of Contact Person: Jay Goyer

Phone Number(s): (518) 463-1333

()

Fax Number: (518) 463-8124

Email: Jay.Goyer@AllTypeDoorService.com

AGENDA ITEM NO. 10.2

**Authorization to Award Professional
Services Contract S-1064 Design Services
for Taxiway A Pavement Rehabilitation
with McFarland Johnson.**

AGENDA ITEM NO: 10.2
MEETING DATE: November 9, 2020

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
11/09/2020

DEPARTMENT:

Contact Person: *John LaClair, P.E. Chief Engineer*

PURPOSE OF REQUEST:

Professional Services Contract: *S-1064 Design Services for Taxiway A Pavement Rehabilitation with McFarland Johnson.*

CONTRACT AMOUNT:

Base Amount: \$359,394.00

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes J No ___ NA
Funding Account No.: CPN 2214

AWARD CONDITIONS MET:

Apprenticeship N/A DBE Y MWBE N/A

Service Disable Veteran Owned Business (SDVOB) N/A

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal 90% State 5% Airport 5% NA _____
Term of Funding: 2020-2023
Grant No.: 3-36-001-XXX-2021 State PIN: 1A00.XXX

JUSTIFICATION:

Authorization is requested to award the Professional Services Contract S-1064 Design Services programmed for the execution of the Taxiway A Pavement Rehabilitation to McFarland Johnson for \$359,394.00. The project includes the design of Taxiway A rehabilitation including phasing, drainage improvements, milling, paving and striping. The contract award is contingent upon FAA concurrence with the award.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

AGENDA ITEM NO: 10.2
MEETING DATE: November 9, 2020

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES NA

BACK-UP MATERIAL:

Please refer to attached Scope and Fee negotiated with McFarland Johnson.



EXHIBIT A

SCOPE OF SERVICES

**FOR
Albany International Airport
Albany County, NY**

**ENGINEERING DESIGN, BIDDING, AND CONSTRUCTION ADMINISTRATION SERVICES
FOR PARALLEL TAXIWAY A REHABILITATION**

PROJECT DESCRIPTION

This project consists of the Rehabilitation of Parallel Taxiway A at the Albany International Airport. The rehabilitation will include approximately 8,500 linear feet of 75-foot wide existing Full Parallel Taxiway A connecting to Runway Ends 1 and 19 including the run-up areas for Runway 1 and 19. The intersection of Taxiway A with Runway 10-28, within the 10-28 Runway Safety Area, will not be included. Taxiway stubs from Taxiway A to Runway 1-19 will be included. The rehabilitation will consist of Taxiway pavement improvements, pavement markings, grading, and drainage. (See attached Project Sketch). The anticipated pavement rehabilitation will consist mainly of a mill and overlay with potential minor areas of full-depth pavement replacement (approximately 5,000 sf).

The project is programmed to be completed by the SPONSOR (Albany County Airport Authority), with grant assistance from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Passenger Entitlements.

Design efforts will include a topographic survey and the implementation of a Geotechnical Investigation Program to evaluate the existing pavement thickness, soils, and presence of groundwater. This information will be used to determine milling depths of the existing asphalt and overlay thicknesses for proposed asphalt. The project design efforts will also include a review of current pavement markings, and other FAA Standards. Deviations will be noted and addressed during the design process when possible.

Construction Sequencing will involve a comprehensive review of the aircraft mix, flight schedules, and typical taxi patterns to determine appropriate work areas for the project. Sequencing will attempt to minimize impacts on airport operations.

Construction Administration will include the creation of a reconciled "For Construction" set of contract documents, a pre-construction meeting, review of submittals, responses to RFI's, attendance at a weekly construction meeting, and a final walk through meeting. Construction



Administration will not include any construction observation, which will be provided under separate agreement if requested by the SPONSOR.

SCOPE OF WORK

The CONSULTANT (McFarland-Johnson, Inc.) shall provide the following professional services under this contract as related to the above described project including the preparation of a topographic survey, pavement coring, subsurface investigation, preliminary and final design, specifications, assistance in bidding, and opinion of probable construction cost.

1. ADMINISTRATION/PROJECT MANAGEMENT

The following items of work shall be accomplished by the CONSULTANT on behalf of the SPONSOR under the category of Administration/Project Management:

1. Conferences with the SPONSOR to review their programming and project requirements and to become knowledgeable of the data that is already available for the project. It is anticipated that two meetings will be required.
2. The preparation of data for use by the SPONSOR in development of an Airport Improvement Program grant for the design effort from Federal Aviation Administration including the development of a scope and fee for the design effort.
3. Coordination and liaison efforts between the SPONSOR and the grantor agencies, general correspondence, preparation of reports necessary for the project development.
4. Procurement of special services such as topographical survey and mapping, and subsurface investigations necessary for completion of the work to be done under this contract. This includes the preparation of the necessary subcontract documents, negotiation, and/or bid solicitation and award.
5. Grant Administration (Design Phase Only) will be provided by the CONSULTANT. The CONSULTANT will prepare and track Disadvantaged Business Enterprise (DBE) participation on the design contract.
6. Prepare quarterly progress reports for submission to the FAA.
7. Review the current Airport Layout Plan (ALP) to ensure the project is consistent with the document.
8. The construction budget for the Project is \$4,000,000. The CONSULTANT shall evaluate the feasibility of this budget, based upon the CONSULTANT's experience as a



design professional, and keep the SPONSOR apprised during each phase of the Project of the results of such evaluation. The CONSULTANT shall advise the SPONSOR as to options available for reducing construction costs to stay within the budget, if it appears likely that contractor bid prices will exceed this budget.

9. Perform project management duties such as project planning, invoice preparation, schedule coordination and coordination of design team.
10. Provide to the SPONSOR monthly project status reports.
11. Schedule coordination- CONSULTANT shall provide continued coordination so that project schedules are met for each phase of work included in this contract. Particular phases of design may be delayed by the FAA and NYSDOT review process.
12. The design schedule is anticipated to be as follows:

<u>Task</u>	<u>Completion</u>
Contract Execution	November 13, 2020
Notice to Proceed (NTP)	November 16, 2020
Concept Design (30%) (Based on As-builts)	December 1, 2020
CSPP submittal to FAA	December 1, 2020
Detailed Design (60%)	January 30, 2021
Final Design (90%)	March 8, 2021
Bid Documents (100%)	March 17, 2021
Pre-Bid Conference	March 22, 2021
Bid	April 14, 2021

2. CONCEPTUAL DESIGN (30%)

1. The CONSULTANT will attend a kick-off meeting with the SPONSOR's representatives, the tenants, and other appropriate agencies such as the FAA.
2. The CONSULTANT will complete an investigation to gather the necessary data for design of project. The investigation will consist of a review of the existing data such as survey information, geotechnical data, as-built construction drawings, airport signage plans, aircraft fleet mix and usage, utility plans and other existing data, as it is readily available.
3. Perform a preliminary Project site inspection to further familiarize the design team with Project areas.



4. The CONSULTANT will obtain a topographic survey to cover the location of the proposed taxiway improvements. Subtasks to complete this task are as follows:
 - CONSULTANT will review existing survey data and determine supplemental ground survey information required and the limits of the ground field survey.
 - CONSULTANT will coordinate the work of the Surveyor with the Airport, including coordination of scheduling, access to the work area, etc.
 - CONSULTANT will review the deliverables of the Surveyor for conformity to the requirements of the RFP. This task includes review of Surveyors subconsultant invoices for accuracy and completeness for inclusion in CONSULTANT's invoices to SPONSOR.
 - The survey of the project area will be completed in accordance with AC 150/1500-18B. The field work will include survey documentation of project features including pavement edges, drainage features, lighting, signage and grading within the project limits. The completed survey will be compiled in the format prescribed in the AC.
 - CONSULTANT will update the airport base map with information provided by the Surveyor and prepare existing condition (base) drawings to use in the design of the project. This includes the following tasks:
 - Incorporating ground survey obtained from the Survey Subconsultant into the project topography.
 - Incorporating proposed infrastructure, pavements, utilities, etc. into the project base drawing.

5. Subsurface soils investigation will be performed to accurately identify and evaluate the existing soils strata in areas of proposed pavement construction that will ultimately provide support for airfield pavements and the imposed pavement loads. The CONSULTANT shall review existing soil data, existing site topography, area climatic records, and FAA AC 150/5320-6F to develop a soils investigation program for the purpose of preparing an airfield pavement design. Field investigation/sampling, pavement coring, laboratory testing of soil samples, and the preparation of a soils report will be subcontracted to a qualified geotechnical subconsultant. Subtasks to complete this task are as follows:
 - CONSULTANT will review existing soils data, existing and proposed site topography, existing pavement section, climatic records and FAA AC 150/5320-6E. Using this information, the CONSULTANT will develop a subsurface soils investigation, laboratory testing, and geotechnical evaluation program for pavement and embankment designs.
 - CONSULTANT will layout the pavement core, soil boring, and test pit locations at least one (1) week prior to the start of geotechnical investigations to facilitate the geotechnical firm's coordinating with Airport Operations.



- CONSULTANT will coordinate the work of the geotechnical firm with the Airport. The task will include two (2) half days in the field to monitor the field sampling.
 - CONSULTANT will review the deliverables of the Geotechnical Firm for conformity to the requirements of the RFP. This task includes review of subconsultant invoices for accuracy and completeness for inclusion in CONSULTANT's invoices to SPONSOR.
6. Document all field and laboratory geotechnical investigations in a summary letter.
 7. The CONSULTANT will develop initial taxiway pavement layout, areas of full depth pavement replacement will be identified, as well as safety area improvements and grading in accordance with Advisory Circular 150/5300-13A, Airport Design.
 8. Perform in-house review of the plans for Quality Assurance and Quality Control. The review will be undertaken for conformance to specified criteria, constructability and clarity of delivery.
 9. Submit Conceptual Design to the SPONSOR for review and comment.
 10. Schedule and conduct a meeting with the SPONSOR to review the Conceptual Design.
 11. Facilitate a meeting with the SPONSOR's representatives, airport operations, and the tenants to discuss alternatives for construction phasing and the associated impacts. The intent of the meeting is to determine preferences for construction phasing, assess impacts to each of the stakeholders, and determine if mitigating measures can be added to the construction phasing program to manage operational impacts.
 12. The preliminary Construction Safety Phasing Plan (CSPP) will be prepared in accordance with FAA criteria for construction on Airports. This plan will rely upon the criteria contained in FAA AC 150 5370-2G, *Operational Safety on Airports During Construction* and current FAA Orders, as applicable. This plan will include the type and locations of barricades, the proper clearances, the appropriate temporary marking and lighting during construction, and a series of notes to be provided to the contractor relative to coordination and safety. This plan will consider access to work areas by construction equipment and trucks. Access routes will be developed in an attempt to minimize impact on airport operations and damage to existing aprons and taxiways. The CSPP will be electronically filed with the FAA for their review. It is anticipated that formal Safety Management System (SMS) review will not be required for this project.



3. DETAILED DESIGN DEVELOPMENT (60%)

1. Develop preliminary design of pavement sections and plans, drainage concepts, construction sequencing and probable construction cost for each major element of the project. Prepare preliminary plans and details based upon criteria contained in FAA AC 150/5300-13, Airport Design. The information to be included will be:
 - Cover Sheet
 - General Notes and Quantities Table
 - Boring Plans
 - Boring Logs
 - Existing Conditions/Demolition Plans
 - Preliminary Construction Phasing Plan
 - Pavement Layout Plans (12)
 - Pavement Typical Sections
 - Pavement Profiles
 - Grading and Drainage Plans (12)
 - Signage and Marking Plan (12)
 - Erosion and Sediment Control Plans
2. Develop three-dimensional design to develop pavement centerline profiles, typical sections, and other grading details for the proposed work. The model will be analyzed to determine areas where the existing and proposed cross-slopes do not align and require the adjusting of grades.
3. Develop drainage designs, including computation of surface water runoff volumes, and layout facilities necessary to accommodate expected flows. Significant changes to drainage patterns or drainage systems are not anticipated.
4. Evaluation of existing structural project elements, such as catch basins, manholes and culverts. Replacement of rims, grates, and structure tops is anticipated, full replacement of existing structures is not anticipated.
5. Prepare quantity take-offs from the various design documents, by type of material and FAA or other specification identifier. Separately, a unit cost will be developed for each material to be used on the project. The unit costs will be compiled from other recent projects at the airport, other airports in the area, and other reliable sources. An estimated project cost will be generated and compared with the available budget for the project. Should any discrepancy occur, the budget will be modified in consultation with the SPONSOR's representative and the FAA or the project modified to result in a project within the available budget.



6. Prepare a draft Engineer's Design Report prepared in accordance with the New York Airports District Office SPONSOR's Guide including a detailed Engineer's Opinion of Probable Construction Costs.
7. Perform in-house review of the plans for Quality Assurance and Quality Control. The review will be undertaken for conformance to specified criteria, constructability, and clarity of delivery.
8. Schedule and conduct a meeting with the SPONSOR to review the Preliminary Design.
9. Submit the Preliminary Design to the FAA NYADO for review and comment.

4. FINAL DESIGN (90%)

1. Continue the development of pavement plans, sections, profiles, and drainage strategies.
2. Finalize and submit an Engineer's Design Report prepared in accordance with the New York Airports District Office SPONSOR's Guide including a detailed Engineer's Opinion of Probable Construction Costs.
3. Prepare final plans and details based upon criteria contained in FAA AC 150/5300-13, Airport Design. The information to be included will be:
 - Cover Sheet
 - General Notes and Quantities Table
 - Boring Plans
 - Boring Logs
 - Construction Phasing and Safety Plans and Notes
 - Horizontal and Vertical Control Plan
 - Existing Conditions and Demolition Plans
 - Pavement Layout Plans
 - Pavement Typical Sections and Details
 - Pavement Profiles
 - Grading and Drainage Plans
 - Detailed Intersection Grading Plans
 - Grading and Drainage Details
 - Pipe Profiles and Drainage Tables
 - Erosion and Sedimentation Control Plans



- Erosion and Sediment Control Details
 - Signage and Marking Plans
 - Signage Marking Details
4. Prepare a set of specifications for use in bidding and construction of the project. The FAA standard specifications will be used when possible and will be supplemented with State specifications. When special specifications are required, they will be prepared in the same format as the FAA specifications, and will be assigned an identifier that distinguishes them from the FAA specifications.
 5. Update the quantity take-offs developed in the Detailed Design Development, by type of material and FAA or other specification identifier. Separately, a unit cost will be updated for each material to be used on the project. The unit costs will be compiled from other recent projects at the airport, other airports in the area, and other reliable sources. An estimated project cost will be generated and compared with the available budget for the project. Should any discrepancy occur, the budget will be modified in consultation with the SPONSOR's representative and the FAA or the project modified to result in a project within the available budget.
 6. Prepare a Notice of Proposed Construction or Alteration (form 7460-1) for the FAA to review any new permanent or temporary airspace obstructions during construction utilizing the FAA's Obstruction Evaluation Airport Airspace Analysis (OEAAA) website. One graphic for the temporary conditions during construction will be developed for analysis.
 7. Perform in-house review of the plans for Quality Assurance and Quality Control. The review will be undertaken for conformance to specified criteria, constructability, and clarity of delivery.
 8. Submit Final Plans, Specifications, and Engineer's Opinion of Probable Cost to the SPONSOR for review.
 9. Submit Final Plans, Specifications, Front-End Documents (provided by the SPONSOR), Modification of Design Standards (if required), and Engineer's Opinion of Probable Cost to the FAA for their formal review in accordance with Memorandum for Implementation at FAA Review of Construction Plans and Specifications dated December 8, 2014. Based on the Review Matrix in Appendix 1 of this Memorandum, a General Review of the contract documents will be completed by the FAA.
 10. Facilitate a progress review meeting with the SPONSOR to review progress, design alternatives, and operational impacts associated with each design element. It is



anticipated that one (1) progress meetings will be held during the pre-final design phase.

5. BID DOCUMENTS (100%)

1. Prepare final quantity take-offs from the various design documents, by type of material and FAA or other specification identifier.
2. Prepare a complete set of issued for bid drawings to be used for bidding and construction. The bid set drawings will be stamped and signed by an engineer registered to practice in the State of New York.
3. Prepare a bid package to reflect the specific requirements of the FAA, State, and the SPONSOR. This will include the Notice to Bidders, the bidding forms, and the specifications. The SPONSOR's Standard Contract and Front End will be utilized.
4. Prepare a set of specifications for use in bidding and construction of the project. The FAA standard specifications will be used when possible and will be supplemented with State specifications. When special specifications are required, they will be prepared in the same format as the FAA specifications, and will be assigned an identifier that distinguishes them from the FAA specifications.
5. Incorporate comments received from the SPONSOR into the final contract plans and specifications and distribute these items to the SPONSOR, the FAA, and the NYSDOT (bid set). The bid set drawings will be stamped and signed by an engineer registered to practice in the State of New York. The bidding booklet and construction plans will be prepared and made available to the SPONSOR for bidding.

6. BIDDING AND AWARD ASSISTANCE

1. Attend and facilitate a project pre-bid meeting to discuss specific project requirements with prospective bidders and answer any questions. Document the meeting proceedings in a formal set of meeting minutes.
2. Provide responses to questions received from potential bidders through the SPONSOR, and issue formal contract addendums as required.
3. Prepare and compile bid results, contact the selected contractor, draft an award letter, and arrange for start-up dates and requirements preliminary to the start of construction.

List of Deliverables

- Conceptual Design (30%):
 - Recommendation of Full Depth vs Overlay
 - CSPP
- Detailed Design Development (60%):
 - Plans
 - Engineer's Design Report
 - Opinion of Probable Construction Costs
- Final Design (90%):
 - Plans
 - Engineer's Design Report
 - Technical Specification
 - Opinion of Probable Construction Costs
 - 7460
- Bid Documents (100%):
 - Plans
 - Bidding Forms
 - Technical Specification
- Bidding and Award:
 - Addendum
 - Recommendation to Award

7. CONSTRUCTION ADMINISTRATION:

Services provided for under this phase typically include:

1. CONSULTANT shall attend a pre-construction conference as required by the FAA.
2. **Contract Document Preparation:** CONSULTANT shall assist the SPONSOR in preparing and reviewing Contract Documents, including the completion of a conformed set of plans and specifications for the project. The conformed documents will incorporate all Addendum items into the project manual and project plans, with these modifications clearly noted.
3. **Site Visits:** CONSULTANT's Project Manager/Project Engineer shall make visits to the site at intervals appropriate to the various stages of construction, as CONSULTANT deems necessary, in order to observe the progress and adherence to the Contract Documents of the various aspects of the CONTRACTOR(s)' work. It is anticipated that the Project Manager/Project Engineer will visit the site a minimum of one visit every week during the construction period.



4. **Shop Drawings:** CONSULTANT shall review and take other appropriate action with respect to Shop Drawings, Material Submittals, Samples and other data which the CONTRACTOR(s) are required to submit, but only for conformance with the information given in the Contract Documents and compatibility with the design concept of the completed Project as a function of the whole as indicated in the Contract Documents. Such reviews and approvals or other action shall not extend to means, methods, techniques, sequences, or procedures of construction or to safety precautions and programs incidental thereto.
5. Perform project management duties such as project planning, invoice preparation, schedule coordination and coordination of design team.
6. Provide to the SPONSOR monthly project status reports.
7. CONSULTANT shall attend a Final Walk Through as required by the FAA.
10. **Construction Contract Period:** CONSULTANT agrees to provide the services in this phase of the Agreement during the construction contract period, which is estimated to be a total of 120 calendar days, (4) months, starting in the Summer of 2021. Additionally, project initiation, administration, and project closeout are anticipated to include 30 days prior to the notice to proceed and 30 days after project acceptance to complete the project records.

The fee contained in the Exhibit "B" is based on the stated anticipated hours of effort. If these hours are exceeded, through no fault of the CONSULTANT, the CONSULTANT shall be entitled to additional compensation.

The CONSULTANT agrees to perform the services during the Construction Administration Portion of this agreement during the construction contract period estimated to be as follows:

Working Days

Pre-Construction:	Division Director:	2 days @ 4 hrs.
	Senior Project Engineer:	3 days @ 8 hrs.
	Assistant Engineer:	4 days @ 8 hrs.
	Junior Engineer:	4 days @ 8 hrs.
Construction Contract:	Division Director:	2 days @ 4 hrs.
	Senior Project Engineer:	25 days @ 8 hrs.
	Assistant Engineer:	21 days @ 8 hrs.
	Junior Engineer:	5 days @ 8 hrs.

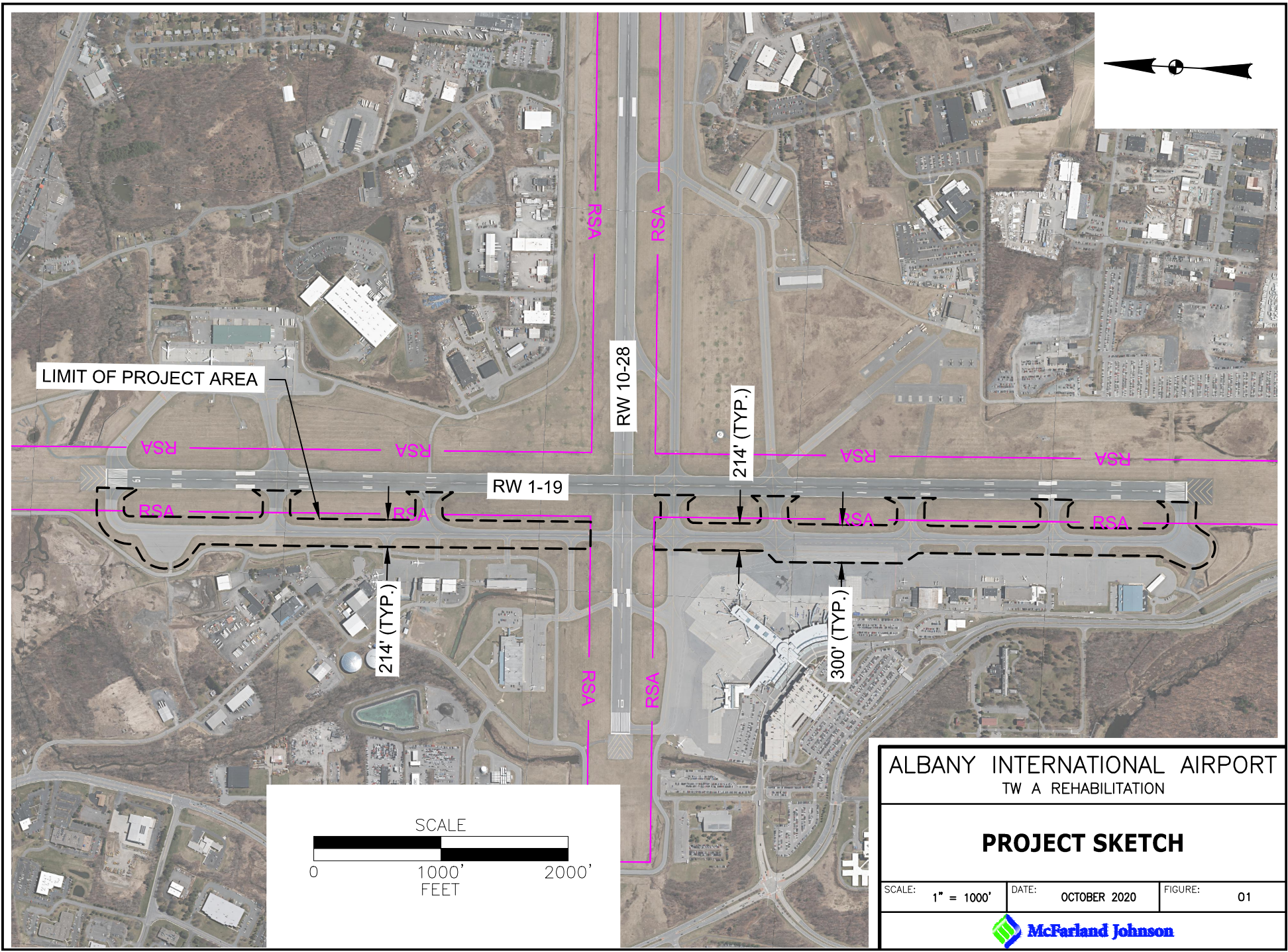


NOTE: This contract provides Construction Administration services only and does not include any effort for Construction Observation. A separate contract will be provided for Construction Observation is requested by the SPONSOR.

Assumptions

- The project's design aircraft is a B-757, RDC C-IV, TDG 5, MTOW 255,000 lbs.
- A CATEX has been prepared by the SPONSOR. No studies, records, or documents for completion of the CATEX are required from the CONSULTANT.
- A NYS Stormwater Pollution Discharge Elimination System (SPDES) Permit is not required.
- The project is a Type II Action under SEQR.
- The estimated construction budget based upon the Airport Capital Improvement Plan is \$4,000,000.
- Bidding for the project is anticipated to occur in March/April of 2021 for the application of a 2021 FAA Design and Construction AIP Grant.

The CONSULTANT agrees to complete the work under this phase of the Agreement in a manner satisfactory to the SPONSOR within 11 months of receiving an executed copy of this contract from the SPONSOR accompanied by a resolution from its governing body authorizing said execution or within such extended periods as agreed to by the SPONSOR.



LIMIT OF PROJECT AREA

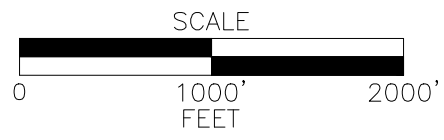
RW 10-28

RW 1-19

214' (TYP.)

214' (TYP.)

300' (TYP.)



ALBANY INTERNATIONAL AIRPORT
TW A REHABILITATION

PROJECT SKETCH

SCALE: 1" = 1000' DATE: OCTOBER 2020 FIGURE: 01



EXHIBIT B
Taxiway A Rehabilitation - Design
S-20-1064



Albany County Airport Authority
 Albany International Airport

Final
 October 2020

FEE SUMMARY

	DESIGN / PLANNING SERVICES	CONSTRUCTION SERVICES
1. DIRECT TECHNICAL LABOR	\$74,620.84	\$23,608.16
2. ESTIMATED OVERHEAD EXPENSES AND PAYROLL BURDEN Based on Percentage of Direct Salary Cost (exclusive of Premium Pay) with the estimated Percentage being 175.00 %	\$130,586.47	\$41,314.28
3. SUBTOTAL OF ITEMS 1 & 2	\$205,207.31	\$64,922.44
4. FIXED FEE / PROFIT	\$30,781.10	\$9,738.37
5. DIRECT EXPENSES	\$1,590.00	\$1,389.00
6. SUBCONSULTANT COSTS	\$33,400.00	
S.Y. Kim Land Surveyor (Survey)	\$33,400	
7. SUBCONTRACT COSTS - (ESTIMATE)	\$12,365.00	
QCQA (Geotechnical)	\$12,365	
8. OVERTIME PREMIUM		
9. TOTAL FEE ESTIMATE	\$283,343.41	\$76,049.81

10. TOTAL FEE FOR ALL SERVICES

\$359,394

NOTE: Authorized hours worked in excess of forty per week are subject to a premium time charge

Taxiway A Rehabilitation - Design



S-20-1064

**Albany County Airport Authority
Albany International Airport**

**Final
October 2020**

McFARLAND-JOHNSON LABOR RATES

DIRECT TECHNICAL LABOR

<u>CLASSIFICATION</u>	<u>CURRENT AVG. RATE</u>	<u>PROJECT AVG. RATE</u>	<u>2020 MAX. RATE</u>
President (P)	\$116.70	\$120.43	\$116.70
Vice President (VP)	\$77.00	\$79.46	\$78.50
Division Director/Reg.Div.Director (DD)	\$75.77	\$78.19	\$89.00
Senior Project Manager (SPM)	\$71.26	\$73.54	\$77.10
Sr. Project Engineer (SPE)	\$56.05	\$57.84	\$60.50
Project Engineer (PE)	\$49.31	\$50.89	\$56.78
Senior Engineer (SE)	\$42.36	\$43.72	\$47.64
Assistant Engineer (AE)	\$35.37	\$36.50	\$39.00
Junior Engineer (JE)	\$28.28	\$29.18	\$31.10
Technician Supervisor (TS)	\$44.78	\$46.21	\$46.06
Senior Technician (ST)	\$33.51	\$34.58	\$36.50
Assistant Technician (AT)	\$23.36	\$24.11	\$25.00
Junior Technician (JT)	\$18.25	\$18.83	\$21.00
Resident Inspector (RI)	\$48.49	\$50.04	\$50.32
Senior Inspector (SI)	\$35.50	\$36.64	\$38.50
Inspector (I)	\$32.16	\$33.19	\$32.16

Assume Notice to Proceed:	11/15/2020
Design Project Duration (months):	11
Assume Salary Escalation:	4.0%

Year	Compounded Escalation Factor	% Work in year	Effective %
2020	1.000	20.0%	20.0%
2021	1.040	80.0%	83.2%
2022	1.082		
		100.0%	103.2%

Taxiway A Rehabilitation - Design



S-20-1064

Albany County Airport Authority
Albany International Airport

Final
October 2020

DIRECT COSTS

	DESIGN / PLANNING SERVICES	CONSTRUCTION SERVICES	
Travel Related Costs:			
Vehicle Cost Plus Fuel	\$605	\$616	
Lodging and Meals			
Per Diem			
Reproduction			
CADD Plots	\$375	\$150	
Prints	\$375	\$450	
Photocopies	\$35	\$23	
Photo Costs			
Telephone/Fax:			
Postage/Delivery	\$150	\$150	
Miscellaneous	\$50		
	\$1,590	\$1,389	
			\$2,979

AGENDA ITEM NO. 11

Authorization of Change Orders

AGENDA ITEM NO. 11.1

**Authorization to Change Order #1
Contract 930-GC Airfield Drainage Culvert
Replacement to Rifenburg Contracting Corp.**

AGENDA ITEM NO: 11.1
MEETING DATE: November 09, 2020

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
11/09/2020

DEPARTMENT: *Planning and Engineering*

Contact Person: *John LaClair, P.E., Chief Engineer*

PURPOSE OF REQUEST:

Change Order #1: *Authorization to award Change Order #1 Contract 930-GC
Airfield Drainage Culvert Replacement to Rifenburg
Contracting Corp.*

CONTRACT AMOUNT:

Base Amount: \$1,376,395.08
Change Order #1: 170,866.00*
Total: \$1,547,261.08

**Pending approval at this meeting*

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes ✓ No ___ NA
Funding Account No.: CPN 2218

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal 90% State 5% Airport 5%
Term of Funding: 2018-2021
Grant No.: N/A State PIN: N/A

JUSTIFICATION:

Request for authorization of Change Order #1 for Contract 930-GC for Airfield Drainage Culvert Replacement to Rifenburg Contracting Corp. of Troy, NY for \$170,866.00. The contractor encountered several unforeseen conditions, including an existing sanitary sewer forcemain crossing at a planned headwall location, existing glycol collection trenches that collapsed when cleaned and the need to install an additional drain along the fence in the SE quadrant to ensure proper drainage. Additionally, the contractor was required to install additional outlet protection and grout to satisfy the Town of Colonie concerns after the pipe crossing was completed. Award of this Change Order is contingent on FAA concurrence.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

AGENDA ITEM NO: 11.1
MEETING DATE: November 09, 2020

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES NA _____

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Chief Financial Officer has approved. YES NA _____

BACK-UP MATERIAL:

Please refer to the attached Change Order #1 for Contract 930-GC.



