



MARCH 28, 2022 - 7:00 PM

**AGENDA
AVIATION COMMITTEE
PURSUANT TO RESOLUTION NO. 08-100, RULES I, II, AND III**

I. COMMUNICATIONS

II. RESOLUTIONS, MOTIONS, AND NOTICES

1. Resolution authorizing advertising agreements on behalf of the Elmira Corning Regional Airport
2. Resolution authorizing agreement with McFarland Johnson, Inc. on behalf of the Elmira Corning Regional Airport (RFP-2373 Engineering & Environmental Planning)
3. Resolution authorizing agreement with U.S. General Services Administration on behalf of the U.S. Department of Homeland Security, Transportation Security Administration for the lease of space at the Elmira Corning Regional Airport
4. Resolution amending agreement with Seneca Mineral Company on behalf of the Elmira Corning Regional Airport

III. OLD BUSINESS

IV. NEW BUSINESS

V. ADJOURNMENT



CHEMUNG COUNTY ROUTE SLIP * PERSONNEL REQUISITION

Resolution authorizing advertising agreements on behalf of the Elmira Corning Regional Airport

Resolution #:

Slip Type: OTHER

SEQRA status

State Mandated False

Explain action needed or Position requested (justification):

Requesting a resolution authorizing the 2022 advertising agreements on behalf of the Elmira Corning Regional Airport.

Spectrum - \$25,200/year

WENY - \$21,750/year

WYDC - \$29,135/year

TCAT - \$3,750/year

WETM - \$16,340/year

Totaling \$96,175.00 per year to be paid for via SCASDP Grant (Small Community Air Service Development Program). Prior Resolutions 17-413, 18-461

CREATION:

Date/Time:	Department:
2/7/2022 10:27:02 AM	County Executive

APPROVALS:

Date/Time:	Approval:	Department:	
2/7/2022 10:39 AM	Approved	County Executive	
2/25/2022 3:16 PM	Approved	Budget and Research	
3/10/2022 2:30 PM	Approved	Legislature Chairman	

ATTACHMENTS:

STAMP_ITEMNUMB

Name:	Description:	Type:
 ELM_SPECTRUM_DIGITAL.pdf	ELM Spectrum Digital	Cover Memo
 ELM_WENY_TV.pdf	ELM WENY TV	Cover Memo
 ELM_WYDC_COLLEGE_BASKETBALL.pdf	ELM WYDC College Basketball	Cover Memo
 ELM_WYDC_DIGITAL.pdf	ELM WYDC Digital	Cover Memo
 ELM_WYDC_METS.pdf	ELM WYDC METS	Cover Memo
 ELM_WYDC_MLB_NCAA_NFL.pdf	ELM WYDC MLB NCAA NFL	Cover Memo
 ELM_WYDC_NASCAR.pdf	ELM WYDC NASCAR	Cover Memo
 Elmira_Coming_Regional_Airport_Transit_2022_(2).docx	Elmira Coming Regional Airport Transit 2022	Cover Memo
 WETM_2022.pdf	ELM WETM TV	Cover Memo

Presented to

Elmira Corning Regional Airport

2022 Proposal



STAMP_ITEMNUMBER

Kathy Chilson December 2021

Elmira Corning Regional Airport --2022

Online Digital Display

	\$700 per month	Binghamton zone	Display		
	\$700 per month	Ithaca zone	Display		
	\$700 per month	Williamsport zone	Display		
	\$2100 per month		Annual - \$25,200		

Client signature _____

Elmira/Corning
Regional
Airport



STAMP_ITEMNUMBER



2022 Advertising Contract – Option A



Carol Mozes




cmozes@weny.com

12/8/22

STAMP_ITEMNUMBER



Monthly Television Schedule

Station	Time	Days	Program Name	Length	WEEK WEEK WEEK WEEK				#
					1	2	3	4	
	6:00a-7:00a	M-F	MORNING NEWS	:15	3	3	3	3	12
	7:00a-9:00a	M-F	GOOD MORNING AMERICA	:15	3	3	3	3	12
	6:00p-6:30p	M-Su	TWIN TIERS TONIGHT	:15	3	3	3	3	12
	11:00p-11:30p	M-Su	LATE NEWS	:15	3	3	3	3	12
	5:00a-12:00a	M-F	ROTATOR	:15	10	10	10	10	40
	6:00a-7:00a	M-F	MORNING NEWS	:15	3	3	3	3	12
	11:00-12:00p	M-F	PRICE IS RIGHT	:15	3	3	3	3	12
	5:30p-6:30p	M-F	TWIN TIERS TONIGHT	:15	3	3	3	3	12
	11:00p-11:30p	M-Su	LATE NEWS	:15	3	3	3	3	12
	5:00a-12:00a	M-F	ROTATOR	:15	10	10	10	10	40
	8:00p-10:00p	M-F	PRIME	:15	8	8	8	8	32
	5:00a-12:00a	M-F	ROTATOR	:15	10	10	10	10	40
FLIGHT TOTALS					62	62	62	62	248

* All local CBS news is simulcast on NY Local Ithaca

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This content is protected by WENY unless written consent is provided.



Sports – Sports - Sports



NFL on CBS

15 NFL Sunday games

- 1X :15 commercial/game
- 1X :04 ID/game



PGA Tour on CBS

10 PGA Tournaments Saturday and Sunday

- 1X :15 commercial/Tournament



NCAA Football on CBS

10 NCAA Saturday games

- 1X :15 commercial/game
- 1X :04 ID/game

STAMP_ITEMNUMBER



Travel Forecast Sponsorship

Connect with the Twin Tiers on WENY ABC, CBS, CW and NY Local Ithaca during Good Morning Twin Tiers at 5AM and 6AM each weekday morning with the Travel Forecast

Elmira Corning Regional Airport logo displayed on the Travel Forecast map on WENY ABC, CBS, CW and NY Local Ithaca

20X Travel Forecast promos air each month on each ABC, CBS CW and NY Local Ithaca encouraging viewers to tune in to the Travel Forecast. Promos include the Elmira Corning Regional Airport logo and *"brought to you by Elmira Corning Regional Airport"*

sponsorship value : \$2,000.00/month



STAMP ITEMNUMBER



Annual Summary

A multi-network marketing plan that includes:

- Trusted Local News on ABC, CBS and NY Local Ithaca
- Great sports programming including NFL, PGA Golf and NCAA Football
- Travel Forecast Sponsorship Package
- Web Ads in all sizes (728X90, 300X250, 320X50, 970X90 970X250) to rotate on WENY.com

Annual Investment not to exceed \$21,750.00

Marketing plan will begin when approved and signed – December 31st 2022

Signature_____ Date_____ STAMP_ITEMNUMBER

01/07/2
13:05:02

WYDC
Contract Confirmation

Page: 1

Contract number:	38695	Order Date:	01/07/22
Product Descr:	ELMIRA-CORNING REG AIRPORT	Valid from:	02/05/22
Advertiser	4516 ELMIRA CORNING REGIONAL	thru:	03/12/22
Agency:	0 (n/a)	Gross billing?	n
Rep Firm:	0 (n/a)	Affidavit?	y
Bill to:	ELMIRA CORNING REGIONAL	Exact times?	y
	276 SING SING RD, SUITE 1	Notarized script?	n
	ANN CROOK - MANAGERS OFFICE	Co-op invoice?	n
	HORSEHEADS NY 14845	Number of inv copies:	1
		Cust ord#:	COLLEGE BASKETBALL
Acct Exec:	189 SCOTT BENJAMIN	Agency commission:	0.00
Class:	cm commercial matter	Rep firm commissn:	0.00
Terms:	3 NET 10 DAYS	A/E commission:	0.00
Billing	2 STANDARD BROADCAST MONTH	Revision number:	
Billing	14 BILL STANDARD BROADCAST MONTH	Revision date:	01/07/22

Page	Run Dates		Run Times	Qty	Valid							Qty/Day			Lngh	Rate	Chnl
	From	Thru	or Daypart	/Wk	Mon	Tue	Wed	Thu	Fri	Sat	Sun						
1	02/05/22	02/06/22	11:30a-12n		0	0	0	0	0	1	1	0:15			20.00		1
2	02/05/22	02/06/22	12n- 2p		0	0	0	0	0	1	1	0:15			50.00		1
3	02/05/22	02/05/22	2p- 2:30p		0	0	0	0	0	1	0	0:15			20.00		1
4	02/05/22	02/05/22	2:30p- 4:30p		0	0	0	0	0	1	0	0:15			50.00		1
5	02/05/22	02/05/22	4:30p- 5p		0	0	0	0	0	1	0	0:15			20.00		1
6	02/12/22	02/12/22	12:30p- 1p		0	0	0	0	0	1	0	0:15			20.00		1
7	02/12/22	02/12/22	1p- 3p		0	0	0	0	0	1	0	0:15			50.00		1
8	02/12/22	02/12/22	3p- 3:30p		0	0	0	0	0	1	0	0:15			20.00		1
9	02/12/22	02/12/22	3:30p- 5:30p		0	0	0	0	0	1	0	0:15			50.00		1
10	02/13/22	02/13/22	11:30a-12n		0	0	0	0	0	0	1	0:15			20.00		1
11	02/13/22	02/13/22	12n- 2p		0	0	0	0	0	0	1	0:15			50.00		1
12	02/13/22	02/13/22	2p- 2:30p		0	0	0	0	0	0	1	0:15			20.00		1
13	02/13/22	02/13/22	2:30p- 4p		0	0	0	0	0	0	1	0:15			50.00		1
14	02/19/22	02/19/22	11:30a-12n		0	0	0	0	0	1	0	0:15			20.00		1
15	02/19/22	02/19/22	12n- 2p		0	0	0	0	0	1	0	0:15			50.00		1
16	02/19/22	02/19/22	2p- 2:30p		0	0	0	0	0	1	0	0:15			20.00		1
17	02/19/22	02/19/22	2:30p- 4:30p		0	0	0	0	0	1	0	0:15			50.00		1

01/07/2
13:05:02

WYDC
Contract Confirmation

Page: 2

Contract number:	38695	Order Date:	01/07/22
Product Descr:	ELMIRA-CORNING REG AIRPORT	Valid from:	02/05/22
Advertiser	4516 ELMIRA CORNING REGIONAL	thru:	03/12/22
Agency:	0 (n/a)	Gross billing?	n
Rep Firm:	0 (n/a)	Affidavit?	y
Bill to:	ELMIRA CORNING REGIONAL	Exact times?	y
	276 SING SING RD, SUITE 1	Notarized script?	n
	ANN CROOK - MANAGERS OFFICE	Co-op invoice?	n
	HORSEHEADS NY 14845	Number of inv copies:	1
		Cust ord#:	COLLEGE BASKETBALL
Acct Exec:	189 SCOTT BENJAMIN	Agency commission:	0.00
Class:	cm commercial matter	Rep firm commissn:	0.00
Terms:	3 NET 10 DAYS	A/E commission:	0.00
Billing	2 STANDARD BROADCAST MONTH	Revision number:	
Billing	14 BILL STANDARD BROADCAST MONTH	Revision date:	01/07/22

Page	Run Dates		Run Times or Daypart	Qty /Wk	Valid Qty/Day							Lngh	Rate	Chnl
	From	Thru			Mon	Tue	Wed	Thu	Fri	Sat	Sun			
18	02/19/22	02/19/22	4:30p- 5p		0	0	0	0	0	1	0	0:15	20.00	1
19	02/19/22	02/19/22	5p- 7p		0	0	0	0	0	1	0	0:15	50.00	1
20	02/26/22	02/26/22	12:30p- 1p		0	0	0	0	0	1	0	0:15	20.00	1
21	02/26/22	02/26/22	1p- 3p		0	0	0	0	0	1	0	0:15	50.00	1
22	02/26/22	02/26/22	3:30p- 5:30p		0	0	0	0	0	1	0	0:15	50.00	1
23	02/26/22	02/26/22	5:30p- 6p		0	0	0	0	0	1	0	0:15	20.00	1
24	03/05/22	03/05/22	12n- 2p		0	0	0	0	0	1	0	0:15	50.00	1
25	03/05/22	03/05/22	2p- 2:30p		0	0	0	0	0	1	0	0:15	20.00	1
26	03/05/22	03/05/22	2:30p- 4:30p		0	0	0	0	0	1	0	0:15	50.00	1
27	03/05/22	03/05/22	5p- 7p		0	0	0	0	0	1	0	0:15	50.00	1
28	03/05/22	03/05/22	7p- 7:30p		0	0	0	0	0	1	0	0:15	20.00	1
29	03/06/22	03/06/22	12n-12:30p		0	0	0	0	0	0	1	0:15	20.00	1
30	03/06/22	03/06/22	12:30p- 2:30p		0	0	0	0	0	0	1	0:15	50.00	1
31	03/12/22	03/12/22	6p- 6:30p		0	0	0	0	0	1	0	0:15	50.00	1
32	03/12/22	03/12/22	6:30p- 8:30p		0	0	0	0	0	1	0	0:15	125.00	1

Billing Projection

01/07/2
13:05:02

WYDC
Contract Confirmation

Page: 3

Contract number:	38695	Order Date:	01/07/22
Product Descr:	ELMIRA-CORNING REG AIRPORT	Valid from:	02/05/22
Advertiser	4516 ELMIRA CORNING REGIONAL	thru:	03/12/22
Agency:	0 (n/a)	Gross billing?	n
Rep Firm:	0 (n/a)	Affidavit?	y
Bill to:	ELMIRA CORNING REGIONAL	Exact times?	y
	276 SING SING RD, SUITE 1	Notarized script?	n
	ANN CROOK - MANAGERS OFFICE	Co-op invoice?	n
	HORSEHEADS NY 14845	Number of inv copies:	1
		Cust ord#:	COLLEGE BASKETBALL
Acct Exec:	189 SCOTT BENJAMIN	Agency commission:	0.00
Class:	cm commercial matter	Rep firm commissn:	0.00
Terms:	3 NET 10 DAYS	A/E commission:	0.00
Billing	2 STANDARD BROADCAST MONTH	Revision number:	
Billing	14 BILL STANDARD BROADCAST MONTH	Revision date:	01/07/22

Page	Run Dates	Run Times	Qty	Valid	Qty/Day														
	From	Thru	or Daypart	/Wk	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Lngh	Rate	Chnl					
	February																		

	25/	860.00	9/	435.00															

Total spots: 34 Gross: 1295.00 Net: 1295.00

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01/07/2
13:04:51

WYDC
Contract Confirmation

Page: 1

Contract number:	38696	Order Date:	01/07/22
Product Descr:	ELMIRA-CORNING REG	Valid from:	01/31/22
Advertiser	4516 ELMIRA CORNING REGIONAL	thru:	01/29/23
Agency:	0 (n/a)	Gross billing?	n
Rep Firm:	0 (n/a)	Affidavit?	y
Bill to:	ELMIRA CORNING REGIONAL	Exact times?	y
	276 SING SING RD, SUITE 1	Notarized script?	n
	ANN CROOK - MANAGERS OFFICE	Co-op invoice?	n
	HORSEHEADS NY 14845	Number of inv copies:	1
		Cust ord#:	DIGITAL 2022
Acct Exec:	189 SCOTT BENJAMIN	Agency commission:	0.00
Class:	cm commercial matter	Rep firm commissn:	0.00
Terms:	3 NET 10 DAYS	A/E commission:	0.00
Billing	2 STANDARD BROADCAST MONTH	Revision number:	
Billing	14 BILL STANDARD BROADCAST MONTH	Revision date:	01/07/22

Page	Run Dates From Thru	Run Times or Daypart	Qty ----- /Wk	Valid	Qty/Day ----- Mon Tue Wed Thu Fri Sat Sun	Lngh	Rate	Chnl
	01/31/22 01/29/23	OTT DIGITAL 2022					500.00	1

Billing Projection

January	February	March	April
0/ 0.00	0/ 500.00	0/ 500.00	0/ 500.00
May	June	July	August
0/ 500.00	0/ 500.00	0/ 500.00	0/ 500.00
September	October	November	December
0/ 500.00	0/ 500.00	0/ 500.00	0/ 500.00
January			
0/ 500.00			

Total spots: 0 Gross: 6000.00 Net: 0.00

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01/07/2
15:52:46

WJKP
Contract Confirmation

Page: 1

Contract number:	38697	Order Date:	01/07/22
Product Descr:	ELMIRA-CORNING REG	Valid from:	04/07/22
Advertiser	4516 ELMIRA CORNING REGIONAL	thru:	09/22/22
Agency:	0 (n/a)	Gross billing?	n
Rep Firm:	0 (n/a)	Affidavit?	y
Bill to:	ELMIRA CORNING REGIONAL	Exact times?	y
	276 SING SING RD, SUITE 1	Notarized script?	n
	ANN CROOK - MANAGERS OFFICE	Co-op invoice?	n
	HORSEHEADS NY 14845	Number of inv copies:	1
		Cust ord#:	METS ON WJKP 2022
Acct Exec:	189 SCOTT BENJAMIN	Agency commission:	0.00
Class:	cm commercial matter	Rep firm commissn:	0.00
Terms:	3 NET 10 DAYS	A/E commission:	0.00
Billing	2 STANDARD BROADCAST MONTH	Revision number:	
Billing	14 BILL STANDARD BROADCAST MONTH	Revision date:	01/07/22

Page	Run Dates	Run Times	Qty	Valid	Qty/Day											
	From	Thru	or Daypart	/Wk	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Lngh	Rate	Chnl		
1	04/07/22	09/22/22	1p- 7p		0	0	0	4	0	0	0	0:15	15.00	3		

Billing Projection

April	May	June	July
12/ 180.00	20/ 300.00	16/ 240.00	20/ 300.00
August	September		
16/ 240.00	16/ 240.00		

Total spots: 100 Gross: 1500.00 Net: 1500.00

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01/07/2
15:52:19

WYDC
Contract Confirmation

Page: 1

Contract number:	38700	Order Date:	01/07/22
Product Descr:	ELMIRA-CORNING REG AIRPORT	Valid from:	08/28/22
Advertiser	4516 ELMIRA CORNING REGIONAL	thru:	12/27/23
Agency:	0 (n/a)	Gross billing?	n
Rep Firm:	0 (n/a)	Affidavit?	y
Bill to:	ELMIRA CORNING REGIONAL	Exact times?	y
	276 SING SING RD, SUITE 1	Notarized script?	n
	ANN CROOK - MANAGERS OFFICE	Co-op invoice?	n
	HORSEHEADS NY 14845	Number of inv copies:	1
		Cust ord#:	MLB, NCAA, NFL,
Acct Exec:	189 SCOTT BENJAMIN	Agency commission:	0.00
Class:	cm commercial matter	Rep firm commissn:	0.00
Terms:	3 NET 10 DAYS	A/E commission:	0.00
Billing	2 STANDARD BROADCAST MONTH	Revision number:	
Billing	14 BILL STANDARD BROADCAST MONTH	Revision date:	01/07/22

Page	Run Dates		Run Times or Daypart	Qty /Wk	Valid Qty/Day							Lngh	Rate	Chnl
	From	Thru			Mon	Tue	Wed	Thu	Fri	Sat	Sun			
1	08/28/22	08/28/22	8p-11p		0	0	0	0	0	0	1	0:15	100.00	1
2	09/04/22	12/25/22	11a- 1p		0	0	0	0	0	0	1	0:15	50.00	1
3	09/04/22	01/15/23	1p- 7p		0	0	0	0	0	0	2	0:15	200.00	1
4	01/15/23	01/15/23	1p- 7p		0	0	0	0	0	0	1	0:15	200.00	1
5	11/23/23	11/23/23	11a- 1p		0	0	0	1	0	0	0	0:15	75.00	1
6	11/23/23	11/23/23	1p- 4p		0	0	0	1	0	0	0	0:15	275.00	1
7	01/22/23	01/29/23	11a- 1p		0	0	0	0	0	0	1	0:15	50.00	1
8	01/22/23	01/22/23	1p- 4p		0	0	0	0	0	0	1	0:15	300.00	1
9	01/29/23	01/29/23	1p- 4p		0	0	0	0	0	0	1	0:15	350.00	1
10	02/05/23	02/05/23	12n- 1p		0	0	0	0	0	0	1	0:15	75.00	1
11	02/05/23	02/05/23	1p- 4p		0	0	0	0	0	0	1	0:15	675.00	1
12	10/24/22	10/31/22	7:30p- 8p		1	1	1	0	1	1	1	0:15	75.00	1
13	10/24/22	10/31/22	8p-11p		1	1	1	0	1	1	1	0:15	200.00	1
14	06/09/23	08/11/23	7:30p- 8p		0	0	0	0	1	0	0	0:15	50.00	1
15	06/09/23	08/11/23	8p-11p		0	0	0	0	1	0	0	0:15	75.00	1
16	07/19/23	07/19/23	7:30p- 8p		0	0	1	0	0	0	0	0:15	100.00	1
17	07/19/23	07/19/23	8p-11p		0	0	1	0	0	0	0	0:15	150.00	1

Contract number:	38700	Order Date:	01/07/22
Product Descr:	ELMIRA-CORNING REG AIRPORT	Valid from:	08/28/22
Advertiser	4516 ELMIRA CORNING REGIONAL	thru:	12/27/23
Agency:	0 (n/a)	Gross billing?	n
Rep Firm:	0 (n/a)	Affidavit?	y
Bill to:	ELMIRA CORNING REGIONAL	Exact times?	y
	276 SING SING RD, SUITE 1	Notarized script?	n
	ANN CROOK - MANAGERS OFFICE	Co-op invoice?	n
	HORSEHEADS NY 14845	Number of inv copies:	1
		Cust ord#:	MLB, NCAA, NFL,
Acct Exec:	189 SCOTT BENJAMIN	Agency commission:	0.00
Class:	cm commercial matter	Rep firm commissn:	0.00
Terms:	3 NET 10 DAYS	A/E commission:	0.00
Billing	2 STANDARD BROADCAST MONTH	Revision number:	
Billing	14 BILL STANDARD BROADCAST MONTH	Revision date:	01/07/22

Page	Run Dates From Thru	Run Times or Daypart	Qty ----- /Wk	Valid	Qty/Day -----	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Lngh	Rate	Chnl
18	08/19/23 08/19/23	7:30p- 8p				0	0	0	0	0	1	0	0:15	100.00	1
19	08/19/23 08/19/23	8p-11p				0	0	0	0	0	1	0	0:15	150.00	1
20	09/16/23 12/02/23	12n- 1p				0	0	0	0	0	1	0	0:15	20.00	1
21	09/16/23 12/02/23	1p- 7p				0	0	0	0	0	3	0	0:15	50.00	1
22	12/09/23 12/09/23	12n- 1p				0	0	0	0	0	1	0	0:15	50.00	1
23	12/02/23 12/02/23	12n- 1p				0	0	0	0	0	1	0	0:15	50.00	1
24	12/02/23 12/02/23	12n- 1p				0	0	0	0	0	1	0	0:15	125.00	1
25	12/23/23 12/23/23	12n- 1p				0	0	0	0	0	1	0	0:15	30.00	1
26	12/23/23 12/23/23	1p- 4p				0	0	0	0	0	1	0	0:15	75.00	1

Billing Projection

August	September	October	November
1/ 100.00	12/ 1800.00	27/ 3900.00	14/ 2075.00
December	January	February	March
12/ 1800.00	11/ 2150.00	2/ 750.00	0/ 0.00
April	May	June	July
0/ 0.00	0/ 0.00	6/ 375.00	12/ 875.00
August	September	October	November
6/ 500.00	8/ 340.00	20/ 850.00	18/ 1030.00

01/07/2
15:52:19

WYDC
Contract Confirmation

Page: 3

Contract number:	38700	Order Date:	01/07/22
Product Descr:	ELMIRA-CORNING REG AIRPORT	Valid from:	08/28/22
Advertiser	4516 ELMIRA CORNING REGIONAL	thru:	12/27/23
Agency:	0 (n/a)	Gross billing?	n
Rep Firm:	0 (n/a)	Affidavit?	y
Bill to:	ELMIRA CORNING REGIONAL	Exact times?	y
	276 SING SING RD, SUITE 1	Notarized script?	n
	ANN CROOK - MANAGERS OFFICE	Co-op invoice?	n
	HORSEHEADS NY 14845	Number of inv copies:	1
		Cust ord#:	MLB, NCAA, NFL,
Acct Exec:	189 SCOTT BENJAMIN	Agency commission:	0.00
Class:	cm commercial matter	Rep firm commissn:	0.00
Terms:	3 NET 10 DAYS	A/E commission:	0.00
Billing	2 STANDARD BROADCAST MONTH	Revision number:	
Billing	14 BILL STANDARD BROADCAST MONTH	Revision date:	01/07/22

Page	Run Dates	Run Times	Qty	Valid	Qty/Day													
	From	Thru	or Daypart	/Wk	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Lngh	Rate	Chnl				
	December																	

	9/	500.00																

Total spots: 158

Gross: 17045.00

Net: STAMP_ITEMNUMB

01/07/2
13:04:40

WYDC
Contract Confirmation

Page: 1

Contract number:	38698	Order Date:	01/07/22
Product Descr:	ELMIRA-CORNING REG AIRPORT	Valid from:	02/06/22
Advertiser	4516 ELMIRA CORNING REGIONAL	thru:	05/29/22
Agency:	0 (n/a)	Gross billing?	n
Rep Firm:	0 (n/a)	Affidavit?	y
Bill to:	ELMIRA CORNING REGIONAL	Exact times?	y
	276 SING SING RD, SUITE 1	Notarized script?	n
	ANN CROOK - MANAGERS OFFICE	Co-op invoice?	n
	HORSEHEADS NY 14845	Number of inv copies:	1
		Cust ord#:	NASCAR 2022
Acct Exec:	189 SCOTT BENJAMIN	Agency commission:	0.00
Class:	cm commercial matter	Rep firm commissn:	0.00
Terms:	3 NET 10 DAYS	A/E commission:	0.00
Billing	2 STANDARD BROADCAST MONTH	Revision number:	
Billing	14 BILL STANDARD BROADCAST MONTH	Revision date:	01/07/22

Page	Run Dates		Run Times	Qty	Valid Qty/Day									
	From	Thru	or Daypart	/Wk	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Lngh	Rate	Chnl
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1	02/06/22	02/06/22	4p- 5p		0	0	0	0	0	0	1	0:15	75.00	1
2	02/06/22	02/06/22	5p- 7p		0	0	0	0	0	0	1	0:15	150.00	1
3	02/20/22	02/20/22	1p- 2:30p		0	0	0	0	0	0	1	0:15	80.00	1
4	02/20/22	02/20/22	2:30p- 6:30p		0	0	0	0	0	0	1	0:15	425.00	1
5	02/27/22	03/13/22	3p- 3:30p		0	0	0	0	0	0	1	0:15	50.00	1
6	02/27/22	03/13/22	3:30p- 7p		0	0	0	0	0	0	1	0:15	210.00	1
7	03/20/22	03/20/22	2:30p- 3p		0	0	0	0	0	0	1	0:15	50.00	1
8	03/20/22	03/20/22	3p- 7p		0	0	0	0	0	0	1	0:15	210.00	1
9	03/27/22	04/03/22	3p- 3:30p		0	0	0	0	0	0	1	0:15	50.00	1
10	03/27/22	04/03/22	3:30p- 7p		0	0	0	0	0	0	1	0:15	210.00	1
11	04/17/22	04/17/22	6p- 7p		0	0	0	0	0	0	1	0:15	50.00	1
12	04/17/22	04/17/22	7p-10p		0	0	0	0	0	0	1	0:15	210.00	1
13	04/23/22	04/23/22	3:30p- 4p		0	0	0	0	0	1	0	0:15	50.00	1
14	04/23/22	04/23/22	4p- 7p		0	0	0	0	0	1	0	0:15	175.00	1
15	04/24/22	04/24/22	2:30p- 3p		0	0	0	0	0	0	1	0:15	50.00	1
16	04/24/22	04/24/22	3p- 7p		0	0	0	0	0	0	1	0:15	210.00	1
17	05/29/22	05/29/22	5p- 6p		0	0	0	0	0	0	1	0:15	50.00	1

01/07/2
13:04:40

WYDC
Contract Confirmation

Page: 2

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	ANN CROOK - MANAGERS OFFICE	Co-op invoice?	n
	HORSEHEADS NY 14845	Number of inv copies:	1
		Cust ord#:	NASCAR 2022
Acct Exec:	189 SCOTT BENJAMIN	Agency commission:	0.00
Class:	cm commercial matter	Rep firm commissn:	0.00
Terms:	3 NET 10 DAYS	A/E commission:	0.00
Billing	2 STANDARD BROADCAST MONTH	Revision number:	
Billing	14 BILL STANDARD BROADCAST MONTH	Revision date:	01/07/22

Page	Run Dates	Run Times	Qty	Valid	Qty/Day											
	From	Thru	or Daypart	/Wk	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Lngh	Rate	Chnl		
18	05/29/22	05/29/22	6p-10:30p		0	0	0	0	0	0	1	0:15	210.00	1		

Billing Projection

February	March	April	May
6/ 990.00	8/ 1040.00	8/ 1005.00	2/ 260.00

Total spots: 24 Gross: 3295.00 Net: 1195.00

STAMP_ITEMNUMB



2022 Contract

Order: 187

Contract Date: December 27, 2021

Agent: Stacey Sholar

Contact: Chelly Huffman

Phone: 607-739-5621 ext 236

Email: chuffman@co.chemung.ny.us

Agency / Client: Street Address: 276 Sing Sing Road, Horseheads, NY 14845

Advertiser: .Elmira Corning Regional Airport

Special Notes:

Start Date 3/1/22

End Date: 2/28/22

Size	Number of Units	Months	Cost Per Unit	Total
King Board 29x144	1	12	\$300	\$3,600
Production	1		\$150	\$150
				\$3,750



Read and Agreed: _____ Date: _____

Please sign and email back to: ssholar@cyradiogroup.com

1751 Hanshaw Rd. ♦ Ithaca, NY 14850

Phone: (607) 257-6400 ♦ Fax: (607) 257-6497 ♦ Email: cosadchey@cyradiogroup.com SPAM_ITEMNUMB



**ELMIRA CORNING
REGIONAL AIRPORT**

MY ELMIRA LERS.COM
POWERED BY W E T M 18

Value • Convenience • Connections



**Television and Digital
Proposal
Advertising 2022**



ELMIRA CORNING
REGIONAL AIRPORT

2022 TV
March / April – December 2022



STAMP_ITEMNUMB

REGIONAL AIRPORT



TELEVISION PROGRAM	Spots	Total
WETM-18 News ROS (6a,5p,530p, 6p,11p)	225	\$6,750
WETM-18.2 5p-11p	265	\$530
WETM 18 News/Today Show(5a-9a)	188	\$3,760
Special fund- Prime specials, NFL football, Golf	50	\$2,500
www.mytwintiers.com digital pre-roll(10 months)	11,200/imp	\$2,800
TOTALS 728		\$16,340





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ELMIRA CORNING
REGIONAL AIRPORT



Value • Convenience • Connections

2022 Annual Campaign Summary:

- **728** - :15 (fifteen-second) commercials
 - Special Fund created to be allocated to premium events-Prime, NFL Golf, NASCAR, NBC specials
 - **112,000** pre-roll impressions
- Total Annual Investment = \$16,340

Authorized Agent: _____

Authorized Signature: _____

Date: _____



CHEMUNG COUNTY ROUTE SLIP * PERSONNEL REQUISITION

Resolution authorizing agreement with McFarland Johnson, Inc. on behalf of the Elmira Corning Regional Airport (RFP-2373 Engineering & Environmental Planning)

Resolution #:

Slip Type: OTHER

SEQRA status

State Mandated False

Explain action needed or Position requested (justification):

Requesting resolution authorizing awarding RFP-2373 Engineering & Environmental Planning for ELM to McFarland Johnson, Inc., on behalf of the Elmira Corning Regional Airport. The evaluation committee is requesting that this 5 year contract be a 1 year contract with four automatic one year renewals.

CREATION:

Date/Time:	Department:
2/7/2022 11:17:58 AM	County Executive

APPROVALS:

Date/Time:	Approval:	Department:	
2/7/2022 11:26 AM	Approved	County Executive	
2/25/2022 3:24 PM	Approved	Budget and Research	
3/10/2022 10:42 AM	Approved	Legislature Chairman	

ATTACHMENTS:

Name:	Description:	Type:
RFP-2373_Evaluation_Form.pdf	RFP-2373 Evaluation Form	Cover Memo
Proposal - McFarland Johnson - (RFP-2373_ELM).pdf	Proposal	Cover Memo

STAMP_ITEMNUMB

RFP-2373 Engineering and Environmental Planning for the Elmira Corning Regional Airport
Evaluation Criteria

1 experience in comparable Airport projects and relative quality of such projects (10%)

Comment:

2 Reputation for integrity and competence (10%)

Comment:

3 Key personnel professional background and experience (10%)

Comment:

4 Degree of project understanding & interest shown in undertaking the scope of work (5%)

Comment:

5 Experience/familiarity with FAA/NYS DOT Administrative policies, airport regulations and engineering requirements (10%)

Comment:

6 Demonstrated ability to meet schedules or deadlines (10%)

Comment:

7 Demonstrated ability to establish project budgets and complete work within the budget (10%)

Comment:

8 Capability to furnish qualified inspectors for construction observation and management (10%)

Comment:

9 Familiarity with Chemung County and Elmira Corning Regional Airport (5%)

Comment:

10 Evidence that consultant has established and implemented an Affirmative Action Program (10%)

Comment:

11 Demonstrated ability to proactively recommend programs, policies, and work efforts that would improve the airport and increase efficiency and efficacy of airport operation in a cost-conscious manner (5%)

Comment:

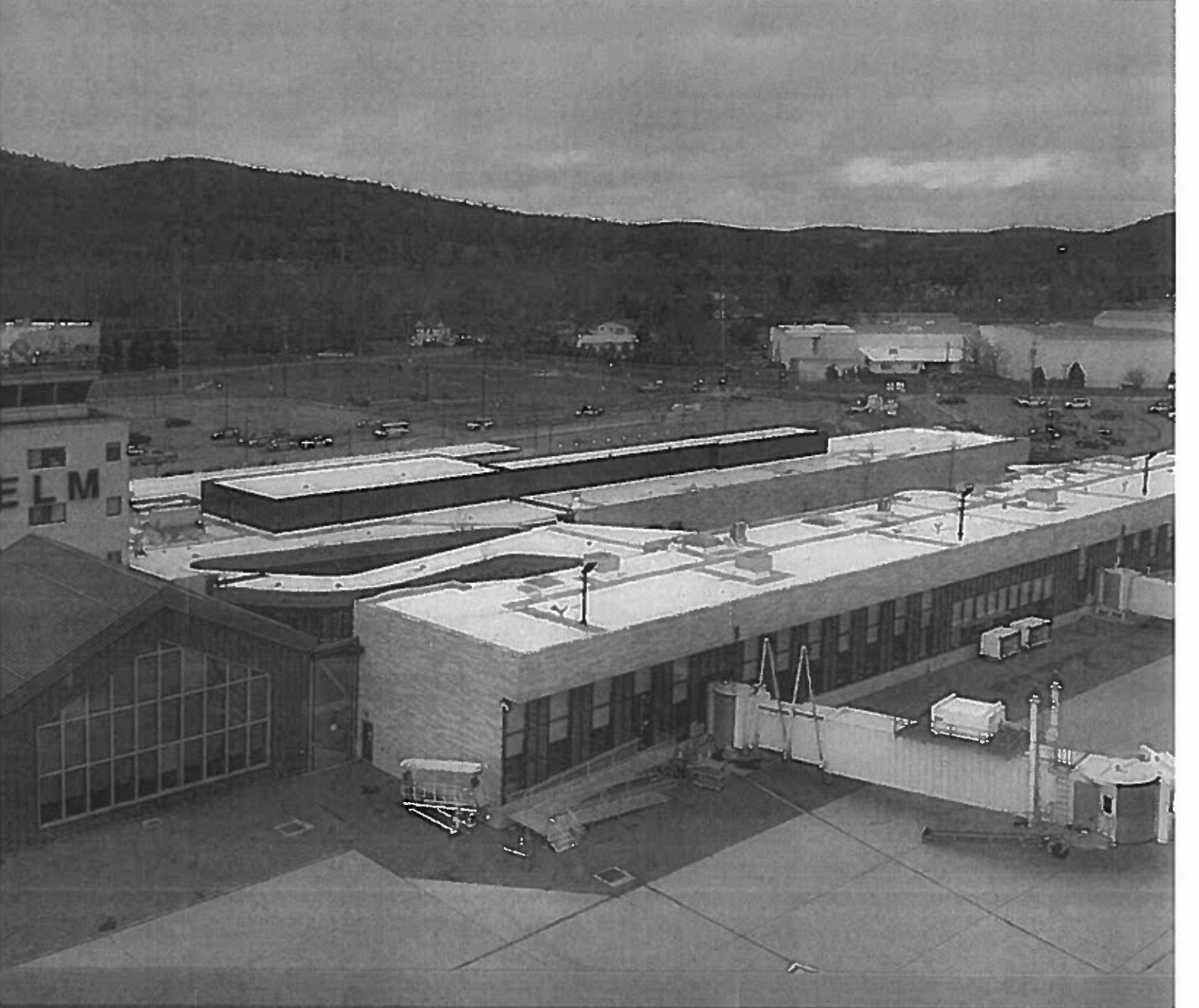
12 Demonstrated ability to incorporate sustainable practices in airport planning and engineering efforts (5%)

Comment:

Percentage:

10
8
10
5
10
10
8
8
5
10
5
5
Total Percentage

1 year contract w/ 4 renewals
automatic 1 year



Engineering and Environmental Planning for the



Proposal for RFP-2373



STAMP_ITEMNUMB



Table of Contents

EXECUTIVE SUMMARY & CRITERIA CHECKLIST

1 UNDERSTANDING OF & INTEREST IN WORKING WITH ELM

- A. Familiarity with Chemung County & Elmira Corning Regional Airport (ELM)*
- B. Project Understanding & Interest in Undertaking the Scope of Work*
- C. Demonstrated Ability to Proactively Recommend Airport Improvements & Increase Efficiency & Efficacy of Airport Operations in a Cost-Conscious Manner*
- D. Demonstrated Ability to Incorporate Sustainable Practices in Airport Planning & Engineering Efforts*
- E. Experience and Familiarity with the FAA & NYSDOT*
- F. Demonstrated Ability to Meet Schedules & Deadlines*
- G. Demonstrated Ability to Establish Budgets & Complete Work Within Budget*

2 FIRM NAME, SIZE, AND LOCATIONS

3 KEY PERSONNEL

- A. Key Personnel Background & Experience*
- B. Organization Chart*
- C. Capability to Furnish Qualified Construction Inspectors*
- D. Evidence of Established Affirmative Action Program*
- E. Resumes*

4 EXPERIENCE

- A. Recent Experience in Providing Comparable Quality Airport Projects*
- B. Project Experience Sheets*

5 AIRPORTS PRESENTLY SERVED

6 REFERENCES

- A. Reputation for Integrity & Competence*

7 SUBCONSULTANT INFORMATION

- A. Hunt Engineers, Architects, Land Surveyors & Landscape Architect, DPC*

8 FORMS

- Vendor Certification*
- Non-Collusion Form*
- Waiver of Immunity*
- Iranian Energy Divestment Certification*
- Certificate of Sexual Harassment*
- W-9*



McFarland Johnson

Innovative Solutions / Sustainable Results

49 Court Street, Suite 240 • Binghamton, NY 13901
Phone: (607) 723-9421 • Fax: (607) 723-4979
www.mjinc.com

January 6, 2022

Mr. Thomas Freeman, Director of Aviation
Elmira Corning Regional Airport
276 Sing Sing Road, Suite 1
Horseheads, NY 14845

RE: **RFP 2373 – Engineering & Environmental Planning for the Elmira Corning Regional Airport**

Dear Tom:

Working with the Elmira Corning Regional Airport (ELM) and Chemung County over the past seven decades is a privilege that we don't take lightly. Throughout those years, we have seen many changes and have continued to earn our place as your strategic advisor and consultant of choice, providing all your engineering, environmental, and planning needs. McFarland Johnson hopes to continue this relationship, and offers the following:

A Trusted Partnership

You can trust in the support of MJ's professionals, because we have proven project success, serving as a trusted advisor, meeting budgets and schedules, and efficiently using scarce funding dollars. MJ has been an able partner, securing funding and delivering projects that address your priorities and we look forward to this continued relationship. We provide seamless continuity implementing your vision for ELM, supported by a proven team with unparalleled knowledge of ELM and strong FAA and NYSDOT Aviation Services Bureau relationships. This offers consistency when advocating for ELM and eliminates mixed messages and learning curves.

Achievement of Goals through Value-Added Services

Save time and money by continuing to harness MJ's comprehensive in-house, value-added services. ELM will remain well positioned for the future, because MJ's value-added services, like grants assistance and above-and-beyond efforts, help you achieve your goals. Beyond expertly executing the next project, MJ's value comes in doing the little (and big) things necessary to implement your vision for the coming years and reducing your administrative burden by tracking and managing ever-changing FAA funding deadlines. We will leverage our vast network of industry and funding agency contacts to give you the very best advice.

Local Talent that Meets All Project Challenges

Address any ELM needs with the support of the largest group of local aviation professionals and the diverse talent pool we offer. You can rest assured knowing your projects will progress more smoothly, backed by professionals experienced in navigating the idiosyncrasies of the NYADO and NY Aviation Services Bureau.

To ensure continuity, **Jeff Wood** will remain as your Program Manager and point of contact. Jeff's intimate familiarity with ELM, and status as an Officer at MJ, emphasizes the importance we place on our relationship with ELM. Jeff and your MJ professionals will also continue to be supported by Hunt Engineers, Architects, Land Surveyors & Landscape Architect, DPC (Hunt), a Horseheads-based firm that will provide survey, construction, and landside design services. Hunt has partnered with MJ on many projects at ELM and is thoroughly familiar with ELM and Chemung County.

We look forward to continuing our successful partnership with ELM. Please note we are in receipt of Addenda 1 and 2, as reflected in the following proposal. If you have any questions or need additional information, please feel free to contact me or Jeff.

Sincerely,
McFarland-Johnson, Inc.