1175 Hoosick Road Troy, NY 12180
Phone: 518-279-3967 Fax: 518-279-3968

CHANGER ORDER #: 01
SUBMISSION DATE: 11/11/19
REV. SUB. DATE: 12/02/19
REV. SUB. DATE: 12/05/19
REV. SUB. DATE: 12/30/19
REV. SUB. DATE: 01/28/20

PROJECT NAME: AIRFIELD DRAINAGE CULVERT REPLACEMENT
PROJECT NO.: 930-GC
CLIENT'S NAME: ALBANY COUNTY AIRPORT AUTHORITY
CLIENT'S ADDRESS: ALBANY INTERNATIONAL AIRPORT
Suite 200 Administration Building
Albany, NY 12211-1057
CLIENT CONTACT: JOHN LACLAIR, PE, GGP

This Change Order incorporates changes and/or additions to the original Scope of Services for Contract Agreement dated 8/26/2019. All Provisions of Agreement in the original signed Contract Agreement apply to this Change Order, unless otherwise specified herein.

A. DESCRIPTION OF CHANGE:

1. Revised Design for Modifications to Town of Colonie Force Main
2. Revised Design for Proposed 24" Culvert Pipe
3. Revised Design to Proposed Headwalls and Existing Culvert Tie-Ins
4. Revised Design for Inclusion of Existing Bike Path
5. Delay due to Revisions
6. Delay due to Weather

B. CHANGE IN CONTRACT PRICE:

Original Contract Price	\$1,376,395.08
Contract Price after previous Change Order	\$1,376,395.08
Net Change in Contract Price due to this Change Order	\$82,369.00
New Contract Price including this Change Order	\$1,458,764.08

APPROVED AND ACCEPTED BY:

ALBANY COUNT AIRPORT AUTHORITY

RIFENBURG CONTRACTING CORPORATION

By: _____

By:  _____

Date: _____

Date: 1/28/2020

Name:

Name: Timothy D. Mills, EIT

Title:

Title: Project Manager

January 28, 2020

WORK ORDER COST ANALYSIS
Credit - Force Main Base Bid

Prepared By: Rifenburg Contracting Corp.

RCC #: 11906

Albany County # 930-GC

Job Name: Airfield Drainage Culvert Replacment

Proposal Date: 11/11/2019

RCC Proposal #: 01-02

WORK ITEM:

Item #: 01A

Description: Credit - Force Main Base Bid

SCOPE:

1. Raise Existing Force Mains (4" & 6") above Proposed 24" RCP Culvert
2. Insulate Raised Force Main w/ Rigid 2" Foam Board
3. Perform in conjunction with Proposed 24" RCP Culvert
4. Shut-Down of Force Main was permissible per Addendum #6

LABOR:

LABOR CLASS	QTY	Total Hours	REG HOURS	O.T. HOURS	REG RATE	O.T. RATE	REGULAR COSTS	OVERTIME COSTS	
Foreman	1	-8.00	-8.00	0.00	\$83.89	\$113.16	-\$671.12	\$0.00	
Operator	2	-16.00	-16.00	0.00	\$85.85	\$128.77	-\$1,373.60	\$0.00	
Laborer	1	-8.00	-8.00	0.00	\$65.64	\$85.79	-\$525.12	\$0.00	
TOTAL								-\$2,569.84	\$0.00
							SUBTOTAL LABOR COST		-\$2,569.84
							PROFIT & OVERHEAD: 15.00%		-\$385.48
							TOTAL LABOR COST		-\$2,955.32

EQUIPMENT:

EQUIPMENT DESCRIPTION				TOTAL	RATE	OPERATING	EQUIPMENT	
Type	Make	Qty	Model	HOURS	HOUR	COST/HOUR	TOTAL	
Pick-Up	GMC	1	2500HD	-8.00	\$7.47	\$18.86	-\$210.64	
Excavator	Komatsu	1	PC78	-8.00	\$28.32	\$22.93	-\$410.00	
Loader	John Deere	1	644K	-8.00	\$40.71	\$41.89	-\$660.80	
Dirt Roller	Hamm	1	3205	-8.00	\$15.06	\$19.99	-\$280.40	
SUBTOTAL EQUIPMENT COST								-\$1,561.84
							PROFIT & OVERHEAD 15.00%	-\$234.28
							TOTAL EQUIPMENT COST	-\$1,796.12

WORK ORDER COST ANALYSIS
Credit - Force Main Base Bid

Prepared By: Rifenburg Contracting Corp.

RCC #: 11906

Albany County # 930-GC

Job Name: Airfield Drainage Culvert Replacment

Proposal Date: 11/11/2019

RCC Proposal #: 01-02

WORK ITEM:

Item #: 01A

Description: Credit - Force Main Base Bid

MATERIAL:

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
4" SDR35 PVC Pipe	-14	LF	\$1.35	(\$18.90)
6" SDR35 PVC Pipe	-14	LF	\$2.72	(\$38.08)
3,000psi Concrete	-3	CY	\$98.75	(\$296.25)
2in Rigid Insulation Board	-288	SF	\$1.03	(\$296.64)
TOTAL				-\$649.87
PROFIT & OVERHEAD			15.00%	-\$97.48
TOTAL MATERIAL COST				-\$747.35

SUB/SERVICE PROVIDER:

COMPANY	Description	QTY	UNIT	COST/UNIT	TOTAL
TOTAL					\$0.00
PROFIT & OVERHEAD				5.00%	\$0.00
TOTAL SUBCONTRACTOR					\$0.00

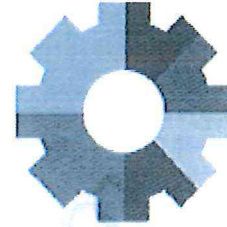
ADDED COST ANALYSIS SUMMARY

LABOR COST	(\$2,955.32)
EQUIPMENT COST	(\$1,796.12)
MATERIAL	(\$747.35)
SUBCONTRACTOR	\$0.00
TOTAL ITEM COST	(\$5,498.78)

Rental Rate Blue Book®

November 8, 2019

GMC/CHEVY C2500 HD
 On-Highway Light Duty Trucks

 Size Class:
 300 HP & Over
 Weight:
 HP

Configuration for C2500 HD

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	300.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33

Non-Active Use Rates

	Hourly
Standby Rate	USD \$5.30
Idling Rate	USD \$21.78

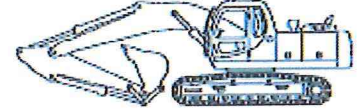
Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$710.10/mo
Overhaul (ownership)	29%	USD \$381.35/mo
CFC (ownership)	7%	USD \$92.05/mo
Indirect (ownership)	10%	USD \$131.50/mo
Fuel (operating) @ USD 2.51	76%	USD \$14.31/hr

Revised Date: 2nd half 2019

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)

Rental Rate Blue Book®
Komatsu PC78US-10
 Crawler Mounted Hydraulic Excavators

 Size Class:
 6.1 - 8.0 MTons
 Weight:
 MT

Configuration for PC78US-10

Bucket Capacity - Heaped	0.4 cu yd	Net Horsepower	65.5 hp
Operating Weight	17747.0 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25

Non-Active Use Rates

	Hourly
Standby Rate	USD \$15.01
Idling Rate	USD \$35.56

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$1,844.45/mo
Overhaul (ownership)	47%	USD \$2,342.95/mo
CFC (ownership)	10%	USD \$498.50/mo
Indirect (ownership)	6%	USD \$299.10/mo
Fuel (operating) @ USD 3.07	32%	USD \$7.24/hr

Revised Date: 2nd half 2019

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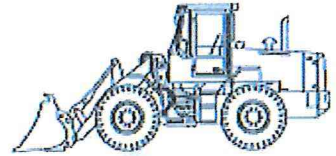
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 (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Deere 644K

4-Wd Articulated Wheel Loaders

 Size Class:
 225 - 249 HP
 Weight:
 40417 HP

Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$25.65
Idling Rate	USD \$63.64

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$2,937.65/mo
Overhaul (ownership)	37%	USD \$2,651.05/mo
CFC (ownership)	12%	USD \$859.80/mo
Indirect (ownership)	10%	USD \$716.50/mo
Fuel (operating) @ USD 3.07	55%	USD \$22.93/hr

Revised Date: 2nd half 2019

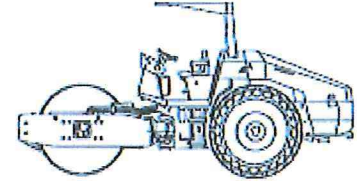
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The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Hamm 3205 (disc. 2013)
 Single Drum Vibratory Compactors

 Size Class:
 5.0 - 7.9 MTons
 Weight:
 11585 MT

Configuration for 3205 (disc. 2013)

Drum Type	Smooth	Drum Width	54.0 in
Net Horsepower	64.0 hp	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$19.99	FHWA Rate** Hourly USD \$35.05
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$2,650.00	USD \$745.00	USD \$185.00	USD \$28.00		
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2013: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$2,650.00	USD \$745.00	USD \$185.00	USD \$28.00	USD \$19.99	USD \$35.05

Non-Active Use Rates

	Hourly
Standby Rate	USD \$10.99
Idling Rate	USD \$20.17

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	49%	USD \$1,298.50/mo
Overhaul (ownership)	27%	USD \$715.50/mo
CFC (ownership)	13%	USD \$344.50/mo
Indirect (ownership)	11%	USD \$291.50/mo
Fuel (operating) @ USD 3.07	26%	USD \$5.11/hr

Revised Date: 2nd half 2019

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Run Date: 11/08/19

Quote



Customer # 205449
 Order # L509383
 Date Ordered 11/08/19
 Job # ALBAIR
 Job Name ALBANY AIRPORT
 Purchase Order # ALBANY AIR
 Method of Shipment OUR TRUCK
 Contract Order # 000000
 Ordered By TIM
 Ship Via CORE & MAIN LP

Sold To:
 RIFENBURG CONTRACTING CORP
 1175 HOOSICK RD STE 3
 TROY, NY 12180-8992

Ship To:
 RIFENBURG CONTRACTING CORP
 ALBANY AIRPORT
 ALBANY SHAKER ROAD
 COLONIE, NY 12110

Branch:
 WATERVLIET NY
 Branch - 400
 14 Arch St
 Watervliet, NY 12189
 Phone: 518-273-6300

Bid Seq#	Product Code	Description	Qty Ordered	Qty Shipped	Qty B/O	Net Price	UOM	Ext Price
	04043514	4 PVC SDR35 SWR PIPE (G) 14'	14			1.33000	FT	18.62
	04063514	6 PVC SDR35 SWR PIPE (G) 14'	14			2.72000	FT	38.08

Terms in accordance with shipping manifest.

Special Instructions/Comments:

Total Ordered: 56.70
 Tax Amount: 4.54
 Other Charges: .00
 Total: 61.24



OFFER

Cranesville Block Co., Inc.
 1250 Riverfront Center
 Amsterdam, NY 12010
 www.cranesville.com

Ready Mixed Concrete – Aggregates – Masonry Units – Precast – Masonry Supplies

Customer Name	Rifenburg Contracting
Attention	Tim Mills
Account Number	10360
Office Phone	
Mobile Phone	
Email	tmills@riftenburg.net
Fax	
Total CY	

Project Name	Albany Airport Airfield Drainage Culvert Repair
Project Address	Albany, NY
Offer Date	10/30/2019
Expiration Date	12/31/2019
Salesman	Andy Caddell
Mobile / Email	518-376-0387 / acaddell@cranesville.com
Sales Office	Maileen Izzano
Phone / Email	518-684-6078 / mizzano@cranesville.com

Quantity	Product	Price	UM
	Class A Concrete	\$98.75	CY
<p>Above mixes are designed to have a 2" - 4" slump. If a 4" - 6" slump is required a Midrange will need to be used at additional price listed below If a 6" - 8" slump is required a Super Plasticizer will need to be used at additional price listed below</p> <p>Plants are NYSDOT approved; not NRMCA.</p>			

Item	Price	Item	Price	Item	Price
Fuel & Environmental Surcharge (mandatory)	\$10.00 /load	Color Washout	\$35.00 /load	Non-Chloride 1%	\$4.50 /cy
Truck Time (Overlime) Charge (per minute)	\$2.00 /min	Fiber (1 lb per cy)	\$7.00 /cy	Non-Chloride 2%	\$9.50 /cy
Calcium 1%	\$3.50 /cy	Fiber (1.5 lb per cy)	\$10.00 /cy	Retarder	\$3.00 /cy
Calcium 2%	\$7.00 /cy	Mid-Range Water Reducer	\$3.50 /cy	Saturday Delivery	\$70.00 /load
Cold Weather (Exact weather subject to ACI standards)	\$6.00 /cy	High Range Water Reducer (Super Plasticizer)	\$6.50 /cy	Small Stone	\$1.00 /cy

Terms and Conditions	
Any purchase order sent by Buyer and not signed by an authorized representative of Seller will be invalid, regardless of commencement of delivery.	
<ul style="list-style-type: none"> This offer is expressly limited to and expressly made conditional on buyer's acceptance of these terms and conditions and (a copy of the Consolidated Joint Application for Extension of Credit available at https://ec.cranesville.com/pdf/files/credit/app.pdf). Seller objects to any different terms and conditions contained in any purchase order or any other document sent by buyer. Seller will not accept terms of any purchase order, which incorporate by reference terms and conditions of a separate and distinct agreement. All invoices are due net thirty (30) days from delivery or sale; invoices remaining delinquent beyond thirty (30) days shall bear an 18% per annum finance charge. Seller's delivery of goods to buyer constitutes buyer's acceptance of this offer in the absence of buyer's written signature. Seller's warranty limited to full refund of purchase price. This offer is contingent upon strikes, riots, authority of law, acts of God and/or other causes beyond our control. Access to the project and individual delivery locations must be such that normal drive ready mixed, boom, tanker, trailer or tractor trailer trucks can maneuver under their own power at all times. The Seller reserves the right to stop deliveries if roadways or approaches are unsatisfactory to him/her. The buyer assumes all liability for damage to sidewalks, driveways or other property beyond the curb line and agrees to indemnify the Seller against all liability loss and expenses incurred as a result of such delivering including damage to Seller's equipment and loss of time. The products have been designed to attain the indicated compressive strengths in accordance with recognized testing methods and standards, field results may differ substantially due to variables such as waiting time, placing methods, weather, handling after placement, addition of outside materials by buyer or request of buyer, such as water, and other variables beyond the control of the Seller. The Seller hereby disclaims any liability and/or warranty, expressed or implied should the buyer not use proper testing, placing and curing methods (ACI-ASTM). 	<ul style="list-style-type: none"> Sales tax will be applied to Seller invoice(s) unless appropriate documentation is received before ordering product. Prices are based on full truckloads (7+CY). A short load will be charged on orders less than 7 yds. [Contact sales for a copy of the rules] A balance on a plus order is one load of ten yards or less. Heating or cooling of concrete is not included in product price. If color is used on any job, an environmentally approved location must be available for a truck to rinse. Hours of operation Monday - Friday 7:00 AM-3:00 PM, Saturday 8 AM - 12 PM. Contact sales for deliveries outside of these hours. All products that are ordered and are not listed on this quote will be billed at the standard price. Delivery times and truck spacing are targets Seller strives for but does not guarantee due to the demands of the industry. Truck time will be charged after the allotted 6 minutes per yard, per truck, at the rate set forth in the "Additional Products and Services" schedule. Truck time is calculated, by truck, "At Job" until "Stop Pour." All offered prices are subject to price increase(s) due to cement and/or fuel cost increases. The above pricing is based on the project's total yardage and specified mixes. Seller and other material producing companies reserve the right to re-price based on changes in quantity and/or mix, or extenuating factors. All quoted products are standard mix designs unless specifications have been provided prior to quotation. Upon delivery, it is the buyer's responsibility to confirm the correct product or mix has been delivered. There will be no credit or adjustment to billing for incorrect material incorporated into the work.

Price not enforceable by Buyer if not signed within 15 days of receipt. Please sign offer and return before ordering.

ACCEPTED BY: _____ DATE: _____

Page 1 of 1 Cranesville Block Co., Inc. 1250 Riverfront Center Amsterdam, NY 12010 – www.cranesville.com

Mills, Timothy

From: Brundige, James (WC-AHH) <jim.brundige@hdsupply.com>
Sent: Friday, January 4, 2019 9:10 AM
To: Mills, Timothy
Subject: 4,000SF 2" Rigid Foam Board

Tim, your price for the **Foamular 250 is \$32.96/sheet(\$1.03/sf)**. Sheets are 2" x 4' x8'. We have them in stock in plattsburgh for pick up or we can deliver on our truck from Albany.

Let me know if you have questions.

Thanks

Jim

Sent from my iPhone

On Jan 4, 2019, at 8:19 AM, Mills, Timothy <tmills@rifenburg.net> wrote:

Jim,

Could I get a quote for ~4,000Sf of 2" Rigid Foam Board.

Thanks

Timothy D. Mills | Assistant Project Manager

Rifenburg Contracting Corp.

1175 Hoosick Road, Troy, NY 12180

O: 518-279-3967 | D: 518-874-6082 | M: 315-395-5924 | F: 518-279-3968

Email: tmills@rifenburg.net

<image001.jpg>

www.rifenburgcontractingcorp.com

Item 01B Investigation of Existing Force Main

Total Cost w/ Markup: \$ 1,259.66

Labor Force			Hours			Rate		Cost		
Date	Class	Name	Total	Straight	Overtime	Straight	Overtime	Straight	Overtime	Total
10/18/2019	Foreman	Todd Smith	3.5	3.5	0	\$ 83.89	\$ 113.16	\$ 293.62	\$ -	\$ 293.62
	Operator	Lee Austro	3.5	3.5	0	\$ 85.85	\$ 128.77	\$ 300.48	\$ -	\$ 300.48
	Laborer	Michael Mirabile	3.5	3.5	0	\$ 65.64	\$ 85.79	\$ 229.74	\$ -	\$ 229.74

Notes:

10/18/2019	Additional Test Pits @ 80', 125' and 200' to determine tie-in location for pending Force Main Revision
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Subtotal: \$ 823.83
 Markup (15%): \$ 123.57
 Labor Total: \$ 947.40

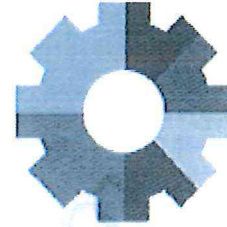
Equipment				Hours		Rate		Cost		
Date	Type	Make	Model	On-Site	Operating	Rental	Operating	Rental	Operating	Total
10/18/2019	Pickup	GMC	2500	3.5	3.5	\$ 7.47	\$ 18.86	\$ 26.15	\$ 66.01	\$ 92.16
	Excavator	Komatsu	PC78	3.5	3.5	\$ 28.32	\$ 22.93	\$ 99.12	\$ 80.26	\$ 179.38

Subtotal: \$ 271.53
 Markup (15%): \$ 40.73
 Equipment Total: \$ 312.26

Rental Rate Blue Book®

November 8, 2019

GMC/CHEVY C2500 HD
 On-Highway Light Duty Trucks

 Size Class:
 300 HP & Over
 Weight:
 HP

Configuration for C2500 HD

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	300.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$18.86	FHWA Rate** Hourly USD \$26.33
	Monthly USD \$1,315.00	Weekly USD \$370.00	Daily USD \$93.00	Hourly USD \$14.00		
Published Rates						
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33

Non-Active Use Rates

	Hourly
Standby Rate	USD \$5.30
Idling Rate	USD \$21.78

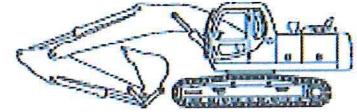
Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$710.10/mo
Overhaul (ownership)	29%	USD \$381.35/mo
CFC (ownership)	7%	USD \$92.05/mo
Indirect (ownership)	10%	USD \$131.50/mo
Fuel (operating) @ USD 2.51	76%	USD \$14.31/hr

Revised Date: 2nd half 2019

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)

Rental Rate Blue Book®
Komatsu PC78US-10
 Crawler Mounted Hydraulic Excavators

 Size Class:
 6.1 - 8.0 MTons
 Weight:
 MT

Configuration for PC78US-10

Bucket Capacity - Heaped	0.4 cu yd	Net Horsepower	65.5 hp
Operating Weight	17747.0 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25

Non-Active Use Rates

	Hourly
Standby Rate	USD \$15.01
Idling Rate	USD \$35.56

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$1,844.45/mo
Overhaul (ownership)	47%	USD \$2,342.95/mo
CFC (ownership)	10%	USD \$498.50/mo
Indirect (ownership)	6%	USD \$299.10/mo
Fuel (operating) @ USD 3.07	32%	USD \$7.24/hr

Revised Date: 2nd half 2019

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

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Item #01C Preparation for Force Main

Total Cost w/ Markup: \$ **380.26**

Labor Force			Hours			Rate		Cost		
Date	Class	Name	Total	Straight	Overtime	Straight	Overtime	Straight	Overtime	Total
10/23/2019	Foreman	Todd Smith	3	3	0	\$ 83.89	\$ 113.16	\$ 251.67	\$ -	\$ 251.67

Notes:

10/23/2019	Meeting w/ CT Male to discuss impact with local business. Procurement of misc. resources.									
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Subtotal: \$ 251.67
 Markup (15%): \$ 37.75
 Labor Total: \$ 289.42

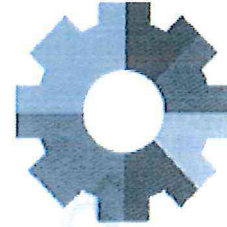
Equipment				Hours		Rate		Cost		
Date	Type	Make	Model	On-Site	Operating	Rental	Operating	Rental	Operating	Total
10/23/2019	Pickup	GMC	2500	3	3	\$ 7.47	\$ 18.86	\$ 22.41	\$ 56.58	\$ 78.99

Subtotal: \$ 78.99
 Markup (15%): \$ 11.85
 Equipment Total: \$ 90.84

Rental Rate Blue Book®

November 8, 2019

GMC/CHEVY C2500 HD
 On-Highway Light Duty Trucks

 Size Class:
 300 HP & Over
 Weight:
 HP

Configuration for C2500 HD

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	300.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33

Non-Active Use Rates

	Hourly
Standby Rate	USD \$5.30
Idling Rate	USD \$21.78

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$710.10/mo
Overhaul (ownership)	29%	USD \$381.35/mo
CFC (ownership)	7%	USD \$92.05/mo
Indirect (ownership)	10%	USD \$131.50/mo
Fuel (operating) @ USD 2.51	76%	USD \$14.31/hr

Revised Date: 2nd half 2019

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Item #01D Install of Force Main

Total Cost w/ Markup: \$ 11,265.26

Labor Force			Hours			Rate		Cost		
Date	Class	Name	Total	Straight	Overtime	Straight	Overtime	Straight	Overtime	Total
10/24/2019	Foreman	Todd Smith	10	8	2	\$ 83.89	\$ 113.16	\$ 671.12	\$ 226.32	\$ 897.44
	Foreman	Karl Brock	11	8	3	\$ 83.89	\$ 113.16	\$ 671.12	\$ 339.48	\$ 1,010.60
	Operator	Sheldon Ogsbury	8	8	0	\$ 85.85	\$ 128.77	\$ 686.80	\$ -	\$ 686.80
	Operator	Lee Austro	10	8	2	\$ 85.85	\$ 128.77	\$ 686.80	\$ 257.54	\$ 944.34
	Laborer	Micheal Mirable	8	8	0	\$ 65.64	\$ 85.79	\$ 525.12	\$ -	\$ 525.12

Notes:

10/24/2019	Excavated Force Main during daytime. Installed Materials at Night. Maintain Pumps and Traffic Control Set-UP/Removal
------------	--

Subtotal: \$ 4,064.30
 Markup (15%): \$ 609.65
 Labor Total: \$ 4,673.95

Equipment				Hours		Rate		Cost		
Date	Type	Make	Model	On-Site	Operating	Rental	Operating	Rental	Operating	Total
10/24/2019	Pickup	GMC	2500	21	21	\$ 7.47	\$ 18.86	\$ 156.87	\$ 396.06	\$ 552.93
	Excavator	Komatsu	PC78	8	6	\$ 28.32	\$ 22.93	\$ 226.56	\$ 137.58	\$ 364.14
	Loader	John Deere	644K	8	6	\$ 40.71	\$ 41.89	\$ 325.68	\$ 251.34	\$ 577.02

Subtotal: \$ 1,494.09
 Markup (15%): \$ 224.11
 Equipment Total: \$ 1,718.20

Materials					Cost	
Description	Vendor	QTY	Units	Unit	Total	
3" MJxIPS PVC Transition	Core & Main	2	EA	\$ 7.61	\$ 15.22	
3" MJ Gasket & Blue Bolt Kit	Core & Main	6	EA	\$ 12.50	\$ 75.00	
3" MJ 11.5 Degree Bend	Core & Main	2	EA	\$ 22.50	\$ 45.00	
3" MJ Sleeve	Core & Main	1	EA	\$ 36.75	\$ 36.75	
3" Mega Lug PVC	Core & Main	6	EA	\$ 25.00	\$ 150.00	
3" Bell Restraint	Core & Main	2	EA	\$ 45.56	\$ 91.12	
3" SDR21 PVC Pipe	Core & Main	20	LF	\$ 1.15	\$ 23.00	
6" MJ Gasket & Blue Bolt Kit	Core & Main	6	EA	\$ 18.00	\$ 108.00	
6" MJ 11.5 Degree Bend	Core & Main	2	EA	\$ 46.88	\$ 93.76	
6" MJ Sleeve	Core & Main	1	EA	\$ 55.13	\$ 55.13	
6" Mega Lug PVC	Core & Main	6	EA	\$ 32.00	\$ 192.00	
6" Bell Restraint	Core & Main	2	EA	\$ 81.97	\$ 163.94	
6" C900 DR18 Pipe	Core & Main	20	LF	\$ 4.81	\$ 96.20	

Subtotal: \$ 1,145.12
 Markup (15%): \$ 171.77
 Material Total: \$ 1,316.89

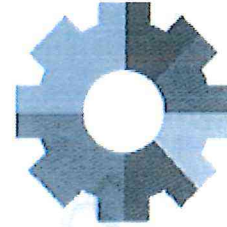
Additional Rental/Service					Cost		
Date Range	Description	Vendor	Days	Rate	Units	Total	
10/24/2019	10/25/2019	Pump Truck Service	Mountain Top	1	\$ 3,386.88	LS	\$ 3,386.88

Subtotal: \$ 3,386.88
 Markup (5%): \$ 169.34
 Rental/Service Total: \$ 3,556.22

Rental Rate Blue Book®

November 8, 2019

GMC/CHEVY C2500 HD
 On-Highway Light Duty Trucks

 Size Class:
 300 HP & Over
 Weight:
 HP

Configuration for C2500 HD

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	300.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33

Non-Active Use Rates

	Hourly
Standby Rate	USD \$5.30
Idling Rate	USD \$21.78

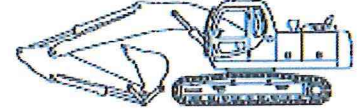
Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$710.10/mo
Overhaul (ownership)	29%	USD \$381.35/mo
CFC (ownership)	7%	USD \$92.05/mo
Indirect (ownership)	10%	USD \$131.50/mo
Fuel (operating) @ USD 2.51	76%	USD \$14.31/hr

Revised Date: 2nd half 2019

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Rental Rate Blue Book®
Komatsu PC78US-10
 Crawler Mounted Hydraulic Excavators

 Size Class:
 6.1 - 8.0 MTons
 Weight:
 MT

Configuration for PC78US-10

Bucket Capacity - Heaped	0.4 cu yd	Net Horsepower	65.5 hp
Operating Weight	17747.0 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25

Non-Active Use Rates

	Hourly
Standby Rate	USD \$15.01
Idling Rate	USD \$35.56

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$1,844.45/mo
Overhaul (ownership)	47%	USD \$2,342.95/mo
CFC (ownership)	10%	USD \$498.50/mo
Indirect (ownership)	6%	USD \$299.10/mo
Fuel (operating) @ USD 3.07	32%	USD \$7.24/hr

Revised Date: 2nd half 2019

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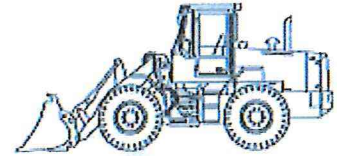
The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Deere 644K

4-Wd Articulated Wheel Loaders

 Size Class:
 225 - 249 HP
 Weight:
 40417 HP

Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$25.65
Idling Rate	USD \$63.64

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$2,937.65/mo
Overhaul (ownership)	37%	USD \$2,651.05/mo
CFC (ownership)	12%	USD \$859.80/mo
Indirect (ownership)	10%	USD \$716.50/mo
Fuel (operating) @ USD 3.07	55%	USD \$22.93/hr

Revised Date: 2nd half 2019

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The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)



INVOICE

Invoice # L300843
 Invoice Date 10/29/19
 Account # 205449
 Sales Rep CHRISTOPHER PRICE
 Phone # 518-273-6300
 Branch # 400 Watervliet, NY
 Total Amount Due \$1,144.00

1830 Craig Park Court
 St. Louis, MO 63146

JOB# 11906
 SI 9000 CC 9001
 CAT M
 Rvd By _____ Date _____
 PM CM Date 11/6/19
 \$\$\$ 1,059.26

Remit To:
 CORE & MAIN LP
 PO BOX 28330
 ST LOUIS, MO 63146

409 1 MB 0.428 E0391X I0608 D5440572387 S2 P6860839 0001:0003



RIFENBURG CONTRACTING CORP
 1175 HOOSICK RD STE 3
 TROY NY 12180-8992

Shipped to:
 ALBANY AIRPORT
 ALBANY SHAKER ROAD
 COLONIE, NY

CUSTOMER JOB- ALBAIR ALBANY AIRPORT

Thank you for the opportunity to serve you! We appreciate your prompt payment.