Chad G. Nixon, MBA/Aviation
President / Principal-in-Charge

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EXECUTIVE SUMMARY & CRITERIA CHECKLIST

To summarize the MJ Team's ability to successfully serve the Chemung County and ELM, we offer the following:

1. **EXPERIENCE IN COMPARABLE AIRPORT PROJECTS & RELATIVE QUALITY OF SUCH PROJECTS • 10 % ✓SECTIONS 4A & 4B**
 - MJ's Experience Ranges from General Aviation to Commercial Service Across the Country, across a Variety of Project Types, Providing a Wealth of Experience Relevant to ELM's Upcoming Projects
 - 75+ Years of Aviation Industry Experience within New York State
 - Selected Over Much Larger Firms to Lead Complex and Challenging Projects, Based on Successful Track Record
2. **REPUTATION FOR INTEGRITY & COMPETENCE • 10 % ✓SECTION 6A**
 - Numerous Award-Winning Innovative Projects & Patents, including National Recognition
 - Glowing References, with Decades of Successful Projects with Long-Standing Clients
 - Nationally-Recognized Aviation Experts that are asked to Present at Aviation Conferences Worldwide
 - Recognized & Well-Regarded by Regulatory Agencies
3. **KEY PERSONNEL PROFESSIONAL BACKGROUND & EXPERIENCE • 10 % ✓SECTIONS 3A, 3B & 3E**
 - Respected Program Manager with Significant Time Dedication to ELM and 30+ Years of Experience
 - Dedicated, Local Expert Airport Professionals from All Disciplines - Immediately Available to Work on ELM Projects
 - Depth of Staff and Proximity Allows for Increased Attention and Faster Project Delivery
4. **DEGREE OF PROJECT UNDERSTANDING & INTEREST SHOWN IN UNDERTAKING THE SCOPE OF WORK • 5 % ✓SECTION 1B**
 - Trusted Partner with Expert Knowledge of ELM
 - Consistent, Dedicated Program Manager who is a Firm Officer, Supported by Team of Local Professionals
 - Demonstrated Commitment to ELM and Providing Value-Added Services that it takes to Ensure ELM's Success
5. **EXPERIENCE WITH FAA/NYS DOT ADMIN. POLICIES, AIRPORT REGULATIONS & ENGINEERING REQ'S • 10 % ✓SECTION 1E**
 - To Advocate for ELM, MJ Leverages our Agency Knowledge
 - Experienced Staff to Assist in Navigating the Idiosyncrasies of NYADO & NY Aviation Services Bureau
 - Demonstrated Grant / Funding Assistance Success
6. **DEMONSTRATED ABILITY TO MEET SCHEDULES OR DEADLINES • 10 % ✓SECTION 1F**
 - Proven Track Record of Immediate Response & Demonstrated Ability to Deliver Projects in a Timely Fashion
7. **DEMONSTRATED ABILITY TO ESTABLISH PROJECT BUDGETS & COMPLETE WORK WITHIN THE BUDGET • 10 % ✓SECTION 1G**
 - Proven Staff and Technical Approach ensures Projects are Delivered On Time and On Budget
8. **CAPABILITY TO FURNISH QUALIFIED INSPECTORS FOR CONSTRUCTION OBSERVATION & MANAGEMENT • 10 % ✓SECTION 3C**
 - Deep Staff of ELM-Experienced Construction Inspectors
 - Seasoned Construction Administration Lead, Experienced in Minimizing Construction Impacts on Active Airfields
9. **FAMILIARITY WITH CHEMUNG COUNTY AND ELMIRA CORNING REGIONAL AIRPORT • 5 % ✓SECTION 1A**
 - 45 Years Experience Collaborating with Chemung County at Elmira Corning Regional Airport
 - Thorough Knowledge of ELM Capital Improvement Plan
10. **EVIDENCE THAT CONSULTANT HAS ESTABLISHED & IMPLEMENTED AN AFFIRMATIVE ACTION PROGRAM • 10 % ✓SECTION 3D**
 - MJ Consistently Meets or Exceeds Project DBE Goals, Strong Working Relationships with DBE Subconsultants with Impressive Airport Resumes, and all Subs Will be Chosen with ELM's Approval
11. **DEMONSTRATED ABILITY TO PROACTIVELY RECOMMEND PROGRAMS, POLICIES, & WORK EFFORTS THAT WOULD IMPROVE THE AIRPORT & INCREASE EFFICIENCY & EFFICACY OF AIRPORT OPERATIONS IN A COST-CONSCIOUS MANNER • 5 % ✓SECTION 1C**
 - MJ's Range of Capabilities and Value-Added Service Offerings Relieve County/ELM's Administrative Burden
 - Team Offers National Experience with Latest Technologies and Approaches to Share with ELM
12. **DEMONSTRATED ABILITY TO INCORPORATE SUSTAINABLE PRACTICES IN AIRPORT PLANNING & ENGINEERING • 5 % ✓SECTION 1D**
 - MJ's Team includes Credentialed Staff for Appropriate Implementation of Energy Saving Features and/or Sustainable Practices

While each of these areas are important, collectively they represent the totality of a firm's ability to serve you. MJ and our teaming partner are well qualified to deliver successful, innovative projects that are completed on time and on budget. We have evidence of this ability at over 100 other airports and award-winning projects in nearly every class of project, from planning to construction management. This proposal illustrates MJ's ability to be your partner in progress at ELM.

1 UNDERSTANDING OF & INTEREST IN WORKING WITH ELM

A. Familiarity with Chemung County & Elmira Corning Regional Airport (ELM)

MJ has assembled a highly-qualified, Southern Tier-based team of consultants with unmatched familiarity with Chemung County and ELM. MJ will be supported by Hunt Engineers, Architects, Land Surveyors & Landscape Architect, DPC (HUNT) a Chemung County firm with a long history of teaming with MJ on projects at ELM. McFarland Johnson, who has been working at ELM for over nearly 45 years, bringing unparalleled understanding of the history and challenges that ELM faces. The strong partnership that we have developed with the County and ELM is a direct result of our on-going commitment to building long-lasting relationships by creating value for our clients.

What We've Accomplished over the Last Five Years Together

ELM has seen considerable change since 2017, beginning most notably with completion of the terminal project in 2018. Since completion of the transformational terminal project, the focus has turned to more "routine" maintenance and rehabilitation projects, with an eye toward positioning ELM to capture expected Federal stimulus / infrastructure funding and NYSDOT Aviation Capital Development funds. Recent accomplishments include:

- Reconstruction of the de-icing apron, a project that was long overdue, but had to be deferred due to the demands of the terminal project.
- Reconstruction of the terminal apron to provide concrete parking positions at all gates in the new departure lounge.
- Expansion of the fuel farm to serve the needs of general aviation users such as Corning's flight department and the second FBO (Premier).
- Securing a competitive grant from NYSDOT for construction of a critical Customs and Border Patrol facility needed by Corning, Inc. and other general aviation users.
- Submission of a comprehensive application for a second round of NYS Upstate Airport Economic Development and Revitalization funding. If awarded, the grant would fund several needed improvements such as access road safety, outbound baggage screening, terminal roof, ARFF rehabilitation, and others.
- Securing FAA funding for design of the Echo Apron and Taxiway A reconstruction, and a 4th Passenger Boarding Bridge to assure that ELM would have "shovel ready" projects well positioned to capture stimulus or infrastructure funding.
- Continued and on-going close collaboration on Airport issues. We view ourselves as extensions of Airport staff. We are available as needed to provide input or simply act as a sounding board for the menagerie of Airport issues that arise daily from identification of parking solutions to assisting with lobbying on behalf of the Airport.



ELM has a robust airfield infrastructure and is well situated to meet future needs, to continue as a highly competitive airport within the Region.



B. Project Understanding & Interest in Undertaking the Scope of Work

MJ's employee owners are proud to go above and beyond the typical role of airport consultants. McFarland Johnson drives value for the County and Airport in the following ways:

A Trusted Partnership | *Team with Unparalleled Knowledge of ELM*



Achievement of Goals through Value-Added Service | *Providing Whatever it Takes to Ensure ELM's Success!*



Local Talent that Meets All Project Challenges | *Aviation Experts Advocating for ELM*



A Trusted Partnership | *Team with Unparalleled Knowledge of ELM*

ELM's ability to improve services, spur economic development, lower the burden on local taxpayers, and improve the Airport's and Chemung County's bottom line is enhanced by working with MJ, because we remain diligent in understanding and implementing your vision and priorities and assisting ELM to secure grant funding for needed projects. We understand the priorities of the funding agencies and have been able to tailor both individual projects and capital improvement plans to mirror these priorities.

McFarland Johnson is very familiar with the challenges faced by regional commercial service airports across New York State and the Northeast. Trends and challenges that existed prior to COVID-19 have only accelerated. We see ourselves as more than your engineers or planners, but as partners that are here to help you navigate these challenging times. In addition to offering engineering, planning, environmental, and construction inspection staff who are among the best in the business, we provide our clients access to staff experienced in economic development, financial planning, marketing, and airport operations. We partner with our clients to provide a range of services and expertise that our competitors simply do not provide.

Creating a successful partnership between an airport consultant and an airport sponsor involves much more than just designing projects. MJ understands this well and views our relationship with Chemung County and ELM as a strategic partnership in which we need to provide sound, trusted advice that is based on years of aviation experience, with sensitivity regarding how that advice will affect both the Airport and the County in the short and long term.

We understand that Chemung County and ELM face challenges that range from air service recovery, to preserving the robust airfield infrastructure. In the coming five years, the FAA will be scrutinizing the eligibility of the Engineered Materials Arresting System (EMAS) on the Runway 24 end and Runway 10-28. We anticipate these will be difficult discussions that could have a large impact on the Airport Improvement Program funding eligibility. Our team will work closely with you and advocate for ELM to minimize any erosion of your competitive advantage.

MJ maintains a strong network of industry contacts through active participation in industry organizations, such as AAEE and ACI. The air travel recovery is foremost on everyone's minds. Participation in various committees gives us access to other thought leaders in our industry, and inside insight into funding opportunities, the state of the industry, and other pertinent matters. We will apply that knowledge as we work with you to formulate future CIP's so that ELM is well



positioned to capture funding and participate in the air travel recovery. MJ has risen to face these challenges with ELM and will continue to do so if redesignated by Chemung County for this term agreement. We have partnered successfully with Chemung County to secure competitive discretionary and NYSDOT funding, and will continue to advocate for increases in the amount of competitive federal funding that ELM receives.



Achievement of Goals through Value-Added Service | *Providing Whatever it Takes to Ensure ELM's Success!*

Chemung County is among MJ's longest-standing clients. As such, we want to preserve that partnership with our service commitment. The fact that MJ is a 100% employee-owned firm is reflected by the high quality of our services, and it is this quality of service that we are committed to continue delivering to Chemung County and Elmira Corning Regional Airport. Nights, weekends, 24/7. That is when MJ's staff is available to assist with any need the County may have at the Airport, and the proximity of MJ's staff and local subconsultants allows our Team to immediately respond to ANY need you may have.

Recent examples of MJ's commitment to superior client service include the efforts that our Program Manager, Jeff Wood, has made in support of ELM's funding/regulatory requests from NYSDOT for the Customs project, as well as a pending request for Upstate Airport Revitalization funding.



Local Talent that Meets All Project Challenges | *Aviation Experts Advocating for ELM*

As your consultant, MJ will leverage our agency relationships to your benefit. We understand that we have a responsibility to bring you opportunities and help advocate at the highest levels for your needs. MJ is headquartered right here in the Southern Tier, giving us special insight into the conditions present in the Southern Tier. The Organizational Chart under the Key Personnel section, Section 3B, shows the key staff that will be assigned to projects at ELM. They are supported by a group of 33 Upstate NY-based experts, offering a full range of airport planning, environmental, airfield design, mechanical, electrical, and plumbing (MEP) design and construction services. Our team has been working with airports in New York for decades and our staff members have extensive interface with NYSDOT, the FAA's Eastern Regional Offices and the New York Airports District Office. This interface has resulted in a broad knowledge of each agency's regulations, policies, and procedures. Furthermore, McFarland Johnson staff regularly attend and present at numerous aviation conferences, in which opportunities present themselves to promote our airport clients and industry relationships are further forged.



MJ routinely meets with the FAA and NYSDOT to advocate for ELM's needs. We look forward to again being able to meet with our agency colleagues in person, on your behalf. We expect that the most recent meeting will result in approximately \$4.1 million of FAA funding for ELM.

Our unparalleled team of consultants live and work in the Southern Tier and have prior working experience with the County and Airport. The consultants providing services are all Upstate NY based, and we often utilize ELM for both personal and business travel. When you are relaying an issue to us, we often have firsthand experience, having lived it. Our team is, therefore, are more knowledgeable about the concerns of Chemung County and ELM and have a vested interest in the community and success of the Airport. This, coupled with the strength of our Team members and their responsiveness, makes the McFarland Johnson Team the most qualified to provide superior service to the County and Airport for this Agreement. Furthermore, in selecting the McFarland Johnson Team, you are choosing to partner with a group of consultants



with proven experience at the Airport. This eliminates the learning curve of working with consultants unfamiliar with ELM and ultimately saves the County and Airport time, money and headaches.

Tomorrow is Going to Be Even Better...

While MJ is proud of the great successes that have resulted from our partnership with the County and Airport, we continue to innovate and see greater accomplishments and a stronger relationship going forward. Some of the events to come that we're excited about include:

- Evolving MJ technology-based services such as visualizations, asset management, financial analysis, benchmarking, airport marketing services, and strategic planning will provide new opportunities for efficiency and growth to ELM.
- Growth of MJ's Southern Tier Aviation Staff to support your needs.
- Continuous advocacy efforts to target FAA and NYSDOT funding for ELM.

C. Demonstrated Ability to Proactively Recommend Airport Improvements & Increase Efficiency & Efficacy of Airport Operations in a Cost-Conscious Manner

At McFarland Johnson, we believe strongly that we must be an extension of your staff and consistently work to help improve your operation through joint strategic planning and recommendations for improvements that align with your goals. We strategize as a partner with Chemung County and ELM staff and search out ways to reduce the administrative workload on Airport staff so that they can do what they do best: making Elmira Corning Regional Airport #1 in the Twin Tiers.

With pandemic-related reductions in air service, positioning ELM with the right infrastructure to attract new or additional services and maintaining a clear focus on revenue and expenses is critical.

MJ's aviation services allow ELM to reduce costly and unnecessary expenses through the use of MJ's airport administrative offerings. Passenger Facility Charges (PFC's), development of rates and charges, grant coordination and annual Disadvantaged Business Enterprise (DBE) reporting requirements are only a few of the services that MJ offers to reduce the administrative burden on ELM and Chemung County staff and help keep the operation running effectively and efficiently. Without these MJ services, Chemung County would have to hire additional staff to perform unreimbursed tasks, adding a financial burden on the Airport, the County, and ultimately the tax payers.



MJ's staff are recognized across the U.S. as experts in their field. We understand well our responsibility to bring new innovative approaches to ELM's biggest challenges. Examples of MJ's innovation on projects at ELM include the focus on energy efficiency and sustainable geothermal heating and cooling to control energy costs in the expanded terminal building. Additionally, MJ has developed industry leading and patented software to efficiently assist airports with financial analyses, obstruction management, pavement management, and many other issues. We are committed to continue assisting in these areas in the next term agreement and will continue to innovate and improve to bring Chemung County new services and strategies to make ELM even better.

D. Demonstrated Ability to Incorporate Sustainable Practices in Airport Planning & Engineering Efforts

McFarland Johnson's motto, "Innovative Solutions / Sustainable Results", is reflective of our commitment to incorporating innovative ideas into our projects. At MJ, over half of our Facilities staff are LEED Accredited Professionals. In addition, our staff includes personnel certified in energy management (CEM), building commissioning (CBCP), and sustainable development.



(CSDP). Our certified professionals perform energy studies, value engineering and life cycle cost analyses. Sustainable design, energy efficiency and client savings are important to our design staff. At MJ, we focus on finding the sweet spot that makes the most efficient use of Chemung County's investment. We have been involved in numerous airport projects involving sustainable design components and are adept at providing solutions to reduce project life cycle costs and utility costs.

Recently, MJ completed energy efficiency audits and sustainability evaluations for selected Sponsor-owned buildings at Plattsburgh International and Griffiss International Airports. Buildings were surveyed to assess the condition and relative operating efficiency of the building envelope, lighting and HVAC systems. Recommendations to reduce energy cost, both in the short-term (quick, relatively inexpensive changes) and long-term (structural and/or facility changes that could reduce energy consumption), were provided. The recommendations included an opinion of probable cost to make the changes, payback period, rate of return and the impact on energy consumption.

MJ is a leader in the field of sustainability at airports. Our airport staff have presented at numerous professional organizations and conferences such as the U.S. Green Building Council (USGBC), American Association of Airport Executives (AAAE), Airports Council International – North America (ACI-NA), New York Aviation Management Association (NYAMA) and the FAA's Eastern Region Airports Conference. In addition, your Program Manager, Jeff Wood, CSDP, is an active member of the AAAE Environmental Services Committee and the ACI-NA Environmental Affairs Committee. These committees are active in the field of airport sustainability. Participation in these committees gives MJ access to cutting edge developments in airport sustainability and feedback from airport sponsors on the efficacy of new technologies.

MJ has conducted energy-efficiency and sustainability analyses at Plattsburgh International, Griffiss International, Dutchess County, Saratoga County, and Chautauqua County-Jamestown Airports. These studies evaluated HVAC systems, lighting, and building shells to identify opportunities to improve energy efficiency and reduce airport operating costs. We have deployed what we learned to design energy efficient buildings at airports such as Key West International, Pease, Wilkes-Barre Scranton, Bradley International, Buffalo Niagara, and many others. Renewable energy strategies are a key consideration for our building projects.

The award-winning Sustainable Master Plan Update for Buffalo Niagara International Airport that MJ prepared was the first Airport Master Plan Update nationally to consider airport sustainability and integrate National Environmental Policy Act requirements with the traditional airport planning process. MJ created a baseline assessment of existing energy and water use and solid waste disposal to establish goals and quantitatively measure improvements in these areas. In addition, facilities proposed in the Master Plan Update were evaluated for their environmental compatibility. Siting of proposed facilities considered operational considerations such as access, reduction of vehicle miles traveled, sun and wind exposure, and snow removal.

E. Experience and Familiarity with the FAA & NYSDOT

Our relationships with the FAA & NYSDOT benefit you.

MJ has been working with airports in New York for decades. On each of these projects, we have had extensive interface with NYSDOT, the FAA's Eastern Regional Offices and the New York Airports District Office. This interface has resulted in a broad knowledge of each agency's regulations, policies, and procedures.

McFarland Johnson has a keen understanding of NYSDOT and FAA rules and regulations. We assist our clients in applying for grants, as well as the processing of awarded grants. Our staff works closely with the FAA and NYSDOT in the planning and development of airport projects, ensuring that interim reports receive a quick review and that all appropriate rules and regulations are adhered to. This knowledge of FAA's and NYSDOT's rules and requirements is complemented by a close working relationship with their staffs, directly benefiting our clients. Furthermore, McFarland Johnson staff routinely attend seminars, workshops and conferences sponsored by the FAA and NYSDOT which provide the latest updates in policies and procedures. McFarland Johnson staff frequently present at aviation conferences nationally.



We focus on maximizing your grant awards.

McFarland Johnson has extensive experience assisting with applications for grant programs. Airport Capital Improvement Plans, pre-applications, grant applications, payment reimbursements, and project close-outs are routinely prepared for the majority of the firm's airport clients. McFarland Johnson has full-time experienced Grant and Financial Administrators for airport planning, environmental, design and construction projects on staff. Responsibilities include the coordination of paperwork among contractors, clients, FAA and state agencies regarding invoices, change orders, grant requisitions, lines of credit and amendments. We administer all progress outlay reports and requests for reimbursement for construction programs on behalf of the FAA and state agencies. We systemize all back-up information for outlay reports and prepare close-out packages, including scheduling audits, processing close-out forms, and finalizing requests for reimbursements. MJ is very familiar with the DBE regulations, and will prepare and administer an annual DBE program for you. Our grants staff have also developed an excellent relationship with Chemung County staff, working through the day-to-day steps necessary to keep the grants monies flowing in a timely manner, and ensuring all the proper supporting documentation is in place throughout the life of a grant.

As the Airport's Consultant, MJ will continue to assist the County in addressing key concerns and issues facing the operation, maintenance and improvement of the Airport. MJ has been very successful in obtaining grant funding for our airport clients and is committed to working with the County in developing proposals for needed improvements, and in working closely with the FAA and NYSDOT to bring those projects to fruition. The excellent relationships that MJ has developed with the staff at both the FAA and NYSDOT will ensure that the County's vision for the Airport, and the specific development proposals presented, will get a fair hearing from these agencies.



THE DEICING APRON RECONSTRUCTION COMPLETED IN 2020
WILL REDUCE PAVEMENT MAINTENANCE COSTS.

MJ believes that periodic face-to-face meetings between airport sponsors and the New York Airports District Office (NYADO) are critical to maximizing available funding for projects important to the airport sponsor and improving the NYADO's understanding of the airport. McFarland Johnson works closely with our clients to plan and prepare for these planning sessions and special meetings and MJ stands ready to attend and to prepare any documentation and visual aids necessary in preparation for future meetings. We have helped facilitate several meetings between the County and FAA, NYSDOT, and others, and will continue to do so as your consultant. MJ will also serve as the County's liaison with NYSDOT and the FAA for day-to-day activities, relieving the burden placed upon your staff. MJ staff meets frequently with NYSDOT and the FAA, and are always actively advocating for our airport clients.

Regarding McFarland Johnson's past experience in developing financial strategies and advocating for funding on behalf of and in conjunction with our airport clients, we offer the following:

- MJ has advocated strongly for AIP funding for all of our clients. Our Upstate NY clients have been awarded nearly \$100 million in AIP funding in the last five years, over 20% of the total awarded statewide during that period.
- MJ advocated for AIP funding of approximately \$5.1 M at Elmira Corning Regional Airport in FY 2022.
- MJ is adept at assisting our airport clients with obtaining NYSDOT funding. In the most recent round of funding, MJ clients secured 59% of the overall funding and 92.3% of our grant applications were successful, including nearly \$1.3 million for the Customs project. The ELM award was among the largest grants awarded.
- The original funding plan for the terminal project committed three years of entitlement funding to that project, which led to the deferral of other needed projects. When the Supplemental Discretionary program was announced, MJ was able to secure a Supplemental Discretionary grant to "replace" the entitlement funds, allowing the badly needed de-icing apron rehabilitation and terminal apron rehabilitation projects to be accelerated.



- MJ is the premier financial strategic planning firm for Non/Small Hub Airports. MJ currently has had specialty financial planning and technology contracts with airports as distant as Anchorage, Alaska; Klamath Falls, Oregon; and Fort Lauderdale, Florida. Closer to home; MJ has developed numerous Business Plans for airports across New York State.
- MJ maintains relationships with the funding agencies at a much higher level than that of most of our competitors. This allows MJ's clients to always be the "first to know" of new funding initiatives and have advance notice of important opportunities. We maintain an outstanding relationship at the NYADO level with staff such as Evelyn Martinez, Janine Abyad, and Dave Carlin. We also have an outstanding relationship with your incoming FAA planner, Jose Moreno.

MJ's experience in developing financial plans and funding strategies for our clients will be a significant advantage to Elmira Corning Regional Airport and the County as you move forward with your airport development.

F. Demonstrated Ability to Meet Schedules & Deadlines

Jeff Wood will serve as Program Manager for Chemung County and Elmira Corning Regional Airport. Jeff's most important role as Program Manager will be to coordinate between various projects to ensure that airport development proceeds in an orderly and logical manner that meets the County's needs. Jeff will serve as a liaison between the County, the Airport and the MJ Team and will be responsible for communicating County/Airport goals to each project team member, as well as delegating responsibilities to the proper individuals. He will oversee all project teams and will hold periodic staff meetings to coordinate ongoing projects, monitor progress and report back to ELM staff to maintain continuous communication.