Date Ordered	Date Shipped	Customer PO #	Job Name	Job #	Bill of Lading	Shipped Via	Invoice #
10/02/19	10/25/19	ALBANY	ALBANY AIRPORT	ALBAIR		CORE & MAIN LP	L300843

Product Code	Description	Quantity			Price	UM	Extended Price
		Ordered	Shipped	B/O			
0303021	3 PVC SDR21 PR200 PIPE (G)	20	20	✓	1.15000	FT	23.00
21103S112T	3 MJ L/P SLV C153 IMP	1	1	✓	36.75000	EA	36.75
21AMF8032003PV	3 MEGALUG F/PVC IPS 2003PV	6	6	✓	25.00000	EA	150.00
21AMG503	3 MJXIPS PVC TRANS GASKET	6	6	✓	7.61000	EA	45.66
21AMMJBBKIT03	3" MJ GASKET & BLUE BOLT KIT	6	6	✓	12.50000	EA	75.00
211031M	3 MJ 11-1/4 C153 IMP	4	4	✓	22.50000	EA	90.00
020618W	6 C900 DR18 PVC PIPE (G) 20' PC235	20	20	✓	4.81000	FT	96.20
211061M	6 MJ 11-1/4 C153 IMP	4	4	✓	46.88000	EA	187.52
21106S112T	6 MJ L/P SLV C153 IMP	1	1	✓	55.13000	EA	55.13
21AMF8062006PV	6 EBAA MEGALUG C900&IPS 2006PV RED	6	6	✓	32.00000	EA	192.00
21AMMJBBKIT06	6" MJ GASKET & BLUE BOLT KIT	6	6	✓	18.00000	EA	108.00

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 for a current W-9 form



Online
 ADVANTAGE

- Pay Online
- Paperless Billing
- Invoice Reprints
- Signed Delivery Receipts

Remit payment to the address shown on this invoice or access your account in Online Advantage to pay online.

Freight	Delivery	Handling	Restock	Misc.	Subtotal:	1,059.26
					Other:	0.00
Terms: NET 30	Ordered By:				Tax:	<u>84.74</u>
					Invoice Total:	\$1,144.00

This transaction is governed by and subject to CORE & MAIN's standard terms and conditions, which are incorporated by reference and accepted. To review these terms and conditions, please visit: <http://tandc.coreandmain.com/>.



INVOICE

Invoice # L430408
 Invoice Date 10/28/19
 Account # 205449
 Sales Rep CHRISTOPHER PRICE
 Phone # 518-273-6300
 Branch # 400 Watervliet, NY
 Total Amount Due \$423.24

1830 Craig Park Court
 St. Louis, MO 63146

Remit To:
 CORE & MAIN LP
 PO BOX 28330
 ST LOUIS, MO 63146



BY: _____

366 1 MB 0.428 E0349 I0574 D5435061555 S2 P6856707 0002:0002



RIFENBURG CONTRACTING CORP
 1175 HOOSICK RD STE 3
 TROY NY 12180-8992

Shipped to:

CUSTOMER PICK-UP -

CUSTOMER JOB- ALBAIR ALBANY AIRPORT

Thank you for the opportunity to serve you! We appreciate your prompt payment.

Date Ordered	Date Shipped	Customer PO #	Job Name	Job #	Bill of Lading	Shipped Via	Invoice #
10/24/19	10/25/19	AIRPORT	ALBANY AIRPORT	ALBAIR		WILL CALL	L430408

Product Code	Description	Quantity		B/O	Price	UM	Extended Price
		Ordered	Shipped				
21AMF8061906	6 BELL RESTRAINER F/C909 1906	4	4		2 81.97000	EA	327.88
2403RETCLAMP	3 PIPE RETAINER CLAMP	2	2		13.00000	EA	26.00
21AM0700W	3/4 SOCKET CLAMP WASHER	4	4		2.00000	EA	8.00
24AFTRROD348	3/4 X 8' ALL THD ROD	2	2		15.00000	EA	30.00

Job# 11906
 BI 9000 CC 9001
 CAT M
 Rvd By _____ Date _____
 PM TM Date 11/6/19
 \$\$ 391.88

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Online
 ADVANTAGE:

- Pay Online
- Paperless Billing
- Invoice Reprints
- Signed Delivery Receipts

Remit payment to the address shown on this invoice or access your account in Online Advantage to pay online.

Freight	Delivery	Handling	Restock	Misc.	Subtotal:	391.88
					Other:	0.00
					Tax:	<i>Exempt</i> 31.36
					Invoice Total:	\$423.24

Terms: NET 30

Ordered By:

This transaction is governed by and subject to CORE & MAIN's standard terms and conditions, which are incorporated by reference and accepted. To review these terms and conditions, please visit: <http://tandc.coreandmain.com/>.



INVOICE

Invoice # L436643
 Invoice Date 11/01/19
 Account # 205449
 Sales Rep CHRISTOPHER PRICE
 Phone # 518-273-6300
 Branch # 400 Watervliet, NY
 Total Amount Due \$98.40

1830 Craig Park Court
 St. Louis, MO 63146

Remit To:
 CORE & MAIN LP
 PO BOX 28330
 ST LOUIS, MO 63146

688 1 AB 0.412 E0115X 10155 D5468007107 S2 P6880605 0001:0001

BY: _____

Shipped to:



RIFENBURG CONTRACTING CORP
 1175 HOOSICK RD STE 3
 TROY NY 12180-8992

CUSTOMER PICK-UP -

CUSTOMER JOB- ALBAIR ALBANY AIRPORT

Thank you for the opportunity to serve you! We appreciate your prompt payment.

Date Ordered	Date Shipped	Customer PO #	Job Name	Job #	Bill of Lading	Shipped Via	Invoice #
10/25/19	10/31/19	ALBANY	ALBANY AIRPORT	ALBAIR		WILL CALL	L436643

Product Code	Description	Quantity			Price	UM	Extended Price
		Ordered	Shipped	B/O			
21AMF8031390SI	UFR1390-S-3-I BELL HARNESS OD 3.50	2	2		45.56000	EA	91.12

Job# 11906
 BY 9008 CC 9001
 CAT M
 Rvd By _____ Date _____
 PM M Date 11/8/19
 \$\$ 91.12

Visit coreandmain.com for a current W-9 form

Online ADVANTAGE:

- Pay Online
- Paperless Billing
- Invoice Reprints
- Signed Delivery Receipts

Remit payment to the address shown on this invoice or access your account in Online Advantage to pay online.

Freight	Delivery	Handling	Restock	Misc.	Subtotal:	91.12
					Other:	0.00
Terms: NET 30	Ordered By:				Tax:	<u>Except</u> 7.28
					Invoice Total:	\$98.40

This transaction is governed by and subject to CORE & MAIN's standard terms and conditions, which are incorporated by reference and accepted. To review these terms and conditions, please visit: <http://tandc.coreandmain.com/>.

Mountain Top Portable Toilets
 P.O Box 405
 West Sand Lake , NY 12196
 (518) 712-5118
 mark2930@aol.com



Invoice

Billing Address

Rifenburg Contracting Corp (C1944)
 1175 Hoosick Road #3
 Troy, NY 12180

Invoice Number I20003
 Invoice Date Oct 29, 2019
Please Pay \$3,386.88

P.O.	Clerk	Terms	Due By
Albany airport Job# 11906	MC	Due on receipt	Oct 29, 2019

Site: N/A

#	Item	Qty	Description	Rate	Amount	Tax	Amount w/ Tax
1	Pumping	4	after hours pumping between 5pm-7am per truck per hr. call off hr rounds up to the nearest whole hr.	\$392.00	\$1,568.00	\$125.44	\$1,693.44
2	Pumping	4	after hours pumping between 5pm-7am per tuck per hr	\$392.00	\$1,568.00	\$125.44	\$1,693.44
						Subtotal	\$3,136.00
						Tax	\$250.88
						Discount	(\$0.00)
						Total	\$3,386.88

Thank you!

Customer is Responsible for all damages/ theft of unit and will be billed parts plus labor @ \$30 per hour with a 1 Hr minimum. Lost or stolen units will be charged at full cost of new replacement unit.
 Emergency service within 24hrs of notification.

Please return bottom portion with your payment.

From

Rifenburg Contracting Corp
 1175 Hoosick Road #3
 Troy, NY 12180

To

Mountain Top Portable Toilets
 P.O Box 405
 West Sand Lake , NY 12196

Invoice Number I20003
 Invoice Date Oct 29, 2019
 Subtotal \$3,136.00
 Albany County (8%) \$250.88
 Discount (\$0.00)
 Payments (\$0.00)
Amount Due \$3,386.88

Item #01E Backfill Force Main

Total Cost w/ Markup: \$ 2,224.59

Labor Force			Hours			Rate		Cost		
Date	Class	Name	Total	Straight	Overtime	Straight	Overtime	Straight	Overtime	Total
10/25/2019	Foreman	Todd Smith	3	3	0	\$ 83.89	\$ 113.16	\$ 251.67	\$ -	\$ 251.67
	Foreman	Karl Brock	3	3	0	\$ 83.89	\$ 113.16	\$ 251.67	\$ -	\$ 251.67
	Operator	Sheldon Ogsbury	3	3	0	\$ 85.85	\$ 128.77	\$ 257.55	\$ -	\$ 257.55
	Operator	Lee Austro	3	3	0	\$ 85.85	\$ 128.77	\$ 257.55	\$ -	\$ 257.55
	Laborer	Michael Mirable	3	3	0	\$ 65.64	\$ 85.79	\$ 196.92	\$ -	\$ 196.92

Notes:

10/25/2019	Backfill Force Main until special order insulation arrives
------------	--

Subtotal: \$ 1,215.36
Markup (15%): \$ 182.30
Labor Total: \$ 1,397.66

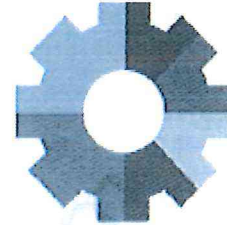
Equipment				Hours		Rate		Cost		
Date	Type	Make	Model	On-Site	Operating	Rental	Operating	Rental	Operating	Total
10/25/2019	Pickup	GMC	2500	6	6	\$ 7.47	\$ 18.86	\$ 44.82	\$ 113.16	\$ 157.98
	Excavator	Komatsu	PC78	3	3	\$ 28.32	\$ 22.93	\$ 84.96	\$ 68.79	\$ 153.75
	Loader	John Deere	644K	3	3	\$ 40.71	\$ 41.89	\$ 122.13	\$ 125.67	\$ 247.80
	Broom	Ford	TN55B2	3	1	\$ 34.12	\$ 57.18	\$ 102.36	\$ 57.18	\$ 159.54

Subtotal: \$ 719.07
Markup (15%): \$ 107.86
Equipment Total: \$ 826.93

Rental Rate Blue Book®

November 8, 2019

GMC/CHEVY C2500 HD
 On-Highway Light Duty Trucks

 Size Class:
 300 HP & Over
 Weight:
 HP

Configuration for C2500 HD

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	300.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33

Non-Active Use Rates

	Hourly
Standby Rate	USD \$5.30
Idling Rate	USD \$21.78

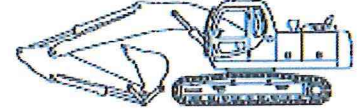
Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$710.10/mo
Overhaul (ownership)	29%	USD \$381.35/mo
CFC (ownership)	7%	USD \$92.05/mo
Indirect (ownership)	10%	USD \$131.50/mo
Fuel (operating) @ USD 2.51	76%	USD \$14.31/hr

Revised Date: 2nd half 2019

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)

Rental Rate Blue Book®
Komatsu PC78US-10
 Crawler Mounted Hydraulic Excavators

 Size Class:
 6.1 - 8.0 MTons
 Weight:
 MT

Configuration for PC78US-10

Bucket Capacity - Heaped	0.4 cu yd	Net Horsepower	65.5 hp
Operating Weight	17747.0 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25

Non-Active Use Rates

	Hourly
Standby Rate	USD \$15.01
Idling Rate	USD \$35.56

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$1,844.45/mo
Overhaul (ownership)	47%	USD \$2,342.95/mo
CFC (ownership)	10%	USD \$498.50/mo
Indirect (ownership)	6%	USD \$299.10/mo
Fuel (operating) @ USD 3.07	32%	USD \$7.24/hr

Revised Date: 2nd half 2019

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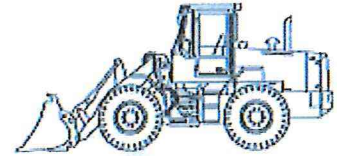
 The equipment represented in this report has been exclusively prepared for KRISTEN FISK
 (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Deere 644K

4-Wd Articulated Wheel Loaders

 Size Class:
 225 - 249 HP
 Weight:
 40417 HP

Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$25.65
Idling Rate	USD \$63.64

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$2,937.65/mo
Overhaul (ownership)	37%	USD \$2,651.05/mo
CFC (ownership)	12%	USD \$859.80/mo
Indirect (ownership)	10%	USD \$716.50/mo
Fuel (operating) @ USD 3.07	55%	USD \$22.93/hr

Revised Date: 2nd half 2019

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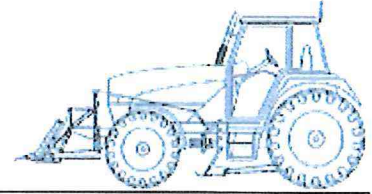
The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Ford 8970 (disc. 2000)

Wheel Tractors

 Size Class:
 175 to 224 hp
 Weight:
 HP

Configuration for 8970 (disc. 2000)

 Net Horsepower **240.0 hp** Power Mode **Diesel**
Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$44.83	FHWA Rate** Hourly USD \$69.32
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$4,310.00	USD \$1,205.00	USD \$300.00	USD \$45.00		
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2000: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$4,310.00	USD \$1,205.00	USD \$300.00	USD \$45.00	USD \$44.83	USD \$69.32

Non-Active Use Rates

	Hourly
Standby Rate	USD \$14.69
Idling Rate	USD \$51.01

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$1,594.70/mo
Overhaul (ownership)	39%	USD \$1,680.90/mo
CFC (ownership)	9%	USD \$387.90/mo
Indirect (ownership)	14%	USD \$603.40/mo
Fuel (operating) @ USD 3.07	59%	USD \$26.52/hr

Revised Date: 2nd half 2019

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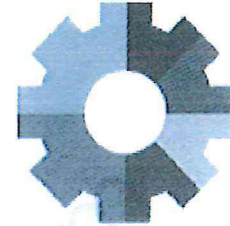
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 (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Lay-Mor 8HC

Self Propelled Pavement Brooms

 Size Class:
All
 Weight:
UNKNOWN

Configuration for 8HC

Broom Length	96 in	Horsepower	37 hp
Power Mode	Diesel	Transmission	Hydrostatic

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$1,695.00	USD \$475.00	USD \$120.00	USD \$18.00	USD \$12.35	USD \$21.98
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,695.00	USD \$475.00	USD \$120.00	USD \$18.00	USD \$12.35	USD \$21.98

Non-Active Use Rates

	Hourly
Standby Rate	USD \$4.33
Idling Rate	USD \$13.83

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	33%	USD \$559.35/mo
Overhaul (ownership)	55%	USD \$932.25/mo
CFC (ownership)	6%	USD \$101.70/mo
Indirect (ownership)	6%	USD \$101.70/mo
Fuel (operating) @ USD 3.07	34%	USD \$4.20/hr

Revised Date: 2nd half 2019

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 (kfisk@rifenburg.net)

Item #01F Insulation of Force Main

Total Cost w/ Markup: \$ 10,309.31

Labor Force			Hours			Rate		Cost		
Date	Class	Name	Total	Straight	Overtime	Straight	Overtime	Straight	Overtime	Total
	Foreman	Karl Brock	8	8	0	\$ 83.89	\$ 113.16	\$ 671.12	\$ -	\$ 671.12
	Operator	Lee Austro	8	8	0	\$ 85.85	\$ 128.77	\$ 686.80	\$ -	\$ 686.80

Notes:

10/24/2019	Exposed previously backfilled Force Main. Installed Insulation and Backfilled with Select Material
------------	--

Subtotal: \$ 1,357.92
 Markup (15%): \$ 203.69
 Labor Total: \$ 1,561.61

Equipment				Hours		Rate		Cost		
Date	Type	Make	Model	On-Site	Operating	Rental	Operating	Rental	Operating	Total
10/24/2019	Pickup	GMC	2500	8	8	\$ 7.47	\$ 18.86	\$ 59.76	\$ 150.88	\$ 210.64
	Excavator	Komatsu	PC78	8	8	\$ 28.32	\$ 22.93	\$ 226.56	\$ 183.44	\$ 410.00

Subtotal: \$ 620.64
 Markup (15%): \$ 93.10
 Equipment Total: \$ 713.74

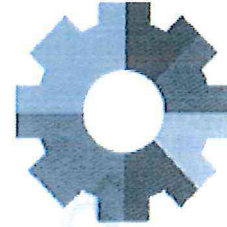
Materials					Cost	
Description	Vendor	QTY	Units	Unit	Total	
Freight - Special Order	Core & Main	1	LS	\$ 250.00	\$ 250.00	
3" Insulation for 11.5 Degree Bend	Core & Main	2	EA	\$ 235.00	\$ 470.00	
3" Insulation for Sleeve	Core & Main	1	EA	\$ 104.46	\$ 104.46	
3x2 Foamglass w/ Pitwrap	Core & Main	56	LF	\$ 35.56	\$ 1,991.36	
6" Insulation for 11.5 degree Bend	Core & Main	2	EA	\$ 318.84	\$ 637.68	
6" Insulation for Sleeve	Core & Main	2	EA	\$ 141.34	\$ 282.68	
6x2 Foamglass w/ Pitwrap	Core & Main	56	LF	\$ 52.23	\$ 2,924.88	
Pitwrap; 4"x50' Roll	Core & Main	1	EA	\$ 115.00	\$ 115.00	
Select Backfill	RJ Valente	20	CY	\$ 10.50	\$ 210.00	

Subtotal: \$ 6,986.06
 Markup (15%): \$ 1,047.91
 Material Total: \$ 8,033.97

Rental Rate Blue Book®

November 8, 2019

GMC/CHEVY C2500 HD
 On-Highway Light Duty Trucks

 Size Class:
 300 HP & Over
 Weight:
 HP

Configuration for C2500 HD

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	300.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$18.86	FHWA Rate** Hourly USD \$26.33
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00		
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33

Non-Active Use Rates

	Hourly
Standby Rate	USD \$5.30
Idling Rate	USD \$21.78

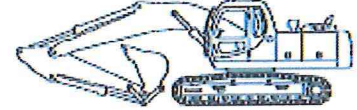
Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$710.10/mo
Overhaul (ownership)	29%	USD \$381.35/mo
CFC (ownership)	7%	USD \$92.05/mo
Indirect (ownership)	10%	USD \$131.50/mo
Fuel (operating) @ USD 2.51	76%	USD \$14.31/hr

Revised Date: 2nd half 2019

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The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)

Rental Rate Blue Book®
Komatsu PC78US-10
 Crawler Mounted Hydraulic Excavators

 Size Class:
 6.1 - 8.0 MTons
 Weight:
 MT

Configuration for PC78US-10

Bucket Capacity - Heaped	0.4 cu yd	Net Horsepower	65.5 hp
Operating Weight	17747.0 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25

Non-Active Use Rates

	Hourly
Standby Rate	USD \$15.01
Idling Rate	USD \$35.56

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$1,844.45/mo
Overhaul (ownership)	47%	USD \$2,342.95/mo
CFC (ownership)	10%	USD \$498.50/mo
Indirect (ownership)	6%	USD \$299.10/mo
Fuel (operating) @ USD 3.07	32%	USD \$7.24/hr

Revised Date: 2nd half 2019

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

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 (kfisk@rifenburg.net)



Bid Proposal for FOAM GLASS W/ PITTWRAP FOR AIRPORT SEWER

RIFENBURG CONTRACTING CORP
 Bid Date: 10/25/2019
 Core & Main 1110331

Core & Main
 14 Arch St
 Watervliet, NY 12189
 Phone: 518-273-6300
 Fax: 518-273-0238

Seq#	Qty	Description	Units	Price	Ext Price
10	56	6 X 2 FOAMGLASS W/PITWRAP	FT	52.23	2,924.88
20	56	3 X 2 FOAMGLASS W/PITWRAP	FT	35.56	1,991.36
30	2	INSUL FOR 6" 11 BEND	EA	318.34	636.68
40	2	INSUL FOR 3" 11 BEND	EA	235.00	470.00
50	1	INSUL FOR 6" SLEEV	EA	141.34	141.34
60	1	INSUL FOR 3" SLEEVE	EA	104.46	104.46
70	1	4" X 50' PIT WRAP SSL	RL	115.00	115.00
80	1	FREIGHT	EA	250.00	250.00
				Sub Total	6,633.72
				Tax	0.00
				Total	6,633.72

Branch Terms:

UNLESS OTHERWISE SPECIFIED HEREIN, PRICES QUOTED ARE VALID IF ACCEPTED BY CUSTOMER AND PRODUCTS ARE RELEASED BY CUSTOMER FOR MANUFACTURE WITHIN THIRTY (30) CALENDAR DAYS FROM THE DATE OF THIS QUOTATION. CORE & MAIN LP RESERVES THE RIGHT TO INCREASE PRICES UPON THIRTY (30) CALENDAR DAYS' NOTICE TO ADDRESS FACTORS, INCLUDING BUT NOT LIMITED TO, GOVERNMENT REGULATIONS, TARIFFS, TRANSPORTATION, FUEL AND RAW MATERIAL COSTS. DELIVERY WILL COMMENCE BASED UPON MANUFACTURER LEAD TIMES. ANY MATERIAL DELIVERIES DELAYED BEYOND MANUFACTURER LEAD TIMES MAY BE SUBJECT TO PRICE INCREASES AND/OR APPLICABLE STORAGE FEES. THIS BID PROPOSAL IS CONTINGENT UPON BUYER'S ACCEPTANCE OF SELLER'S TERMS AND CONDITIONS OF SALE, AS MODIFIED FROM TIME TO TIME, WHICH CAN BE FOUND AT: <https://coreandmain.com/TandC/>

Item #01G Delay & Pipe Change

Total Cost w/ Markup: \$ 26,686.77

Labor Force			Hours			Rate		Cost		
Date	Class	Name	Total	Straight	Overtime	Straight	Overtime	Straight	Overtime	Total
11/8/2019	Foreman	Todd Smith	3	3	0	\$ 83.89	\$ 113.16	\$ 251.67	\$ -	\$ 251.67
	Operator	Sheldon Ogsbury	3	3	0	\$ 85.85	\$ 128.77	\$ 257.55	\$ -	\$ 257.55

Notes:

11/8/2019	Relocated 24" RCP Stockpile
-----------	-----------------------------

Subtotal: \$ 509.22
 Markup (15%): \$ 76.38
 Labor Total: \$ 585.60

Equipment				Hours		Rate		Cost		
Date	Type	Make	Model	On-Site	Operating	Rental	Operating	Rental	Operating	Total
11/8/2019	Pickup	GMC	2500	3	3	\$ 7.47	\$ 18.86	\$ 22.41	\$ 56.58	\$ 78.99
	Loader	John Deere	644K	3	3	\$ 40.71	\$ 41.89	\$ 122.13	\$ 125.67	\$ 247.80
10/9/19 to 10/28/19	Excavator	Komatsu	PC78	72	0	\$ 28.32	\$ 22.93	\$ 2,039.04	\$ -	\$ 2,039.04
	Excavator	Caterpillar	335F	48	0	\$ 92.59	\$ 73.18	\$ 4,444.32	\$ -	\$ 4,444.32
	Dirt Roller	Hamm	3205	88	0	\$ 15.06	\$ 19.99	\$ 1,325.28	\$ -	\$ 1,325.28
	Tractor	Ford	w/Broom	80	0	\$ 34.12	\$ 57.18	\$ 2,729.60	\$ -	\$ 2,729.60
	Loader	John Deere	644K	16	0	\$ 40.71	\$ 41.89	\$ 651.36	\$ -	\$ 651.36

Subtotal: \$ 11,516.39
 Markup (15%): \$ 1,727.46
 Equipment Total: \$ 13,243.85

Materials					Cost	
Description	Vendor	QTY	Units	Unit	Total	
24" Class V RCP	Core & Main	-352	LF	\$ 43.46	\$ (15,297.92)	
24" C900 DR18 Pipe	Core & Main	380	LF	\$ 46.13	\$ 17,529.40	
24" Pipe Couplings	Core & Main	2	EA	\$ 148.00	\$ 296.00	

Subtotal: \$ 2,527.48
 Markup (15%): \$ 379.12
 Material Total: \$ 2,906.60

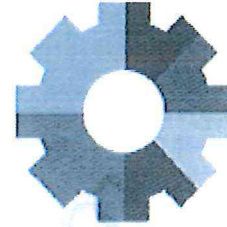
Additional Rental/Service					Cost		
Date Range	Description	Vendor	Days	Rate	Units	Total	
10/9/2019 10/28/2019	Dri-Prime Pumps	Xylem Dewatering Solutions	13	\$ 1,428.00	WK	\$ 3,712.80	
10/9/2019 10/28/2019	Antenuator Trucks	Donnelly Construction	13	\$ 1,900.00	WK	\$ 4,940.00	

Subtotal: \$ 8,652.80
 Markup (15%): \$ 1,297.92
 Material Total: \$ 9,950.72

Rental Rate Blue Book®

November 8, 2019

GMC/CHEVY C2500 HD
 On-Highway Light Duty Trucks

 Size Class:
 300 HP & Over
 Weight:
 HP

Configuration for C2500 HD

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	300.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33

Non-Active Use Rates

	Hourly
Standby Rate	USD \$5.30
Idling Rate	USD \$21.78

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$710.10/mo
Overhaul (ownership)	29%	USD \$381.35/mo
CFC (ownership)	7%	USD \$92.05/mo
Indirect (ownership)	10%	USD \$131.50/mo
Fuel (operating) @ USD 2.51	76%	USD \$14.31/hr

Revised Date: 2nd half 2019

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

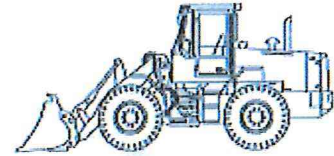
The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Deere 644K

4-Wd Articulated Wheel Loaders

 Size Class:
 225 - 249 HP
 Weight:
 40417 HP

Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$25.65
Idling Rate	USD \$63.64

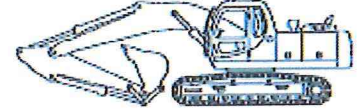
Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$2,937.65/mo
Overhaul (ownership)	37%	USD \$2,651.05/mo
CFC (ownership)	12%	USD \$859.80/mo
Indirect (ownership)	10%	USD \$716.50/mo
Fuel (operating) @ USD 3.07	55%	USD \$22.93/hr

Revised Date: 2nd half 2019

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Rental Rate Blue Book®
Komatsu PC78US-10
 Crawler Mounted Hydraulic Excavators

 Size Class:
 6.1 - 8.0 MTons
 Weight:
 MT

Configuration for PC78US-10

Bucket Capacity - Heaped	0.4 cu yd	Net Horsepower	65.5 hp
Operating Weight	17747.0 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25

Non-Active Use Rates

	Hourly
Standby Rate	USD \$15.01
Idling Rate	USD \$35.56

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$1,844.45/mo
Overhaul (ownership)	47%	USD \$2,342.95/mo
CFC (ownership)	10%	USD \$498.50/mo
Indirect (ownership)	6%	USD \$299.10/mo
Fuel (operating) @ USD 3.07	32%	USD \$7.24/hr

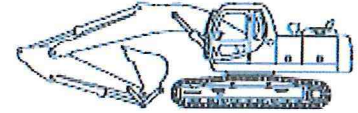
Revised Date: 2nd half 2019

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 (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Caterpillar 335F L CR
 Crawler Mounted Hydraulic Excavators

 Size Class:
 40.1 - 50.0 MTons
 Weight:
 MT

Configuration for 335F L CR

Bucket Capacity - Heaped	2.2 cu yd	Net Horsepower	199.8 hp
Operating Weight	84604.6 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$73.18	FHWA Rate** Hourly USD \$165.77
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$16,295.00	USD \$4,565.00	USD \$1,140.00	USD \$170.00		
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$16,295.00	USD \$4,565.00	USD \$1,140.00	USD \$170.00	USD \$73.18	USD \$165.77

Non-Active Use Rates

Standby Rate	Hourly USD \$49.07
Idling Rate	USD \$118.35

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$6,029.15/mo
Overhaul (ownership)	47%	USD \$7,658.65/mo
CFC (ownership)	10%	USD \$1,629.50/mo
Indirect (ownership)	6%	USD \$977.70/mo
Fuel (operating) @ USD 3.07	35%	USD \$25.76/hr

Revised Date: 2nd half 2019

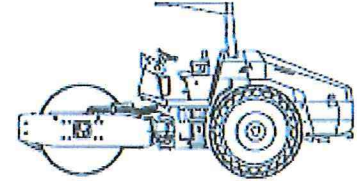
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 (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Hamm 3205 (disc. 2013)
 Single Drum Vibratory Compactors

 Size Class:
 5.0 - 7.9 MTons
 Weight:
 11585 MT

Configuration for 3205 (disc. 2013)

Drum Type	Smooth	Drum Width	54.0 in
Net Horsepower	64.0 hp	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$2,650.00	USD \$745.00	USD \$185.00	USD \$28.00	USD \$19.99	USD \$35.05
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2013: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$2,650.00	USD \$745.00	USD \$185.00	USD \$28.00	USD \$19.99	USD \$35.05

Non-Active Use Rates

	Hourly
Standby Rate	USD \$10.99
Idling Rate	USD \$20.17

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	49%	USD \$1,298.50/mo
Overhaul (ownership)	27%	USD \$715.50/mo
CFC (ownership)	13%	USD \$344.50/mo
Indirect (ownership)	11%	USD \$291.50/mo
Fuel (operating) @ USD 3.07	26%	USD \$5.11/hr

Revised Date: 2nd half 2019

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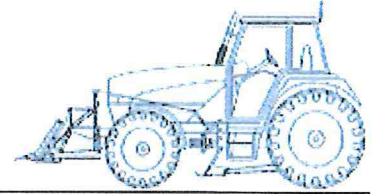
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Rental Rate Blue Book®

November 8, 2019

Ford 8970 (disc. 2000)

Wheel Tractors

 Size Class:
 175 to 224 hp
 Weight:
 HP

Configuration for 8970 (disc. 2000)

 Net Horsepower **240.0 hp** Power Mode **Diesel**
Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$44.83	FHWA Rate** Hourly USD \$69.32
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$4,310.00	USD \$1,205.00	USD \$300.00	USD \$45.00		
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2000: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$4,310.00	USD \$1,205.00	USD \$300.00	USD \$45.00	USD \$44.83	USD \$69.32

Non-Active Use Rates

	Hourly
Standby Rate	USD \$14.69
Idling Rate	USD \$51.01

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$1,594.70/mo
Overhaul (ownership)	39%	USD \$1,680.90/mo
CFC (ownership)	9%	USD \$387.90/mo
Indirect (ownership)	14%	USD \$603.40/mo
Fuel (operating) @ USD 3.07	59%	USD \$26.52/hr

Revised Date: 2nd half 2019

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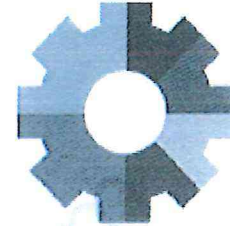
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 (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Lay-Mor 8HC

Self Propelled Pavement Brooms

 Size Class:
All
 Weight:
UNKNOWN

Configuration for 8HC

Broom Length	96 in	Horsepower	37 hp
Power Mode	Diesel	Transmission	Hydrostatic

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$1,695.00	USD \$475.00	USD \$120.00	USD \$18.00	USD \$12.35	USD \$21.98
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,695.00	USD \$475.00	USD \$120.00	USD \$18.00	USD \$12.35	USD \$21.98

Non-Active Use Rates

	Hourly
Standby Rate	USD \$4.33
Idling Rate	USD \$13.83

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	33%	USD \$559.35/mo
Overhaul (ownership)	55%	USD \$932.25/mo
CFC (ownership)	6%	USD \$101.70/mo
Indirect (ownership)	6%	USD \$101.70/mo
Fuel (operating) @ USD 3.07	34%	USD \$4.20/hr

Revised Date: 2nd half 2019

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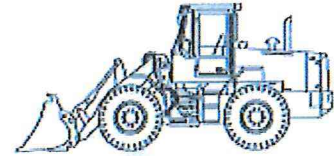
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 (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Deere 644K

4-Wd Articulated Wheel Loaders

 Size Class:
 225 - 249 HP
 Weight:
 40417 HP

Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$25.65
Idling Rate	USD \$63.64

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$2,937.65/mo
Overhaul (ownership)	37%	USD \$2,651.05/mo
CFC (ownership)	12%	USD \$859.80/mo
Indirect (ownership)	10%	USD \$716.50/mo
Fuel (operating) @ USD 3.07	55%	USD \$22.93/hr

Revised Date: 2nd half 2019

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INVOICE

Invoice # L149106
 Invoice Date 10/16/19
 Account # 205449
 Sales Rep CHRISTOPHER PRICE
 Phone # 518-273-6300
 Branch # 400 Watervliet, NY
 Total Amount Due \$5,632.42

1830 Craig Park Court
 St. Louis, MO 63146

Remit To:
 CORE & MAIN LP
 PO BOX 28330
 ST LOUIS, MO 63146

480 1 MB 0.428 E0456 I0712 D5399709827 S2 P6832771 0003:0005



RIFENBURG CONTRACTING CORP
 1175 HOOSICK RD STE 3
 TROY NY 12180-8992

Shipped to:
 ALBANY AIRPORT
 ALBANY SHAKER ROAD
 COLONIE, NY

CUSTOMER JOB- ALBAIR ALBANY AIRPORT

Thank you for the opportunity to serve you! We appreciate your prompt payment.

Date Ordered	Date Shipped	Customer PO #	Job Name	Job #	Bill of Lading	Shipped Via	Invoice #
9/05/19	10/09/19	DRAINAGE	ALBANY AIRPORT	ALBAIR		DIRECT	L149106

Product Code	Description	Quantity			Price	UM	Extended Price
		Ordered	Shipped	B/O			
	CORE & MAIN PO#- 9395105						
1324RCP58	24 RCP CLV PIPE 8' BID SEQ# 180	352	120	232	43.46000	FT	5,215.20
1330RCP58	30 RCP CLV PIPE 8' BID SEQ# 210	1000	1000	00.00000	FT	.00	

Job# 11906
 SI 1240 CC 62.15
 CAT M
 Rvd By _____ Date _____
 PM TM Date 10/30/19
 \$\$\$ 5,215.20

Visit coreandmain.com
 for a current W-9 form



Online
 ADVANTAGE

- Pay Online
- Paperless Billing
- Invoice Reprints
- Signed Delivery Receipts

Remit payment to the address shown on this invoice or access your account in Online Advantage to pay online.

Freight Delivery Handling Restock Misc.

Subtotal: 5,215.20
 Other: 0.00
 Tax: 417.22
 Invoice Total: \$5,632.42

Terms: NET 30

Ordered By:

This transaction is governed by and subject to CORE & MAIN's standard terms and conditions, which are incorporated by reference and accepted. To review these terms and conditions, please visit: <http://tandc.coreandmain.com/>.



INVOICE

Invoice # L413810
 Invoice Date 10/29/19
 Account # 205449
 Sales Rep CHRISTOPHER PRICE
 Phone # 518-273-6300
 Branch # 400 Watervliet, NY
 Total Amount Due \$17,935.34

1830 Craig Park Court
 St. Louis, MO 63146



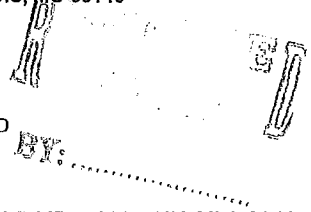
409 1 MB 0.428 E0391 I0609 D5440572389 S2 P6860839 0002:0003

Remit To:
 CORE & MAIN LP
 PO BOX 28330
 ST LOUIS, MO 63146



RIFENBURG CONTRACTING CORP
 1175 HOOSICK RD STE 3
 TROY NY 12180-8992

Shipped to:
 ALBANY AIRPORT
 ALBANY SHAKER ROAD
 COLONIE, NY



CUSTOMER JOB- ALBAIR ALBANY AIRPORT

Thank you for the opportunity to serve you! We appreciate your prompt payment.

Date Ordered	Date Shipped	Customer PO #	Job Name	Job #	Bill of Lading	Shipped Via	Invoice #
10/22/19	10/25/19	ALB AIRPORT	ALBANY AIRPORT	ALBAIR		DIRECT	L413810

Product Code	Description	Quantity			Price	UM	Extended Price
		Ordered	Shipped	B/O			
022425W	CORE & MAIN PO#- 9476352 24 C900 DR25 PVC PIPE (G) 20' PC165 BID SEQ# 10	380	360	20	46.13000	FT	16,606.80

J# 11906
 BI 1240 CC 6215
 CAT M
 Rvd By _____ Date _____
 PM TW Date 11/6/19
 \$\$ 16,606.80

Visit coreandmain.com
 for a current W-9 form



Online ADVANTAGE:
 • Pay Online
 • Paperless Billing
 • Invoice Reprints
 • Signed Delivery Receipts

Remit payment to the address shown on this invoice or access your account in Online Advantage to pay online.

Freight	Delivery	Handling	Restock	Misc.	Subtotal:	16,606.80
					Other:	0.00
					Tax:	<u>1,328.54</u>
					Invoice Total:	\$17,935.34

Terms: NET 30 Ordered By:

This transaction is governed by and subject to CORE & MAIN's standard terms and conditions, which are incorporated by reference and accepted. To review these terms and conditions, please visit: <http://tandc.coreandmain.com/>.

Mills, Timothy

From: Morris, Seth - Xylem <Seth.Morris@Xylem.com>
Sent: Thursday, November 14, 2019 1:00 PM
To: Mills, Timothy
Subject: Airport gensets and submersibles

Todd picked these up today
26kW generator.....\$498/week
GSP160 6" 16hp Elec Submersible.....\$390/week

He is picking these up tomorrow
45kW generator.....\$498/week
Flygt 2660 6" 15hp Elec Submersible.....\$390/week

You were paying \$714/week for the Dri-prime pumps that were onsite

Seth Morris, P.E.
Outside Sales Engineer
Xylem Dewatering Solutions
1373 Indian Fields Rd
Feura Bush, NY 12067
O: 518-767-2340
F: 518-767-2354
C: 518-390-4052
seth.morris@xylem.com

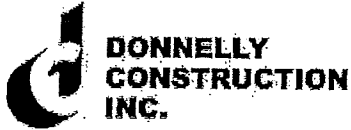


godwin    

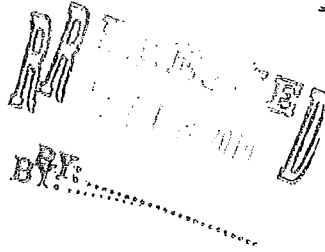
**OUTSMART WATER.
ANYTIME, ANYWHERE.**
Meet the pump that set the standard. Again.

godwin
a xylem brand

LEARN MORE >



PO Box 150 Mechanicville, NY 12118
 Phone: 518-664-9435 Fax: 518-664-1601
 NY WBE | Federal ID# 14-1771716



Invoice

R4514

Invoice Date: 11/6/2019
 Job: 2019-346 Alb Co Large Culverts
 DOT #:
 Customer PO #: 11906
 Customer ID: 9RC00000
 Agreement #: 1268
 Ordered By:

Customer:
 RIFENBURG CONTRACTING CORP.
 1175 HOOSICK ROAD
 TROY NY 12180

Project:
 Alb Co Large Culverts

Item #	DCI Equip #	Description	Qty	Term	Price	Amount	Tax Rate/Cnty
Atten Tru	3494	Attenuator Truck Billing from 10/24/2019 through 11/6/2019	2	Week	950.0000	\$1,900.00	7% SARATO
FUEL		Diesel Fuel	28.7	Gal	6.5000	\$186.55	7% SARATO

Prompt Payment is Appreciated. Please Remit to:
 Donnelly Construction Inc.
 PO Box 150 Mechanicville, NY 12118
 Phone: 518-664-9435 Fax: 518-664-1601
 NY DBE | NY WBE | VT-DBE | Federal ID# 14-1771716

SUBTOTAL: \$2,086.55
 TAX: \$146.06
 TOTAL: \$2,232.61

Customer Notes:

PJ Called 3494 off rent 11.6.19 requested pickup

You can pay your invoice(s) by MasterCard, Visa, American Express or Discover Card. There is a convenience fee charged by the credit card service provider to cover the cost of this service. The invoice payment and the convenience fee will appear as two separate charges on your credit card statement.

Please include your LD, DOT, or TANY number on your remittance (if applicable).

Thank you for your business.

JOB# _____
 BI _____ CC _____
 CAT _____
 AVD BY _____ Date _____
 PM _____ Date _____
 \$\$ _____

WORK ORDER COST ANALYSIS

Headwall

Prepared By: Rifenburg Contracting Corp.

RCC #: 11906

Albany County # 930-GC

Job Name: Airfield Drainage Culvert Replacment

Proposal Date: 11/11/2019

RCC Proposal #: 01-02

WORK ITEM:

Item #: 01H

Description: Headwall

SCOPE:

1. Increased Length of Headwalls
2. Cold Weather Concrete due to Force Main Delay
3. Existing Culvert Tie-In

LABOR:

LABOR CLASS	QTY	Total Hours	REG HOURS	O.T. HOURS	REG RATE	O.T. RATE	REGULAR COSTS	OVERTIME COSTS
Foreman	1	5.00	5.00	0.00	\$83.89	\$113.16	\$419.45	\$0.00
Operator	2	6.00	6.00	0.00	\$85.85	\$128.77	\$515.10	\$0.00
Laborer	1	3.00	3.00	0.00	\$65.64	\$85.79	\$196.92	\$0.00
TOTAL							\$1,131.47	\$0.00
SUBTOTAL LABOR COST								\$1,131.47
PROFIT & OVERHEAD: 15.00%								\$169.72
TOTAL LABOR COST								\$1,301.19

EQUIPMENT:

EQUIPMENT DESCRIPTION				TOTAL HOURS	RATE HOUR	OPERATING COST/HOUR	EQUIPMENT TOTAL
Type	Make	Qty	Model				
Pick-Up	GMC	1	2500HD	5.00	\$7.47	\$18.86	\$131.65
Excavator	CAT	1	335F	2.00	\$92.59	\$73.18	\$331.54
Dirt Roller	Hamm	1	3205	2.00	\$15.06	\$19.99	\$70.10
Loader	John Deere	1	644K	2.00	\$40.71	\$41.89	\$165.20
SUBTOTAL EQUIPMENT COST							\$698.49
PROFIT & OVERHEAD 15.00%							\$104.77
TOTAL EQUIPMENT COST							\$803.26

WORK ORDER COST ANALYSIS
Headwall

Prepared By: Rifenburg Contracting Corp.
 RCC #: 11906
 Albany County # 930-GC
 Job Name: Airfield Drainage Culvert Replacment
 Proposal Date: 11/11/2019
 RCC Proposal #: 01-02

WORK ITEM:

Item #: 01H
 Description: Headwall

MATERIAL:

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
24" CMP	40	LF	\$28.49	\$1,139.60
Marmac	6	EA	\$117.44	\$704.64
Dimple Couplings	6	EA	\$148.00	\$888.00
				\$0.00
TOTAL				\$2,732.24
PROFIT & OVERHEAD			15.00%	\$409.84
TOTAL MATERIAL COST				\$3,142.08

SUB/SERVICE PROVIDER:

COMPANY	Description	QTY	UNIT	COST/UNIT	TOTAL
LeChase	Headwall Construction - REV	1	LS	\$5,288.00	\$5,288.00
Rommel Fence	Chain Link Fence	1	LS	\$3,920.30	\$3,920.30
					\$0.00
TOTAL				\$9,208.30	
PROFIT & OVERHEAD			5.00%	\$460.42	
TOTAL SUBCONTRACTOR				\$9,668.72	

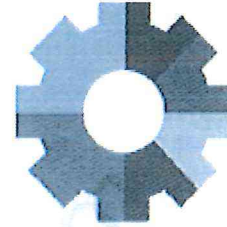
ADDED COST ANALYSIS SUMMARY

LABOR COST	\$1,301.19
EQUIPMENT COST	\$803.26
MATERIAL	\$3,142.08
SUBCONTRACTOR	\$9,668.72
TOTAL ITEM COST	\$14,915.25

Rental Rate Blue Book®

November 8, 2019

GMC/CHEVY C2500 HD
 On-Highway Light Duty Trucks

 Size Class:
 300 HP & Over
 Weight:
 HP

Configuration for C2500 HD

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	300.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33

Non-Active Use Rates

	Hourly
Standby Rate	USD \$5.30
Idling Rate	USD \$21.78

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$710.10/mo
Overhaul (ownership)	29%	USD \$381.35/mo
CFC (ownership)	7%	USD \$92.05/mo
Indirect (ownership)	10%	USD \$131.50/mo
Fuel (operating) @ USD 2.51	76%	USD \$14.31/hr

Revised Date: 2nd half 2019

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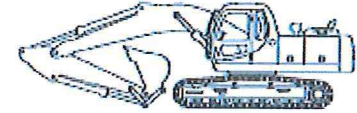
www.equipmentwatch.com

All prices shown in US dollars (\$)

Rental Rate Blue Book®

November 8, 2019

Caterpillar 335F L CR
Crawler Mounted Hydraulic Excavators



Size Class:
40.1 - 50.0 MTons
Weight:
MT

Configuration for 335F L CR

Bucket Capacity - Heaped	2.2 cu yd	Net Horsepower	199.8 hp
Operating Weight	84604.6 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$73.18	FHWA Rate** Hourly USD \$165.77
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$16,295.00	USD \$4,565.00	USD \$1,140.00	USD \$170.00		
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$16,295.00	USD \$4,565.00	USD \$1,140.00	USD \$170.00	USD \$73.18	USD \$165.77

Non-Active Use Rates

Standby Rate	Hourly USD \$49.07
Idling Rate	Hourly USD \$118.35

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$6,029.15/mo
Overhaul (ownership)	47%	USD \$7,658.65/mo
CFC (ownership)	10%	USD \$1,629.50/mo
Indirect (ownership)	6%	USD \$977.70/mo
Fuel (operating) @ USD 3.07	35%	USD \$25.76/hr

Revised Date: 2nd half 2019

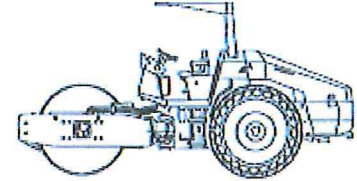
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Rental Rate Blue Book®

November 8, 2019

Hamm 3205 (disc. 2013)
 Single Drum Vibratory Compactors

 Size Class:
 5.0 - 7.9 MTons
 Weight:
 11585 MT

Configuration for 3205 (disc. 2013)

Drum Type	Smooth	Drum Width	54.0 in
Net Horsepower	64.0 hp	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$2,650.00	USD \$745.00	USD \$185.00	USD \$28.00	USD \$19.99	USD \$35.05
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2013: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$2,650.00	USD \$745.00	USD \$185.00	USD \$28.00	USD \$19.99	USD \$35.05

Non-Active Use Rates

	Hourly
Standby Rate	USD \$10.99
Idling Rate	USD \$20.17

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	49%	USD \$1,298.50/mo
Overhaul (ownership)	27%	USD \$715.50/mo
CFC (ownership)	13%	USD \$344.50/mo
Indirect (ownership)	11%	USD \$291.50/mo
Fuel (operating) @ USD 3.07	26%	USD \$5.11/hr

Revised Date: 2nd half 2019

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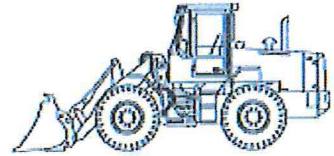
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Rental Rate Blue Book®

November 8, 2019

Deere 644K

4-Wd Articulated Wheel Loaders

 Size Class:
 225 - 249 HP
 Weight:
 40417 HP

Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$25.65
Idling Rate	USD \$63.64

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$2,937.65/mo
Overhaul (ownership)	37%	USD \$2,651.05/mo
CFC (ownership)	12%	USD \$859.80/mo
Indirect (ownership)	10%	USD \$716.50/mo
Fuel (operating) @ USD 3.07	55%	USD \$22.93/hr

Revised Date: 2nd half 2019

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Run Date: 11/08/19

Preshipment Notification



Sold To:
RIFENBURG CONTRACTING CORP
1175 HOOSICK RD STE 3
TROY, NY 12180-8992

Ship To:
RIFENBURG CONTRACTING CORP
ALBANY AIRPORT
ALBANY SHAKER ROAD
COLONIE, NY 12110

Customer # 205449
Order # I508678
Date Ordered 11/08/19
Job # ALBAIR
Job Name ALBANY AIRPORT
Purchase Order # ALBANY AIR CMP
Method of Shipment OUR TRUCK
Contract Order # 00000000
Ordered By CORE & MAIN LP
Ship Via

Branch:
WATERVLIET NY
Branch - 400
14 Arch St
Watervliet, NY 12189
Phone: 518-273-6300

Bid Seq#	Product Code	Description	Qty Ordered	Qty Shipped	Qty B/O	Net Price	UOM	Ext Price
	1324CMPB	24 GALV CMP DIMPLE BAND	3	3		49.45000	EA	148.35
	7624WARMAC	24 MARMAC REPAIR SEAL 2467RC	3	3		117.44000	EA	352.32
	1324CMP16	24 "16GA CMP GALV CORR PIPE 20'	40	40		28.49000	FT	1139.60

Terms in accordance with shipping manifest.

Special Instructions/Comments:

Total Shipped: 1640.27
Total Ordered: 1640.27



Albany Intl Airport Culvert #1934010

LeChase Construction Services, LLC

Capital District Office
 220 Harborside Drive SUITE 301
 Schenectady, New York 12305

REVISED 11/21/19

Phone: (518) 388-9200

Fax: (518) 388-9206

Website: www.LeChase.com

Description of Change: Changes per SI-004

Exclude: Ground Thaw heater if needed due to Winter Temperatures

Additional culvert length (WEST Headwall)

Forming & Forming Removal

Labor: 4 men x \$72/ hr x 2 hours \$576.00

Pour Concrete

Labor: 4 men x \$72/ hour x 0.5 hours \$144.00

Materials: 1 CY Concrete add 1% & Hot Water accelerator for winter \$20.00
 1 CY Concrete w/ waste \$110.00
 Shipping fee from Harris Rebar \$150.00
 Rebar chairs, tie wire, and bar support \$75.00
 Plywood and ties for formwork \$275.00
 Concrete blankets: Materials, install, & remove (original project to be completed in the summer of 2019) \$645.00

Equipment: Additional Concrete Pumping - Precision PUMP NA

Lull use N/C \$0.00

Misc. - Hand Tools, cut offs, blades, & small tools \$75.00

Additional culvert length (EAST Headwall)

Forming & Forming Removal

Labor: 4 men x \$72/ hr x 3 hours \$864.00

Pour Concrete

Labor: 4 men x \$72/ hour x 0.5 hours \$144.00

Materials: 3 CY Concrete add 1% & Hot Water accelerator for winter \$120.00
 3 CY Concrete w/ waste \$330.00
 Shipping w/ West Headwall \$0.00
 Rebar chairs, tie wire, and bar support \$75.00
 Plywood and ties for formwork \$275.00
 Concrete blankets: Materials, install, & remove (original project to be completed in the summer of 2019) \$645.00



Albany Intl Airport Culvert #1934010

LeChase Construction Services, LLC

Capital District Office
220 Harborside Drive SUITE 301
Schenectady, New York 12305

REVISED 11/21/19

Phone: (518) 388-9200

Fax: (518) 388-9206

Website: www.LeChase.com

Equipment:	Additional Concrete Pumping - Precision PUMP	
	Additional time \$350/ hr at 0.5 hours	
	Additional fee of \$5.50/ CY	NA
Lull use	N/C	\$0.00
Misc. - Hand Tools, cut offs, blades, & small tools		\$75.00

Subtotal:	\$4,598.00
10% OH/P	\$5,287.70

Subcontractors: (see back-up attached)

Subs	\$0.00
10% O & P	\$0.00
LeChase & Subs	\$5,287.70
Total	\$5,288

Time Change: Extension of (0) days is required.
 Completion Date is YES

Labor Worksheet

Rommel Fence, LLC
 PO Box 367, 17 Railroad St.
 Poland, N.Y. 13431

Rifenburgk Construction -
 Albany Airport - Change Order pe

40' - 54" Black Fence Dirt Set ends across Head Wall Line

<u>Labor Item</u>	<u>Quantity</u>	<u>Unit Retail</u>	<u>Unit</u>	<u>Total Retail</u>
Mobilization and Site Work - Mobilization				
Job Charge	1	250.00		250.00
Load Truck	1	50.00	/ hour	50.00
Fence Labor - Fence Labor				
Build Fence (per hour)	24	92.00	/ hour	2,208.00
Overhead & Profit - Overhead & Profit				
Profit On Labor (lump sum)	1	0.00		0.00
Equipment Charge - Equipment Charge				
Truck	1	60.00	/ day	60.00
Travel Expense - Travel Expense				
Mileage	320	0.58	/ mle	185.60
Total:				2,753.60

11/10/2019 4:09 PM

ITEMIZED COST plus 20.00%

Rifenburgk Construction -
Albany Airport - Change Order per C-502 Dr 19-0312

40' - 54" Black Fence Dirt Set ends across Head Wall Line

QTY.	RECORD #	ITEM	AMOUNT
40	NONE	54" 9 GA. CORE (6 GA. FINISH) PWDR CTD BONDED ASTM F668 CL 2A (2" Mesh) KK CHAIN LINK @ 6.60 =	264.00
6	P00860252	1-5/8" X 21' BLACK WT40 PWDR CTD ASTM F1043 PIPE TOP RAIL & BRACING @ 43.34 /Ea. =	260.04
2	P00863100	2-7/8" X 8'4" BLACK WT40 PWDR CTD ASTM F1043 PIPE POST @ 44.75 /Ea. =	89.50
2	P00863054	2-7/8" X 4'6" BLACK WT40 PWDR CTD ASTM F1043 PIPE POST @ 24.60 /Ea. =	49.20
1	P00862050	2-3/8" X 4'2" BLACK WT40 PWDR CTD ASTM F1043 PIPE POST @ 15.66 /Ea. =	15.66
3	NONE	Anchor Plate 8x8x1/2 Galv @ 19.20 =	57.60
3	02581	2-3/8" HEAVY WELDING COST @ 4.62 /Ea. =	13.86
1	02252	27.9 OZ CHEMICAL ADHESIVE EPCON A7 (NYS DOT APPROVED) ANCHOR STUD @ 49.87 /Ea. =	49.87
12	02219	5/8" GALV FLAT WASHER @ .97 /Ea. =	11.64
12	02208	5/8" GALVANIZED HEX NUT @ 0.00 /Ea. =	0.00
12	02242	5/8" X 6" FULL THREAD A449 HDG ANCHOR STUD @ 2.58 /Ea. =	30.96
19	01757	2-7/8" PWDR-CTD 12GA X 7/8" BEVELED BRACE BAND @ 1.41 /Ea. =	26.79
2	01756	2-3/8" PWDR-CTD 12GA X 7/8" BEVELED BRACE BAND @ 1.41 /Ea. =	2.82
24	01719	2-7/8" PWDR-CTD 12GA X 7/8" BEVELED TENSION BAND @ 1.41 /Ea. =	33.84
20	01910	1-5/8" COMBO W/ROD HOLE BLACK PWDR-CTD PR-STL 2 HOLE RAIL END @ 1.18 /Ea. =	23.60
1	01963	2-3/8" X 1-5/8" PWDR-CTD PR-STL (REQ 3/8" CB) LINE RAIL CLAMP @ 2.67 /Ea. =	2.67
6	02028	5/8" PWDR-CTD STEEL 3/16" X 3/4" TENSION BAR @ 3.96 /Ea. =	23.76
1	01838	2-3/8" X 1-5/8" PWDR-CTD PR-STL LOOP CAP @ 2.57 /Ea. =	2.57
4	01806	2-7/8" PWDR-CTD PR-STL DOME CAP @ 1.28 /Ea. =	5.12
4	02117	8-1/4" 9 GA. PWDR-CTD STEEL PIG TAIL TIE WIRE @ .11 /Ea. =	.44
60	02116	7-1/2" 9 GA. PWDR-CTD STEEL PIG TAIL TIE WIRE @ .10 /Ea. =	6.00
45	02136	5/16" X 1-1/4" GALV W/NUT CARRIAGE BOLT @ .61 /Ea. =	27.45
2	02143	3/8" X 2-1/2" GALV W/BOLT CARRIAGE BOLT @ .15 /Ea. =	.30
2	01926	11' PWDR-CTD 3/8" DIA THREADED TRUSS ROD @ 4.24 /Ea. =	8.48
2	01920	TRUSS ROD PWDR-CTD STEEL TIGHTENER @ 1.65 /Ea. =	3.30
16	02670	50 LB FAST SETTING (MODEL 14433) QUICKRETE CONCRETE MIX @ 7.88 /BAG =	126.08

11/10/2019

ITEMIZED COST plus 20.00%

Rifenburgk Construction -
Albany Airport - Change Order per C-502 Dr 19-0312

40' - 54" Black Fence Dirt Set ends accross Head Wall Line

QTY.	RECORD #	ITEM	AMOUNT
1.03	02678	18" X 48" QUICKRETE QUICK-TUBE (SONO TUBE) @ 30.24 /Ea. =	31.15
		MATERIALS TOTAL:	\$ 1166.70
		LABOR TOTAL:	2753.60
		TOTAL:	\$ 3920.30

11/10/2019

WORK ORDER COST ANALYSIS
Cold Weather - Delay Contract Work

Prepared By: Rifenburg Contracting Corp.