Jeff will be an extension of the County's staff and will be available to attend and participate in meetings, as well as represent the County, along with other key staff, in front of NYSDOT/FAA at ACIP workshops, and other meetings. Jeff has the full authority to commit the resources necessary to complete projects within budget and schedule. We emphasize a proactive approach to project management, where we keep our clients fully informed as to project status.

MJ's proactive Program Manager Plan allows all involved MJ staff to maintain awareness of each of our client's needs and how their projects are progressing. In this manner, MJ is able to quickly respond to changing priorities and reassign staff to 'get it done' for our clients. Our capabilities and responsiveness are reflected in numerous successfully completed fast-track projects, like the following Ogdensburg Runway Extension & Terminal Expansion project.

Completing the OGS Runway Extension & Terminal Expansion in Record Time

This comprehensive \$26M airport expansion provided the facilities necessary for an Ultra-Low-Cost Carrier (ULCC) to begin providing non-stop service to Florida destinations using a 177-seat Airbus A320 aircraft. Improvements included a runway and taxiway extension, parking expansion, terminal and terminal apron expansion. Planning for the project began in October 2013. McFarland Johnson provided the planning, an environmental assessment, permitting, design, and construction and completed all tasks in three years, to accommodate the ULCC's first flight in October 2016. This same process often takes 10 years or more using traditional methods. The compressed schedule required exceptional creativity and innovation by MJ during all phases of the project. The Airport had previously averaged approximately 3,000 enplanements annually; however, in 2016 there were 10,000 enplanements. The 10,000-enplanement mark triggers an increase in annual AIP entitlement funding from \$150,000 to \$1,000,000, and was easily surpassed in 2017, indicating sustained growth. Collections from the Passenger Facility Charge ("PFC") program have also seen a corresponding increase. These funding streams provide the Owner with additional financial resources to complete needed capital improvements. Key to success of this project was MJ's close collaboration with the Sponsor, FAA, state and federal elected officials to secure state and federal funding in a timely manner so as to not disrupt the compressed construction schedule.



**MJ'S EFFORTS SUCCESSFULLY DELIVERED
THESE LARGE, COMPLEX PROJECTS WITHIN
AN EXTREMELY AGGRESSIVE SCHEDULE.**

STAMP_ITEMNUMB



It is MJ's policy to be selective in responding to Requests for Qualifications. We focus on airports where our experience and capabilities are well-suited to serve the sponsor's needs. Additionally, we maintain an in-depth workload management program to ensure that our staff is not overloaded with project duties and that each of our clients gets the personal attention that they deserve. The vast majority of our project work is from repeat clients and we pride ourselves on never overextending our personnel. In this manner, we can continue to produce the quality work products that we have become known for.

MJ has been involved with numerous airport term agreements over the years. Our clients consistently express satisfaction and gratitude for MJ's performance throughout the course of these agreements. Some of these comments have been included within the References section (Section VI) of these qualifications.

G. Demonstrated Ability to Establish Budgets & Complete Work Within Budget

Bringing projects in on budget is our responsibility...and we deliver.

Key to successfully meeting the challenges of each project assigned under a term agreement, is the ability to provide the right staff to complete the work elements required and to have access to that staff in a timely manner. All of our projects at MJ are subject to strict conformance with our Quality Assurance Program. This program begins at the onset of a project with the initialization of a Project Management Plan (PMP). The PMP is utilized to identify the key members of the Project Team, identify what their project roles will be, and formally establish lines of communication not only between the team members, but the project sponsor and regulatory agencies involved. The PMP also ensures that all team members know the overall project scope, know the project schedule, are aware of any special conditions that apply to the project, know the project budget, with the various technical leads required to sign off that they have a clear understanding of these key issues.

During the design process, a formal system of checks and balances will be followed to ensure that each element of the project design receives sufficient quality assurance checks, performed by a senior level engineer. Our quality assurance system requires that each check made along the way be documented and preserved for future reference within the project file. Each and every comment made during our multiple quality control reviews is addressed and the method in which it is addressed is documented, as well. Quality control is an intricate part of what we do, and is a key factor in the high levels of client satisfaction we have been able to achieve and maintain.

The end result of our Quality Assurance Program is reflected in our ability to provide projects that are constructed without major changes or cost overruns. This is a testament to the effort we put into developing budgets for the Airport's Capital Improvement Program (ACIP), the attention we pay to updating these costs based upon construction cost indexes and bid histories, and the Quality Control Program that is incorporated into each design project. We have an excellent reputation with local contractors who recognize the fact that our projects are appropriately detailed, constructible, have adequate grant budgets to support the construction, and will not require grant amendments that can result in delayed payment.

Accurate cost estimates are critical for developing a realistic and actionable Capital Improvement Plan (CIP). To prepare accurate cost estimates, MJ utilizes a combination of publicly-available unit cost databases (e.g NYSDOT) and bid prices received for MJ airport projects across New York to monitor pricing. We also monitor industry trends, such as the ongoing labor and material shortage, to gauge what the bid environment might bring for the upcoming bid season. During the planning phase, generally 2-5 years prior to construction, construction costs are estimated utilizing key metrics, such as square feet of pavement, length of pipe, etc. We utilize percent of construction as a gauge of expected soft costs (design, construction administration). Starting approximately one year prior to construction, estimates are updated using a more detailed estimate of materials and quantities. Soft costs are estimated based upon the construction cost, but adjusted to consider site-specific conditions, such as the complexity of certain tasks, stakeholder coordination effort, and other factors.



In the grant application phase, construction costs are based on bids. Soft costs are estimated based on the specifics of the scope of work, utilizing a bottom-up approach. The scope of work is tailored to the project specifics. Hours necessary to complete each individual task are estimated. The hours for each task are then tallied to complete the soft cost estimate. A detailed scope of work that clearly describes the project, the work involved, and estimating assumptions is critical to preparing the cost estimate. The following graphic illustrates the process:

COST ESTIMATES PROCESS

CIP/PLANNING PHASE

CIP/PROGRAMMING PACKAGE

GRANT APPLICATION/CONTRACT

CONSTRUCTION

Concept cost based on key metrics
and major items

DESIGN/CONSTRUCT. ADMIN.

% of construction estimate

CONSTRUCTION

Estimate based on estimated
quantities and unit cost

DESIGN/CONSTRUCT. ADMIN.

% of construction estimate
considering project-specific factors

CONSTRUCTION

Based on bid prices

DESIGN/CONSTRUCT. ADMIN.

Bottom-Up calculation of
hours + costs to complete
tasks identified in scope



2 FIRM NAME, SIZE, AND LOCATIONS

McFarland-Johnson, Inc. (MJ), is pleased to have the opportunity to submit our qualifications to continue to provide engineering, planning, environmental and construction administration services to Chemung County and the Elmira Corning Regional Airport (ELM) for the Engineering and Environmental Planning airport consultant selection. MJ's familiarity with ELM and the specific challenges facing the County and Airport, make us uniquely qualified to assist Chemung County in the next phase of development at the Airport.



McFarland-Johnson, Inc. is a multi-disciplinary engineering firm with fully-staffed engineering, planning, environmental, and construction administration departments comprised of transportation, site/civil, structural, mechanical, and electrical engineers, as well as planners, environmental specialists, hydrologists, construction administrators, resident engineers, technicians and computer/CADD specialists. **MJ's permanent staff includes over 165 technical and administrative personnel.**

McFarland Johnson has been headquartered in Binghamton, NY for over 75 years. Since that time, we've provided planning, engineering, environmental and construction phase services to over 100 airport clients. To better respond to our clients' needs, MJ has added additional offices throughout the Northeast, over these years of service. As a 100% employee-owned company, pride of ownership compels our staff to listen and answer your needs and concerns.

The majority of work for this Agreement will be completed out of MJ's headquarters office; located within the Metrocenter at 49 Court Street, Binghamton, NY 13901. This office is staffed with approximately 50 individuals and is conveniently located less than an hour from the Elmira Corning Regional Airport. As needed, this core staff can be augmented by personnel at our other office locations. MJ's successful practice of inter-office work sharing allows staff from MJ's Canandaigua, NY; Saratoga Springs, NY; Westford, MA; Burlington, VT; Hollywood, FL and Concord, NH to assist with projects, as needed. MJ has the support of a strong team of local subconsultants that will also provide support services, as appropriate, during this Term Agreement.



3 KEY PERSONNEL

Having completed numerous projects at ELM, McFarland Johnson's staff is familiar with the challenges facing Chemung County and the Airport, as well as site-specific planning/design concerns. Our team of highly-qualified aviation professionals can effectively and completely perform all tasks that may be assigned under this Agreement.

A. Key Personnel Background & Experience

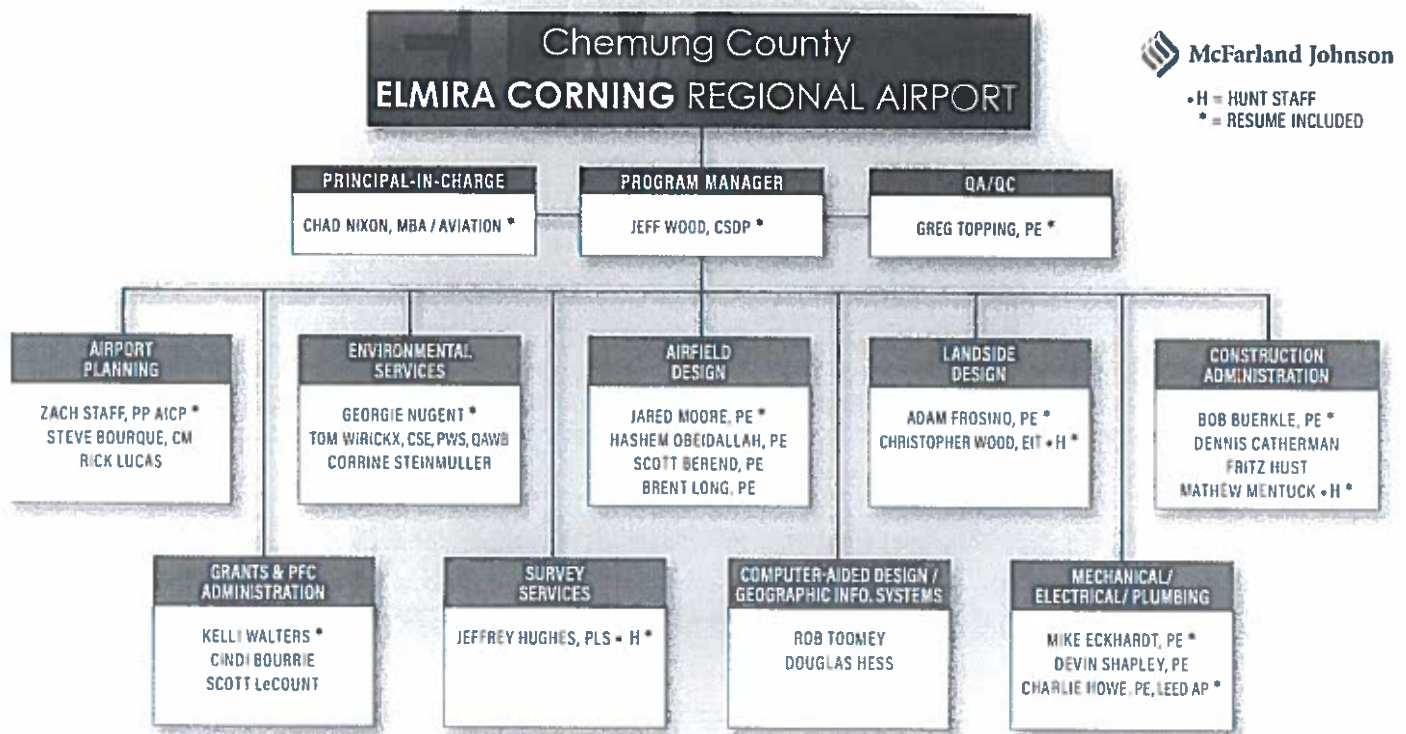
Program Manager: Jeff Wood will serve as Program Manager for Chemung County and Elmira Corning Regional Airport. He will meet with County and Airport representatives to discuss project goals, the scope of services that will be required for task orders, proposed completion dates and project budgets. As such, Jeff will be an extension of the County's staff and will be available to attend and participate in meetings, as well as represent the County/Airport in front of regulatory and funding agencies, along with other key staff. As Program Manager, Jeff will have full authority to commit the resources necessary to complete projects within budget and schedule. We emphasize a proactive approach to project management, where we keep our clients fully informed as to project status.

Jeff has over 33 years of experience providing environmental and planning documents for numerous airport clients and has worked with NYADO for the last 24 years. Jeff's close working relationship with the NYADO and staff at ELM make him the perfect fit for serving as your Program Manager. In addition to his experience in the coordination of capital programming, Jeff has led numerous projects for a broad spectrum of airport clients ranging from small general aviation facilities to large commercial service airports. He has served as the Project Manager for planning assignments at Elmira Corning Regional, Buffalo Niagara International, Hamilton Municipal, and Niagara Falls International Airports in New York and many other and commercial service and general aviation airports across the Northeast. Jeff has served as the day-to-day contact with ELM regarding the coordination of projects/grants during the last term agreements and will continue to do so during this Term Agreement. Jeff's high level of responsiveness, attention to detail, and broad experience with ELM continue to serve him well in this role.

Your Program Manager will be supported by a talented group of professionals skilled in all aspects of airport planning and design. This dedicated staff of airport professionals are extremely knowledgeable in federal and state guidelines for airport criteria. They keep their skills honed by attending seminars, workshops, and conferences sponsored by the FAA and NYSDOT, providing the latest updates in aviation technology and procedures. Staff members are also familiar with grant and DBE plan writing procedures. The organization chart that follows depicts the depth of staff available for this agreement.

B. Organization Chart

The key staff identified in this proposal are available to begin work on these projects immediately and will be available throughout the course of the Term Agreement to maintain the consistency of the Team. With a staff of over 125 personnel and additional subconsultant staff, the MJ Team has ample resources to complete projects within deadlines defined by the County. A chart depicting our Team's organization follows, along with brief descriptions of additional key team members.



Chad Nixon, MBA/Aviation – Principal-in-Charge – 27 Years: As the Officer at McFarland Johnson assigned to Chemung County, Chad will see that the appropriate resources are dedicated to ensure that ELM receives superior client service. Chad has a broad range of aviation experience including a highly-diversified aviation project management background with projects ranging from aviation planning, Capital Improvement Plan preparation, airport business and financial planning, and airport management, to airspace analysis, FAA and DOD liaison duties, and air traffic control, at airports large and small. His current responsibilities include serving as Project Principal for many of MJ's aviation projects and providing technical guidance on aviation forecasting, economic analysis, airport negotiations, aviation planning, airspace analysis, and project management. Chad's greatest strength is his ability to guide project teams in providing realistic planning and program management solutions that can be seamlessly implemented. Chad also brings great energy to the company and MJ's clients and is consistently sought out for his innovative problem solving skills. He is credited with developing the 'Dynamic Planning Process' and inventing the Dynamic Planning Analysis Tool.

Zach Staff, PP, AICP – Airport Planning Lead – 15 Years: Zach is an AICP Certified Planner who has also successfully coordinated and managed numerous projects for a broad spectrum of airport clients, ranging from general aviation facilities to commercial service airports. Recent assignments completed under his leadership include master planning assignments at Wellsville, Hamilton, Somerset and Northeast Kingdom International Airports. His master planning experience includes several dynamic master plans for clients like Niagara Falls International Airport. Other projects that Zach has coordinated include business plans, financial assessments, obstruction studies, land acquisition assistance, aircraft noise modeling, and environmental assessments.

Jared Moore, PE – Airside Design Lead – 14 Years: Mr. Moore's professional expertise encompasses design and construction inspection for a wide variety of projects at both commercial service and General Aviation (GA) airports. His experience includes the design of rehabilitation, reconstruction, and extension projects for runways, taxiways, and aprons including the design of Visual and Navigational Aids (VISAIDs & NAVAIDs). Specific experience includes design of projects utilizing



FAA Advisory Circulars and Orders, FAA airfield pavement design as well as the preparation of contract drawings, bid documents, technical specifications, design reports, and cost estimates. Mr. Moore is also adept at construction inspection, providing oversight of all phases of airfield construction operations including construction phasing and sequencing, large-scale earthwork, drainage, asphalt and concrete paving, electrical, and pavement markings. Other construction inspection responsibilities included leading periodic progress meetings, preparation of periodic estimates, and completion of FAA construction grant closeout items.

Adam Frosino, PE – Landside Design Lead – 16 Years: Mr. Frosino has valuable experience on landside aviation projects as well as auxiliary aviation building design projects (i.e. fuel farms, ARFF and SRE buildings) involving tasks such as site utility designs, roadway and parking lot designs, pavement analysis, drainage improvements, transportation planning and parking studies. He is familiar with a wide array of software including AutoCAD Civil 3D, Storm and Sanitary CAD, HydroCAD Stormwater Software, HY8 Culvert Design, MUTCD, and AASHTO, and is also well-versed in local and national design guidelines.

Mike Eckhardt, PE – Mechanical/Electrical/Plumbing (M/E/P) Lead – 25 Years: Mr. Eckhardt is a licensed mechanical engineer with 25 years of experience in engineering design solutions for aviation, educational, industrial and commercial clients specializing in engineered plumbing systems and petroleum bulk storage/dispensing systems. He has been the lead plumbing engineer for airport projects in throughout New York, New Hampshire, Massachusetts, and Connecticut involving terminal expansions, interior renovations, aircraft hangars, and snow removal equipment buildings. He has also led the design of aviation fueling projects at over a dozen airports in New York, Pennsylvania, and New Jersey. Mr. Eckhardt is also serving as the Engineering Project Manager for a terminal-wide HVAC System Replacement project at Buffalo Niagara International Airport.

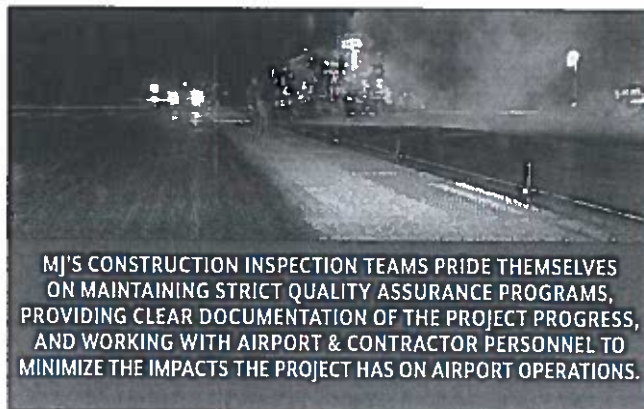
Georgie Nugent – Environmental Services Lead – 21 Years: Ms. Nugent has over 20 years of experience as an environmental professional and a project manager primarily working on a broad range of aviation and transportation projects. She is actively involved with the emerging environmental issues, regulatory requirements and funding mechanisms. She has a thorough understanding of state and federal regulations, including the New York State Environmental Quality Review Act (SEQR), the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA), Section 404 of the Clean Water Act (CWA), and Section 4(f) of the USDOT Act. She has completed numerous Categorical Exclusions, Environmental Assessments and Environmental Impact Statements throughout New York State. She is also a Certified Hazardous Materials Manager (CHMM) with extensive knowledge and experience with the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

Kelli Walters – Grants Administration & PFC Lead – 24 Years: Ms. Walters leads MJ's Grant Administration Department and is experienced in administering NYSDOT Aviation Capital Grants, Passenger Facility Charge programs, and Airport Improvement Program Grants. She has a thorough working knowledge of grant funding program and eligibility requirements and maintains strong working relationships with FAA and state grant program staff. Kelli is instrumental in assisting our aviation clients in preparing grant applications, reimbursement requests, quarterly reports, and provides pro-active oversight and monitoring of grant progress, obtaining grant funding for projects and keeping grant allocations on track. Kelli was a key architect in the development of MJ's proprietary grant tracking software, which is used to monitor active grants from application through grant closeout. Kelli was involved in preparation of three successful grant applications under the 2016 Upstate Airport Economic Development and Revitalization Grant Solicitation and she provided grants administration services on 4 of the 6 projects that have been funded to date. Kelli is also fluent in DBE, MWBE and SDVOB requirements, including use of NYSDOT's Equitable Business Opportunities (EBO) system.

Subconsultants: McFarland Johnson has included a number of local subconsultants for this Agreement. These consultants include: HUNT, who will be **providing survey, as well as assistance with landside design and construction inspection**. MJ is pleased that HUNT is exclusive to our Team, which represents the outstanding ongoing working relationship that we have developed with them. Additional information regarding HUNT is included in Section 7A, Subconsultant Information, at the end of these qualifications.

C. Capability to Furnish Qualified Construction Inspectors

MJ is prepared to provide a high level of service to you during construction. Our Construction Services Group has an extensive staff of experienced and qualified inspectors with a diverse list of successfully completed projects. Our inspectors and administrators are familiar with the requirements of airport-specific items such as P-401 asphalt and P-501 PCC Pavement, as well as more common DOT specifications. Members of MJ's construction inspection staff have received training in pavement management systems, FAA airfield pavement design criteria, OSHA construction regulations, Stormwater Pollution Prevention Planning and our staff includes P-401 Inspectors, NICET I-IV Inspectors and ACI Concrete Technicians. Our construction inspection teams pride themselves on maintaining strict quality assurance programs, providing clear documentation of the project progress, and working with airport and contractor personnel to minimize the impacts the project has on airport operations.



Our inspection staff includes specialists in airfield pavements, structural construction and rehabilitation, building systems, and program management. We have assembled Construction Management Teams to handle not only individual projects, but to also manage construction programs. Some of these programs have included concurrent projects at various locations throughout a single facility. We can deliver the right blend of experienced personnel to meet all of the Sponsor's construction management needs.