RCC #: 11906

Albany County # 930-GC

Job Name: Airfield Drainage Culvert Replacment

Proposal Date: 11/11/2019

RCC Proposal #: 02

WORK ITEM:

Item #: 02F

Description: Cold Weather - Delay Contract Work

SCOPE:

1. Slowed Production of Contract Work due to Cold Weather

LABOR:

LABOR CLASS	QTY	Total Hours	REG HOURS	O.T. HOURS	REG RATE	O.T. RATE	REGULAR COSTS	OVERTIME COSTS
Foreman	1	8.00	8.00	0.00	\$83.89	\$113.16	\$671.12	\$0.00
Operator	2	8.00	8.00	0.00	\$85.85	\$128.77	\$686.80	\$0.00
Laborer	2	8.00	8.00	0.00	\$65.64	\$85.79	\$525.12	\$0.00
Teamster	1	8.00	8.00	0.00	\$65.72	\$87.58	\$525.76	\$0.00
TOTAL							\$1,883.04	\$0.00
SUBTOTAL LABOR COST								\$1,883.04
PROFIT & OVERHEAD: 15.00%								\$282.46
TOTAL LABOR COST								\$2,165.50

EQUIPMENT:

EQUIPMENT DESCRIPTION				TOTAL HOURS	RATE HOUR	OPERATING COST/HOUR	EQUIPMENT TOTAL
Type	Make	Qty	Model				
Pick-Up	GMC	1	2500HD	8.00	\$7.47	\$18.86	\$210.64
Excavator	CAT	1	335F	8.00	\$92.59	\$73.18	\$1,326.16
Tri-Axle Truck		1	6x4 18CY	8.00	\$27.05	\$53.51	\$644.48
Dirt Roller	Hamm	1	3205	8.00	\$15.06	\$19.99	\$280.40
Loader	John Deere	1	644K	8.00	\$40.71	\$41.89	\$660.80
SUBTOTAL EQUIPMENT COST							\$3,122.48
PROFIT & OVERHEAD 15.00%							\$468.37
TOTAL EQUIPMENT COST							\$3,590.85

*Excludes Operating Cost

WORK ORDER COST ANALYSIS
Cold Weather - Delay Contract Work

Prepared By: Rifenburg Contracting Corp.
 RCC #: 11906
 Albany County # 930-GC
 Job Name: Airfield Drainage Culvert Replacment
 Proposal Date: 11/11/2019
 RCC Proposal #: 02

WORK ITEM:

Item #: 02F

Description: Cold Weather - Delay Contract Work

MATERIAL:

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
				\$0.00
			TOTAL	\$0.00
			PROFIT & OVERHEAD 15.00%	\$0.00
			TOTAL MATERIAL COST	\$0.00

SUB/SERVICE PROVIDER:

COMPANY	Description	QTY	UNIT	COST/UNIT	TOTAL
Donnelly Construction	Attenuator Truck Rental	1	Day	\$1,900.00	\$380.00
Xylem Inc	Submersible Pump Rental	5	Day	\$1,776.00	\$1,776.00
				TOTAL	\$2,156.00
			PROFIT & OVERHEAD 5.00%		\$107.80
			TOTAL SUBCONTRACTOR		\$2,263.80

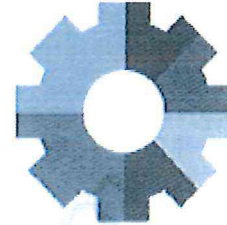
ADDED COST ANALYSIS SUMMARY

LABOR COST	\$2,165.50
EQUIPMENT COST	\$3,590.85
MATERIAL	\$0.00
SUBCONTRACTOR	\$2,263.80
TOTAL ITEM COST	\$8,020.15

Rental Rate Blue Book®

November 8, 2019

GMC/CHEVY C2500 HD
 On-Highway Light Duty Trucks

 Size Class:
 300 HP & Over
 Weight:
 HP

Configuration for C2500 HD

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	300.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$18.86	FHWA Rate** Hourly USD \$26.33
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00		
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33

Non-Active Use Rates

	Hourly
Standby Rate	USD \$5.30
Idling Rate	USD \$21.78

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$710.10/mo
Overhaul (ownership)	29%	USD \$381.35/mo
CFC (ownership)	7%	USD \$92.05/mo
Indirect (ownership)	10%	USD \$131.50/mo
Fuel (operating) @ USD 2.51	76%	USD \$14.31/hr

Revised Date: 2nd half 2019

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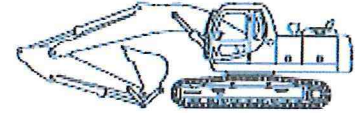
www.equipmentwatch.com

All prices shown in US dollars (\$)

Rental Rate Blue Book®

November 8, 2019

Caterpillar 335F L CR
Crawler Mounted Hydraulic Excavators



Size Class:
40.1 - 50.0 MTons
Weight:
MT

Configuration for 335F L CR

Bucket Capacity - Heaped	2.2 cu yd	Net Horsepower	199.8 hp
Operating Weight	84604.6 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$73.18	FHWA Rate** Hourly USD \$165.77
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$16,295.00	USD \$4,565.00	USD \$1,140.00	USD \$170.00		
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$16,295.00	USD \$4,565.00	USD \$1,140.00	USD \$170.00	USD \$73.18	USD \$165.77

Non-Active Use Rates

	Hourly
Standby Rate	USD \$49.07
Idling Rate	USD \$118.35

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$6,029.15/mo
Overhaul (ownership)	47%	USD \$7,658.65/mo
CFC (ownership)	10%	USD \$1,629.50/mo
Indirect (ownership)	6%	USD \$977.70/mo
Fuel (operating) @ USD 3.07	35%	USD \$25.76/hr

Revised Date: 2nd half 2019

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(kfisk@rifenburg.net)



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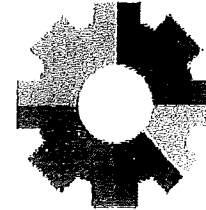
All prices shown in US\$

Rental Rate Blue Book®

August 15, 2019

Miscellaneous 6X4 18YD 70KGVW
On-Highway Rear Dumps

Size Class:
60,001 GVW & Over
Weight:
19702 lbs



Configuration for 6X4 18YD 70KGVW

Axle Configuration	6X4	Horsepower	400.0
Maximum Gross Vehicle Weight	70000.0 lbs	Power Mode	Diesel
Struck Capacity	12.0 - 18.0 cu yd		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	\$4,760.00	\$1,335.00	\$335.00	\$50.00	\$53.51	\$80.56
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)						
Total:	\$4,760.00	\$1,335.00	\$335.00	\$50.00	\$53.51	\$80.56

Non-Active Use Rates

	Hourly
Standby Rate	\$18.66
Idling Rate	\$61.43

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	50%	\$2,380.00/mo
Overhaul (ownership)	31%	\$1,475.60/mo
CFC (ownership)	8%	\$380.80/mo
Indirect (ownership)	11%	\$523.60/mo
Fuel (operating) @ 3.07	64%	\$34.38/hr

Revised Date: 2nd half 2019

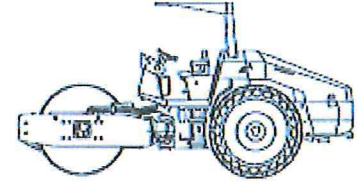
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The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Hamm 3205 (disc. 2013)
 Single Drum Vibratory Compactors

 Size Class:
 5.0 - 7.9 MTons
 Weight:
 11585 MT

Configuration for 3205 (disc. 2013)

Drum Type	Smooth	Drum Width	54.0 in
Net Horsepower	64.0 hp	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$2,650.00	USD \$745.00	USD \$185.00	USD \$28.00	USD \$19.99	USD \$35.05
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2013: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$2,650.00	USD \$745.00	USD \$185.00	USD \$28.00	USD \$19.99	USD \$35.05

Non-Active Use Rates

	Hourly
Standby Rate	USD \$10.99
Idling Rate	USD \$20.17

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	49%	USD \$1,298.50/mo
Overhaul (ownership)	27%	USD \$715.50/mo
CFC (ownership)	13%	USD \$344.50/mo
Indirect (ownership)	11%	USD \$291.50/mo
Fuel (operating) @ USD 3.07	26%	USD \$5.11/hr

Revised Date: 2nd half 2019

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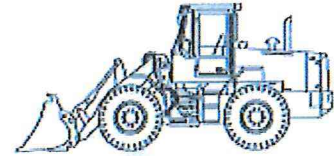
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Rental Rate Blue Book®

November 8, 2019

Deere 644K

4-Wd Articulated Wheel Loaders

 Size Class:
 225 - 249 HP
 Weight:
 40417 HP

Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$25.65
Idling Rate	USD \$63.64

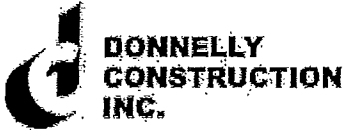
Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$2,937.65/mo
Overhaul (ownership)	37%	USD \$2,651.05/mo
CFC (ownership)	12%	USD \$859.80/mo
Indirect (ownership)	10%	USD \$716.50/mo
Fuel (operating) @ USD 3.07	55%	USD \$22.93/hr

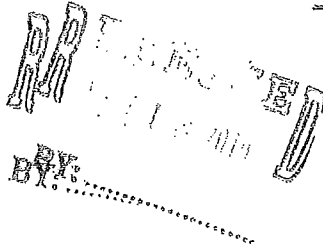
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PO Box 150 Mechanicville, NY 12118
 Phone: 518-664-9435 Fax: 518-664-1601
 NY WBE | Federal ID# 14-1771716



Invoice

R4514

Invoice Date: 11/6/2019
 Job: 2019-346 Alb Co Large Culverts
 DOT #:
 Customer PO #: 11906
 Customer ID: 9RC00000
 Agreement #: 1268
 Ordered By:

Customer:
 RIFENBURG CONTRACTING CORP.
 1175 HOOSICK ROAD
 TROY NY 12180

Project:
 Alb Co Large Culverts

Item #	DCI Equip #	Description	Qty	Term	Price	Amount	Tax Rate/Cnty
Atten Tru	3494	Attenuator Truck Billing from 10/24/2019 through 11/6/2019	2	Week	950.0000	\$1,900.00	7% SARATO
FUEL		Diesel Fuel	28.7	Gal	6.5000	\$186.55	7% SARATO

Prompt Payment is Appreciated. Please Remit to:

Donnelly Construction Inc.
 PO Box 150 Mechanicville, NY 12118
 Phone: 518-664-9435 Fax: 518-664-1601
 NY DBE | NY WBE | VT-DBE | Federal ID# 14-1771716

SUBTOTAL: \$2,086.55
TAX: \$146.06
TOTAL: \$2,232.61

Customer Notes:

PJ Called 3494 off rent 11.6.19 requested pickup

You can pay your invoice(s) by MasterCard, Visa, American Express or Discover Card. There is a convenience fee charged by the credit card service provider to cover the cost of this service. The invoice payment and the convenience fee will appear as two separate charges on your credit card statement.

Please include your LD, DOT, or TANY number on your remittance (if applicable).

Thank you for your business.

Job# _____
 BI _____ CC _____
 CAT _____
 WVA by _____ Date _____
 PM _____ Date _____
 \$\$ _____

Mills, Timothy

From: Morris, Seth - Xylem <Seth.Morris@Xylem.com>
Sent: Thursday, November 14, 2019 1:00 PM
To: Mills, Timothy
Subject: Airport gensets and submersibles

Todd picked these up today
26kW generator.....\$498/week
GSP160 6" 16hp Elec Submersible.....\$390/week

He is picking these up tomorrow
45kW generator.....\$498/week
Flygt 2660 6" 15hp Elec Submersible.....\$390/week

You were paying \$714/week for the Dri-prime pumps that were onsite

Seth Morris, P.E.
Outside Sales Engineer
Xylem Dewatering Solutions
1373 Indian Fields Rd
Feura Bush, NY 12067
O: 518-767-2340
F: 518-767-2354
C: 518-390-4052
seth.morris@xylem.com



xylem
Let's Solve Water

godwin **FLYGT**



**OUTSMART WATER.
ANYTIME, ANYWHERE.**
Meet the pump that set the standard. Again.

godwin xylem brand

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WORK ORDER COST ANALYSIS
Bike Path Pavement - End of Season

Prepared By: Rifenburg Contracting Corp.
 RCC #: 11906
 Albany County # 930-GC
 Job Name: Airfield Drainage Culvert Replacment
 Proposal Date: 11/11/2019
 RCC Proposal #: 02

WORK ITEM:

Item #: 02G
 Description: Bike Path Pavement - End of Season

SCOPE:

1. Install Fabric, Subbase & Asphalt Pavement
2. Traffic Control Set-Up & Removal

LABOR:

LABOR CLASS	QTY	Total Hours	REG HOURS	O.T. HOURS	REG RATE	O.T. RATE	REGULAR COSTS	OVERTIME COSTS
Foreman	1	8.00	8.00	0.00	\$83.89	\$113.16	\$671.12	\$0.00
Operator	2	16.00	16.00	0.00	\$85.85	\$128.77	\$1,373.60	\$0.00
Laborer	2	16.00	16.00	0.00	\$65.64	\$85.79	\$1,050.24	\$0.00
Teamster	1	8.00	8.00	0.00	\$65.72	\$87.58	\$525.76	\$0.00
TOTAL							\$3,094.96	\$0.00
SUBTOTAL LABOR COST								\$3,094.96
PROFIT & OVERHEAD: 15.00%								\$464.24
TOTAL LABOR COST								\$3,559.20

EQUIPMENT:

EQUIPMENT DESCRIPTION				TOTAL HOURS	RATE HOUR	OPERATING COST/HOUR	EQUIPMENT TOTAL
Type	Make	Qty	Model				
Pick-Up	GMC	2	2500HD	8.00	\$7.47	\$18.86	\$421.28
Excavator	Komatsu	1	PC78	8.00	\$28.32	\$22.93	\$410.00
Dirt Roller	Hamm	1	3205	8.00	\$15.06	\$19.99	\$280.40
Asphalt Paver	CAT	1	AP655F	8.00	\$142.15	\$100.01	\$1,937.28
Asphalt Roller	CAT	1	CB54	8.00	\$65.90	\$35.47	\$810.96
Tri-Axle Truck		1	6x4 18CY	8.00	\$27.05	\$53.51	\$644.48
Loader	John Deere	1	644K	8.00	\$40.71	\$41.89	\$660.80
SUBTOTAL EQUIPMENT COST							\$5,165.20
PROFIT & OVERHEAD 15.00%							\$774.78
TOTAL EQUIPMENT COST							\$5,939.98

**WORK ORDER COST ANALYSIS
Bike Path Pavement - End of Season**

Prepared By: Rifenburg Contracting Corp.
 RCC #: 11906
 Albany County # 930-GC
 Job Name: Airfield Drainage Culvert Replacment
 Proposal Date: 11/11/2019
 RCC Proposal #: 02

WORK ITEM:

Item #: 02G

Description: Bike Path Pavement - End of Season

MATERIAL:

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
Stabilization Fabric	1	RL	\$329.34	\$329.34
Type 2 Subbase	33	TN	\$13.00	\$429.00
Asphalt Top	25	TN	\$50.00	\$1,250.00
				\$0.00
			TOTAL	\$2,008.34
		PROFIT & OVERHEAD	15.00%	\$301.25
		TOTAL MATERIAL COST		\$2,309.59

SUB/SERVICE PROVIDER:

COMPANY	Description	QTY	UNIT	COST/UNIT	TOTAL
Donnelly Construction	Attenuator Truck Rental	1	LS	\$950.00	\$950.00
				TOTAL	\$950.00
			PROFIT & OVERHEAD	5.00%	\$47.50
			TOTAL SUBCONTRACTOR		\$997.50

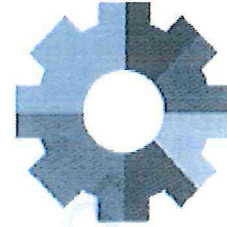
ADDED COST ANALYSIS SUMMARY

LABOR COST	\$3,559.20
EQUIPMENT COST	\$5,939.98
MATERIAL	\$2,309.59
SUBCONTRACTOR	\$997.50
TOTAL ITEM COST	\$12,806.28

Rental Rate Blue Book®

November 8, 2019

GMC/CHEVY C2500 HD
 On-Highway Light Duty Trucks

 Size Class:
 300 HP & Over
 Weight:
 HP

Configuration for C2500 HD

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	300.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,315.00	USD \$370.00	USD \$93.00	USD \$14.00	USD \$18.86	USD \$26.33

Non-Active Use Rates

	Hourly
Standby Rate	USD \$5.30
Idling Rate	USD \$21.78

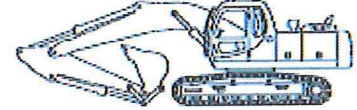
Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$710.10/mo
Overhaul (ownership)	29%	USD \$381.35/mo
CFC (ownership)	7%	USD \$92.05/mo
Indirect (ownership)	10%	USD \$131.50/mo
Fuel (operating) @ USD 2.51	76%	USD \$14.31/hr

Revised Date: 2nd half 2019

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Rental Rate Blue Book®
Komatsu PC78US-10
 Crawler Mounted Hydraulic Excavators

 Size Class:
 6.1 - 8.0 MTons
 Weight:
 MT

Configuration for PC78US-10

Bucket Capacity - Heaped	0.4 cu yd	Net Horsepower	65.5 hp
Operating Weight	17747.0 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)						
Total:	USD \$4,985.00	USD \$1,395.00	USD \$350.00	USD \$53.00	USD \$22.93	USD \$51.25

Non-Active Use Rates

	Hourly
Standby Rate	USD \$15.01
Idling Rate	USD \$35.56

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$1,844.45/mo
Overhaul (ownership)	47%	USD \$2,342.95/mo
CFC (ownership)	10%	USD \$498.50/mo
Indirect (ownership)	6%	USD \$299.10/mo
Fuel (operating) @ USD 3.07	32%	USD \$7.24/hr

Revised Date: 2nd half 2019

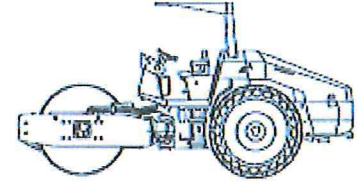
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Rental Rate Blue Book®

November 8, 2019

Hamm 3205 (disc. 2013)
 Single Drum Vibratory Compactors

 Size Class:
 5.0 - 7.9 MTons
 Weight:
 11585 MT

Configuration for 3205 (disc. 2013)

Drum Type	Smooth	Drum Width	54.0 in
Net Horsepower	64.0 hp	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$2,650.00	USD \$745.00	USD \$185.00	USD \$28.00	USD \$19.99	USD \$35.05
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2013: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$2,650.00	USD \$745.00	USD \$185.00	USD \$28.00	USD \$19.99	USD \$35.05

Non-Active Use Rates

	Hourly
Standby Rate	USD \$10.99
Idling Rate	USD \$20.17

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	49%	USD \$1,298.50/mo
Overhaul (ownership)	27%	USD \$715.50/mo
CFC (ownership)	13%	USD \$344.50/mo
Indirect (ownership)	11%	USD \$291.50/mo
Fuel (operating) @ USD 3.07	26%	USD \$5.11/hr

Revised Date: 2nd half 2019

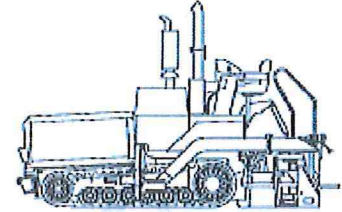
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Rental Rate Blue Book®

November 14, 2019

Caterpillar AP655F
 Crawler Mounted Asphalt Pavers

 Size Class:
 29,000 - 34,999 lbs
 Weight:
 lbs

Configuration for AP655F

 Net Horsepower **175 hp** Power Mode **Diesel**
 Screed Model **SE50 V**
Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$100.01	FHWA Rate** Hourly USD \$242.17
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$25,020.00	USD \$7,005.00	USD \$1,750.00	USD \$265.00		
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$25,020.00	USD \$7,005.00	USD \$1,750.00	USD \$265.00	USD \$100.01	USD \$242.17

Non-Active Use Rates

Hourly

Standby Rate	USD \$56.86
Idling Rate	USD \$164.19

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	28%	USD \$7,005.60/mo
Overhaul (ownership)	60%	USD \$15,012.00/mo
CFC (ownership)	6%	USD \$1,501.20/mo
Indirect (ownership)	6%	USD \$1,501.20/mo
Fuel (operating) @ USD 3.07	22%	USD \$22.03/hr

Revised Date: 2nd half 2019

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Rental Rate Blue Book®

November 14, 2019

Caterpillar CB-54

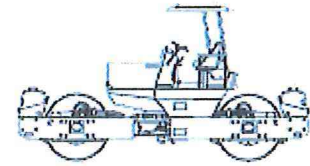
Tandem Vibratory Compactors

Size Class:

8.0 - 11.2 MTons

Weight:

23818 MT


Configuration for CB-54

Drum Width	67.0 in	Net Horsepower	129.0 hp
Power Mode	Diesel		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$11,600.00	USD \$3,250.00	USD \$815.00	USD \$125.00	USD \$35.47	USD \$101.38
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$11,600.00	USD \$3,250.00	USD \$815.00	USD \$125.00	USD \$35.47	USD \$101.38

Non-Active Use Rates

Standby Rate	Hourly	USD \$29.66
Idling Rate	Hourly	USD \$75.22

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	28%	USD \$3,248.00/mo
Overhaul (ownership)	54%	USD \$6,264.00/mo
CFC (ownership)	8%	USD \$928.00/mo
Indirect (ownership)	9%	USD \$1,044.00/mo
Fuel (operating) @ USD 3.07	26%	USD \$9.31/hr

Revised Date: 2nd half 2019

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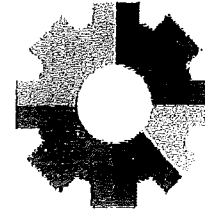
All prices shown in US\$

Rental Rate Blue Book®

August 15, 2019

Miscellaneous 6X4 18YD 70KGVW
On-Highway Rear Dumps

Size Class:
60,001 GVW & Over
Weight:
19702 lbs



Configuration for 6X4 18YD 70KGVW

Axle Configuration	6X4	Horsepower	400.0
Maximum Gross Vehicle Weight	70000.0 lbs	Power Mode	Diesel
Struck Capacity	12.0 - 18.0 cu yd		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	\$4,760.00	\$1,335.00	\$335.00	\$50.00	\$53.51	\$80.56
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)						
Total:	\$4,760.00	\$1,335.00	\$335.00	\$50.00	\$53.51	\$80.56

Non-Active Use Rates

	Hourly
Standby Rate	\$18.66
Idling Rate	\$61.43

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	50%	\$2,380.00/mo
Overhaul (ownership)	31%	\$1,475.60/mo
CFC (ownership)	8%	\$380.80/mo
Indirect (ownership)	11%	\$523.60/mo
Fuel (operating) @ 3.07	64%	\$34.38/hr

Revised Date: 2nd half 2019

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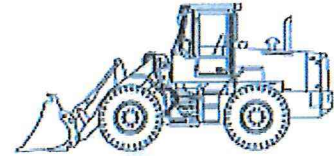
The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)

Rental Rate Blue Book®

November 8, 2019

Deere 644K

4-Wd Articulated Wheel Loaders

 Size Class:
 225 - 249 HP
 Weight:
 40417 HP

Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,165.00	USD \$2,005.00	USD \$500.00	USD \$75.00	USD \$41.89	USD \$82.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$25.65
Idling Rate	USD \$63.64

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$2,937.65/mo
Overhaul (ownership)	37%	USD \$2,651.05/mo
CFC (ownership)	12%	USD \$859.80/mo
Indirect (ownership)	10%	USD \$716.50/mo
Fuel (operating) @ USD 3.07	55%	USD \$22.93/hr

Revised Date: 2nd half 2019

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

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Bid Proposal for Airfield Drainage Culvert Replacement(930-GC)AlbAirport

All Bidders

Job Location: Colonie, NY

Engineer: C.T. MALE ASSOCIATES

Bid Date: 07/09/2019 02:00 p.m.

Core & Main 971729

Addendum: 4 (06/24/2019)

Core & Main

14 Arch St

Watervliet, NY 12189

Phone: 518-273-6300

Fax: 518-273-0238

Seq#	Qty	Description	Units	Price	Ext Price
10		ITEM 2-SITE PREPARATION			
20	20	12 TJ CL52 DI PIPE			
30	2	ALPHA-A-13.30 12 CPLG 12.75-13.30 OD			
40	4	12 MJ 45 C153 USA			
50	8	12 3012D DI STARGRIP DOMESTIC RESTRAINT			
60	8	12" MJ GASKET & BLUE BOLT KIT			
80		ITEM 12-COMPOST FILTER SOCK			
90	25	12X110' FILTREX SILT SOCK			
110		ITEM 13&14-RIPRAP			
120	1	8 OZ NON-WOVEN 15X300 (500)			
140		ITEM 13- SUBBASE(FABRIC AS NEEDED)			
150**	1	15'X300' 300 WOVEN FILT FABRIC 500 SQ YRDS	EA	329.34	329.34
170		ITEM 25-24" REINFORCED CONCRETE PIPE			
180	352	24 RCP CLV PIPE 8'			
200		ITEM 26-30" REINFORCED CONCRETE PIPE			
210	1088	30 RCP CLV PIPE 8'			
230		ITEM 26-48" CORRUGATED METAL PIPE			
240	60	48 HP TW SANITITE WTIB SLD 20' TWALL 48300020IBHP			
250	2	54 ALUMINUM METAL END SECTION			
260**	1	TOE PLATE EXTENSION F/ 54" ES TOE EXTENSION IF REQUIRED			
290		ITEM 27-24" HDPE PIPE			
300	40	24 N12 AASHTO WTIB SOLID 20' DUAL WALL 24650020IB			

Branch Terms:

UNLESS OTHERWISE SPECIFIED HEREIN, PRICES QUOTED ARE VALID IF ACCEPTED BY CUSTOMER AND PRODUCTS ARE RELEASED BY CUSTOMER FOR MANUFACTURE WITHIN THIRTY (30) CALENDAR DAYS FROM THE DATE OF THIS QUOTATION. CORE & MAIN LP RESERVES THE RIGHT TO INCREASE PRICES UPON THIRTY (30) CALENDAR DAYS' NOTICE TO ADDRESS FACTORS, INCLUDING BUT NOT LIMITED TO, GOVERNMENT REGULATIONS, TARIFFS, TRANSPORTATION, FUEL AND RAW MATERIAL COSTS. DELIVERY WILL COMMENCE BASED UPON MANUFACTURER LEAD TIMES. ANY MATERIAL DELIVERIES DELAYED BEYOND MANUFACTURER LEAD TIMES MAY BE SUBJECT TO PRICE INCREASES AND/OR APPLICABLE STORAGE FEES. THIS BID PROPOSAL IS CONTINGENT UPON BUYER'S ACCEPTANCE OF SELLER'S TERMS AND CONDITIONS OF SALE, AS MODIFIED FROM TIME TO TIME, WHICH CAN BE FOUND AT: <https://coreandmain.com/TandC/>

** For reference only - not included in total

07/08/2019 - 2:37 PM

Actual taxes may vary

Page 2 of 2

R.J.VALENTE GRAVEL Inc.

1 MADISON ST SUITE 300
TROY NY 12180
PHONE-518-271-2200
FAX-518-271-2205

**** CONTACT DALE ****
NEW CASTLE PAVING
FOR ANY PAVING NEEDS
518-275-0226 OFF. 518-378-3421 CELL
dswartwout@newcastlepaving.com

QUOTATION

GRAFTON QUARRY
PHONE-518-279-1001
FAX-518-279-1555
E-MAIL- JPASINEL@NYCAP.RR.COM

QUOTE FROM: JOE DATE: 7/2/2019
CUSTOMER: RIFENBURG ATT: TIM
JOB NAME: CULVERT LOCATION: ALBANY AIRPORT

**** ALL PRICING BASED ON FULL LOADS **** ***** SHORT LOADS DIFFER*****

MATERIAL	QUANTITY	UNIT PRICE	COMMENTS
	APPROX		
SAND	1400 CY	\$9.00 CY	
SELECT GRANULAR	1059 CY	\$10.50 CY	
ITEM #4			
#1 STONE			
#1&2 STONE	1200 TON	\$14.50 TON	
#2 STONE			
#3 STONE	60 TON	\$14.50 TON	
#1A STONE			
CRUSHER RUN	350 TON	\$13.00 TON	
LIGHT STONE FILL	158 TON	\$17.00 TON	
MEDIUM STONE FILL	110 TON	\$22.00 TON	
HEAVY STONE FILL			
SHALE			
STONE DUST			
CONCRETE SAND			
MASON SAND			
TOP SOIL	60 CY	\$22.00 CY	
LOAM			
COBBLES			
TIP FEE			
TRI AXLE HOURLY			PORT TO PORT
TRAILER HOURLY			PORT TO PORT
HAULING OUT PER CY			INCLUDES TIPPING FEE
HAULING OUT PER TON			
TRUCKING PER LOAD			TRI-AXLE
TRUCKING PER LOAD			TRACTOR TRAILER

*****ANY TRUCKING WHERE PREVAILING RATE APPLIES WILL BE ADDED TO HOURLY RATE****
TAX NOT INCLUDED ON UNIT PRICES **PRICES DELIVERED TO SITE**

I AGREE TO THESE TERMS..... PLEASE SIGN _____

Mills, Timothy

From: Rifenburg, Jack
Sent: Thursday, November 14, 2019 1:48 PM
To: Mills, Timothy
Subject: Re: 11906 Albany Airport: Asphalt Top Quote

\$50.00 a ton. Trucking by the hour

Sent from my iPhone

On Nov 14, 2019, at 1:26 PM, Mills, Timothy <tmills@rifenburg.net> wrote:

Jack,

Can I get a quote for 25Ton of 12.5mm F2 Top Course delivered. Probably need material around week of thanksgiving.

Thanks

Timothy D. Mills | Assistant Project Manager

Rifenburg Contracting Corp.

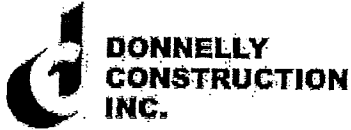
1175 Hoosick Road, Troy, NY 12180

O: 518-279-3967 | D: 518-874-6082 | M: 315-395-5924 | F: 518-279-3968

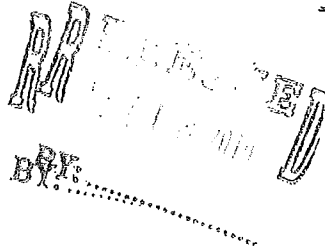
Email: tmills@rifenburg.net

<image001.jpg>

www.rifenburgcontractingcorp.com



PO Box 150 Mechanicville, NY 12118
 Phone: 518-664-9435 Fax: 518-664-1601
 NY WBE | Federal ID# 14-1771716



Invoice

R4514

Invoice Date: 11/6/2019
 Job: 2019-346 Alb Co Large Culverts
 DOT #:
 Customer PO #: 11906
 Customer ID: 9RC00000
 Agreement #: 1268
 Ordered By:

Customer:
 RIFENBURG CONTRACTING CORP.
 1175 HOOSICK ROAD
 TROY NY 12180

Project:
 Alb Co Large Culverts

Item #	DCI Equip #	Description	Qty	Term	Price	Amount	Tax Rate/Cnty
Atten Tru	3494	Attenuator Truck Billing from 10/24/2019 through 11/6/2019	2	Week	950.0000	\$1,900.00	7% SARATO
FUEL		Diesel Fuel	28.7	Gal	6.5000	\$186.55	7% SARATO

Prompt Payment is Appreciated. Please Remit to:
 Donnelly Construction Inc.
 PO Box 150 Mechanicville, NY 12118
 Phone: 518-664-9435 Fax: 518-664-1601
 NY DBE | NY WBE | VT-DBE | Federal ID# 14-1771716

SUBTOTAL: \$2,086.55
 TAX: \$146.06
 TOTAL: \$2,232.61

Customer Notes:

PJ Called 3494 off rent 11.6.19 requested pickup

You can pay your invoice(s) by MasterCard, Visa, American Express or Discover Card. There is a convenience fee charged by the credit card service provider to cover the cost of this service. The invoice payment and the convenience fee will appear as two separate charges on your credit card statement.

Please include your LD, DOT, or TANY number on your remittance (if applicable).

Thank you for your business.

JOB# _____
 BI _____ CC _____
 CAT _____
 AVD BY _____ Date _____
 PM _____ Date _____
 \$\$ _____

CLASS: Foreman

	Percentage	"A"	"B"	"C"	Working Holiday
		<i>Straight Time</i>	<i>Over Time</i>	<i>Double Time</i>	
Base Rate:		\$ 44.82	\$ 67.23	\$ 89.64	\$ 134.46
Taxes					
FICA	7.65%	\$ 3.43	\$ 5.14	\$ 6.86	\$ 10.29
Federal Unemployment	0.80%	\$ 0.36	\$ 0.54	\$ 0.72	\$ 1.08
State Unemployment	9.90%	\$ 4.44	\$ 6.66	\$ 8.87	\$ 13.31
Insurance					
Workman's Compensation	12.27%	\$ 5.50	\$ 8.25	\$ 11.00	\$ 16.50
Disability Insurance	\$.53/Wk				
Benefits					
total fringe		\$ 25.34	\$ 25.34	\$ 25.34	\$ 25.34
Health Benefit Fund			\$ -	\$ -	
Pension Fund			\$ -	\$ -	
Training/Education Fund			\$ -	\$ -	
L.E.C.E.T Fund					
Annuity Fund			\$ -	\$ -	
S.U.F			\$ -	\$ -	
I.A.F					
Working Dues Deduction					
District Council Deduction					
I.L.P./P.A.C Deduction					
NYS L.O.F.					
SUB-TOTAL		\$ 83.89	\$ 113.16	\$ 142.43	\$ 200.98
Overhead & Profit					
	0%	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ 83.89	\$ 113.16	\$ 142.43	\$ 200.98

CLASS: Operator

	Percentage	"A"	"B"	"C"	Working Holiday
		<i>Straight Time</i>	<i>Over Time</i>	<i>Double Time</i>	
Base Rate:		\$ 44.82	\$ 67.23	\$ 89.64	\$ 134.46
Taxes					
FICA	7.65%	\$ 3.43	\$ 5.14	\$ 6.86	\$ 10.29
Federal Unemployment	0.80%	\$ 0.36	\$ 0.54	\$ 0.72	\$ 1.08
State Unemployment	9.90%	\$ 4.44	\$ 6.66	\$ 8.87	\$ 13.31
Insurance					
Workman's Compensation	12.27%	\$ 5.50	\$ 8.25	\$ 11.00	\$ 16.50
Disability Insurance	\$.53/Wk				
Benefits					
total fringe		\$ 27.30	\$ 40.95	\$ 54.60	\$ 40.95
Welfare Contribution			\$ -	\$ -	
Pension			\$ -	\$ -	
Savings Fund			\$ -	\$ -	
Unemployment Fund			\$ -	\$ -	
Training			\$ -	\$ -	
Annuity			\$ -	\$ -	
Industry Advancement Fund					
Labor Management Fun					
SUB-TOTAL		\$ 85.85	\$ 128.77	\$ 171.69	\$ 216.59
Overhead & Profit	0%	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ 85.85	\$ 128.77	\$ 171.69	\$ 216.59

CLASS: Laborer

	Percentage	"A" <i>Straight Time</i>	"B" <i>Over Time</i>	"C" <i>Double Time</i>	Working Holiday
Base Rate:		\$ 30.85	\$ 46.28	\$ 61.70	\$ 92.55
Taxes					
FICA	7.65%	\$ 2.36	\$ 3.54	\$ 4.72	\$ 7.08
Federal Unemployment	0.80%	\$ 0.25	\$ 0.37	\$ 0.49	\$ 0.74
State Unemployment	9.90%	\$ 3.05	\$ 4.58	\$ 6.11	\$ 9.16
Insurance					
Workman's Compensation	12.27%	\$ 3.79	\$ 5.68	\$ 7.57	\$ 11.36
Disability Insurance	\$.53/Wk				
Benefits					
total fringe		\$ 25.34	\$ 25.34	\$ 25.34	\$ 25.34
Health Benefit Fund			\$ -	\$ -	
Pension Fund			\$ -	\$ -	
Training/Education Fund			\$ -	\$ -	
L.E.C.E.T Fund					
Annuity Fund			\$ -	\$ -	
S.U.F			\$ -	\$ -	
I.A.F					
Working Dues Deduction					
District Council Deduction					
I.L.P./P.A.C Deduction					
NYS L.O.F.					
SUB-TOTAL		\$ 65.64	\$ 85.79	\$ 105.94	\$ 146.23
Overhead & Profit					
	0%	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ 65.64	\$ 85.79	\$ 105.94	\$ 146.23

CLASS: Teamsters-1

Teamsters	Percentage	"A"	"B"	"C"	Working Holiday
		<i>Straight Time</i>	<i>Over Time</i>	<i>Double Time</i>	
Base Rate:		\$ 30.50	\$ 45.75	\$ 61.00	\$ 91.50
Taxes					
FICA	7.65%	\$ 2.33	\$ 3.50	\$ 4.67	\$ 7.00
Federal Unemployment	0.80%	\$ 0.24	\$ 0.37	\$ 0.49	\$ 0.73
State Unemployment	9.90%	\$ 3.02	\$ 4.53	\$ 6.04	\$ 9.06
Insurance					
Workman's Compensation	12.27%	\$ 3.74	\$ 5.61	\$ 7.48	\$ 11.23
Disability Insurance	\$.53/Wk				
Benefits					
total fringe		\$ 25.88	\$ 27.82	\$ 27.82	34.46
Health Benefit Fund			\$ -	\$ -	
Pension Fund			\$ -	\$ -	
Training/Education Fund			\$ -	\$ -	
L.E.C.E.T Fund					
Annuity Fund			\$ -	\$ -	
S.U.F			\$ -	\$ -	
I.A.F					
Working Dues Deduction					
District Council Deduction					
I.L.P./P.A.C Deduction					
NYS L.O.F.					
SUB-TOTAL		\$ 65.72	\$ 87.58	\$ 107.50	\$ 153.98
Overhead & Profit	0%	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ 65.72	\$ 87.58	\$ 107.50	\$ 153.98

WORK ORDER COST ANALYSIS
Extra Work Old Niskayuna

Prepared By: Rifenburg Contracting Corp.
RCC #: 11906
Albany County # 930-GC
Job Name: Airfield Drainage Culvert Replacement
Proposal Date: 6/9/2020
RCC Proposal #: 05

WORK ITEM:

Item #: 05A
Description: Extra Work Old Niskayuna

SCOPE:

1. Additional 21SY Asphalt Removal/Disposal
2. Additional 34CY Excavation/Backfill
3. Additional 7CY Subbase Install
4. Additional 10CY Rip Rap
5. Additional 21SY Asphalt Paving
6. Additional Guid Rail Install

LABOR:

LABOR CLASS	QTY	Total Hours	REG HOURS	O.T. HOURS	REG RATE	O.T. RATE	REGULAR COSTS	OVERTIME COSTS
Foreman	1	3.5	3.5	0.0	\$83.89	\$113.16	\$293.62	\$0.00
Operator	2	7	7.0	0.0	\$85.85	\$128.77	\$600.95	\$0.00
Laborer	1	3.5	3.5	0.0	\$65.64	\$85.79	\$229.74	\$0.00
TOTAL							\$1,124.31	\$0.00
SUBTOTAL LABOR COST								\$1,124.31
PROFIT & OVERHEAD: 15.00%								\$168.65
TOTAL LABOR COST								\$1,292.95

EQUIPMENT:

EQUIPMENT DESCRIPTION				TOTAL HOURS	RATE HOUR	OPERATING COST/HOUR	EQUIPMENT TOTAL	
Type	Make	Qty	Model					
Pickup	GMC	1	2500	3.50	\$6.31	\$18.29	\$86.10	
Excavator	Volvo	1	ECR88D	3.50	\$30.88	\$23.56	\$190.54	
Loader	John Deere	1	644K	3.50	\$41.85	\$42.46	\$295.09	
Roller	Ammann	1	AC70 Roller	1.25	\$20.65	\$22.44	\$53.86	
Broom Tractor	Ford	1	w/ Accessories	1.25	\$45.51	\$67.41	\$141.15	
SUBTOTAL EQUIPMENT COST							\$766.74	
PROFIT & OVERHEAD 15.00%								\$115.01
TOTAL EQUIPMENT COST								\$881.75

MATERIAL:

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
Select Structural Fill	68	TN	\$14.30	\$972.40
Stabalization Fabric	21	SY	\$0.00	\$0.00
Type 2 Subbase	14	TN	\$13.00	\$182.00
Rip Rap	20	TN	\$22.00	\$440.00
TOTAL				\$1,594.40
			PROFIT & OVERHEAD 15.00%	\$239.16
TOTAL MATERIAL COST				\$1,833.56

SUB/SERVICE PROVIDER:

COMPANY	Description	QTY	UNIT	COST/UNIT	TOTAL
EMI Guide Rail	Revised Guide Rail Design	1	LS	\$1,993.87	\$1,993.87
Harbour Roads	Add. Asphalt Top	21	SY	\$39.00	\$819.00
	Add. Asphalt Binder	21	SY	\$52.00	\$1,092.00
	Add. Asphalt Base	21	SY	\$73.00	\$1,533.00
TOTAL				\$5,437.87	
			PROFIT & OVERHEAD 5.00%	\$271.89	
TOTAL SUBCONTRACTOR				\$5,709.76	

ADDED COST ANALYSIS SUMMARY

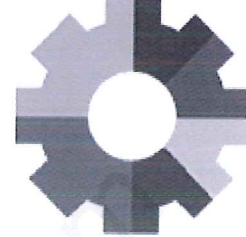
LABOR COST	\$1,292.95
EQUIPMENT COST	\$881.75
MATERIAL	\$1,833.56
SUBCONTRACTOR	\$5,709.76
TOTAL ITEM COST	\$9,718.02

Rental Rate Blue Book®

May 14, 2020

GMC/CHEVY 2500

On-Highway Light Duty Trucks

 Size Class:
 200 - 299 HP
 Weight:
 N/A

Configuration for 2500

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	280.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,110.00	USD \$310.00	USD \$78.00	USD \$12.00	USD \$18.29	USD \$24.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,110.00	USD \$310.00	USD \$78.00	USD \$12.00	USD \$18.29	USD \$24.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$4.60
Idling Rate	USD \$20.35

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$599.40/mo
Overhaul (ownership)	27%	USD \$299.70/mo
CFC (ownership)	7%	USD \$77.70/mo
Indirect (ownership)	12%	USD \$133.20/mo
Fuel (operating) @ USD 2.51	77%	USD \$14.04/hr

Revised Date: 1st half 2020

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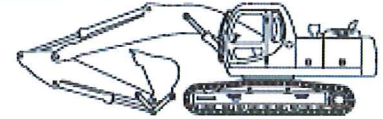
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Rental Rate Blue Book®

April 24, 2020

Volvo ECR88D

Crawler Mounted Hydraulic Excavators


 Size Class:
8.1 - 10.0 MTons
 Weight:
 N/A

Configuration for ECR88D

Bucket Capacity - Heaped	0.4 cu yd	Net Horsepower	55.0 hp
Operating Weight	20943.9 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$5,435.00	USD \$1,520.00	USD \$380.00	USD \$57.00	USD \$23.56	USD \$54.44
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$5,435.00	USD \$1,520.00	USD \$380.00	USD \$57.00	USD \$23.56	USD \$54.44

Non-Active Use Rates

	Hourly
Standby Rate	USD \$16.37
Idling Rate	USD \$36.94

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$2,010.95/mo
Overhaul (ownership)	46%	USD \$2,500.10/mo
CFC (ownership)	10%	USD \$543.50/mo
Indirect (ownership)	6%	USD \$326.10/mo
Fuel (operating) @ USD 3.07	26%	USD \$6.06/hr

Revised Date: 1st half 2020

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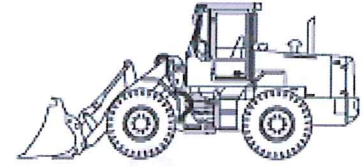
The equipment represented in this report has been exclusively prepared for KRISTEN FISK (kfisk@rifenburg.net)

Rental Rate Blue Book®

May 14, 2020

Deere 644K

4-Wd Articulated Wheel Loaders

 Size Class:
225 - 249 HP
 Weight:
40417 lbs

Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$7,365.00	USD \$2,065.00	USD \$515.00	USD \$77.00	USD \$42.26	USD \$84.11
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,365.00	USD \$2,065.00	USD \$515.00	USD \$77.00	USD \$42.26	USD \$84.11

Non-Active Use Rates

	Hourly
Standby Rate	USD \$26.36
Idling Rate	USD \$64.71

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$3,019.65/mo
Overhaul (ownership)	37%	USD \$2,725.05/mo
CFC (ownership)	12%	USD \$883.80/mo
Indirect (ownership)	10%	USD \$736.50/mo
Fuel (operating) @ USD 3.07	54%	USD \$22.86/hr

Revised Date: 1st half 2020

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

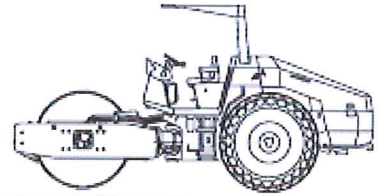
 The equipment represented in this report has been exclusively prepared for KRISTEN FISK
 (kfisk@rifenburg.net)

Rental Rate Blue Book®

June 10, 2020

Ammann AC70-2

Single Drum Vibratory Compactors

 Size Class:
5.0 - 7.9 MTons
 Weight:
16720 lbs

Configuration for AC70-2

Drum Type	Smooth	Drum Width	68.0 in
Net Horsepower	76.0 hp	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$3,635.00	USD \$1,020.00	USD \$255.00	USD \$38.00	USD \$22.44	USD \$43.09
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$3,635.00	USD \$1,020.00	USD \$255.00	USD \$38.00	USD \$22.44	USD \$43.09

Non-Active Use Rates

	Hourly
Standby Rate	USD \$15.08
Idling Rate	USD \$26.70

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	49%	USD \$1,781.15/mo
Overhaul (ownership)	26%	USD \$945.10/mo
CFC (ownership)	13%	USD \$472.55/mo
Indirect (ownership)	11%	USD \$399.85/mo
Fuel (operating) @ USD 3.07	27%	USD \$6.05/hr

Revised Date: 1st half 2020

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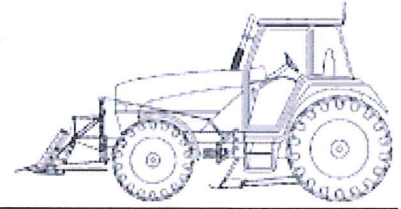
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 (kfisk@rifenburg.net)

Rental Rate Blue Book®

May 14, 2020

Ford 8970 (disc. 2000)

Wheel Tractors

 Size Class:
175 to 224 hp
 Weight:
 N/A

Configuration for 8970 (disc. 2000)

 Net Horsepower **240.0 hp** Power Mode **Diesel**
Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$4,250.00	USD \$1,190.00	USD \$300.00	USD \$45.00	USD \$44.85	USD \$69.00
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2000: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$4,250.00	USD \$1,190.00	USD \$300.00	USD \$45.00	USD \$44.85	USD \$69.00

Non-Active Use Rates

	Hourly
Standby Rate	USD \$14.49
Idling Rate	USD \$50.59

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$1,572.50/mo
Overhaul (ownership)	39%	USD \$1,657.50/mo
CFC (ownership)	9%	USD \$382.50/mo
Indirect (ownership)	14%	USD \$595.00/mo
Fuel (operating) @ USD 3.07	59%	USD \$26.44/hr

Revised Date: 1st half 2020

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 (kfisk@rifenburg.net)

Rental Rate Blue Book®

May 14, 2020

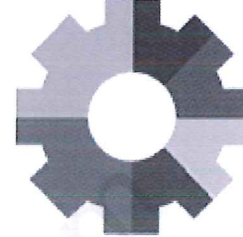
Rosco RB-48

Self Propelled Pavement Brooms

Size Class:

All

Weight:

5200 lbs

Configuration for RB-48

 Horsepower **85.0** Power Mode **Diesel**
Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$22.56	FHWA Rate** Hourly USD \$43.92
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$3,760.00	USD \$1,055.00	USD \$265.00	USD \$40.00		
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$3,760.00	USD \$1,055.00	USD \$265.00	USD \$40.00	USD \$22.56	USD \$43.92

Non-Active Use Rates

	Hourly
Standby Rate	USD \$9.83
Idling Rate	USD \$30.98

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	34%	USD \$1,278.40/mo
Overhaul (ownership)	54%	USD \$2,030.40/mo
CFC (ownership)	6%	USD \$225.60/mo
Indirect (ownership)	6%	USD \$225.60/mo
Fuel (operating) @ USD 3.07	43%	USD \$9.62/hr

Revised Date: 1st half 2020

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 (kfisk@rifenburg.net)



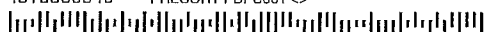

PO Box 15097
Albany, NY 12212-5097

Return Service Requested

Customer No: 167530
Invoice No: 939931
Inv Date: 04/04/20
Page: Page 1 of 1



Customer Job: PIN#17-C532-3
Albany County Large
Culvert Re

4076000040 PRESORT PBPS001 <->

 RIFENBURG CONTRACTING CORP
 1175 HOOSICK RD STE 3
 TROY NY 12180-8992

Callanan Industries, Inc.
PO Box 15097
Albany, NY 12212-5097
AR@CALLANAN.COM
518-374-2222

Delivered To: County Road 358

Date	Ticket#	Product#	Description	QTY	UM	Unit Price	Haul QTY	Haul Rate	Matl Total	Haul Total	Tax	Total
Plant: 00002 Stone - South Bethlehem												
MATERIAL: S Structural Fill 203.21												
03/31/20	200167509	1420	S Structural Fill 203.21	22.88	TON	6.50	22.88	7.80	148.72	178.46	0.00	327.18
03/31/20	200167510	1420	S Structural Fill 203.21	22.94	TON	6.50	22.94	7.80	149.11	178.93	0.00	328.04
03/31/20	200167511	1420	S Structural Fill 203.21	22.34	TON	6.50	22.34	7.80	145.21	174.25	0.00	319.46
Total: Material S Structural Fill 203.21				68.16					443.04	531.64	0.00	974.68

Total Invoice: 68.16 443.04 531.64 0.00 974.68

Job# 11906
 BI 8000 CC 8007
 CAT M
 Rvd By _____ Date _____
 PM TM Date 4/14/20
 \$\$\$ 974.68

Finance Charges will be applied to any late invoices at a rate of 1.5% per month per credit agreement or the State's Lawful Amount

Invoice Amount: 974.68

Amount Paid: _____

Customer Name: Rifenburg Contracting Corp
 Customer No: 167530
 Invoice #: 939931
 Date: 04/04/20
 Customer Job: PIN#17-C532-3
 Due Date: 05/04/20

If you have any questions about your invoice please call 518-374-2222

Remit Payment To: Callanan Industries, Inc.
PO Box 15097
Albany, NY 12212-5097

Please provide your email address below if you would like to start receiving your Invoices via email

R. J. VALENTE GRAVEL, INC.

1 MADISON ST SUITE 300
TROY, NY 12180
(518) 271-2200



INVOICE 88927

APR - 9 2020

PAGE 1

ACCOUNT NO. 121

DATE 4/5/2020

SOLD TO RIFENBURG CONTRACTING CORP.
1175 HOOSICK RD
TROY, NY 12180

TERMS Net 30 Days

ALBANY AIRPORT CULVERT

Ticket	Date	P.O.	Order	Pit	Product	Qty	Rate	Amount	Fuel Charge	Tax	Total
998236	04/01/20	11906	31	G	CRUSHER RUN	21.11	13.00	274.43	0.00	0.00	274.43
998240	04/01/20	11906	31	G	CRUSHER RUN	20.89	13.00	271.57	0.00	0.00	271.57
Subtotal						42.00 Ton		\$546.00	\$0.00	\$0.00	\$546.00
998244	04/01/20	11906	31	G	620.04 MEDIUM STONE	21.13	22.00	464.86	0.00	0.00	464.86
998252	04/01/20	11906	31	G	620.04 MEDIUM STONE	20.64	22.00	454.08	0.00	0.00	454.08
998255	04/01/20	11906	31	G	620.04 MEDIUM STONE	21.01	22.00	462.22	0.00	0.00	462.22
998258	04/01/20	11906	31	G	620.04 MEDIUM STONE	21.84	22.00	480.48	0.00	0.00	480.48
Subtotal						84.62 Ton		\$1,861.64	\$0.00	\$0.00	\$1,861.64
Invoice Total						126.62 Ton		\$2,407.64	\$0.00	\$0.00	\$2,407.64

Total Invoice ----- > \$2,407.64

IF YOU WOULD PREFER TO RECIEVE INV'S VIA EMAIL
SEND EMAIL TO DANIELLA@RJVALENTE.COM THANKS

*1½% INTEREST PER MONTH (18% PER ANNUM) WILL BE CHARGED ON UNPAID BALANCES OVER 30 DAYS

Job# 11906
 BI CC - P
 CAT M
 Rvd By _____ Date _____
 PM M Date 4/14/20
 \$\$ 2,407.64

OLD INVOICE
 8000 - 8004 546.⁰⁰
 8000 - 8005 1,861.64

Kal-Harbour, Inc. d/b/a Harbour Roads

P.O. Box 4087
 Albany, N.Y. 12204
 518-266-0690

INVOICE

DATE	INVOICE #
4/21/2020	6890

BILL TO
Rifenburg Contracting Corp. 1175 Hoosick Road Troy, NY 12180

SHIP TO
Job: Contract No. 930-GC Airfield Drainage - Culvert Replacement @ Albany Airport

P.O. NO.	TERMS
----------	-------

930-GC

Due on receipt

SERVICE DATES	DESCRIPTION	UNITS	RATE	AMOUNT
4/2/2020	Old Niskayuna Road Culvert			
	Item # 16: 402.128303 - 12.5 mm F3 Top Course	67 SY	39.00	2,613.00
	Item # 17: 402.258903 - 25 mm F9 Binder Course	67 SY	52.00	3,484.00
	Item # 18: 402.378903 - 37.5 mm F9 Base Course	67 SY	73.00	4,891.00

Thank you for your business.	Total	\$10,988.00
	Payments/Credits	\$0.00
	Balance Due	\$10,988.00

WORK ORDER COST ANALYSIS
Expedite Secure Area

Prepared By: Rifenburg Contracting Corp.
 RCC #: 11906
 Albany County # 930-GC
 Job Name: Airfield Drainage Culvert Replacement
 Proposal Date: 6/9/2020
 RCC Proposal #: 05

WORK ITEM:

Item #: 05B
 Description: Expedite Secure Area

SCOPE:

1. Labor Over Time
 - Hours worked over 10Hrs daily
 - Difference in Regular & Overtime Rate for first 8Hrs on Saturday

LABOR:

LABOR CLASS	QTY	Total Hours	REG HOURS	O.T. HOURS	REG RATE	O.T. RATE	REGULAR COSTS	OVERTIME COSTS
Foreman	1	30.5	16.0	14.5	\$83.89	\$113.16	\$468.32	\$1,640.82
Operator	2	70.5	32.0	38.5	\$85.85	\$128.77	\$1,373.44	\$4,957.65
Laborer	1	30.5	8.0	22.5	\$65.64	\$85.79	\$161.20	\$1,930.28
TOTAL							\$2,002.96	\$8,528.74
SUBTOTAL LABOR COST								\$10,531.70
PROFIT & OVERHEAD: 15.00%								\$1,579.76
TOTAL LABOR COST								\$12,111.46

WORK ORDER COST ANALYSIS
Expedite Secure Area

Prepared By: Rifenburg Contracting Corp.
 RCC #: 11906
 Albany County # 930-GC
 Job Name: Airfield Drainage Culvert Replacement
 Proposal Date: 6/9/2020
 RCC Proposal #: 05

WORK ITEM:

Item #: 05B
 Description: Expedite Secure Area - Over Time

Applied Hours for Duration of Secure Area Work

Dates	Foreman		Operators		Laborers	
	Reg	OT	Reg	OT	Reg	OT
5/4/2020	0.0	0.0	0.0	0.0	0.0	0.0
5/5/2020	0.0	3.0	0.0	5.0	0.0	3.0
5/6/2020	0.0	3.0	0.0	7.5	0.0	3.5
5/7/2020	0.0	3.0	0.0	8.0	0.0	5.0
5/8/2020	0.0	2.5	0.0	8.0	0.0	5.0
5/9/2020	16.0	0.0	32.0	0.0	8.0	0.0
5/11/2020	0.0	2.0	0.0	6.0	0.0	4.0
5/12/2020	0.0	0.0	0.0	0.0	0.0	0.0
5/13/2020	0.0	1.0	0.0	4.0	0.0	2.0
5/14/2020	0.0	0.0	0.0	0.0	0.0	0.0
5/15/2020	0.0	0.0	0.0	0.0	0.0	0.0
5/16/2020	0.0	0.0	0.0	0.0	0.0	0.0
Total	16	14.5	32	38.5	8	22.5

ADDED COST ANALYSIS SUMMARY

LABOR COST	\$12,111.46
TOTAL ITEM COST	\$12,111.46

WORK ORDER COST ANALYSIS
Stone Drainage Diaphragm

Prepared By: Rifenburg Contracting Corp.
 RCC #: 11906
 Albany County # 930-GC
 Job Name: Airfield Drainage Culvert Replacement
 Proposal Date: 6/9/2020
 RCC Proposal #: 05

WORK ITEM:

Item #: 05C
 Description: Stone Drainage Diaphragm

SCOPE:

1. Install Stone Diaphragm along interior Secure Fence

LABOR:

LABOR CLASS	QTY	Total Hours	REG HOURS	O.T. HOURS	REG RATE	O.T. RATE	REGULAR COSTS	OVERTIME COSTS
Foreman	1	10	8.0	2.0	\$83.89	\$113.16	\$671.12	\$226.32
Operator	2	33	27.0	6.0	\$85.85	\$128.77	\$2,317.95	\$772.62
Laborer	1	19.5	16.5	3.0	\$65.64	\$85.79	\$1,083.06	\$257.37
TOTAL							\$4,072.13	\$1,256.31
SUBTOTAL LABOR COST							\$5,328.44	
PROFIT & OVERHEAD: 15.00%							\$799.27	
TOTAL LABOR COST							\$6,127.71	

EQUIPMENT:

EQUIPMENT DESCRIPTION				TOTAL HOURS	RATE HOUR	OPERATING COST/HOUR	EQUIPMENT TOTAL
Type	Make	Qty	Model				
Pickup	GMC	1	2500	10.00	\$6.31	\$18.29	\$246.00
Loader	John Deere	1	644K	13.50	\$41.85	\$42.46	\$1,138.19
Excavator	Volvo	1	ECR305	19.50	\$76.64	\$64.14	\$2,745.21
SUBTOTAL EQUIPMENT COST							\$4,129.40
PROFIT & OVERHEAD 15.00%							\$619.41
TOTAL EQUIPMENT COST							\$4,748.80

MATERIAL:

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
4" Perforated HDPE Pipe	250	LF	\$0.00	\$0.00
#1/#2 Stone	74	TN	\$14.50	\$1,073.00
Drainage Fabric	160	SY	\$0.00	\$0.00
TOTAL				\$1,073.00
			PROFIT & OVERHEAD 15.00%	\$160.95
TOTAL MATERIAL COST				\$1,233.95

SUB/SERVICE PROVIDER:

COMPANY	Description	QTY	UNIT	COST/UNIT	TOTAL
					\$0.00
TOTAL					\$0.00
			PROFIT & OVERHEAD 5.00%	\$0.00	
TOTAL SUBCONTRACTOR				\$0.00	

ADDED COST ANALYSIS SUMMARY

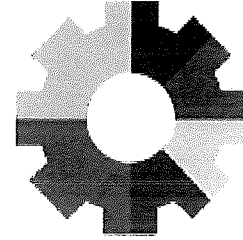
LABOR COST	\$6,127.71
EQUIPMENT COST	\$4,748.80
MATERIAL	\$1,233.95
SUBCONTRACTOR	\$0.00
TOTAL ITEM COST	\$12,110.46

Rental Rate Blue Book®

May 14, 2020

GMC\CHEVY 2500

On-Highway Light Duty Trucks

 Size Class:
 200 - 299 HP
 Weight:
 N/A

Configuration for 2500

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	280.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,110.00	USD \$310.00	USD \$78.00	USD \$12.00	USD \$18.29	USD \$24.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)						
Total:	USD \$1,110.00	USD \$310.00	USD \$78.00	USD \$12.00	USD \$18.29	USD \$24.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$4.60
Idling Rate	USD \$20.35

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$599.40/mo
Overhaul (ownership)	27%	USD \$299.70/mo
CFC (ownership)	7%	USD \$77.70/mo
Indirect (ownership)	12%	USD \$133.20/mo
Fuel (operating) @ USD 2.51	77%	USD \$14.04/hr

Revised Date: 1st half 2020

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Rental Rate Blue Book®

May 14, 2020

Deere 644K

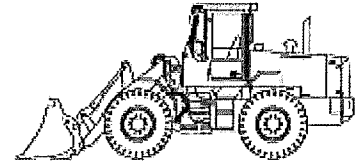
4-Wd Articulated Wheel Loaders

Size Class:

225 - 249 HP

Weight:

40417 lbs


Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$7,365.00	USD \$2,065.00	USD \$515.00	USD \$77.00	USD \$42.26	USD \$84.11
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,365.00	USD \$2,065.00	USD \$515.00	USD \$77.00	USD \$42.26	USD \$84.11

Non-Active Use Rates

	Hourly
Standby Rate	USD \$26.36
Idling Rate	USD \$64.71

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$3,019.65/mo
Overhaul (ownership)	37%	USD \$2,725.05/mo
CFC (ownership)	12%	USD \$883.80/mo
Indirect (ownership)	10%	USD \$736.50/mo
Fuel (operating) @ USD 3.07	54%	USD \$22.86/hr

Revised Date: 1st half 2020

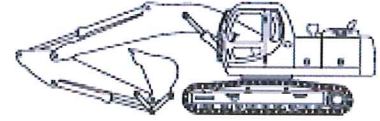
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(kfisk@rifenburg.net)

All prices shown in US dollars (\$)

Rental Rate Blue Book®

June 10, 2020

Volvo ECR305CL (disc. 2018)
 Crawler Mounted Hydraulic Excavators

 Size Class:
33.1 - 40.0 MTons
 Weight:
76930 lbs
Configuration for ECR305CL (disc. 2018)