Providing construction phase services for airports can be quite different than other types of clients. The completion of project assignments on an active airfield presents challenges that require a thorough understanding of airport operations. We have been working with airport operators and tenants for over 75 years to develop solutions that meet their specific needs. While many projects look the same on the surface, there are always unique situations with each airport that can have profound effects on the methods required to complete the assignment in a manner that is suitable to that airport.

As an example of this, we would point out that we have completed a multitude of construction management assignments at airports across the Northeast, and no two construction phasing programs have been the same. We approach each project with an open mind as to the type of construction phasing program that will impact each airport the least. We listen very closely to the airport operators, the tenants, and other interested parties to tailor a custom construction phasing program and make every attempt to address the concerns and special needs of every stakeholder in the project. We are familiar with the requirements and drawbacks of night work, have worked with very aggressive schedules, and understand impacts that each has on project costs and quality. We work very hard to balance these costs with the operational costs imposed on the airport.

Leading our Construction Administration / Inspection efforts, is Bob Buerkle, PE (Construction Administration Lead – 38 Years), who will be responsible for providing guidance and supervision to McFarland Johnson's resident engineers and construction inspection staff. Bob's professional experience in the transportation industry includes: aviation, highways, municipal utilities, and facilities, including construction management, project management and overall system management. As former manager of the Cortland County Airport, Bob has experience in the overall management of airport facilities, budgeting, contract management, reviewing and approving payments, negotiating hangar leases, airport tenant relations, community relations, and capital project planning. Bob has an extensive background in airfield and building construction. His experience includes cost estimating, bidding, construction administration and inspection, materials testing, and certification. He has first hand experience working with virtually all of construction firms who commonly bid on airport projects.

D. Evidence of Established Affirmative Action Program

McFarland Johnson is committed to providing Equal Employment Opportunities and supporting Affirmative Action. Our policy on Equal Employment and Affirmative Action includes, but is not necessarily limited to the following:

- No person will be discriminated against or be denied the benefits of any activity, program, or employment process.
- No person will be discriminated against with regard to recruiting, advertising, hiring, upgrading, promotions, transfers, demotions, layoffs, terminations, rehires, employment and rates of pay, and other compensations.
- It is the policy and practice of this firm not to discriminate against any individual because of race, color, religious creed, sex, marital status, national origin, ancestry, present or past history of mental disorder, developmental disability, sexual orientation, learning disability or physical disability, including but not limited to, blindness, except where any of the above is a bona fide occupational qualification or need.

A full copy of McFarland Johnson's EEO policy statement is available upon request.

E. Resumes

Resumes outlining detailed project experience for key staff members can be found on the pages that follow.

Jeffrey R. Wood, CSDP

Program Manager

GENERAL SUMMARY

Helping aviation clients achieve their vision is something that Jeff is passionate about. He demonstrates this passion by assisting in the formulation of Capital Improvement Plans (CIP) that align with the client's vision and garnering funds to achieve those plans. Jeff's high-level guidance and meaningful CIP insight was gained through over 30 years of leading airport planning, design, construction, and environmental assignments. His expertise includes Airport Master Plans, Obstruction Studies, Environmental Assessments, Runway Safety Area Studies, as well as airport business plans and economic impact studies. Jeff is thoroughly familiar with the requirements of Airport Improvement Program. He is a forceful advocate for airports, successfully securing funding for a wide variety of airfield, terminal, and landside development projects. In addition, Jeff is an active participant and frequent presenter at regional and national industry aviation events. In his current role, Jeff has overall responsibility for aviation operations in MJ's New York/Mid-Atlantic region.

REPRESENTATIVE EXPERIENCE

Obstruction Study, Buffalo Niagara International Airport, Buffalo, NY – Project Principal responsible for project oversight, staffing, and stakeholder coordination. This project involves the development of an obstruction study to identify obstructions to various imaginary surfaces identified in CFR 77, Table 3-2 of the FAA AC 150/5300-13A (as adjusted by Engineering Brief 99), the Obstacle Accountability Area, and the VASI/PAPI siting surfaces. Final deliverables include the development of an Obstruction Study Plan set as well as a narrative report. The project will also provide FAA AGIS compatible obstruction data for upload to the FAA's AGIS portal. *Project Owner: Niagara Frontier Transportation Authority*

New Medium Intensity Approach Lighting for Runway 27, Ogdensburg International Airport, Ogdensburg, NY – Client Manager responsible for project formulation, stakeholder coordination, and project oversight. This project involved the design and installation of a new, FAA owned, Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF) for Runway 27. The MALSF will provide an important visual tool for pilots, particularly during poor weather conditions, while adding safety and minimizing delays and disruptions from flight diversions and cancellations. Design and permit coordination through multiple entities including FAA, NYSDOT, NYSDDEC, USACE and National Grid was paramount to the success of this project. The scope of work included MALSF towers and lighting system, threshold lights and foundations, electrical conduit and wiring, gravel access road, paved driveway, guiderail, fencing, and culvert piping. *Project Owner: Ogdensburg Bridge & Port Authority*

Master Plan Update, Tweed - New Haven Airport, New Haven, CT - Project Manager responsible for all aspects of the project including schedule and budget, technical analyses, and stakeholder coordination. MJ was the prime consultant for the Tweed-New Haven (HVN) Airport Master Plan Update. The project includes airport inventory, preparation of scenario-based forecasts of aviation activity, identification of facility requirements, alternatives analysis, and development of an airport layout plan. Key goals of the Master Plan included addressing the severely undersized terminal and associated landside facilities, determining the ultimate disposition of Runway 14-32, which was inactive at the time the Master Plan started, and determining the ultimate length of the primary runway, RW 2-20. The project also included extensive public outreach and evaluation of environmental constraints and permitting requirements. The project will result in an approved airport layout plan and will provide HVN a flexible planning tool to guide future airport development. *Project Owner: Tweed New Haven Airport Authority*

Economic Development & Terminal Revitalization, Buffalo Niagara International Airport, Buffalo, NY – Client Manager responsible for overall project execution, funding agency coordination, and stakeholder coordination. McFarland Johnson prepared a grant application to obtain funding for terminal enhancements at the Airport. MJ is now providing design services in relation to these improvements. The project consists of four major components: (1) Construction of an exterior canopy that extends from the terminal to the parking garage, providing a covered area for passenger vehicle loading and unloading; (2) Development of a Health and Wellness Promenade, and innovative space intended to mitigate traveler stress; (3) Installation of an energy efficient HVAC System with air filtration and sanitation; and (4) Construction of a Parking Facility Guidance Information System to efficiently guide drivers to available parking spaces in the congested parking garage. *Project Owner: Niagara Frontier Transportation Authority*

EDUCATION

BS - SUNY College of Environmental Science and Forestry / Environmental Studies / 1988

Certificate - University of Central Florida / FHWA Traffic Noise Modeling / 1999

Certificate - ACEC New York / Leadership Institute / 2010

Certificate - Association of Energy Engineers / Certified Sustainable Development Professional / 2014



McFarland Johnson

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Chad G. Nixon, MBA/Aviation

Principal-in-Charge

GENERAL SUMMARY

Chad has a broad range of aviation experience including a highly-diversified aviation planning background with specialized experience in airport management, airspace analysis, FAA and DOD liaison duties, and air traffic control. He is involved in the management and strategy of statewide and airport-specific planning projects. Chad's expertise encompasses business planning, RNAV approach planning, master planning, marketing analysis and system planning. He has served as Project Manager, Project Principal and Technical Lead on a wide array of aviation projects.

REPRESENTATIVE EXPERIENCE

Taxiway B, C, E, F & G Reconfiguration, Syracuse Hancock International Airport, Syracuse, NY – Principal-in-Charge responsible for multi-year funding strategy and financial analysis relative to pavement deterioration. This project involved the reconfiguration of exit Taxiways B, C, E, F and G at the Airport. These taxiways were identified as FAA "hot spots" meaning they either have a history or increased potential risk for collision or runway incursion. The taxiways were reconfigured to meet current FAA geometric design standards. A detailed construction safety and phasing program was developed to minimize impacts of construction on airport operations while maintaining a work area that enables the highest quality of construction while still protecting work crews. The project was completed on time and within budget. *Project Owner: Syracuse Regional Airport Authority*

Economic Development & Terminal Revitalization, Buffalo Niagara International Airport, Buffalo, NY – Principal-in-Charge responsible for project oversight. McFarland Johnson prepared a grant application to obtain funding for terminal enhancements at the Airport. MJ is now providing design services in relation to these improvements. The project consists of four major components: (1) Construction of an exterior canopy that extends from the terminal to the parking garage, providing a covered area for passenger vehicle loading and unloading; (2) Development of a Health and Wellness Promenade, and innovative space intended to mitigation traveler stress; (3) Installation of an energy efficient HVAC System with air filtration and sanitation; and (4) Construction of a Parking Facility Guidance Information System to efficiently guide drivers to available parking spaces in the congested parking garage. *Project Owner: Niagara Frontier Transportation Authority*

Runway 7-25 Rehabilitation, Watertown International Airport, Watertown, NY – Principal-in-Charge responsible to for client contact, regulatory agency communication and project oversight. The project involved the rehabilitation of Runway 7-25 (5000' x 150') and the intersection with Runway 10-28 through the Runway Safety Areas (RSA's). The rehab involved a variable depth mill and overlay to increase pavement thicknesses and to remove the "W" section and in-pavement drainage structures from the runway. The Runway 7-25 edge lighting and signage circuit was replaced with new cable in conduit, base mounted fixtures, and new constant current regulators in the electrical vault. The project was phased to minimize disruption to airport operations and included a 96 hour phase of round-the-clock construction to completely rehabilitate the intersection of Runways 7-25 and 10-28. MJ also provided construction administration. *Project Owner: Jefferson County*

Terminal Expansion Design, Portsmouth International Airport at Pease, Portsmouth, NH - Principal responsible for space planning and development alternatives screening and recommendations. The Portsmouth International Airport at Pease is being expanded to include a new concourse and holdroom, a new expanded TSA checkpoint, a new baggage handling system and CBIS building, a new passenger boarding bridge, new concession space, and a new baggage makeup area. Additionally, the project includes improvements to access security, security cameras and paging for the expansion as well as the existing terminal. This \$18M expansion includes 24,322 sf of new space. Construction completion is planned for late 2020 and is funded by grants received from the FAA and State of New Hampshire Department of Transportation. The FAA grants include a Supplemental Discretionary Grant as well as use of the airport's Entitlement Grant funding. The proposed improvements are in response to a Study completed in 2018, which identified deficiencies in facility requirements to support the current and planned growth in enplanements at the Airport for both domestic and international carriers. *Project Owner: Pease Development Authority*

Master Plan Update, Allegheny County Airport, West Mifflin, PA - Project Manager responsible for adherence to project scope, budget and schedule as well as development of dynamic planning tool. This project involves the development of a Master Plan Update (MPU) to assure the Airport and its environs are safe and efficient and evaluate the growing needs of airport users as well as the aviation needs of surrounding communities. *Project Owner: Allegheny County Airport Authority*

EDUCATION

MBA/A - Embry-Riddle Aeronautical University / Business Administration in Aviation (MBA) / 2004

BS - Embry-Riddle Aeronautical University / Professional Aeronautics & Business / 2000

Certificate - ACEC New York / Leadership Institute / 2009

Certificate - Federal Aviation Administration / Control Tower Operator (4684-8281) / 1998

Certificate - Federal Aviation Administration / Airport Planning Criteria (06401) Training / 2001



Gregory T. Topping, PE

QA/QC Lead

GENERAL SUMMARY

Greg has over 34 years of experience in engineering and management, including over 30 years in the field of consulting. He has served as a program manager for multiple airports and has been responsible for managing hundreds of millions of dollars in aviation projects, working through the life of projects from grant programming through airfield construction. This experience includes overseeing dozens of large-scale pavement rehabilitation and other significant airfield improvement projects, and leading or providing key elements of design on major airports.

REPRESENTATIVE EXPERIENCE

Taxiway A Pavement Rehabilitation Design and Construction Administration, Albany International Airport, Albany, NY - QA/QC Engineer responsible for quality control and project oversight. This project involves pavement rehabilitation and contract administration for Taxiway "A" (75'x 8,500') Pavement at the Albany International Airport. The project primarily consists of a mill and overlay of the existing asphalt paving of the primary parallel taxiway, Taxiway "A". The project includes surface drainage improvements, subgrade improvements, the determination of areas for full depth pavement replacement, and pavement markings. A complex Airport Construction Safety and Phasing Plan was developed to minimize the impacts of construction on airport operations. Deliverables include Engineering Plans and Specifications, Engineer's Design Report with Estimate of Probable Cost, Airport Construction Safety and Phasing Plans, Bid Phase Services, and Engineers Recommendation for Contract Award. *Project Owner: Albany County Airport Authority*

Economic Development & Terminal Revitalization, Buffalo Niagara International Airport, Buffalo, NY - Project Manager responsible for project team and stakeholder coordination, schedule and budget adherence, and QA/QC. MJ prepared a grant application to obtain funding for terminal enhancements at the Airport. MJ is now providing design services in relation to these improvements. The project consists of four major components: (1) Construction of an exterior canopy that extends from the terminal to the parking garage, providing a covered area for passenger vehicle loading and unloading; (2) Development of a Health and Wellness Promenade, and innovative space intended to mitigate traveler stress; (3) Installation of an energy efficient HVAC System with air filtration and sanitation; and (4) Construction of a Parking Facility Guidance Information System to efficiently guide drivers to available parking spaces in the congested parking garage. *Project Owner: Niagara Frontier Transportation Authority*

Taxiway B Extension Design & CI, Wilkes-Barre/Scranton Intl. Airport, Avoca, PA - QA/QC Engineer responsible for quality assurance review. This project involves designs for the extension of Taxiway B on the Runway 4 approach end at the Airport. The scope of work also includes an environmental assessment, relocation of FAA-owned navigational facilities, coordination with the FAA, stormwater management, embankment fill borrow material staging and coordination, taxiway lighting and signage design, and relocation of the Air Traffic Control Tower Access Road. *Project Owner: Wilkes-Barre/Scranton International Airport*

Terminal Apron Design, Elmira Corning Regional Airport, Horseheads, NY - Project Manager responsible for project team and stakeholder coordination, schedule and budget adherence, and QA/QC. This project involved design and construction administration services for the full-depth reconstruction of 84,000 sf of the terminal apron. The 2018 terminal expansion project, which extended the concourse to the east, resulted in jet bridges and aircraft parking positions that were outside of the former concrete parking area. The project required pavement strengthening to accommodate the increased use by heavier aircraft. Pavement, markings, signage and lighting were also provided. *Project Owner: Chemung County*

Runway 7-25 Rehabilitation, Watertown International Airport, Watertown, NY - QA/QC Engineer responsible for overseeing construction administration and reviewing project documentation quantities calculations, to ensure compliance with company standards. The project involved the rehabilitation of Runway 7-25 (5000' x 150') and the intersection with Runway 10-28 through the Runway Safety Areas (RSA's). The rehab involved a variable depth mill and overlay to increase pavement thicknesses and to remove the "W" section and in-pavement drainage structures from the runway. The Runway 7-25 edge lighting and signage circuit was replaced with new cable in conduit, base mounted fixtures, and new constant current regulators in the electrical vault. The project was phased to minimize disruption to airport operations and included a 96 hour phase of round-the-clock construction for the intersection of Runways 7-25 and 10-28. MJ also provided construction administration. *Project Owner: Jefferson County*

Capital Planning & Environmental Engineering Services, Republic Airport, East Farmingdale, NY - Design Manager responsible for developing conceptual design, phasing, and cost estimates necessary for development of NEPA and capital planning documents. As part of this project, MJ provided environmental and planning assistance associated with managing the capital improvement program for the Airport and to meet Federal Aviation Administration (FAA) requirements associated with the federal Airport Improvement Program (AIP) and state-funded grants. All documents are being completed in accordance with applicable Advisory Circulars and include a full description of the proposed projects as well as impact on environmental resources such as groundwater, wetlands and biological resources. *Project Owner: New York State Department of Transportation*

EDUCATION

BS - Clarkson University / Civil and Environmental Engineering / 1986



McFarland Johnson

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Zachary A. Staff, PP, AICP

Airport Planning Lead

GENERAL SUMMARY

With contributions to the aviation industry recently acknowledged through Airport Business Magazine's prestigious national "Top 40 Under 40" designation, Zach provides airport clients with planning analyses, financial analyses and associated technical research, as well as PFC programming assistance. Zach's expertise also includes federal, state, and local environmental permitting and planning requirements as well as obtaining regulatory approvals. He has an extensive background in geographic information systems (GIS), including data analysis. In addition, he has comprehensive planning experience such as interpreting zoning requirements, analyzing auto traffic flows, completing inventories of public spaces, and preparing and analyzing documents used for public hearings and meetings. As McFarland Johnson's Regional Aviation Planning Manager, Zach serves in a leadership role, supervising and mentoring planning staff throughout the company.

REPRESENTATIVE EXPERIENCE

Obstruction Removal Environmental Assessment, Niagara Falls International Airport, Niagara Falls, NY - Project Manager responsible for project coordination, stakeholder coordination and quality assurance reviews. This project includes the development of a Short Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) and a Full Environmental Assessment Form (FEAF) under the State Environmental Quality Review Act (SEQRA) for the removal of obstructions to Runway 6-24 and 10L-28R at the Niagara Falls International Airport. The Short EA reviews the removal of obstructions to the 14 CFR part 77 (Safe, Efficient Use, and Preservation of Navigable Airspace) Surfaces of all ends, as well as the 20:1, 34:1, 30:1 and 40:1 surfaces as identified in Advisory Circular 150/5300-13A (Airport Design). To assist with the development of the necessary environmental documentation, this project also included the development of conceptual (30%) design plans for appropriate mitigation and/or removal of identified obstructions within Airport-owned property. *Project Owner: Niagara Frontier Transportation Authority*

Obstruction Study, Buffalo Niagara International Airport, Buffalo, NY - Project Manager responsible for project coordination, coordination with aeronautical survey subconsultants, and development of the obstruction study narrative report. This project involves the development of an obstruction study to identify obstructions to various imaginary surfaces identified in CFR 77, Table 3-2 of the FAA AC 150/5300-13A as adjusted by Engineering Brief 99), the Obstacle Accountability Area, and the VASI/PAPI siting surfaces. Final deliverables include the development of an Obstruction Study Plan set as well as a narrative report. The project will also provide FAA AGIS compatible obstruction data for upload to the FAA's AGIS portal. *Project Owner: Niagara Frontier Transportation Authority*

Snow Removal Equipment Acquisition, Canandaigua Airport, Canandaigua, NY - Airport Planner responsible for grant administration, identification of necessary equipment and project coordination. With the recent completion of the Runway 13-31 Extension and Widening Project at the Airport, the Ontario County IDA found itself in need of additional new snow removal equipment to efficiently clear the runway, taxiways, aircraft parking aprons and T-hangar taxilanes. MJ provided grant administration, technical specification writing, liaison/coordination services with grant agencies, equipment vendors, New York State Office of General Services (NYSOGS) and the National Joint Powers Alliance (NJPA), and equipment inspection on this project to acquire a new Case 821F diesel powered front loader, new snowplow and wing, snow pusher bar and a folding v-plow for the existing 10-wheel Sterling plow truck at the airport. MJ coordinated the direct purchase of the loader and attachments, from the NYSOGS contract bid list, maximizing the amount of grant funds available to purchase the equipment, rather than having to put the project out for public bid. *Project Owner: Ontario County Office of Economic Development & Industrial Development Agency*

Snow Removal Equipment Acquisition, Cortland County Airport, Cortland, NY - Airport Planner responsible for grant administration, identification of necessary equipment and project coordination. McFarland Johnson assisted Cortland County with the acquisition of new Snow Removal Equipment (SRE) for use at the Cortland Airport. The SRE consisted of a new Case 821F front loader, Henke plow and wing combination, and a Smith Manufacturing sand spreader body that can be interchanged. MJ provided: grant administration, including completion of the FAA AIP grant application; coordination with equipment vendors and funding agencies; preparation of specifications; and assistance in the direct purchase of the SRE equipment from the NYSOGS and NJPA. MJ was able to maximize the grant funds available for equipment purchase by coordinating closely with equipment vendors, NJPA and NYSOGS for direct purchase of SRE that met the FAA's Buy American requirements, thereby obtaining the maximum level of equipment possible within the grant budget. *Project Owner: Cortland County*

EDUCATION

MA - Binghamton University / Geography / 2007

BA - SUNY Geneseo / Geography / 2005

Certificate - Harris Miller Miller & Hanson / Aviation Environmental Design Tool (AEDT 2b) / 2015



Georgeanna M. Nugent

Environmental Services Lead

GENERAL SUMMARY

Georgie has over 20 years of experience as an environmental professional and a project manager primarily working on municipal, public and transportation projects. She has a thorough understanding of state and federal regulations, including the New York State Environmental Quality Review Act (SEQR), the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA), Section 404 of the Clean Water Act (CWA), and Section 4(f) of the USDOT Act. She is also a Certified Hazardous Materials Manager (CHMM) with extensive knowledge and experience with the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). In addition, she has regulatory, fiduciary, and governance oversight experience serving as an appointed board member for two New York State authority boards.

REPRESENTATIVE EXPERIENCE

Capital Planning & Environmental Engineering Services, Republic Airport, East Farmingdale, NY - Project Manager responsible for completion of categorical exclusion documents. As part of this project, MJ provided environmental and planning assistance associated with managing the capital improvement program for the Airport and to meet Federal Aviation Administration (FAA) requirements associated with the federal Airport Improvement Program (AIP) and state-funded grants. All documents are being completed in accordance with applicable Advisory Circulars and include a full description of the proposed projects as well as impact on environmental resources such as groundwater, wetlands and biological resources. *Project Owner: New York State Department of Transportation*

Short Environmental Assessment for Obstruction Removal, Oneonta Municipal Airport, Oneonta, NY - Senior Environmental Analyst responsible for preparation of the Short Environmental Assessment for on and off airport obstruction removal. This project entails preparation of a Short Environmental Assessment (EA) for on and off-airport obstruction removal. The EA includes the evaluation of potential social, environmental and economic impacts associated with land/easement acquisition and removal of approximately 8 acres of on-airport obstructions as well as 10 acres of tree obstructions located on 11 off-airport parcels in the approaches to Runway 6 and 24. In addition, the project is identified as a Type I Action under the NYS Environmental Quality Review (SEQR). MJ is completing the necessary documents of the project under SEQR. *Project Owner: City of Oneonta*

Terminal Area Plan Environmental Assessment, Ogdensburg International Airport, Ogdensburg, NY - Senior Environmental Analyst responsible for completion of the Environmental Assessment. MJ prepared an Environmental Assessment (EA) related to drainage and terminal area improvement projects at the Airport, which was funded with grant assistance from the FAA's Airport Improvement Program and NYSDOT. Preliminary designs and estimates were also provided for these improvements. Drainage improvements involved conveyance and capacity upgrades in the western portion of the airport property and the construction of a new 60-inch culvert under NYS Route 812, discharging to the Oswegatchie River. Improvements to the terminal area included construction of an expanded 3-4 gate passenger terminal building, the expansion of the terminal apron, and the construction of an equipment storage building. *Project Owner: Ogdensburg Bridge & Port Authority*

Runway 5-23 Phase A Construction Administration, Morristown Municipal Airport, Morristown, NJ - Senior Environmental Analyst responsible for review and coordination of soil sampling and off-site disposal of approximately 40,000 cubic yards of impacted soils. This project included evaluations and analysis, environmental analysis and permitting, design, and bidding associated with the construction of airfield pavement and base course, drainage structures, service roads and bridges, retaining walls, runway safety area (RSA) improvements, Engineered Materials Arresting System (EMAS), and instrument landing system (ILS) facilities for the primary runway at this large general aviation airport. *Project Owner: Town of Morristown*

Obstruction Removal Environmental Assessment, Watertown International Airport, Watertown, NY - Senior Environmental Analyst responsible for quality assurance review. This project involved the assessment of acquisition of land and easements, enhancement of existing easements, and tree obstruction removal to address penetrations of airspace of Runways 7-25 and 10-28. The EA included extensive wetland delineations within 52 acres of tree obstruction removal areas. MJ assisted the client by acting as liaison and project coordinator with FAA, landowners, and other stakeholders. Coordination and meetings with affected landowners early in the process was crucial. Close coordination with the client was important to meet the needs of the airport and fine tune the proposed acquisition. Areas of concern addressed in the EA included: cultural resources; wetlands; farmland; impacts to threatened and endangered species and social and economic impacts of land acquisitions. *Project Owner: Jefferson County*

EDUCATION

BS - SUNY Plattsburgh / Environmental Science and Geology / 1998

MS - Colorado School of Mines / Environmental Science and Engineering / 1999

Certified Hazardous Materials Manager (CHMM) / 2011



McFarland Johnson

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Jared P. Moore, PE

Airfield Design Lead

GENERAL SUMMARY

Jared's professional expertise encompasses design and construction inspection for a wide variety of projects at both commercial service and General Aviation (GA) airports. His experience includes the design of rehabilitation, reconstruction, and extension projects for runways, taxiways, and aprons including the design of Visual and Navigational Aids (VISAIDs & NAVAIDs). Specific experience includes design of projects utilizing FAA Advisory Circulars and Orders, FAA airfield pavement design as well as the preparation of contract drawings, bid documents, technical specifications, design reports, and cost estimates. He is also adept at construction inspection, providing oversight of all phases of airfield construction operations including construction phasing and sequencing, large-scale earthwork, drainage, asphalt and concrete paving, electrical, and pavement markings. Other construction inspection responsibilities included leading periodic progress meetings, preparation of periodic estimates, and completion of FAA construction grant closeout items.

REPRESENTATIVE EXPERIENCE

Runway 7-25 Rehabilitation, Watertown International Airport, Watertown, NY - Senior Engineer responsible for development of the Construction Safety and Phasing Plan (CSPP), design of runway edge lighting and signage, and preparation of the project design report. The project involved the rehabilitation of Runway 7-25 (5000' x 150') and the intersection with Runway 10-28 through the Runway Safety Areas (RSA's). The rehab involved a variable depth mill and overlay to increase pavement thicknesses and to remove the 'W' section and in-pavement drainage structures from the runway. The Runway 7-25 edge lighting and signage circuit was replaced with new cable in conduit, base mounted fixtures, and new constant current regulators in the electrical vault. The project was phased to minimize disruption to airport operations and included a 96 hour phase of round-the-clock construction to completely rehabilitate the intersection of Runways 7-25 and 10-28. MJ also provided construction administration. *Project Owner: Jefferson County*

Taxiway B, C, E, F & G Reconfiguration, Syracuse Hancock International Airport, Syracuse, NY - Project Engineer responsible for grading, drainage, taxiway geometries and related specifications. This project involved the reconfiguration of exit Taxiways B, C, E, F and G at the Airport. These taxiways were identified as FAA "hot spots" meaning they either have a history or increased potential risk for collision or runway incursion. The taxiways were reconfigured to meet current FAA geometric design standards. A detailed construction safety and phasing program was developed to minimize impacts of construction on airport operations while maintaining a work area that enables the highest quality of construction while still protecting work crews. The project was completed on time and within budget. *Project Owner: Syracuse Regional Airport Authority*

New Medium Intensity Approach Lighting for Runway 27, Ogdensburg International Airport, Ogdensburg, NY - Lead Design Engineer responsible for the layout of the MALSF which included design of the approach light profile over NYS Route 68 and associated site infrastructure (gravel roads, electrical conduit, fencing, and drainage). Also developed the Construction Safety and Phasing Plan (CSPP) for the project which included coordinating closure of the runway at the airport (their only runway, so effectively closing the airport). In addition, produced the plans, construction cost estimate, specifications, design report, and completed the bid and award phase for the project. This project involved the design and installation of a new, FAA owned, Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF) for Runway 27. The MALSF will provide an important visual tool for pilots, particularly during poor weather conditions, while adding safety and minimizing delays and disruptions from flight diversions and cancellations. Design and permit coordination through multiple entities including FAA, NYSDOT, NYSDEC, USACE and National Grid was paramount to the success of this project. The scope of work included MALSF towers and lighting system, threshold lights and foundations, electrical conduit and wiring, gravel access road, paved driveway, guiderail, fencing, and culvert piping. *Project Owner: Ogdensburg Bridge & Port Authority*

Taxiway A Pavement Rehabilitation Design and Construction Administration, Albany International Airport, Albany, NY - Senior Engineer responsible for pavement rehabilitation design. This project involves pavement rehabilitation and contract administration for Taxiway "A" (75' x 8,500') Pavement at the Albany International Airport. The project primarily consists of a mill and overlay of the existing asphalt paving of the primary parallel taxiway, Taxiway "A". The project includes surface drainage improvements, subgrade improvements, the determination of areas for full depth pavement replacement, and pavement markings. A complex Airport Construction Safety and Phasing Plan was developed to minimize the impacts of construction on airport operations. Deliverables include Engineering Plans and Specifications, Engineer's Design Report with Estimate of Probable Cost, Airport Construction Safety and Phasing Plans, Bid Phase Services, and Engineers Recommendation for Contract Award. *Project Owner: Albany County Airport Authority*

EDUCATION

BS - Clarkson University / Civil Engineering / 2007

Specialized Training - NYS Department of Environmental Conservation / Erosion & Sediment Control Training / 2011



McFarland & Son

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Adam J. Frosino, PE, PTOE

Landside Design Lead

GENERAL SUMMARY

Adam has valuable experience on landside aviation projects as well as auxiliary aviation building design projects (i.e. fuel farms, ARFF and SRE buildings) involving tasks such as site utility designs, roadway and parking lot designs, pavement analysis, drainage improvements, transportation planning and parking studies. He is familiar with a wide array of software including AutoCAD Civil 3D, Storm and Sanitary CAD, HydroCAD Stormwater Software, HY8 Culvert Design, MUTCD, and AASHTO, and is also well-versed in local and national design guidelines.

REPRESENTATIVE EXPERIENCE

Long-Term Parking Lot Expansion, Elmira Corning Regional Airport, Horseheads, NY - Project Manager responsible for providing design coordination both internally and with the project stakeholders; Also providing leadership to ensure the project schedule was met as well as managing numerous subconsultants. This project consists of the creation of 300 additional parking spaces to the existing long-term lot, including relocation of the exit toll plaza to create a safer and more efficient exit point onto Airport Road and additional queue length for patrons. The project will also realign Airport Road, creating an efficient loop road around the airport parking lots for passenger pick up. MJ also provided land acquisition and re-subdivision services for adjacent parcels, as well as extensive landscaping and aesthetic improvements to the adjacent private hangar facility. An off-site overflow parking lot was also developed to accommodate parking during construction. *Project Owner: Chemung County*

Runway 9-27 Extension & NYS Route 68 Relocation and Terminal Expansion, Ogdensburg International Airport, Ogdensburg, NY - Project Engineer responsible for traffic and parking analysis associated with the expansion to the airport to determine if any off-site roadway mitigation was necessary and to determine the appropriate magnitude of parking required. This \$24.4M project involves environmental permitting, design, and construction administration for the 1,200-foot extension of Runway 9-27 at the Airport, to provide sufficient length to meet the operational requirements of an Airbus A320 aircraft. The project also includes the realignment of NYS Route 68 to accommodate the runway extension, obstruction removal, extension and widening of the parallel taxiway, expansion of the airport terminal building, expansion of the aircraft apron and airport parking facilities. The EA included extensive wetland delineation and environmental impact evaluations as well as extensive coordination. This work was accomplished on an extremely compressed schedule. Conceptual feasibility, planning, NEPA, permitting, design and construction were all completed in 3 years, a process that can take 10 years or more under normal circumstances. Construction commenced less than 20 months after the start of preliminary design and the EA. *Project Owner: Ogdensburg Bridge & Port Authority*

Aircraft Rescue & Fire Fighting (ARFF) Building Design, Watertown International Airport, Watertown, NY - QA/QC Engineer responsible for reviewing all site design and civil infrastructure design prior to finalization of construction documents. The project involves design and construction of a new 10,255-sq ft ARFF building east of the existing fuel farm, with approximate 62,000-sq ft of apron and vehicle parking area on the north and south sides of the building, a new access road off of NYS Rte 12F, associated utilities, and stormwater management. The airport perimeter fence will be relocated to accommodate the new ARFF building. The building was designed per FAA and Airport requirements and include two bays for the storage of ARFF equipment, as well as a third bay to accommodate the maintenance of all airport equipment. Other spaces within the building will include a training room, dormitories, laundry facilities, kitchen/dining room, locker rooms, and restrooms, as well as room for equipment storage. MJ provided grant administration, project management, FAA and NYSDOT coordination, civil/site design, and construction administration, as well as leading the subconsultant architects who provided architectural, code/life safety, lighting, HVAC, structural, and plumbing designs. *Project Owner: Jefferson County*

Snow Removal Equipment Building Design & Bidding Phase Services, Canandaigua Airport, Canandaigua, NY - Project Engineer responsible for site/civil design and site plan approvals, as well as bidding services, construction support and project closeout. McFarland Johnson (MJ) designed a 2,500 sf, pre-engineered metal Snow Removal Equipment (SRE) building to serve as storage for the Airport's sizable inventory of equipment, including a 10-wheel plow truck, front loader and tractor. MJ provided design of the pre-engineered metal building, overhead doors, HVAC, lighting, site/civil and utility services. The building is strategically located along the airport service road with an entrance from Thomas Road, minimizing traffic impacts to aircraft, while still providing fast access to the airfield during snow conditions. The SRE building includes a heated equipment storage area, workspace and dry bulk storage area for materials and other equipment. *Project Owner: Ontario County*

EDUCATION

BS - University of Connecticut / Civil Engineering / 2006

Certificate - Transportation Professional Certification Board / Professional Traffic Operations Engineer / 2017

Certificate - OSHA / Ten-Hour Construction Safety / 2008



McFarland Johnson

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Robert J. Buerkle, PE

Construction Administration Lead

GENERAL SUMMARY

Bob has over 30 years of professional experience in the transportation industry including highways, aviation, municipal utilities, facilities, including planning construction management, project management and overall system management. As former manager of the Cortland County Airport, Bob has experience in the overall management of airport facilities, budgeting, contract management, reviewing and approving payments, negotiating hangar leases, airport tenant relations, community relations, capital project planning, design and construction management. He enjoys an excellent relationship with the FAA – NYADO, FHWA and NYSDOT Aviation Bureau. His experience includes managing projects involving airport safety improvements, airport runways, taxiways, aprons and hangar facilities. Bob's responsibilities included seeking and managing grant funding, grant administration, capital program budgeting and management, system /project planning, preliminary and detailed engineering design, public participation, legislative affairs, cost estimating, bidding, contract / construction administration, construction inspection, materials testing and certification, and construction project management.

REPRESENTATIVE EXPERIENCE

Taxiway B, C, E, F & G Reconfiguration, Syracuse Hancock International Airport, Syracuse, NY - Construction Supervisor responsible for assignment and management of inspection staff. This project involved the reconfiguration of exit Taxiways B, C, E, F and G at the Airport. These taxiways were identified as FAA "hot spots" meaning they either have a history or increased potential risk for collision or runway incursion. The taxiways were reconfigured to meet current FAA geometric design standards. A detailed construction safety and phasing program was developed to minimize impacts of construction on airport operations while maintaining a work area that enables the highest quality of construction while still protecting work crews. The project was completed on time and within budget. *Project Owner: Syracuse Regional Airport Authority*

Taxiway A Pavement Rehabilitation Design and Construction Administration, Albany International Airport, Albany, NY - Construction Supervisor responsible for project staffing and clarifying constructability concerns. This project involves pavement rehabilitation and contract administration for Taxiway "A" (75'x 8,500') Pavement at the Albany International Airport. The project primarily consists of a mill and overlay of the existing asphalt paving of the primary parallel taxiway, Taxiway "A". The project includes surface drainage improvements, subgrade improvements, the determination of areas for full depth pavement replacement, and pavement markings. A complex Airport Construction Safety and Phasing Plan was developed to minimize the impacts of construction on airport operations. Deliverables include Engineering Plans and Specifications, Engineer's Design Report with Estimate of Probable Cost, Airport Construction Safety and Phasing Plans, Bid Phase Services, and Engineers Recommendation for Contract Award. *Project Owner: Albany County Airport Authority*

Runway 7-25 and Intersection Rehabilitation, Watertown International Airport, Watertown, NY – Construction Supervisor responsible for assigning project construction observation personnel and reviewing Project Inspection Reports, QC/QA Materials Testing Reports, Contractor Change Orders and Contractor Applications for Payment. The project involved the rehabilitation of the entirety of Runway 7-25 (5000' x 150') and the full intersection with Runway 10-28 through the Runway Safety Areas (RSA's). The rehab involved a variable depth mill and overlay to increase pavement thicknesses and to remove the "W" section and in-pavement drainage structures from the runway. The entirety of the Runway 7-25 edge lighting and signage circuit was replaced with new cable in conduit, base mounted fixtures, and new constant current regulators in the electrical vault. A new primary wind cone was also added to the center of the airfield. The project was phased to minimize disruption to airport operations and included a 96-hour phase of round-the-clock construction to completely rehabilitate the intersection of Runways 7-25 and 10-28. MJ provided construction administration and oversight of the required quality control program, including material testing throughout the project. *Project Owner: Jefferson County*

Taxilane Relocation Design & Construction Administration, Elmira Corning Regional Airport, Horseheads, NY - Project Manager responsible for plan preparation and client coordination. This project provided for relocation of approximately 1,750 linear feet of existing Taxilane "T" to provide wingtip clearance to the new Concourse and Aircraft parking locations for the terminal revitalization project. The relocation of the Taxilane became necessary to provide adequate wingtip clearance between aircraft parked on the apron and those taxiing on Taxilane "T". Engineering design included Project Administration, Project Management, coordination with the project Sponsor and FAA NYADO, design surveying, geotechnical investigations, preliminary engineering design, development of construction safety phasing plans (CSPP), coordination with local ATCT, final design including preparation of construction plans, technical specifications, and opinion of probable construction cost. *Project Owner: Chemung County*

EDUCATION

AAS - SUNY Broome / Civil Engineering Technology / 1993
Specialized Training - NYSDOT / Bridge Inspection / 1987
Specialized Training - FHWA / Bridge Design Using LRFD / 1995



Kelli R. Walters

Grants & PFC Administration Lead

GENERAL SUMMARY

Kelli leads MJ's Grant Administration Department and has 23 years of experience administering and complying with various State and Federal Grant programs. She is instrumental in assisting our aviation clients in obtaining grant funding for projects and keeping grant allocations on track. The federal and state grant process continues to become more burdensome on airports. We recognize that you don't have a huge support staff at the Airport. Kelli and MJ's grant administrators make it easy on you and your staff to comply with grant-related regulations.

REPRESENTATIVE EXPERIENCE

Runway 7-25 Rehabilitation, Watertown International Airport, Watertown, NY - Grants Administrator responsible for annual Capital Improvement Plan Updates and data sheets, grant pre-applications, grant applications, Federal and State reimbursement requests, grant closeouts and ensuring compliance with grant requirements. The project involved the rehabilitation of Runway 7-25 (5000' x 150') and the intersection with Runway 10-28 through the Runway Safety Areas (RSA's). The rehab involved a variable depth mill and overlay to increase pavement thicknesses and to remove the 'W' section and in-pavement drainage structures from the runway. The Runway 7-25 edge lighting and signage circuit was replaced with new cable in conduit, base mounted fixtures, and new constant current regulators in the electrical vault. The project was phased to minimize disruption to airport operations and included a 96 hour phase of round-the-clock construction to completely rehabilitate the intersection of Runways 7-25 and 10-28. MJ also provided construction administration. *Project Owner: Jefferson County*

New Medium Intensity Approach Lighting for Runway 27, Ogdensburg International Airport, Ogdensburg, NY - Grants Administrator responsible for annual Capital Improvement Plan Updates and data sheets, grant pre-applications, grant applications, Federal and State reimbursement requests, grant closeouts and ensuring compliance with grant requirements. This project involved the design and installation of a new, FAA owned, Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF) for Runway 27. The MALSF will provide an important visual tool for pilots, particularly during poor weather conditions, while adding safety and minimizing delays and disruptions from flight diversions and cancellations. Design and permit coordination through multiple entities including FAA, NYSDOT, NYSDOT, USACE and National Grid was paramount to the success of this project. The scope of work included MALSF towers and lighting system, threshold lights and foundations, electrical conduit and wiring, gravel access road, paved driveway, guiderail, fencing, and culvert piping. *Project Owner: Ogdensburg Bridge & Port Authority*

Deicing Apron Rehabilitation, Elmira Corning Regional Airport, Horseheads, NY - Grants Administrator responsible for grant pre-applications, grant applications, Federal and State reimbursement requests, grant closeouts and ensuring compliance with grant requirements. MJ undertook an extensive program to determine the quantity and quality of the existing pavements, the condition of the drainage structures that service the area, the deicing fluid separation controls, and the geometry of the pavements. The result was the realization that the existing pavements did not meet the structure required to service the current and projected aircraft fleet mix anticipated to utilize the facility. The design called for the complete full depth replacement of the existing asphalt pavements with concrete pavement, the replacement of the runoff collection trench drain system, new heavy duty catch basins, and the installation of new valves and piping to divert stormwater with deicing fluids to a collection and conveyance system. *Project Owner: Chemung County*

Long-Term Parking Lot Expansion, Elmira Corning Regional Airport, Horseheads, NY - Grants Administrator responsible for annual Capital Improvement Plan Updates and data sheets, grant pre-applications, grant applications, Federal and State reimbursement requests, grant closeouts and ensuring compliance with grant requirements. This project consists of the creation of 300 additional parking spaces to the existing long-term lot, including relocation of the exit toll plaza to create a safer and more efficient exit point onto Airport Road and additional queue length for patrons. The project will also realign Airport Road, creating an efficient loop road around the airport parking lots for passenger pick up. MJ also provided land acquisition and re-subdivision services for adjacent parcels, as well as extensive landscaping and aesthetic improvements to the adjacent private hangar facility. An off-site overflow parking lot was also developed to accommodate parking during construction. *Project Owner: Chemung County*

EDUCATION

AAS - SUNY Cobleskill / Business Administration / 1991



McFarland Johnson

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Michael A. Eckhardt, PE

M/E/P Lead

GENERAL SUMMARY

Mike is a licensed mechanical engineer with 24 years of experience in engineering design solutions for educational, medical, industrial and commercial clients specializing in engineered plumbing systems, petroleum bulk storage and dispensing systems, compressed air systems, and liquefied petroleum gas storage and distribution systems. He has provided plumbing solutions in compliance with applicable local and state codes, as well as design principles established by ASPE and ASHRAE. His primary design experience is with domestic water distribution systems, sanitary and storm drainage systems, low pressure and medium pressure natural gas and LP gas distributions systems.