Bucket Capacity - Heaped	2.32 cu yd	Net Horsepower	192.0 hp
Operating Weight	37.12 mt	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$12,785.00	USD \$3,580.00	USD \$895.00	USD \$135.00	USD \$64.14	USD \$136.78
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2018: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$12,785.00	USD \$3,580.00	USD \$895.00	USD \$135.00	USD \$64.14	USD \$136.78

Non-Active Use Rates

	Hourly
Standby Rate	USD \$38.50
Idling Rate	USD \$97.32

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$4,730.45/mo
Overhaul (ownership)	46%	USD \$5,881.10/mo
CFC (ownership)	10%	USD \$1,278.50/mo
Indirect (ownership)	6%	USD \$767.10/mo
Fuel (operating) @ USD 3.07	38%	USD \$24.68/hr

Revised Date: 1st half 2020

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 (kfisk@rifenburg.net)

R. J. VALENTE GRAVEL, INC.
 1 MADISON ST SUITE 300
 TROY, NY 12180
 (518) 271-2200



APR - 2 2020

INVOICE 88852
 PAGE 1
 DATE 3/31/2020
 TERMS Net 30 Days

ACCOUNT NO. 121

SOLD TO RIFENBURG CONTRACTING CORP.
 1175 HOOSICK RD
 TROY, NY 12180

ALBANY AIRPORT CULVERT

Ticket	Date	P.O.	Order	Pit	Product	Qty	Rate	Amount	Fuel Charge	Tax	Total
998169	03/30/20	11906	31	G	#1&2 STONE	21.12	14.50	306.24	0.00	0.00	306.24
998178	03/30/20	11906	31	G	#1&2 STONE	21.95	14.50	318.28	0.00	0.00	318.28
Subtotal						43.07	Ton	\$624.52	\$0.00	\$0.00	\$624.52
998215	03/31/20	11906	31	G	#2 STONE	21.46	14.50	311.17	0.00	0.00	311.17
Subtotal						21.46	Ton	\$311.17	\$0.00	\$0.00	\$311.17
694923	03/31/20	11906	31	Z	TRUCKING - TRIAXLE	0.50	100.00	50.00	0.00	0.00	50.00
Subtotal						0.50		\$50.00	\$0.00	\$0.00	\$50.00
Invoice Total						65.03	***	\$985.69	\$0.00	\$0.00	\$985.69

Total Invoice ----- > \$985.69

IF YOU WOULD PREFER TO RECIEVE INV'S VIA EMAIL
 SEND EMAIL TO DANIELLA@RJVALENTE.COM THANKS

*1½% INTEREST PER MONTH (18% PER ANNUM) WILL BE CHARGED ON UNPAID BALANCES OVER 30 DAYS

Job# 11906
 BI 8000 CC 8001
 CAT M
 Rvd By _____ Date _____
 PM TJ Date 4/14/20
 \$\$ 985.69

OLD WORK

WORK ORDER COST ANALYSIS
Glycol Trench Drain Repair

Prepared By: Rifenburg Contracting Corp.
 RCC #: 11906
 Albany County # 930-GC
 Job Name: Airfield Drainage Culvert Replacement
 Proposal Date: 6/9/2020
 RCC Proposal #: 05

WORK ITEM:

Item #: 05D
 Description: Glycol Trench Drain Repair

SCOPE:

1. Set-Up/Remove Barricades
2. Saw-Cut Existing Asphalt
3. Demo Existing Concrete; approx. 8" Depth
4. Install/Strip Formwork
5. Place HP Concrete
6. Clean Trench Drain

LABOR:

LABOR CLASS	QTY	Total Hours	REG HOURS	O.T. HOURS	REG RATE	O.T. RATE	REGULAR COSTS	OVERTIME COSTS
Foreman	1	50	40.0	10.0	\$83.89	\$113.16	\$3,355.60	\$1,131.60
Operator	1	50	40.0	10.0	\$85.85	\$128.77	\$3,434.00	\$1,287.70
Laborer	2	100	80.0	20.0	\$65.64	\$85.79	\$5,251.20	\$1,715.80
TOTAL							\$12,040.80	\$4,135.10
SUBTOTAL LABOR COST							\$16,175.90	
PROFIT & OVERHEAD: 15.00%							\$2,426.39	
TOTAL LABOR COST							\$18,602.29	

EQUIPMENT:

EQUIPMENT DESCRIPTION				TOTAL HOURS	RATE HOUR	OPERATING COST/HOUR	EQUIPMENT TOTAL
Type	Make	Qty	Model				
Pickup	GMC	2	2500	50.00	\$6.31	\$18.29	\$2,460.00
Loader	John Deere	1	644K	50.00	\$41.85	\$42.26	\$4,205.50
Tri-Axle	6x4	1	12YD	50.00	\$22.22	\$37.05	\$2,963.50
Compressor		1	w/ Accessories	50.00	\$14.29	\$49.97	\$3,213.00
SUBTOTAL EQUIPMENT COST							\$12,842.00
PROFIT & OVERHEAD 15.00%							\$1,926.30
TOTAL EQUIPMENT COST							\$14,768.30

MATERIAL:

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
Timber; 2x6x10	35	EA	\$6.64	\$232.40
Timber; 2x4x10	50	EA	\$4.37	\$218.50
Screws	1	Bx	\$89.98	\$89.98
Bonding Agent	1	Gal	\$25.00	\$25.00
Expansion Joint	20	PC	\$2.98	\$59.60
HP Concrete	4.5	CY	\$225.78	\$1,016.01
Curing Compoud	5	Gal	\$53.66	\$268.30
Self-Leveling Joint Sealant	24	EA	\$12.00	\$288.00
TOTAL				\$2,197.79
			PROFIT & OVERHEAD 15.00%	\$329.67
TOTAL MATERIAL COST				\$2,527.46

SUB/SERVICE PROVIDER:

COMPANY	Description	QTY	UNIT	COST/UNIT	TOTAL
					\$0.00
TOTAL					\$0.00
			PROFIT & OVERHEAD 5.00%	\$0.00	
TOTAL SUBCONTRACTOR				\$0.00	

ADDED COST ANALYSIS SUMMARY

LABOR COST	\$18,602.29
EQUIPMENT COST	\$14,768.30
MATERIAL	\$2,527.46
SUBCONTRACTOR	\$0.00
TOTAL ITEM COST	\$35,898.04

Rental Rate Blue Book®
GMC\CHEVY 2500

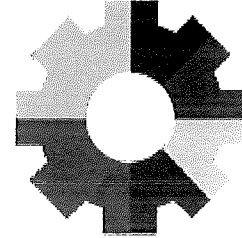
On-Highway Light Duty Trucks

Size Class:

200 - 299 HP

Weight:

N/A


Configuration for 2500

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	280.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$1,110.00	USD \$310.00	USD \$78.00	USD \$12.00	USD \$18.29	USD \$24.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,110.00	USD \$310.00	USD \$78.00	USD \$12.00	USD \$18.29	USD \$24.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$4.60
Idling Rate	USD \$20.35

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$599.40/mo
Overhaul (ownership)	27%	USD \$299.70/mo
CFC (ownership)	7%	USD \$77.70/mo
Indirect (ownership)	12%	USD \$133.20/mo
Fuel (operating) @ USD 2.51	77%	USD \$14.04/hr

Revised Date: 1st half 2020

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

Rental Rate Blue Book®

May 14, 2020

Deere 644K

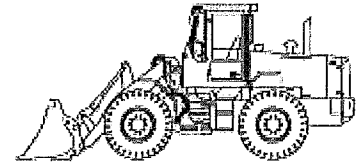
4-Wd Articulated Wheel Loaders

Size Class:

225 - 249 HP

Weight:

40417 lbs


Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$7,365.00	USD \$2,065.00	USD \$515.00	USD \$77.00	USD \$42.26	USD \$84.11
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,365.00	USD \$2,065.00	USD \$515.00	USD \$77.00	USD \$42.26	USD \$84.11

Non-Active Use Rates

	Hourly
Standby Rate	USD \$26.36
Idling Rate	USD \$64.71

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$3,019.65/mo
Overhaul (ownership)	37%	USD \$2,725.05/mo
CFC (ownership)	12%	USD \$883.80/mo
Indirect (ownership)	10%	USD \$736.50/mo
Fuel (operating) @ USD 3.07	54%	USD \$22.86/hr

Revised Date: 1st half 2020

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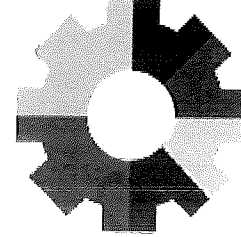
 The equipment represented in this report has been exclusively prepared for KRISTEN FISK
 (kfisk@rifenburg.net)

Rental Rate Blue Book®

June 10, 2020

Miscellaneous 6X4 12YD 50KGVW 255HP

On-Highway Rear Dumps

 Size Class:
 45,001 - 60,000 GVW
 Weight:
 N/A

Configuration for 6X4 12YD 50KGVW 255HP

Axle Configuration	6X4	Horsepower	255.0
Maximum Gross Vehicle Weight	50000.0 lbs	Power Mode	Diesel
Struck Capacity	10.0 - 12.0 cu yd		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$3,910.00	USD \$1,095.00	USD \$275.00	USD \$41.00	USD \$37.05	USD \$59.27
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$3,910.00	USD \$1,095.00	USD \$275.00	USD \$41.00	USD \$37.05	USD \$59.27

Non-Active Use Rates

	Hourly
Standby Rate	
Idling Rate	USD \$15.33
	USD \$44.07

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	50%	USD \$1,955.00/mo
Overhaul (ownership)	32%	USD \$1,251.20/mo
CFC (ownership)	8%	USD \$312.80/mo
Indirect (ownership)	11%	USD \$430.10/mo
Fuel (operating) @ USD 3.07	59%	USD \$21.85/hr

Revised Date: 1st half 2020

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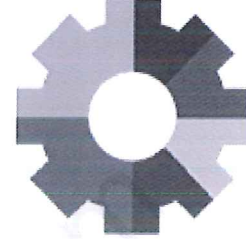
 The equipment represented in this report has been exclusively prepared for KRISTEN FISK
 (kfisk@rifenburg.net)

Rental Rate Blue Book®

May 14, 2020

Doosan XHP750WCU-T4F

Portable Rotary Screw Air Compressors

 Size Class:
600 - 899 cfm
 Weight:
 N/A

Configuration for XHP750WCU-T4F

Air Delivery Rating	750.0 cu ft/min	Horsepower	340.0 hp
Power Mode	Diesel	Rated Pressure @ Psi	350.0 psi

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$2,515.00	USD \$705.00	USD \$175.00	USD \$26.00	USD \$49.97	USD \$64.26
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$2,515.00	USD \$705.00	USD \$175.00	USD \$26.00	USD \$49.97	USD \$64.26

Non-Active Use Rates

	Hourly
Standby Rate	USD \$5.14
Idling Rate	USD \$51.74

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	24%	USD \$603.60/mo
Overhaul (ownership)	65%	USD \$1,634.75/mo
CFC (ownership)	6%	USD \$150.90/mo
Indirect (ownership)	6%	USD \$150.90/mo
Fuel (operating) @ USD 3.07	75%	USD \$37.45/hr

Revised Date: 1st half 2020

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 The equipment represented in this report has been exclusively prepared for KRISTEN FISK
 (kfisk@rifenburg.net)



Shopping Cart

Colonie Lowe's, NY | [Change Store >](#)
790 Loudon Rd, Latham, NY 12110

85 Items | [Remove 85 Items](#)



Item # 432485 | Model # WF206TOPCHC10
\$6.64 Qty: 35 \$232.40
\$6.64 each

**Top Choice 2-in x 6-in x 10-ft
Fir Lumber (Common); 1.5-in
x 5.5-in x 10-ft (Actual)**



Item # 432480 | Model # WF204TOPCHC10
\$4.37 Qty: 50 \$218.50
\$4.37 each

**Top Choice 2-in x 4-in x 10-ft
Fir Lumber (Common); 1.5-in
x 3.5-in x 10-ft (Actual)**

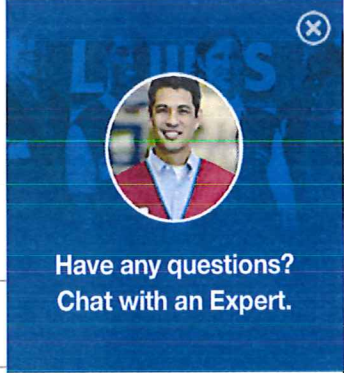
Order Summary

Item Total \$450.90

Estimated Total \$450.90

Taxes calculated at checkout

Deals, Inspiration and Trends
We've got ideas to share. Enter your email and ZIP code.



Have any questions?
Chat with an Expert.

CHAT NOW

Feedback



Contact Us



Order Status



Lowe's Credit
Cards



Gift Cards



Installation
Services



Lowe's Apps



LOWE'S HOME CENTERS, LLC
 790 LOUDON ROAD
 LATHAM, NY 12110 (518) 786-3350

-- SALE --

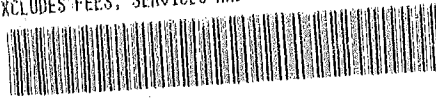
SALES#: S1177MM2 3047960 TRANS#: 2884080 05-19-20

4511 1-2-8 PRN SPRUCE PHE FIR	15.36
12 @ 1.28	
12148 316-FT 16-GUAGE 3.50-LB T	26.91
3 @ 8.97	
112599 1LB CRSE DRW SCR PH HD 1-	5.98
748152 DN TG #2 PH X 2-IN BIT 5-	5.48
580693 DN FT 3 1/2-IN PH #2 IR B	9.98
170966 IRN 3/8IN X 6IN SPEEDBOR	7.96
2 @ 3.98	
76882 LOWES PROJECT APRON	2.98
2 @ 1.49	
566022 IRVIN VG 9-IN IRON WORKER	45.96
2 @ 22.98	
18433 25LB PG10 DECK SCRW 3 IN	89.98

SUBTOTAL:	210.59
TAX:	16.85
INVOICE 02066 TOTAL:	227.44
VISA:	227.44

VISA:XXXXXXXXXX3952 AMOUNT:227.44 AUTHCD:509182
 CHIP REFID:117702091129 05/19/20 06:26:52
 CUSTOMER CODE: 11906

APL: Visa Credit TVR: 8080008000
 AID: A000000031010 TSI: 6800
 STORE: 1177 TERMINAL: 02 05/19/20 06:28:29
OF ITEMS PURCHASED: 25
 EXCLUDES/FEES, SERVICES AND SPECIAL ORDER ITEMS



THANK YOU FOR SHOPPING LOWE'S.
 SEE REVERSE SIDE FOR RETURN POLICY.
 STORE MANAGER: NATT CLARK

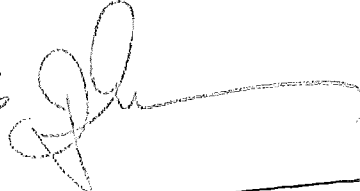
LOWE'S PRICE MATCH GUARANTEE
 FOR MORE DETAILS, VISIT LOWES.COM/PRICEMATCH

ALBANY, NY 12 RAILROAD AVE P: 518-438-6171 F: 518-438-6195	ITHACA, NY 327 ELMIRA RD P: 607-277-7200 F: 607-277-7677	ROCHESTER, NY 965 BUFFALO RD P: 585-235-0670 F: 585-235-0694	SYRACUSE, NY 345 PEAT ST P: 315-428-9903 F: 315-428-9841	VESTAL, NY 416 COMMERCE RD P: 607-238-1428 F: 607-238-1431	WHITESBORO, NY 394 ORISKANY BLVD P: 315-507-3353 F: 315-507-5974
--	--	--	--	--	--

SHIP TO: 1175 HOOBICK RD TROY NY 12180 SOLD TO: RIFENBURG CONTRACTING CORP 1175 HOOBICK RD TROY NY 12180 Y Cust. Nos 033211 Pl: 518-279-2957 to be emailed to rvd@conic.net after	11906 7000-9006 Tim Mills 315-395-5924	Invoice No. 1460484 Date : 05-19-2020 Terms : Net 30 DAYS Po. No. : 11906 Pick Up/Del. : 0 Job Number : ALBANY AIRPORT Ship Via : 0 Reference Invoice : Tx RE3001 NENSBELDER Entered By : PWM Store : Albany Salesman : 07 Spk
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*** SALES INVOICE *** # 1460484

Item No.	Qty	Qty	Qty Description	Unit Price	AMOUNT
NXR658	16	16	0 #5 REBAR 5/8" X 20'	9.70	97.00
WRMFL36	20	20	0 FIBRE EXP. JOINT 1/2" X 6" X 1	3.65	73.00
PVF08478	24	24	0 AC100 BOLD QUICK SHOT EPOXY	15.96	383.04
					0.00

LEFT @ CONEX PER TIM MILLS 

Job# _____
 BI _____ CC _____
 CAT _____
 Avd By _____ Date _____
 _____ Date _____

THIS INVOICE MUST BE TURNED IN TO YOUR OFFICE.

Total 593.04	Tax: 0.0007 44.25	Delivery: 0.00 0.00	SUMMARY OF CHARGES No payment: 0.00 0.00	PAY THIS AMOUNT 597.52
-----------------	----------------------	------------------------	--	---------------------------

I, the undersigned renter specifically acknowledge that I have received and understand the instructions regarding the use and operation of the rented equipment. Renter further acknowledges that he has read and fully understands the within equipment rental contract and agrees to be bound by all of the terms, conditions and provisions hereof. Renter acknowledges that he has received a true and correct copy of this agreement at the time of execution hereof.

The **SERVICE CHARGE** entered on the billing date is computed by a periodic rate of 1 1/2% (or a minimum charge of \$2 on balances of less than \$2) per month which is an **ANNUAL PERCENTAGE RATE OF 18%** applied to the previous balance before deducting credits, payments or adding purchases appearing on this statement. To avoid additional **SERVICE CHARGE** pay the "New Balance" before the billing date next month.

IT IS UNDERSTOOD AND AGREED THAT MERCHANDISE ON THIS ORDER IS THE PROPERTY OF J.C. SMITH, INC. UNTIL FULLY PAID. IN CASE OF DEFAULT, I/WE WILL PAY BESIDES THE PRINCIPAL A SUM EQUAL TO 33 1/3% THEREOF, PLUS DISBURSEMENTS AND COURT COST IF THIS ACCOUNT IS PLACED FOR COLLECTION OR SUIT WITH A COLLECTION AGENCY OR AN ATTORNEY.

Invoice No. 1460484
 X _____ PRINT NAME
 _____ SIGNATURE X MILLS

ALBANY, NY	ITHACA, NY	ROCHESTER, NY	SYRACUSE, NY	VESTAL, NY	WHITESBORO, NY
12 RAILROAD AVE P: 518-438-6171 F: 518-438-6195	327 ELMIRA RD P: 607-277-7200 F: 607-277-7677	965 BUFFALO RD P: 585-235-0670 F: 585-235-0694	345 PEAT ST P: 315-428-9903 F: 315-428-9841	416 COMMERCE RD P: 607-238-1428 F: 607-238-1431	394 ORISKANY BLVD P: 315-507-3353 F: 315-507-5974

SHIP TO: RIFENBURG CONTRACTING CORP 1175 HOOBICK RD TROY NY 12108	Invoice No: 1469328 Date: 05-21-2020 Terms: Net 30 DAYS P.O. No: 11905 Pick Up/Del: C/P Job Number: 11906 Ship Via: C/P Reference Invoice: 1468484, 1468485, 1468486 Tx ALBANI ALBANY COUNTY Entered By: JRS Store: Albany Salesman: 07
SOLD TO: RIFENBURG CONTRACTING CORP 1175 HOOBICK RD TROY NY 12108 Job# _____ BI _____ CC _____ CAT _____ Rvd By _____ Date _____ Dist. No: 033211 Pn 518-438-6171 to be called to place an order.	

*11906
9000-9006*

\$\$\$ ***** CREDIT MEMO ***** AMOUNT

Item No.	Qty	Qty	Qty	Description	Unit Price	AMOUNT
	Ship	Ord	8/0			
WRNFEL5	-10	-10		Ø FIBRE EXP. JOINT 1/2" X 6" X 1	3.66	-36.60
Returned from Inv# 1468484, 002 05/19/20 price 3.6600						
WRNFEL4	20	20		Ø FIBRE EXP. JOINT 1/2" X 4" X 1	2.93	58.60
PWF08478	-24	-24		Ø ADIWA GOLD QUICK SHOT EPOXY	15.96	-383.04
Returned from Inv# 1468484, 003 05/19/20 price 15.9600						
CCOL	1	1		Ø ACRYLIC BONDING AGENT CRETELOX	25.00	25.00
CC05309	1	1		Ø CURE & SEAL 309	53.66	53.66
CH1300	1	1		Ø TRI-POXY SPRAYER - 3 GAL.	55.20	55.20

SUMMARY OF CHARGES

Sub Total	Tax: 3.000%	Delivery	Freight	No payment	PAY THIS AMOUNT
-213.10	-17.05	0.00	0.00	0.00	-230.23

I, the undersigned renter specifically acknowledge that I have received and understand the instructions regarding the use and operation of the rented equipment. Renter further acknowledges that he has read and fully understands the within equipment rental contract and agrees to be bound by all of the terms, conditions and provisions hereof. Renter acknowledges that he has received a true and correct copy of this agreement at the time of execution hereof.

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X _____ PRINT NAME
 X *Tim Mills* SIGNATURE

Invoice No. 1469328

THIS IS YOUR CONTRACT, READ BOTH SIDES BEFORE SIGNING

MAIN OFFICE: 345 PEAT STREET · SYRACUSE, NEW YORK 13210
315-428-9903 · Fax 315-428-9841 · www.jcsmithinc.com · FED. I.D. #16-1065375

ALBANY, NY 12205
12 Railroad Ave
518-438-6171
Fax 518-438-6195

VESTAL, NY 13850
416 Commerce Rd
607-238-1428
Fax 607-238-1431

ITHACA, NY 14850
Route 13, 327 Elmira Rd
607-277-7200
Fax 607-277-7677

ROCHESTER, NY 14624
965 Buffalo Rd
585-235-0670
Fax 585-235-0694

WHITESBORO, NY 13492
Rte 69, 394 Oriskany Blvd
315-507-3353
Fax 315-507-5974

SHIP TO: RIFENBURG CONTRACTING CORP
1175 HOOBICK RD
TROY NY 12180

SOLD TO: RIFENBURG CONTRACTING CORP
1175 HOOBICK RD
TROY NY 12180

Cust. No: 033211

*11906
7000-9006*

Invoice No. : 1469331
Date : 05-21-2020
Terms : Net 30 DAYS
P.O. No. : 11906
Pick Up/Del : CPU
Job Number : 11906
Ship Via : CML
Reference Invoice :
Tx AL018: ALBANY COUNTY
Entered By : JRG
Store : Albany
Salesman : 07

*** SALES INVOICE *** # 1469331

AMOUNT

Item No.	Qty Shp	Qty Ord	Qty Description	Unit Price	AMOUNT
JET13010	1	1	Ø BOLT CUTTER (HD) -- 18"	27.82	27.82

Job# _____
 SI _____ CC _____
 CAT _____
 Rvd By _____ Date _____
 PM _____ Date _____
 \$ _____

THIS INVOICE MUST BE TURNED IN TO YOUR OFFICE.

SERVICING THE INDUSTRY FOR OVER 40 YEARS

SUMMARY OF CHARGES

Sub Total	Tax: 6.000%	Delivery	Freight	No payment	PAY THIS AMOUNT
27.82	2.23	0.00	0.00	0.00	30.05

I, the undersigned renter specifically acknowledge that I have received and understand the instructions regarding the use and operation of the rented equipment. Renter further acknowledges that he has read and fully understands the within equipment rental contract and agrees to be bound by all of the terms, conditions and provisions hereof. Renter acknowledges that he has received a true and correct copy of this agreement at the time of execution hereof.

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X _____ PRINT NAME
X *J.C. Smith* SIGNATURE

Invoice No. 1469331

THIS IS YOUR CONTRACT, READ BOTH SIDES BEFORE SIGNING

JCSmith, Inc.

MAIN OFFICE: 345 PEAT STREET • SYRACUSE, NEW YORK 13210
315-428-9903 • Fax 315-428-9841 • www.jcsmithinc.com • FED. I.D. #16-1065375

ALBANY, NY 12205
12 Railroad Ave
518-438-6171
Fax 518-438-6195

VESTAL, NY 13850
416 Commerce Rd
607-238-1428
Fax 607-238-1431

ITHACA, NY 14850
Route 13, 327 Elmira Rd
607-277-7200
Fax 607-277-7677

ROCHESTER, NY 14624
965 Buffalo Rd
585-235-0670
Fax 585-235-0694

WHITESBORO, NY 13492
Rte 69, 394 Oriskany Blvd
315-507-3353
Fax 315-507-5974

SHIP TO: RIFENBURG CONTRACTING CORP
1175 HOOBICK RD
TROY NY 12190

SOLD TO: RIFENBURG CONTRACTING CORP
1175 HOOBICK RD
TROY NY 12190

y
Dist. No: 033811

*11706
9000-9000*

Invoice No. : 1470016
Date : 05-26-2020
Terms : Net 30 DAYS
P.O. No. : 11905
Pick Up/Del : cpu
Job Number : 11905
Ship Via : cpu
Reference Invoice :
Tx ALBANY COUNTY
Entered By : job
Store : Albany
Salesman : 07

Pl. 315 277 2707 to be emailed to rental@jcsmithinc.com after 5pm

*** SALES INVOICE *** # 1470016

AMOUNT

Item No.	Qty	Qty	Qty Description	Unit Price	
	Shp	Ord	E/O		
SL1	24	24	Ø 9L-1 200Z SELF-LEVELING SEALAN	12.00	288.00
DP40623T	1	1	Ø 4" DIAMOND CUP WHEEL DOUBLE RD	65.00	65.00
606C1375AN	1	1	Ø 4-1/2" GRINDER 1375A	49.00	49.00

Out _____
By _____ CC _____
CAT _____
Paid By _____ Date _____
Date _____

THIS INVOICE MUST BE TURNED IN TO YOUR OFFICE.

SERVICING THE INDUSTRY FOR OVER 40 YEARS

Tim

SUMMARY OF CHARGES

Sub Total	Tax: 8.250%	Delivery	Freight	No payment	PAY THIS AMOUNT
408.00	32.16	0.00	0.00	0.00	434.16

I, the undersigned renter specifically acknowledge that I have received and understand the instructions regarding the use and operation of the rented equipment. Renter further acknowledges that he has read and fully understands the within equipment rental contract and agrees to be bound by all of the terms, conditions and provisions hereof. Renter acknowledges that he has received a true and correct copy of this agreement at the time of execution hereof.

The SERVICE CHARGE entered on the billing date is computed by a periodic rate of 1 1/2% (or a minimum charge of \$2 on balances of less than \$2) per month which is an ANNUAL PERCENTAGE RATE OF 18% applied to the previous balance before deducting credits, payments or adding purchases appearing on this statement. To avoid additional SERVICE CHARGE pay the "New Balance" before the billing date next month.

IT IS UNDERSTOOD AND AGREED THAT MERCHANDISE ON THIS ORDER IS THE PROPERTY OF J.C. SMITH, INC. UNTIL FULLY PAID. IN CASE OF DEFAULT, I/WE WILL PAY BESIDES THE PRINCIPAL A SUM EQUAL TO 33 1/3% THEREOF, PLUS DISBURSEMENTS AND COURT COST IF THIS ACCOUNT IS PLACED FOR COLLECTION OR SUIT WITH A COLLECTION AGENCY OR AN ATTORNEY.

X _____
Invoice No. 1470016 PRINT NAME

X _____
SIGNATURE

THIS IS YOUR CONTRACT, READ BOTH SIDES BEFORE SIGNING

Cranesville Block Company, Inc.

1250 RIVERFRONT CENTER
 Amsterdam, NY 12010
 Billing Dept. Jill 518-684-6148



Please send inquiries and remit to:

1250 Riverfront Center
 Amsterdam, New York 12010

INVOICE⁰

Rifenburg Contracting
 1175 Hoosiac Road
 -
 Troy NY 12180

Invoice Date	Invoice No.	Credit Memo No.	Page
05-21-2020	4398411		1
Customer No.	Project No.	Order No.	
10360	1178242		

Delivery Address	Lot/Block	Zone No.	P.O. Number	Customer Job No.
Old Albany Shaker Rd Albany			11906	

Date	Quantity	UOM	Product	Description	Ticket No.	Unit Price	TX	Ext. Price
05-21-20	2.00	cy		5000F with Visocrete	1117756	105.75		211.50
05-21-20	1.00	ea		short load	1117756	180.00		180.00
05-21-20	50.00	ea		Truck Time	1117756	2.00		100.00
05-21-20	1.00	ea		Environmental And Fuel	1117756	10.00		10.00

Job# 11906
 BI 8000 CC 10011
 CAT M
 Rvd By KF Date 6/10/20
 PM TM Date 6/10/20
 \$\$ 501.50

Sub total 501.50
 Total Tax 40.12

Terms

Quantities

PLEASE PAY THIS AMOUNT

NET 30 DAYS

2.00 cy

~~541.62~~

Terms: NET 30 - Interest of 1 1/2% per month (18% per annum) is added to the account on all past due balances.
 YOU MUST NOTIFY US WITHIN 31 DAYS OF ANY DISCREPANCIES ON THIS INVOICE OR THE CHARGES WILL BE DEEMED VALID.

Please include invoice number with payment.

Cranesville Block Company, Inc.