REPRESENTATIVE EXPERIENCE

Economic Development & Terminal Revitalization, Buffalo Niagara International Airport, Buffalo, NY – Lead Mechanical Engineer responsible for responsible for overseeing and coordinating the internal and external design team related to replacing 26 HVAC units located throughout the terminal building. McFarland Johnson prepared a grant application to obtain funding for terminal enhancements at the Airport. MJ is now providing design services in relation to these improvements. The project consists of four major components: (1) Construction of an exterior canopy that extends from the terminal to the parking garage, providing a covered area for passenger vehicle loading and unloading; (2) Development of a Health and Wellness Promenade, and innovative space intended to mitigation traveler stress; (3) Installation of an energy efficient HVAC System with air filtration and sanitation; and (4) Construction of a Parking Facility Guidance Information System to efficiently guide drivers to available parking spaces in the congested parking garage. *Project Owner: Niagara Frontier Transportation Authority*

Terminal Expansion & Renovation, Plattsburgh International Airport, Plattsburgh, NY - Project Engineer responsible for plumbing design and plan preparation utilizing Revit. This terminal expansion project involved full engineering design services for a two-story, 87,731 square foot passenger terminal building addition, as well as renovation to the existing 41,380 sf terminal building. The engineering effort included new and renovated architectural, civil, structural, HVAC, plumbing, fire protection, baggage handling, special systems, passenger boarding bridges and electrical systems. An environmental assessment, site improvements, and paving work, as well as relocation of existing utilities are also included. The design also included access and internal roadway improvements as well as new and renovated parking areas to service the terminal expansion project. *Project Owner: Clinton County*

Terminal Revitalization, Elmira Corning Regional Airport, Horseheads, NY - Senior Mechanical Engineer responsible for plumbing system design. The design and construction of the \$61.5M terminal expansion and renovation, funded through the NY Upstate Airport Economic Development and Revitalization and FAA grant monies, was accomplished with a fast-track approach. The design and construction of the airport terminal improvements was advanced to completion in approximately 18 months, with a scheduled completion date of October 31, 2018. The project included expansion to accommodate a new concourse area, a new security checkpoint, a new baggage handling facility and claim area, and both new and renovated passenger boarding bridges. An enclosed courtyard that showcases the local landscape and was built with sustainable building and renewable energy technologies, including a geothermal heating and cooling system for the entire facility was an important feature. Entirely new M/E/P and fire protection systems were also integral components of this renovated/expanded facility. The project was designed and bid in phases to allow for continued operation of the facility while the terminal expansion was progressing. *Project Owner: Chemung County*

Terminal Expansion Design, Portsmouth International Airport at Pease, Portsmouth, NH - Senior Mechanical Engineer responsible for plumbing systems design. The Portsmouth International Airport at Pease is being expanded to include a new concourse and holdroom, a new expanded TSA checkpoint, a new baggage handling system and CBIS building, a new passenger boarding bridge, new concession space, and a new baggage makeup area. Additionally, the project includes improvements to access security, security cameras and paging for the expansion as well as the existing terminal. This \$18M expansion includes 24,322 sf of new space. Construction completion is planned for late 2020 and is funded by grants received from the FAA and State of New Hampshire Department of Transportation. The FAA grants include a Supplemental Discretionary Grant as well as use of the airport's Entitlement Grant funding. The proposed improvements are in response to a Study completed in 2018, which identified deficiencies in facility requirements to support the current and planned growth in enplanements at the Airport for both domestic and international carriers. *Project Owner: Pease Development Authority*

EDUCATION

BS - University at Buffalo / Civil Engineering / 1996

AS - Broome Community College / Engineering Science / 1993



McFarland Johnson

STATEMENT NUMBER

Charles M. Howe, PE, LEED AP

Senior Electrical Engineer

GENERAL SUMMARY

Charles is a former Airport Manager with an education in electrical engineering. As such, he is very familiar with airfield electrical specifications and spends the majority of his time on the design of airfield electrical projects. His expertise encompasses all aspects of airfield electrical and lighting from simple edge lighting to complex switch gear regulators and computer-controlled lighting systems. His experience includes design of NAVAIDS and other airfield lighting/power projects, as well as electrical design for various airport buildings and facilities. He is adept at providing electrical power distribution design, security upgrades, lighting selection and design, field condition surveys, general power device layout, facility electrical load estimates, electrical one-line diagrams, special systems design, technical specifications, QA/QC design calculations, oversight and preparation of contract documents, preparation of cost estimates, preparation of grant applications, review of payment reimbursement requests, and construction inspection. He is also a LEED Accredited Professional, skilled at providing energy saving options.

REPRESENTATIVE EXPERIENCE

Runway 7-25 Rehabilitation, Watertown International Airport, Watertown, NY - Senior Electrical Engineer responsible for overall electrical design including airfield series lighting circuits and constant current regulator power within the vault. He was also responsible for preparation of electrical technical specifications. The project involved the rehabilitation of Runway 7-25 (5000' x 150') and the intersection with Runway 10-28 through the Runway Safety Areas (RSA's). The rehab involved a variable depth mill and overlay to increase pavement thicknesses and to remove the 'W' section and in-pavement drainage structures from the runway. The Runway 7-25 edge lighting and signage circuit was replaced with new cable in conduit, base mounted fixtures, and new constant current regulators in the electrical vault. The project was phased to minimize disruption to airport operations and included a 96 hour phase of round-the-clock construction to completely rehabilitate the intersection of Runways 7-25 and 10-28. MJ also provided construction administration. *Project Owner: Jefferson County*

Terminal Expansion Design, Portsmouth International Airport at Pease, Portsmouth, NH - Senior Electrical Engineer responsible for QA/QC review. The Portsmouth International Airport at Pease is being expanded to include a new concourse and holdroom, a new expanded TSA checkpoint, a new baggage handling system and CBIS building, a new passenger boarding bridge, new concession space, and a new baggage makeup area. Additionally, the project includes improvements to access security, security cameras and paging for the expansion as well as the existing terminal. This \$18M expansion includes 24,322 sf of new space. Construction completion is planned for late 2020 and is funded by grants received from the FAA and State of New Hampshire Department of Transportation. The FAA grants include a Supplemental Discretionary Grant as well as use of the airport's Entitlement Grant funding. The proposed improvements are in response to a Study completed in 2018, which identified deficiencies in facility requirements to support the current and planned growth in enplanements at the Airport for both domestic and international carriers. *Project Owner: Pease Development Authority*

Taxiway B, C, E, F & G Reconfiguration, Syracuse Hancock International Airport, Syracuse, NY - Senior Electrical Engineer responsible for leading overall electrical design including updated airfield circuits serving elevated and in-pavement runway, taxiway edge lights, and runway guard lights. Also responsible for modifications to the airfield vault including new constant current regulators and parallel input circuits. This project involved the reconfiguration of exit Taxiways B, C, E, F and G at the Airport. These taxiways were identified as FAA "hot spots" meaning they either have a history or increased potential risk for collision or runway incursion. The taxiways were reconfigured to meet current FAA geometric design standards. A detailed construction safety and phasing program was developed to minimize impacts of construction on airport operations while maintaining a work area that enables the highest quality of construction while still protecting work crews. The project was completed on time and within budget. *Project Owner: Syracuse Regional Airport Authority*

New Medium Intensity Approach Lighting for Runway 27, Ogdensburg International Airport, Ogdensburg, NY - Senior Electrical Engineer responsible for overall electrical design for airfield lighting. This project involved the design and installation of a new, FAA owned, Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF) for Runway 27. The MALSF will provide an important visual tool for pilots, particularly during poor weather conditions, while adding safety and minimizing delays and disruptions from flight diversions and cancellations. Design and permit coordination through multiple entities including FAA, NYSDOT, NYSDCE, USACE and National Grid was paramount to the success of this project. The scope of work included MALSF towers and lighting system, threshold lights and foundations, electrical conduit and wiring, gravel access road, paved driveway, guiderail, fencing, and culvert piping. *Project Owner: Ogdensburg Bridge & Port Authority*

EDUCATION

BS - State University of New York at New Paltz / Electrical Engineering / 2003

Certificate - U.S. Green Building Council / LEED Accredited Professional / 2009

Specialized Training - NYS Energy Research and Development Authority / Site Lighting / 2014



McFarland Johnson

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Jeffrey R. Hughes, PLS

Survey Services Lead



Jeff Hughes joined HUNT in 2001 and has spent over 25 years developing extensive education, experience, and technical skill in land surveying - he became HUNT's Survey Team Manager in 2020. His responsibilities encompass transportation and environmental projects for USDA, FAA, FCC, NYSOGS, NYSDOT, NYSTA, and many counties and municipalities throughout New York. Jeff is knowledgeable of all state technical standards and guidelines and stays up-to-date in other areas, like requirements for ALTA/NSPS Land Title Surveys and the modernization of the National Spatial Reference System coordinate system. Jeff has field experience with GPS, Robotic Total Stations, and modern field-to-finish data collection systems to perform horizontal and vertical control for topographic and land boundary surveys, as well as construction layout. He also enjoys applying GIS to create maps, manage data, and build solutions.

Education

SUNY Alfred, College of Technology, BS, Survey Engineering, 1999

Professional Registration

Professional Land Surveyor, New York, 051095, 2020

Affiliations

NYS Association of Professional Land Surveyors

Continuing Education

OSHA 40 Hour HAZWOPER
ESRI courses

Skills

Elementary Survey Law
Trimble Real Works Laser
Scanning
Arc Map GIS
ArcGIS Pro
Trimble GPS
Drone 2 Map
Geoprocessing

Selected Project Experience

Elmira-Corning Regional Airport, Runway Rehabilitation, Big Flats, NY

Jeff performed Survey work at Elmira Corning Regional Airport to allow for the rehabilitation and new lighting of runway 6-24. His role included establishing and providing survey control, stakeout and volumetric quantity services while keeping runway active.

Federal Aviation Administration, Facility Survey at Elmira-Corning Regional Airport, Big Flats, NY

Determine ownership boundaries, contours, and forest canopy height covering the site surrounding an essential radar antenna.

Town of Big Flats, GIS Mapping for Big Flats Water Department, Big Flats, NY

Jeff worked on a town GIS water systems cloud-mapping project for system operations. Integrated hard-copy maps and data with cloud GPS field locations of water mains and valves for both the office and field work-force real-time access. After training, he transferred data to department personnel for asset tracking, record keeping, maintenance, and location awareness to provide safe and reliable clean water.

Yates County, Municipal Fiber to the Home, Yates County, NY

Jeff successfully developed eligible areas for the US Department of Agriculture ReConnect Loan and Grant Program to bring high-speed Internet to rural communities. Geoprocessing and filtering of Federal Communications Commission census data while excluding areas already deemed served with sufficient access by the New York State Broadband Program Office was an essential part of the process.

NYS Office of General Services, Elmira Correctional Facility, Elmira, NY

Completed stake-out services consisting of roadway, curb, drainage, sewerage, fencing, electrical, lighting, communication, and general grading for C.P. Ward.

NYSDOT Region 6 and Region 9 TASS Agreements

Senior Party Chief on several assignments for each Region. Responsibilities inclusive of survey field work for highway and bridge design projects along with hydraulic, topographic, GPS surveys and horizontal/vertical control networks.

Hohl Industrial Services Inc., Lockheed Martin Facility Construction Stakeout Survey, Owego, NY

As-built least squares analysis of anchor bolt location regression to determine the best fit attachment of a water tank sub-frame structure fitment.



Christopher L. Wood, EIT

Site/Civil Project Engineer

Chris Wood joined HUNT in 2013, bringing with him a wide range of practical experience in the various aspects of civil engineering for the public and private sectors. Mr. Wood is experienced in many aspects of the environmental and site development engineering and his proficiency at developing projects from concept through construction, including client coordination, municipal approvals, permitting, specifications, and construction. He is experienced at communicating among clients, state and local agencies, designing various types of sites, and at providing the end product of plans and specifications for project approvals and construction.

Education

Clarkson University, Potsdam, NY, BS, Environmental and Civil Engineering, 2007

Corning Community College, Corning, NY, AS, Engineering Science, 2006

Corning Community College, Corning, NY, AS, Liberal Arts and Sciences: Mathematics and Sciences, 2006

Professional Registration

Engineer in Training (EIT)
New York, Certificate #084563

Certifications

PA State Conservation Commission Environmentally Sensitive Maintenance of Dirt and Gravel Roads Certification, 2021

8-hour HAZWOPER Certification, 2015

FEMA National Incident Management System (IS-00700)

29CFR1910.120 – OSHA Hazardous Waste Operations & Emergency Response, 40-hour Training

29CFR1910.146 – Permit Required Confined Space Entrant, Attendant and Supervisor Training

Selected Project Experience

Luzerne County, Wilkes-Barre Wyoming Valley Airport, Wilkes-Barre, PA

Project Engineer for the design and construction for the rehabilitation of Runway 7/25. The 3000 ft long runway was cracking due to poor soil conditions beneath the asphalt and sub-base. FAA required a solution that would last 15-20 years. The task was to perform a reclamation process on the existing asphalt, mix with an asphalt emulsion, and then grade to 4" binder/top.

CDI Architects Group, LLC, Airport Project

HUNT assisted CDI Architects Group, LLC with site improvements that included installation of a new hanger, relocation and upgrade of terminal/offices, along with site improvements such as off-street parking, lighting, and stormwater management. Removal and replacement of the existing asphalt pavement, as well as new concrete pad and walk areas, were also included in the proposed improvements. The overall size of the facility increased by approximately 1.4 acres and included additional parking spaces to accommodate for the proposed improvements, and two (2) additional underground stormwater systems to capture any additional discharges developed from the site.

Prattsburgh Central School District, Prattsburgh, NY

Completed multiple site improvements projects for the District as part of their Capital Improvements Plan. These projects have included parking lot/access drive rehabilitations, lot reconfigurations, sidewalk replacements, and septic system improvements. The septic system improvements involved the design of a new septic tank and replacements absorption bed area.

Town of Erwin, Sanitary Sewer Collection System, Cooper Plains, NY

Project Manager for the design and implementation of a new Sanitary Sewer Collection System. After performing a study and assisting the Town of Erwin secure necessary finding, HUNT completed the design of a conventional gravity collection system servicing nearly 280 residential dwelling units and businesses. The collection system consisted of more than nine miles of gravity sanitary sewer within roadway rights-of-way along with back-lot installations to accommodate individual connections based upon former septic system locations. The new system also consists of four primary lift stations discharging to the existing wastewater collection system and wastewater treatment plant.

Village of Waverly, 2020 Water System Improvements, Waverly, NY

Project Manager for a water system improvement project to provide adequate water distribution and standby generators to each of the existing well houses to meet existing and future needs of the community. HUNT provided survey and preliminary plans of proposed improvements, final system design, regulatory submittals, bidding services, and will be performing construction administration. This project is expected to be completed in fall of 2022.



Matthew J. Mentuck

Construction Inspector

Mathew Mentuck is experienced in analyzing blueprints, researching materials pricing, determining manpower costs, and preparing detailed reports. He is proficient in AutoCAD, STADD, and MicroStation. Matt analyzes and designs engineering traffic patterns and road layout and curvatures, using specialized software to analyze traffic patterns. He has a multifaceted skill set, including technical writing, drafting and design, survey, and field inspection. As a certified open-water scuba diver, Matt is often called upon to conduct underwater inspections and certifications of swimming pool facilities. Prior to joining HUNT, Matt worked with a testing company that provided soils, concrete and masonry testing on various highway, bridge and building projects, familiarizing him with plans, specifications, and procedures. He also works in the field as an Instrument specialist on topographic surveys, boundary surveys, and building stakeouts.

Selected Project Experience

Education

University of Buffalo, Buffalo, NY,
BS, Civil Engineering, 2004

Certifications

NYS Department of
Environmental Conservation,
Erosion and Sediment Control,
Certified Inspector

NYS Department of
Environmental Conservation,
Storm Water Pollution Prevention
Plan (SWPPP) Certified Inspector

SDI Certified Open Water Diver,
Scuba Diving International

Continuing Education

HAZWOPER Refresher
Certification, 2021

Permit Required Confined Space
Training, 2021

Fall Protection Training, 2021

40-hour HAZWOPER Training,
2013

OSHA, 10-hour Construction
Industry Outreach Training, 2010

Paving Stone & Retaining Wall
Advancement in Design and
Engineering, 2008

LRFD for Highway Bridge
Superstructures - Concrete,
National Highway Institute, 2007

Community Involvement

Southern Tier Food Bank,
"Canstruction" Fund-raiser,
member of award-winning team,
Elmira, NY

Southern Tier Economic Growth, HUNT Drive expansion, Horseheads, NY
Matt completed the design for the extension of Hunt Drive at Airport Corporate Park in Horseheads, New York, to accommodate a new candy-manufacturing facility. The project included drainage, traffic circle layout, and pavement marking designs.

City of Elmira, Broadway Avenue Street Reconstruction Project, Elmira NY
Construction Inspection for a total street reconstruction from back of side walk to back of sidewalk, that include some sections of new sanitary sewer and storm sewer lines. Project cost was approximately \$1.3 million

City of Corning, Burmese Lane reconstruction, Corning, NY
Construction inspection for project to upgrade storm and sanitary sewer lines. The project was part of a new transportation center for the City of Corning, where sidewalks were added in the alleyway directly behind the buildings, and the alley itself was realigned, and all overhead utilities were placed under ground for a cleaner look.

Watkins Glen International, Race Track, Watkins Glen, NY
Construction inspection for storm pond installation, grandstand installation, and SWPPP inspections.

Town of Southport, Paving Inspection, Southport, NY
Construction inspection for road resurfacing project.

City of Elmira, Walnut Street Bridge Rehabilitation, Elmira, NY
Design and construction inspection for the rehabilitation of the Walnut Street Bridge over the Chemung River in the City of Elmira, NY.

Chemung County, Madison Avenue Conduit Project, Elmira, NY
Design, permitting, and construction observation to install new electrical conduit under Madison Avenue Bridge, to support the County's informational technologies department.

Chemung County, CR-35 Bridge Replacements over Madison Creek, Catlin, NY
Construction Observation for a BridgeNY project that replaced two bridges. The first structure replaced an existing steel multi-girder structure with a prestressed concrete spread box beam superstructure spanning 53'-0" founded on integral abutments supported on steel pile. The second structure replaced an existing steel multi girder structure with a 20 ft clear span skewed precast concrete three-sided rigid frame founded on concrete strip footings pinned into rock. Both structures were constructed within budget and on schedule in 2019.

4 EXPERIENCE

A. Recent Experience in Providing Comparable Quality Airport Projects

With 70 years of continuous aviation experience, MJ's resume is full of interesting and exciting projects. The following pages provide a sampling of the experience McFarland Johnson has with projects similar in nature to the anticipated Elmira Corning Regional Airport projects. Our experience demonstrates MJ's ability to offer the Chemung County a local firm with total in-house capability. As you will see in the following pages, MJ's project experience covers a wide array of projects and airport types, including projects that have won accolades and awards from the very aviation community we serve. *Detailed project experience sheets can also be found at the end of this section. Please refer to Section 5, "Airports Presently Served" for information regarding the airport clients that MJ currently serves and the services that we've provided.*

At McFarland Johnson, we believe that our Quality Assurance Plan, as well as our staff's experience, flexibility, technical diversity and "whatever it takes" attitude allows us to perform at a superior level day in and day out. These qualities, along with our ability to react readily and efficiently to unforeseen challenges makes us well equipped to handle the concerns that may occur with any project assigned to us.

Our Quality Assurance Process is about taking our clients to greater heights through a planned program of continual improvement of our firm's work processes and project management techniques. This translates into client benefits such as saving money, accelerating schedules and reducing problems during construction and start-up.

Airport Design Services

MJ's airport engineering services include a full range of both airside and landside design capabilities. We have airside design specialists that understand the demands of meeting design and phasing requirements that provide a safe construction work area for the contractors, while minimizing the impacts that these same projects have on airport operations. We have a full complement of civil, transportation, mechanical, electrical and structural engineers experienced at providing comprehensive design packages to our airport clients. Beyond airfield pavements, MJ has been involved in all aspects of landside design, including terminal buildings, passenger boarding facilities, airport support buildings, and aviation fuel facilities, as well as access roads and parking.



Recent airside design project experience includes taxiway projects at Elmira, Syracuse, Hamilton, and Morristown; runway extensions at Elmira Corning Regional, Pocono Mountains, and Hamilton Airports and rehabilitations at Finger Lakes Regional, Wellsville, Greater Binghamton, and Syracuse. We have completed apron projects at Elmira Corning Regional, Boston Logan, Hamilton, Manchester-Boston, Morristown and Canandaigua Airports. We have also recently completed obstruction removal projects at Canandaigua, Morristown, Wellsville, and Piseco Airports.

MJ's landside design experience includes equipment storage facilities at Wellsville, Morristown, and Lehigh Valley; new aircraft hangars at Elmira Corning Regional, Hamilton and Pocono Mountains Municipal; a new military derivatives completion center, terminal roof, security upgrades, terminal renovations, and a new restaurant at Elmira Corning; a new airport maintenance facility, security improvements, and terminal renovation projects at Greater Binghamton; a terminal expansion and renovation at Albany International; an award-winning project to relocate the historic terminal building at Manchester-Boston; and access and services roadway projects at Hamilton, Greater Binghamton, Piseco, and Elmira Corning Airports.



MJ AIRPORT DESIGN SERVICES

Runways, Taxiways & Aprons	NAVAIDS	Obstruction Removal
Runway Safety Area Improvements	Airfield Lighting & Signage	AWOS
Engineered Materials Arresting System	Obstruction Lighting	Aircraft Hangars
Equipment Storage & Maintenance Buildings	Arrestor Systems	Parking Lots
Security (Monitoring Systems, Gates, Fences, etc.)	Stormwater Management Studies	Grading & Drainage

Drainage & Stormwater Services: MJ has extensive stormwater experience, including expertise with all state-of-the-art hydrologic models. Our credentials include training and experience in all aspects of fluvial geomorphic field surveys, stability assessment and natural channel design methods. We routinely prepare SWPPP's, including post-construction stormwater management practices for water quality and water quantity control and are familiar with current Erosion and Sediment Control Best Management Practices (BMP's). MJ's experience also includes submissions to FEMA for Letters of Map Revision, a sound understanding of FEMA requirements, and established working relationships with FEMA personnel. Our staff is fully trained and experienced in using the following computer models: HEC-HMS, TR-20/TR-55, HEC-RAS, HY-8, HYDRAIN, HEC-11, HEC-18, HEC-20, HEC-23, as well as, proprietary software such as Haestad Methods PondPack (Stormwater Pond Modeling software) and StormCad (analysis of gravity storm sewer systems).

Aviation Planning Services

McFarland Johnson's airport/aviation planning services include: business planning, revenue enhancement strategies, economic impact analyses, master plans and layout plans, site selection, NAVAID studies, and approach feasibility studies. These services involve the collection and analysis of airport and service area characteristics, supplemented by data obtained through airport user surveys, facility/infrastructure inventories, and consultations with airport management, tenants, and local, state, and federal agencies. This data forms the basis for development of aviation/user demand forecasts, financial pro-formas and the identification of existing and future airport facility requirements.