1250 RIVERFRONT CENTER
 Amsterdam, NY 12010
 Billing Dept. Jill 518-684-6148

Please send inquiries and remit to:

1250 Riverfront Center
 Amsterdam, New York 12010

INVOICE⁰

Rifenburg Contracting
 1175 Hoosiac Road
 -
 Troy NY 12180

Invoice Date	Invoice No.	Credit Memo No.	Page
05-22-2020	4398517		1
Customer No.	Project No.	Order No.	
10360	1178242		

Delivery Address	Lot/Block	Zone No.	P.O. Number	Customer Job No.
Old Albany Shaker Rd Albany			11906	

Date	Quantity	UOM	Product	Description	Ticket No.	Unit Price	TX	Ext. Price
05-22-20	2.50	cy		5000F with Visocrete	1117792	105.75		264.38
05-22-20	1.00	ea		short load	1117792	180.00		180.00
05-22-20	30.00	ea		Truck Time	1117792	2.00		60.00
05-22-20	1.00	ea		Environmental And Fuel	1117792	10.00		10.00

Job# 11906
 BI 8000 CC 806
 CAT M
 Rvd By KF Date 6/10/20
 PM M Date 6/10/20
 \$\$ 514.38

Sub total 514.38
 Total Tax 41.16

Terms

Quantities

PLEASE PAY THIS AMOUNT

NET 30 DAYS

2.50 cy

555.54

Terms: NET 30 - Interest of 1 1/2% per month (18% per annum) is added to the account on all past due balances.
 YOU MUST NOTIFY US WITHIN 31 DAYS OF ANY DISCREPANCIES ON THIS INVOICE OR THE CHARGES WILL BE DEEMED VALID.

Please include invoice number with payment.

WORK ORDER COST ANALYSIS
Terminal Catch Basin Repair

Prepared By: Rifenburg Contracting Corp.
RCC #: 11906
Albany County # 930-GC
Job Name: Airfield Drainage Culvert Replacement
Proposal Date: 6/9/2020
RCC Proposal #: 05

WORK ITEM:

Item #: 05E
Description: Terminal Catch Basin Repair

SCOPE:

1. Set-Up/Remove Traffic Control
2. Saw-Cut Asphalt
3. Demo Existing Concrete Apron
4. Set/Tie Rebar
5. Install/Strip Forms
6. Place HP Concrete

LABOR:

LABOR CLASS	QTY	Total Hours	REG HOURS	O.T. HOURS	REG RATE	O.T. RATE	REGULAR COSTS	OVERTIME COSTS
Foreman	1	30	24.0	6.0	\$83.89	\$113.16	\$2,013.36	\$678.96
Operator	1	30	24.0	6.0	\$85.85	\$128.77	\$2,060.40	\$772.62
Laborer	2	60	48.0	12.0	\$65.64	\$85.79	\$3,150.72	\$1,029.48
TOTAL							\$7,224.48	\$2,481.06
SUBTOTAL LABOR COST							\$9,705.54	
PROFIT & OVERHEAD: 15.00%							\$1,455.83	
TOTAL LABOR COST							\$11,161.37	

EQUIPMENT:

EQUIPMENT DESCRIPTION				TOTAL HOURS	RATE HOUR	OPERATING COST/HOUR	EQUIPMENT TOTAL
Type	Make	Qty	Model				
Pickup	GMC	1	2500	30.00	\$6.31	\$18.29	\$738.00
Loader	John Deere	1	644K	30.00	\$41.85	\$42.26	\$2,523.30
Tri-Axle	6x4	1	12YD	30.00	\$22.22	\$37.05	\$1,778.10
Compressor		1	w/ Accessories	30.00	\$14.29	\$49.97	\$1,927.80
Broom Tractor	Ford	1	w/ Accessories	10.00	\$45.51	\$67.41	\$1,129.20
SUBTOTAL EQUIPMENT COST							\$8,096.40
PROFIT & OVERHEAD 15.00%							\$1,214.46
TOTAL EQUIPMENT COST							\$9,310.86

MATERIAL:

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
Timber; 2x6x10	3	EA	\$6.64	\$19.92
Timber; 2x4x10	10	EA	\$4.37	\$43.70
Plywood; 4x8x3/4	4	EA	\$31.58	\$126.32
#5 Rebar; 20LF Sticks	4	EA	\$40.00	\$160.00
Screws	1	Bx	\$0.00	\$0.00
Bonding Agent	1	Gal	\$25.00	\$25.00
HP Concrete	5	CY	\$125.75	\$628.75
Curing Compound	0	Gal	\$53.66	\$0.00
TOTAL				\$1,003.69
			PROFIT & OVERHEAD 15.00%	\$150.55
TOTAL MATERIAL COST				\$1,154.24

SUB/SERVICE PROVIDER:

COMPANY	Description	QTY	UNIT	COST/UNIT	TOTAL
					\$0.00
TOTAL					\$0.00
				PROFIT & OVERHEAD 5.00%	\$0.00
TOTAL SUBCONTRACTOR					\$0.00

ADDED COST ANALYSIS SUMMARY

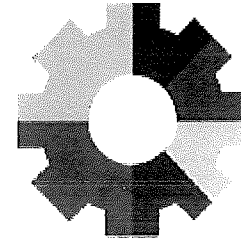
LABOR COST	\$11,161.37
EQUIPMENT COST	\$9,310.86
MATERIAL	\$1,154.24
SUBCONTRACTOR	\$0.00
TOTAL ITEM COST	\$21,626.47

Rental Rate Blue Book®

May 14, 2020

GMC\CHEVY 2500

On-Highway Light Duty Trucks

 Size Class:
 200 - 299 HP
 Weight:
 N/A

Configuration for 2500

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	280.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,110.00	USD \$310.00	USD \$78.00	USD \$12.00	USD \$18.29	USD \$24.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,110.00	USD \$310.00	USD \$78.00	USD \$12.00	USD \$18.29	USD \$24.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$4.60
Idling Rate	USD \$20.35

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$599.40/mo
Overhaul (ownership)	27%	USD \$299.70/mo
CFC (ownership)	7%	USD \$77.70/mo
Indirect (ownership)	12%	USD \$133.20/mo
Fuel (operating) @ USD 2.51	77%	USD \$14.04/hr

Revised Date: 1st half 2020

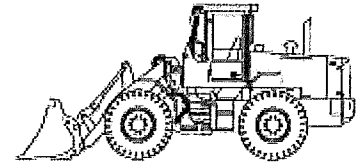
These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

Rental Rate Blue Book®

May 14, 2020

Deere 644K

4-Wd Articulated Wheel Loaders

 Size Class:
 225 - 249 HP
 Weight:
 40417 lbs

Configuration for 644K

Bucket Capacity - Heaped	4.2 cu yd	Net Horsepower	232.0 hp
Operator Protection	ROPS	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$7,365.00	USD \$2,065.00	USD \$515.00	USD \$77.00	USD \$42.26	USD \$84.11
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$7,365.00	USD \$2,065.00	USD \$515.00	USD \$77.00	USD \$42.26	USD \$84.11

Non-Active Use Rates

	Hourly
Standby Rate	USD \$26.36
Idling Rate	USD \$64.71

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	41%	USD \$3,019.65/mo
Overhaul (ownership)	37%	USD \$2,725.05/mo
CFC (ownership)	12%	USD \$883.80/mo
Indirect (ownership)	10%	USD \$736.50/mo
Fuel (operating) @ USD 3.07	54%	USD \$22.86/hr

Revised Date: 1st half 2020

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 The equipment represented in this report has been exclusively prepared for KRISTEN FISK
 (kfisk@rifenburg.net)

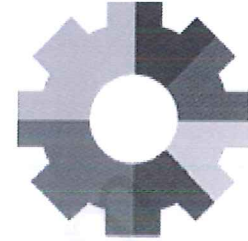
Rental Rate Blue Book®

June 10, 2020

Miscellaneous 6X4 12YD 50KG VW 255HP

On-Highway Rear Dumps

Size Class:
45,001 - 60,000 GVW
Weight:
N/A



Configuration for 6X4 12YD 50KG VW 255HP

Axle Configuration	6X4	Horsepower	255.0
Maximum Gross Vehicle Weight	50000.0 lbs	Power Mode	Diesel
Struck Capacity	10.0 - 12.0 cu yd		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$3,910.00	USD \$1,095.00	USD \$275.00	USD \$41.00	USD \$37.05	USD \$59.27
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$3,910.00	USD \$1,095.00	USD \$275.00	USD \$41.00	USD \$37.05	USD \$59.27

Non-Active Use Rates

	Hourly
Standby Rate	USD \$15.33
Idling Rate	USD \$44.07

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	50%	USD \$1,955.00/mo
Overhaul (ownership)	32%	USD \$1,251.20/mo
CFC (ownership)	8%	USD \$312.80/mo
Indirect (ownership)	11%	USD \$430.10/mo
Fuel (operating) @ USD 3.07	59%	USD \$21.85/hr

Revised Date: 1st half 2020

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(kfisk@rifenburg.net)

Rental Rate Blue Book®

May 14, 2020

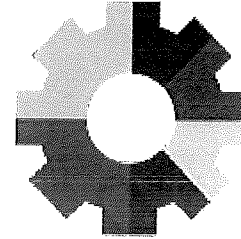
Rosco RB-48

Self Propelled Pavement Brooms

Size Class:

All

Weight:

5200 lbs

Configuration for RB-48

Horsepower	85.0	Power Mode	Diesel
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Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$3,760.00	USD \$1,055.00	USD \$265.00	USD \$40.00	USD \$22.56	USD \$43.92
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$3,760.00	USD \$1,055.00	USD \$265.00	USD \$40.00	USD \$22.56	USD \$43.92

Non-Active Use Rates

	Hourly
Standby Rate	USD \$9.83
Idling Rate	USD \$30.98

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	34%	USD \$1,278.40/mo
Overhaul (ownership)	54%	USD \$2,030.40/mo
CFC (ownership)	6%	USD \$225.60/mo
Indirect (ownership)	6%	USD \$225.60/mo
Fuel (operating) @ USD 3.07	43%	USD \$9.62/hr

Revised Date: 1st half 2020

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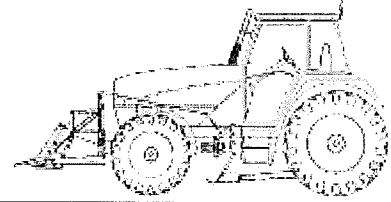
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 (kfisk@rifenburg.net)

Rental Rate Blue Book®

May 14, 2020

Ford 8970 (disc. 2000)

Wheel Tractors

 Size Class:
 175 to 224 hp
 Weight:
 N/A

Configuration for 8970 (disc. 2000)

 Net Horsepower **240.0 hp** Power Mode **Diesel**
Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$4,250.00	USD \$1,190.00	USD \$300.00	USD \$45.00	USD \$44.85	USD \$69.00
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2000: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$4,250.00	USD \$1,190.00	USD \$300.00	USD \$45.00	USD \$44.85	USD \$69.00

Non-Active Use Rates

	Hourly
Standby Rate	USD \$14.49
Idling Rate	USD \$50.59

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	37%	USD \$1,572.50/mo
Overhaul (ownership)	39%	USD \$1,657.50/mo
CFC (ownership)	9%	USD \$382.50/mo
Indirect (ownership)	14%	USD \$595.00/mo
Fuel (operating) @ USD 3.07	59%	USD \$26.44/hr

Revised Date: 1st half 2020

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Rental Rate Blue Book®

May 14, 2020

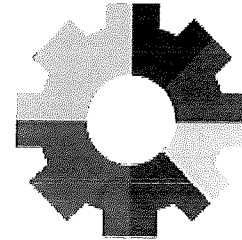
Rosco RB-48

Self Propelled Pavement Brooms

Size Class:

All

Weight:

5200 lbs

Configuration for RB-48

Horsepower	85.0	Power Mode	Diesel
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Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$3,760.00	USD \$1,055.00	USD \$265.00	USD \$40.00	USD \$22.56	USD \$43.92
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$3,760.00	USD \$1,055.00	USD \$265.00	USD \$40.00	USD \$22.56	USD \$43.92

Non-Active Use Rates

	Hourly
Standby Rate	USD \$9.83
Idling Rate	USD \$30.98

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	34%	USD \$1,278.40/mo
Overhaul (ownership)	54%	USD \$2,030.40/mo
CFC (ownership)	6%	USD \$225.60/mo
Indirect (ownership)	6%	USD \$225.60/mo
Fuel (operating) @ USD 3.07	43%	USD \$9.62/hr

Revised Date: 1st half 2020

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 The equipment represented in this report has been exclusively prepared for KRISTEN FISK
 (kfisk@rifenburg.net)



Shopping Cart

Colonie Lowe's, NY | [Change Store >](#)
790 Loudon Rd, Latham, NY 12110

17 Items | [Remove 17 Items](#)



Item # 432485 | Model #
WF206TOPCHC10

\$6.64 Qty: 3 **\$19.92**

\$6.64 each

**Top Choice 2-in x 6-in x 10-ft
Fir Lumber (Common); 1.5-in
x 5.5-in x 10-ft (Actual)**



Item # 432480 | Model #
WF204TOPCHC10

\$4.37 Qty: 10 **\$43.70**

\$4.37 each

**Top Choice 2-in x 4-in x 10-ft
Fir Lumber (Common); 1.5-in
x 3.5-in x 10-ft (Actual)**

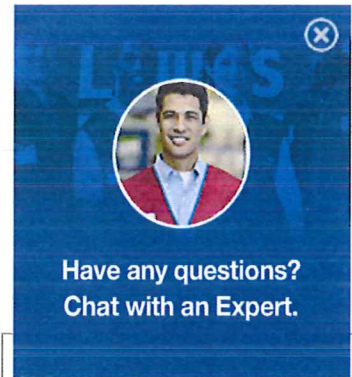


Item # 12229 | Model # NA

\$31.58 Qty: 4 **\$126.32**

\$31.58
each

**Plytanium 23/32 Cat Ps1-09
Square Structural Pine
Sanded Plywood, Application
as 4 x 8**



Have any questions?
Chat with an Expert.

CHAT NOW

Total

Estimated Total \$189.94

Taxes calculated at
checkout

Feedback

Deals, Inspiration and Trends

We've got ideas to share. Enter your email and ZIP code.



Cranesville Block Company, Inc.

1250 RIVERFRONT CENTER
 Amsterdam, NY 12010
 Billing Dept. Jill 518-684-6148

Please send inquiries and remit to:

1250 Riverfront Center
 Amsterdam, New York 12010

INVOICE⁰

Rifenburg Contracting
 1175 Hoosiac Road
 -
 Troy NY 12180

Invoice Date	Invoice No.	Credit Memo No.	Page
05-28-2020	4398846		1
Customer No.	Project No.	Order No.	
10360	1178242		

Delivery Address	Lot/Block	Zone No.	P.O. Number	Customer Job No.
Albany Shaker Rd - Colonie			11906	PJ

Date	Quantity	UOM	Product	Description	Ticket No.	Unit Price	TX	Ext. Price
05-28-20	5.00	cy		5000F with Visocrete	1117899	105.75		528.75
05-28-20	1.00	ea		short load	1117899	90.00		90.00
05-28-20	1.00	ea		Environmental And Fuel	1117899	10.00		10.00

Job# 11906
 BI 8000 CC 8011
 CAT M
 Rvd By KF Date 6/10/20
 PM 14 Date 6/10/20
 \$\$ 628.75

Sub total 628.75
 Total Tax ~~50.30~~

Terms	Quantities	PLEASE PAY THIS AMOUNT
NET 30 DAYS	5.00 cy	\$679.05

Terms: NET 30 - Interest of 1½% per month (18% per annum) is added to the account on all past due balances.
 YOU MUST NOTIFY US WITHIN 31 DAYS OF ANY DISCREPANCIES ON THIS INVOICE OR THE CHARGES WILL BE DEEMED VALID.

Please include invoice number with payment.

WORK ORDER COST ANALYSIS
Grout Fill Old Niskayuna

Prepared By: Rifenburg Contracting Corp.
 RCC #: 11906
 Albany County # 930-GC
 Job Name: Airfield Drainage Culvert Replacement
 Proposal Date: 6/9/2020
 RCC Proposal #: 05

WORK ITEM:

Item #: 05F
 Description: Grout Fill Old Niskayuna

SCOPE:

1. Daily Set-Up/Removal of Traffic Control & Flagging
2. Drill Holes in previously installed 48" Culvert Pipe
3. Inject De Neef CUT Pure @ Pipe Inverts to act as Cut-Off Walls restraining flow of Grout Fill
4. Inject Cement Grout Fill; mixed on-site to bedding stone between Cut-Off Walls

LABOR:

LABOR CLASS	QTY	Total Hours	REG HOURS	O.T. HOURS	REG RATE	O.T. RATE	REGULAR COSTS	OVERTIME COSTS
Foreman	1	12	12.0	0.0	\$83.89	\$113.16	\$1,006.68	\$0.00
Laborer	1	30	24.0	6.0	\$65.64	\$85.79	\$1,575.36	\$514.74
TOTAL							\$2,582.04	\$514.74
SUBTOTAL LABOR COST								\$3,096.78
PROFIT & OVERHEAD: 15.00%								\$464.52
TOTAL LABOR COST								\$3,561.30

EQUIPMENT:

EQUIPMENT DESCRIPTION				TOTAL HOURS	RATE HOUR	OPERATING COST/HOUR	EQUIPMENT TOTAL
Type	Make	Qty	Model				
Pickup	GMC	1	2500	12.00	\$6.31	\$18.29	\$295.20
SUBTOTAL EQUIPMENT COST							\$295.20
PROFIT & OVERHEAD 15.00%							\$44.28
TOTAL EQUIPMENT COST							\$339.48

MATERIAL:

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
De Neef CUT Pure w/ Accelerator	10	Gal	\$130.00	\$1,300.00
Portand Cement Type I/II	23	Bags	\$14.50	\$333.50
TOTAL				\$1,633.50
			PROFIT & OVERHEAD 15.00%	\$245.03
TOTAL MATERIAL COST				\$1,878.53

SUB/SERVICE PROVIDER:

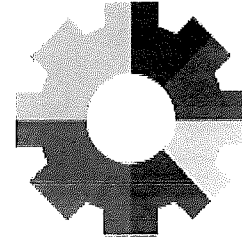
COMPANY	Description	QTY	UNIT	COST/UNIT	TOTAL
GroutTech	Plug Stone Bedding Inverts	2	DAY	\$1,760.00	\$3,520.00
GroutTech	Grout Fill Bedding Stone	1	DAY	\$2,100.00	\$2,100.00
TOTAL				\$5,620.00	
			PROFIT & OVERHEAD 5.00%	\$281.00	
TOTAL SUBCONTRACTOR				\$5,901.00	

ADDED COST ANALYSIS SUMMARY

LABOR COST	\$3,561.30
EQUIPMENT COST	\$339.48
MATERIAL	\$1,878.53
SUBCONTRACTOR	\$5,901.00
TOTAL ITEM COST	\$11,680.30

Rental Rate Blue Book®
GMC\CHEVY 2500

On-Highway Light Duty Trucks

 Size Class:
 200 - 299 HP
 Weight:
 N/A

Configuration for 2500

Axle Configuration	4.0 x 2.0	Cab Type	Crew
Horsepower	280.0 hp	Power Mode	Gasoline
Ton Rating	3.0 / 4.0		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,110.00	USD \$310.00	USD \$78.00	USD \$12.00	USD \$18.29	USD \$24.60
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2020: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,110.00	USD \$310.00	USD \$78.00	USD \$12.00	USD \$18.29	USD \$24.60

Non-Active Use Rates

	Hourly
Standby Rate	USD \$4.60
Idling Rate	USD \$20.35

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	54%	USD \$599.40/mo
Overhaul (ownership)	27%	USD \$299.70/mo
CFC (ownership)	7%	USD \$77.70/mo
Indirect (ownership)	12%	USD \$133.20/mo
Fuel (operating) @ USD 2.51	77%	USD \$14.04/hr

Revised Date: 1st half 2020

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

GroutTech Inc.

1350 Route 9
 Gansevoort, NY 12831
 518-745-1380 P
 518-745-1833 F

Bill To:

Rifenburg Construction Inc.
 159 Brick Church Road
 Troy, NY 12180

Estimate

Number: E1085A

Date: April 30, 2020

PO Number	Terms	Service Rep.	Project	Code
	Net 30 Days	TJ	Old Nisk Rd culvert	G

Date	Description	Quantity/Hours	Price/Rate	Tax	Amount
	Provide Labor and Equipment for grouting stone under culvert ends with hydroactive urethane grout Per day rate \$ 1,760 Estimate 2 days	2.00	1,760.00		3,520.00
	De Neef CUT Pure with extra fast excelerator \$ 130.00 per gal Est 5 Gals	10.00	130.00		1,300.00
	Filling stone under pipe between bulkheads with cement grout labor and equipment. Per day rate \$ 2100.00 Est 1 day	1.00	2,100.00		2,100.00
	Portland Cement type I/II \$14.50 each Total 20 Bags	20.00	14.50		290.00

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from the above specifications involving extra cost will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado, and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance. **ACCEPTANCE OF ESTIMATE:** The prices, specifications and conditions are satisfactory and hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above. **Due to the nature of grouting work GroutTech Inc. will not be held responsible for grout entering any pipes or conduits every effort will be made to prevent this from happening.** Signature Date

CLASS: Foreman

	Percentage	"A" <i>Straight Time</i>	"B" <i>Over Time</i>	"C" <i>Double Time</i>	Working Holiday
Base Rate:		\$ 44.82	\$ 67.23	\$ 89.64	\$ 134.46
Taxes					
FICA	7.65%	\$ 3.43	\$ 5.14	\$ 6.86	\$ 10.29
Federal Unemployment	0.80%	\$ 0.36	\$ 0.54	\$ 0.72	\$ 1.08
State Unemployment	9.90%	\$ 4.44	\$ 6.66	\$ 8.87	\$ 13.31
Insurance					
Workman's Compensation	12.27%	\$ 5.50	\$ 8.25	\$ 11.00	\$ 16.50
Disability Insurance	\$.53/Wk				
Benefits					
total fringe		\$ 25.34	\$ 25.34	\$ 25.34	\$ 25.34
Health Benefit Fund			\$ -	\$ -	
Pension Fund			\$ -	\$ -	
Training/Education Fund			\$ -	\$ -	
L.E.C.E.T Fund					
Annuity Fund			\$ -	\$ -	
S.U.F			\$ -	\$ -	
I.A.F					
Working Dues Deduction					
District Council Deduction					
I.L.P./P.A.C Deduction					
NYS L.O.F.					
SUB-TOTAL		\$ 83.89	\$ 113.16	\$ 142.43	\$ 200.98
Overhead & Profit					
	0%	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ 83.89	\$ 113.16	\$ 142.43	\$ 200.98

CLASS: Operator

	Percentage	"A" <i>Straight Time</i>	"B" <i>Over Time</i>	"C" <i>Double Time</i>	Working Holiday
Base Rate:		\$ 44.82	\$ 67.23	\$ 89.64	\$ 134.46
Taxes					
FICA	7.65%	\$ 3.43	\$ 5.14	\$ 6.86	\$ 10.29
Federal Unemployment	0.80%	\$ 0.36	\$ 0.54	\$ 0.72	\$ 1.08
State Unemployment	9.90%	\$ 4.44	\$ 6.66	\$ 8.87	\$ 13.31
Insurance					
Workman's Compensation	12.27%	\$ 5.50	\$ 8.25	\$ 11.00	\$ 16.50
Disability Insurance	<i>\$.53/Wk</i>				
Benefits					
total fringe		\$ 27.30	\$ 40.95	\$ 54.60	\$ 40.95
Welfare Contribution			\$ -	\$ -	
Pension			\$ -	\$ -	
Savings Fund			\$ -	\$ -	
Unemployment Fund			\$ -	\$ -	
Training			\$ -	\$ -	
Annuity			\$ -	\$ -	
Industry Advancement Fund					
Labor Management Fun					
SUB-TOTAL		\$ 85.85	\$ 128.77	\$ 171.69	\$ 216.59
Overhead & Profit	0%	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ 85.85	\$ 128.77	\$ 171.69	\$ 216.59

CLASS: Laborer

	Percentage	"A" <i>Straight Time</i>	"B" <i>Over Time</i>	"C" <i>Double Time</i>	Working Holiday
Base Rate:		\$ 30.85	\$ 46.28	\$ 61.70	\$ 92.55
Taxes					
FICA	7.65%	\$ 2.36	\$ 3.54	\$ 4.72	\$ 7.08
Federal Unemployment	0.80%	\$ 0.25	\$ 0.37	\$ 0.49	\$ 0.74
State Unemployment	9.90%	\$ 3.05	\$ 4.58	\$ 6.11	\$ 9.16
Insurance					
Workman's Compensation	12.27%	\$ 3.79	\$ 5.68	\$ 7.57	\$ 11.36
Disability Insurance	\$.53/Wk				
Benefits					
total fringe		\$ 25.34	\$ 25.34	\$ 25.34	\$ 25.34
Health Benefit Fund			\$ -	\$ -	
Pension Fund			\$ -	\$ -	
Training/Education Fund			\$ -	\$ -	
L.E.C.E.T Fund					
Annuity Fund			\$ -	\$ -	
S.U.F			\$ -	\$ -	
I.A.F					
Working Dues Deduction					
District Council Deduction					
I.L.P./P.A.C Deduction					
NYS L.O.F.					
SUB-TOTAL		\$ 65.64	\$ 85.79	\$ 105.94	\$ 146.23
Overhead & Profit					
	0%	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ 65.64	\$ 85.79	\$ 105.94	\$ 146.23

CLASS: Teamsters-1

Teamsters	Percentage	"A"	"B"	"C"	Working Holiday
		<i>Straight Time</i>	<i>Over Time</i>	<i>Double Time</i>	
Base Rate:		\$ 30.50	\$ 45.75	\$ 61.00	\$ 91.50
Taxes					
FICA	7.65%	\$ 2.33	\$ 3.50	\$ 4.67	\$ 7.00
Federal Unemployment	0.80%	\$ 0.24	\$ 0.37	\$ 0.49	\$ 0.73
State Unemployment	9.90%	\$ 3.02	\$ 4.53	\$ 6.04	\$ 9.06
Insurance					
Workman's Compensation	12.27%	\$ 3.74	\$ 5.61	\$ 7.48	\$ 11.23
Disability Insurance	\$.53/Wk				
Benefits					
total fringe		\$ 25.88	\$ 27.82	\$ 27.82	34.46
Health Benefit Fund			\$ -	\$ -	
Pension Fund			\$ -	\$ -	
Training/Education Fund			\$ -	\$ -	
L.E.C.E.T Fund					
Annuity Fund			\$ -	\$ -	
S.U.F			\$ -	\$ -	
I.A.F					
Working Dues Deduction					
District Council Deduction					
I.L.P./P.A.C Deduction					
NYS L.O.F.					
SUB-TOTAL		\$ 65.72	\$ 87.58	\$ 107.50	\$ 153.98
Overhead & Profit	0%	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ 65.72	\$ 87.58	\$ 107.50	\$ 153.98

AGENDA ITEM NO. 11.2

**Authorization to Award Change Order #2
for Contract #1009-PAV Long Term and
Employee Parking Lot Paving to
New Castle Paving .**

AGENDA ITEM NO: 11.2
MEETING DATE: November 9, 2020

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

DEPARTMENT: *Planning and Engineering*

ACAA Approved
11/09/2020

Contact Person: *John LaClair, P.E. Chief Engineer*

PURPOSE OF REQUEST:

Change Order #2: *Authorization to award Change Order #2 to Contract #1009-PAV
Long Term and Employee Parking Lot Paving to New Castle Paving*

CONTRACT AMOUNT:

Base Amount:	\$195,892.00
Change Order #1:	12,890.44
Change Order #2:	<u>129,653.00*</u>
Total:	\$338,435.44

**Pending approval at this meeting.*

BUDGET INFORMATION:

Federal Airport Improvement Program
Anticipated in Current ALB Capital Plan: Yes___ No ✓ NA___
Funding Account No.: 53030.30.0000

FISCAL IMPACT - FUNDING

Federal 0% State 0% Airport 100% NA _____
Term of Funding: 2020
Grant No.: N/A State PIN: N/A

JUSTIFICATION:

Request for authorization of Change Order #2 for Contract 1009-PAV for Long Term and Employee Lot Paving to New Castle Paving of Troy, N.Y. in the amount of \$129,653.00 for the paving of an additional long term parking lot and unforeseen conditions encountered by the contractor during construction which include rebuilding a drainage structure, full depth pavement area and replacement of box beam guiderail.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

AGENDA ITEM NO: 11.2
MEETING DATE: November 9, 2020

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES NA

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Chief Financial Officer has approved. YES NO

BACK-UP MATERIAL:

AIA Document G701 Change Order

DRAFT

AIA® Document G701™ - 2017

Change Order

PROJECT: (Name and address) Terminal Parking Solar Canopy Improvements and Paving	CONTRACT INFORMATION: Contract For: Milling & Paving Date: July 6, 2020	CHANGE ORDER INFORMATION: Change Order Number: 002 Date: 9/23/2020
OWNER: (Name and address) Albany County Airport Authority Administration Building, Suite 200 Albany, NY 12211-1057	ARCHITECT: (Name and address) Bergmann Associates 2 Winners Circle, Suite 102 Albany, NY 12203	CONTRACTOR: (Name and address) New Castle Paving, LLC 1 Madison St, Suite 100, Troy, NY 12180

THE CONTRACT IS CHANGED AS FOLLOWS:


(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits. Also include agreed upon adjustments attributable to executed Construction Change Directives.)
 Undercut upper parking lot area of approximately 21,460 SF by 1', install fabric and subbase as directed by engineer - \$61,000.00
 Additional Electrical Conduit Installed per Owner - \$4,110.00
 Exploratory Excavation to confirm existing utilities not shown on construction drawings - \$3,000.00
 Existing abandoned Sanitary Sewer Structure removal & disposal not shown on construction drawings - \$1,500.00

The original Contract Sum was
 The net change by previously authorized Change Orders
 The Contract Sum prior to this Change Order was
 The Contract Sum will be increased by this Change Order in the amount of
 The new Contract Sum including this Change Order will be
 The Contract Time will be increased by Zero (0) days.
 The new date of Substantial Completion will be 9/18/2020

\$	195,892.00
\$	12,890.44
\$	208,782.44
\$	129,653.00
\$	338,435.44

NOTE: This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.

NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONTRACTOR AND OWNER.

_____ ARCHITECT (Firm name)	New Castle Paving, LLC _____ CONTRACTOR (Firm name)	_____ OWNER (Firm name)
_____ SIGNATURE	 _____ SIGNATURE	_____ SIGNATURE
_____ PRINTED NAME AND TITLE	Sarah Killeen - Project Manager _____ PRINTED NAME AND TITLE	_____ PRINTED NAME AND TITLE
_____ DATE	9/23/2020 _____ DATE	_____ DATE

AGENDA ITEM NO. 12

Authorization of Federal and State Grants

AGENDA ITEM NO. 13

**Emergency Procurement Approvals by CEO –
Informational Only**

Old Business

New Business

Executive Session

Attorney-Client Privilege Matters