MJ OFFERS A VARIETY OF AVIATION PLANNING SERVICES, FROM MASTER PLANNING TO OBSTRUCTION STUDIES AND LAND ACQUISITIONS. THE AWARD-WINNING ALLEGHENY COUNTY AIRPORT LAND ACQUISITION & RELOCATION ASSISTANCE PROJECT (ABOVE) IS AN EXAMPLE OF ONE SUCH PROJECT.

Our planning studies also include noise impact assessments, environmental evaluations of the recommended airport development, and customized community/public participation programs. Existing and future airport noise levels are analyzed using FAA's Aviation Environmental Design Tool (AEDT). Customized community noise measurement programs may also be implemented to establish baseline noise levels in adjacent neighborhoods. Final development recommendations are refined to minimize potential community impacts.

McFarland Johnson possesses expertise in comprehensive planning, terminal facilities evaluation, pavement analysis, land use analysis, infrastructure and transportation planning, environmental impact evaluation, and airspace analysis, as well as financial and economic impact analysis. MJ has completed relevant planning studies at airports such as Hamilton, Manchester-Boston, Niagara Falls, Morristown, and Buffalo Niagara Airports, as well as Elmira Corning Regional Airport.

Master Planning: MJ has completed numerous airport master plans and airport layout plan (ALP) updates, ranging from ALP updates at small general aviation facilities to planning studies at some of the largest commercial service airports. These types of airport planning services typically involve a review of existing facilities at the airport and the collection and analysis of airport operational and service area characteristics, supplemented by data obtained through airport user surveys, facility/infrastructure inventories, and consultations with airport management, tenants, airlines and local, state,

and federal agencies. This data forms the basis for development of 20-year aviation/user demand forecasts, and the identification of existing and future airport facility requirements. Once demand and facility needs are established, a set of practical alternatives is developed with detailed cost estimates for consideration by the airport sponsor. Using criteria established for review of the alternatives and coordination with key stakeholders, an alternative that meets the needs of the airport sponsor and the community can be recommended for implementation and becomes the basis for the ALP.

Critical to the master planning process is the ability to provide a planning tool that can be adjusted with fluctuations in the industry and changes at the airport. As such, MJ develops revenue models, airspace analysis tools, flexible forecasting projection and other adjustable planning tools that the airport can use over time rather than static plans that are not easily adjusted to changes at the airport. Additionally, MJ's planners work closely with the airport engineers and construction staff to ensure that a comprehensive plan is developed to avoid conflicts in future construction projects at the airport.

MJ has successfully completed or is currently preparing master plans for many airports across the Northeast, including work at airports such as Buffalo Niagara International Airport, Finger Lakes, Perry Warsaw, Tri-Cities, Piseco and Manchester-Boston Regional Airport.

MJ AIRPORT PLANNING SERVICES		
Business Planning	Terminal Area Plans	Airport Layout Plans
Fee Strategies	Airport Master Plan Updates	Economic Impact Studies
Analyses of Rates & Charges	Runway Safety Area Studies	Obstruction Studies
Concessions Planning	Benefit / Cost Studies	Land Acquisition Services
AJUA Negotiations Support	LPV Approach Studies	Parking / Access Studies

Business Planning: McFarland Johnson's planners are recognized experts in the development of airport business plans, including the analysis of existing facilities and services, preparation of market analyses and financial outlook and identification of revenue enhancement opportunities. These airport business plans typically culminate in a comprehensive document identifying key recommendations to enhance the operational and economic performance of the airport. MJ planners also typically provide executive summaries, brochures and community presentations for each airport business plan that they are involved in. MJ's involvement in this area includes work with state agencies such as the New York State Department of Transportation and the Vermont Agency of Transportation. In total, MJ has developed over 50 business planning documents for airports across the Northeast.

When it comes to airport business planning, MJ is THE most qualified firm to provide these services. MJ knows the market, understands the industry and is adept at identifying specific, practical solutions for airports in New York and across the Northeast.

Obstruction Studies & Airspace Analyses: MJ is an industry leader in obstruction studies and airspace analyses. Our staff is adept in identifying airspace obstructions, evaluating their impact on airport operations, and developing and executing plans to remediate or remove these obstructions. MJ has evaluated obstructions based on a variety of airspace criteria, including the traditional FAR Part 77, ILS/MLS criteria, various TERPS standards, and the still-evolving RNAV and LPV guidance. Within the last seven years, all of MJ's airspace projects have been accomplished through the use of high resolution orthophotography and digital object data, the same basis as required by the new Airports/GIS aeronautical survey program. MJ has developed a variety of techniques to quickly and accurately evaluate and identify obstructions to virtually any airspace surface. Recent obstruction studies completed by MJ include Canandaigua, Hamilton, Wellsville, Morristown Municipal, Capital Cities, and Pennridge Airports.

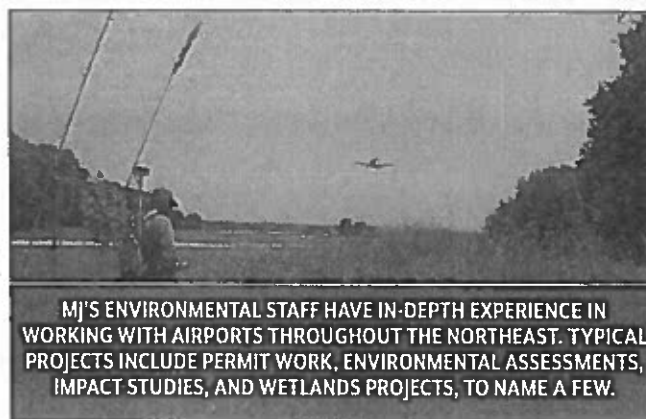
MJ is approved through the FAA Third Party Survey System (TPSS) for the provision of Airport/GIS Survey data into the FAA system and has performed aeronautical studies conducted under the FAA No. 405 guidance, as well as projects done

under both the AC 150/5300-18 and the AC 150/5300-18B guidance. In short, McFarland Johnson has been involved with the survey and analysis of instrument approach environment throughout the development of the current guidance. ***McFarland Johnson is credited with performing the first aerial survey in the Northeast, outside of the standard FAA process, for purposes of developing an LPV approach procedure.***

MJ's approach work includes a statewide RNAV approach feasibility study that was completed for the New York State Department of Transportation. The statewide RNAV study evaluated the feasibility of obtaining improved GPS approaches at various airports in New York State. The study was used to prioritize funding to complete the work necessary to implement these improved approaches across the state. Early on in the implementation of the Airports/GIS guidance, MJ completed aeronautical surveys under these guidelines at Syracuse Hancock International Airport and at Hamilton Municipal Airport.

Airport Environmental Services

MJ has extensive project experience in environmental analysis, resource management, and impact evaluation, at both commercial service and general aviation airports. This experience includes National Environmental Policy Act (NEPA) documentation (EIS's, EA's, and Categorical Exclusion Forms), aquatic and terrestrial inventories, hydro-geological investigations, stormwater permits and management programs, groundwater management studies, air quality studies using the Emissions and Dispersion Modeling System (EDMS), community noise impact assessments using the AEDT, and socioeconomic impact evaluations. Our staff is also experienced in identifying necessary federal and state permits, preparing permit applications, and submitting them for public agency review and approval, prior to construction of airport improvements.



All airport environmental studies and permit applications are designed to satisfy the requirements of the National Environmental Policy Act of 1969, and all subsequent federal, state, and local environmental regulations. As such, all work is conducted in strict accordance with Orders 1050.1F, "Environmental Impacts: Policies and Procedures" and 5050.4B, "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects", as well as with applicable state and local requirements.

Our environmental project experience includes Environmental Assessments (EA's) at Elmira Corning Regional Airport, Canandaigua Airport, Buffalo Niagara International Airport, Niagara Falls International Airport, Hamilton Municipal Airport, Wellsville Municipal Airport, and Cortland County Airport. These EA's have evaluated a variety of projects including obstruction removal, land acquisition, hangar development, runway safety area improvements and/or runway extensions. ***Our outstanding working relationships with the environmental specialists at the NYADO allows us to specifically adapt our environmental documentation so that it is appropriate for the project and can be approved in an expeditious manner.***

In addition to NEPA and SEQR documents, MJ completes various kinds of environmental services related to design, construction, and operation of airport facilities. These include preparation of stormwater management plans associated with major runway projects including the Runway 6 extension at Elmira Corning Regional Airport, the Runway 17-35 extension at Hamilton Municipal Airport and the rehabilitation of Runway 10-28 at Syracuse Hancock International Airport. MJ has completed wetland delineations and obtained wetland permits for projects at Canandaigua Airport, Hamilton Municipal Airport, and various other airports throughout the Northeast.



MJ AIRPORT ENVIRONMENTAL SERVICES

NEPA Documentation	Stormwater Permitting	Air Quality Studies
Natural Resource Mitigation	Hydraulic/Stream Studies	Floodplain Studies
Ground & Surface Water Management	Endangered / Threatened Species	Regulatory Review
Biological Assessment & Evaluation	Wildlife Surveys & Management	SPCC Plans
Stormwater Pollution Prevention Plans	Hazardous Materials Assessment	Noise Studies
Wetland Delineation & Permits	Socio-Economic Impacts	Water Quality

Construction Supervision & Inspection Services

Construction within the confines of an active airfield is a uniquely challenging task. Our staff at MJ has been successfully completing airport construction projects for more than 75 years. We take great pride in our ability to gather the necessary information to understand the operations at the airport and tailor a safety and phasing program that not only minimizes the impacts on airport operations, but balances these impacts with the environment required to provide a high quality construction project.

MJ has recently provided construction management services for various airside and landside projects at Canandaigua, Hamilton, Elmira Corning Regional, Greater Binghamton, and Syracuse Hancock International Airports, among others. Projects have included runway extensions and rehabilitations, taxiway construction, various airport buildings (hangars, equipment and operations buildings, and terminals), new apron construction and rehabilitations, airfield lighting rehabilitations and runway safety area improvements.

Additional information regarding MJ's construction phase services, as well as details regarding available construction inspection staff can be found within these qualifications, in Section 3 Key Personnel, C - Capability to Furnish Qualified Construction Inspectors.

B. Project Experience Sheets

The following pages of this section showcase a sampling of recent McFarland Johnson projects that are similar in nature to those in ELM's ACIP. With 75+ years of airport consulting experience, we have completed multiple airport master plans; taxiway rehabilitations and extensions; design of SRE and maintenance buildings; equipment and land acquisitions; parking and access studies and improvements; and t-hangar projects, as well as providing construction inspection for the completion of these projects.

PROJECT EXPERIENCE



Taxiway B, C, E, F & G Reconfiguration

MJ provided complete design services for a taxiway reconfiguration project at this busy commercial service airport. The project involved the reconfiguration of exit Taxiways B, C, E, F and G at the Airport. These taxiways were identified as FAA "hot spots" meaning they either have a history or increased potential risk for collision or runway incursion. Existing midfield Taxiways C, F, B, and E located on the north side of Runway 10-28 were demolished. They were replaced by new Taxiways W and U which are aligned with existing Taxiways N and J respectively on the south side of Runway 10-28. Also, as part of the project the removal of Taxiway G, the direct access from the South GA Apron to Runway 10-28.

Two new access points, named Taxiway H2 and H3, connecting the South GA Apron to existing Taxiway H were constructed. The existing taxiways were removed and replaced with new taxiways that are in conformance with current FAA geometric requirements. MJ's design tasks included new pavement design, new runway and taxiway edge lighting, new signage, grading and drainage improvements. Construction Sequencing involved a comprehensive review of the aircraft mix, flight schedules, and typical taxi patterns to determine appropriate work areas for the project. A detailed construction safety and phasing program was also developed to minimize impacts of construction on airport operations while maintaining a work area that enables the highest quality of construction while still protecting work crews.

Design efforts included a topographic survey and the implementation of a Geotechnical Investigation Program to evaluate the pavement design, soils, and presence of groundwater. This information was used to determine pavement section depth and thicknesses for proposed asphalt. The project design efforts also included a review of current pavement markings, and other FAA Standards.

**Syracuse Hancock International Airport
Syracuse, NY**

Owner

Syracuse Regional Airport Authority

Completion Date

2020

Project Cost

\$7,843,496

Scope of Services

- Construction Safety & Phasing Plan
- Grading & Drainage Improvements
- New Airfield Pavement Design
- Runway & Taxiway Edge Lighting
- Signage
- Taxiway Geometry Improvements



PROJECT EXPERIENCE



Runway 7-25 Rehabilitation

The project involved the rehabilitation of the entirety of Runway 7-25 (5000' x 150') and the full intersection with Runway 10-28 through the Runway Safety Areas (RSA's) at the Watertown International Airport. The rehabilitation involved a variable depth mill and overlay to increase pavement thicknesses and to remove the 'W' section and in-pavement drainage structures from the runway. The entirety of the Runway 7-25 edge lighting and signage circuit was replaced with new cable in conduit, base mounted fixtures, and new constant current regulators in the electrical vault.

A new primary wind cone was also added to the center of the airfield. The project was phased to minimize disruption to airport operations and included a 96-hour phase of round-the-clock construction to completely rehabilitate the intersection of Runways 7-25 and 10-28. MJ provided construction administration and oversight of the required quality control program, including material testing throughout the project.

**Watertown International Airport
Watertown, NY**

Owner

Jefferson County

Completion Date

2021

Project Cost

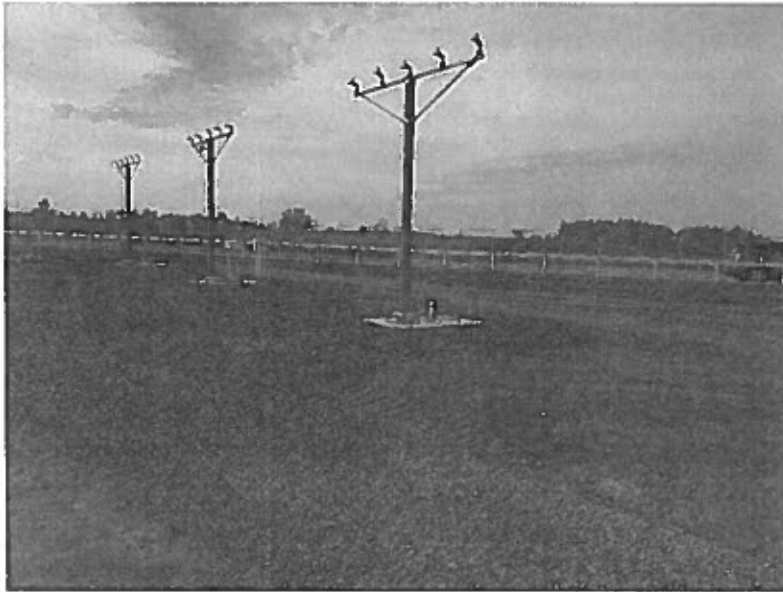
\$7,401,632

Scope of Services

- Pavement Design
- Construction Sequencing
- Drainage
- Grading
- Lighting
- Runway Rehabilitation Design
- Signage



PROJECT EXPERIENCE



New Medium Intensity Approach Lighting for Runway 27

This project involved the design and installation of a new, FAA owned, Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF) for Runway 27. This approach lighting system will provide another important visual tool for pilots while landing at the Airport, particularly during poor weather conditions. This added safety feature is anticipated to minimize delays and disruptions to valued customers by preventing fewer flight diversions and cancellations. Provided design and permit coordination through multiple entities including FAA, NYSDOT, NYSDEC, USACE and National Grid was paramount to the success of this project. Work associated with this project included MALSF towers and lighting system, threshold lights and foundations, electrical conduit and wiring, gravel access road, paved driveway, guiderail, fencing, and culvert piping. Final acceptance of the system will be provided by the FAA following commissioning of the system. A Construction Safety and Phasing Plan was developed to minimize impacts to airport operations during construction.

**Ogdensburg International Airport
Ogdensburg, NY**

Owner

Ogdensburg Bridge & Port Authority

Completion Date

2021

Project Cost

\$1,400,000

Scope of Services

- Boring Utility Conduits under NYS Route 68
- Construction Safety and Phasing Plan Development
- Coordination with NYSDOT for Submission and Approval of: -Use and Occupancy Permit; - Highway Work Permit; - Utility Permit
- FAA Coordination for Reimbursable Agreement and Design
- Lighting and Electrical Design
- MALSF Layout and Access Road Design
- NYSDEC and USACE Coordination for Joint Permit Modification
- Utility Coordination with National Grid
- Wetland Mitigation through Purchase of Bank Credits



PROJECT EXPERIENCE



Taxiway A Pavement Rehabilitation Design and Construction Administration

This project involved pavement rehabilitation and contract administration for Taxiway "A" (75'x 8,500') Pavement at the Albany International Airport. The project primarily consists of a mill and overlay of the existing asphalt paving of the primary parallel taxiway, Taxiway "A". The project included surface drainage improvements, subgrade improvements, the determination of areas for full depth pavement replacement, and pavement markings. The project was completed on a compressed schedule to comply with FAA funding deadlines. During the design phase, on-site field investigations were carefully coordinated with Airport's operations team to avoid impacts to airport operations. Similarly, a complex Airport Construction Safety and Phasing Plan was developed to minimize the impacts of construction on airport operations. Deliverables include Engineering Plans and Specifications, Engineer's Design Report with Estimate of Probable Cost, Airport Construction Safety and Phasing Plan, Bid Phase services and an Engineers Recommendation for Contract Award.

**Albany International Airport
Albany, NY**

Owner

Albany County Airport Authority

Completion Date

2021

Project Cost

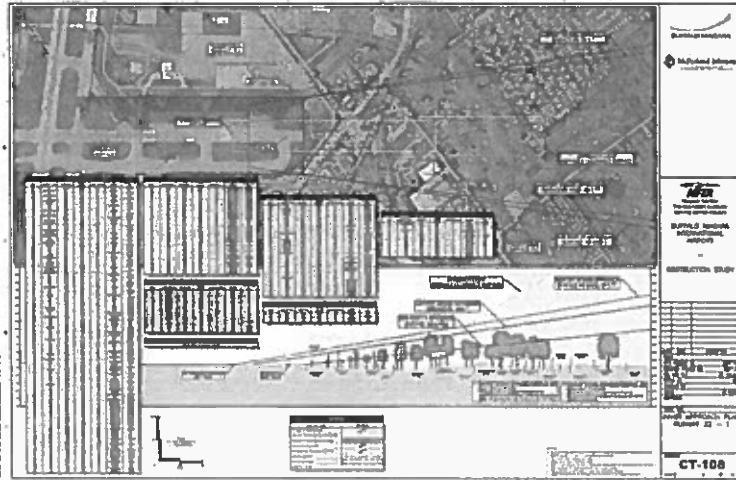
\$5,694,000

Scope of Services

- Pavement Condition Index (PCI) Update
- Survey
- Geotechnical, Soil, and Pavement Testing
- Detailed Project Phasing (CSPP)
- Pavement Geometry/Layout
- Grading
- Determination of Overlay vs Full depth Construction
- FAARFIELD Pavement Design
- Pavement Marking Layout
- Construction Cost Estimate
- Bidding and Recommendation to Award
- Construction Administration and Observation



PROJECT EXPERIENCE



Obstruction Study

This project involved the development of an obstruction study to identify obstructions to various imaginary surfaces identified in CFR 77, Table 3-2 of the FAA Advisory Circular 150/5300-13A (as adjusted by Engineering Brief 99 and 99A), the Obstacle Accountability Area, and the VASI/PAPI siting surfaces. Obstruction data was obtained through the completion of a vertically guided approach survey for both runways at the Airport. The data obtained through the survey was then filtered based on the requirements of each surface analyzed in the study. Final deliverables included the development of an Obstruction Study Plan set as well as a narrative report. The narrative report and plan set identified property owners of parcels where obstacles were identified and provided recommendations for obstruction treatments. The recommendations also included phasing and prioritization of treatments based on potential impacts to existing instrument approach procedures and visual aids. During the course of the project, one meeting was also held with a landowner where obstacles (trees) were identified in the study and a recommendation was made in the study to address the obstacles immediately due to potential impact to instrument approach procedures. The meeting with the landowner resulted in the removal of the trees within several weeks. Lastly, the project provided FAA AGIS compatible obstruction data for upload to the FAA's AGIS portal.

Buffalo Niagara International Airport Buffalo, NY

Owner

Niagara Frontier Transportation Authority

Completion Date

2021

Project Cost

\$99,882 (Fee)

Scope of Services

- Obstruction Identification
- Obstruction Study Plan Set
- Narrative Report
- Data for FAA AGIS Portal



McFarland & Son

PROJECT EXPERIENCE



Master Plan Update

MJ is the prime consultant for the Tweed-New Haven (HVN) Airport Master Plan Update. The previous Master Plan Update had been completed in 2002 and long overdue for an update. The airport is located in an underserved area of Southern Connecticut that is densely populated and has extensive environmental constraints.

Three key project objectives were to (1) identify the ultimate length of Runway 2-20, the primary runway; (2) identify needed terminal area improvements; and (3) determine whether to re-open Runway 14-32, which had been closed for several years due to pavement condition and tree obstructions on both ends. The foundation of the MPU was the aviation activity forecasts, which would ultimately determine terminal and airfield needs. The market analysis and forecasts determined that sizable growth could occur at HVN if the terminal and runway constraints were addressed. FAA was reviewing the proposed forecasts at the onset of the COVID-19 pandemic. As a result, MJ re-evaluated the original forecasts and revised them to reflect anticipated air travel recovery from pandemic.

Facility Requirements identified a need for a roughly 55,000 sf terminal and Runway 2-20 with a minimum of 6,000 feet for all operations. Despite extensive physical constraints, MJ developed an alternative to provide the desired runway length through use declared distances and an Engineered Materials Arresting System. The MPU recommended construction of a new terminal at a new location, on the east side of the airport.

HVN physically lies within two municipalities and has a long history with residential neighbors. An extensive public outreach program was developed that included a project website, two advisory committees, and multiple public meetings. Meetings were converted to virtual format as a result of the COVID-19 pandemic.

Tweed - New Haven Regional Airport New Haven, CT

Owner

Tweed - New Haven Regional Airport
Authority

Completion Date

2021

Project Cost

\$859,339

Scope of Services

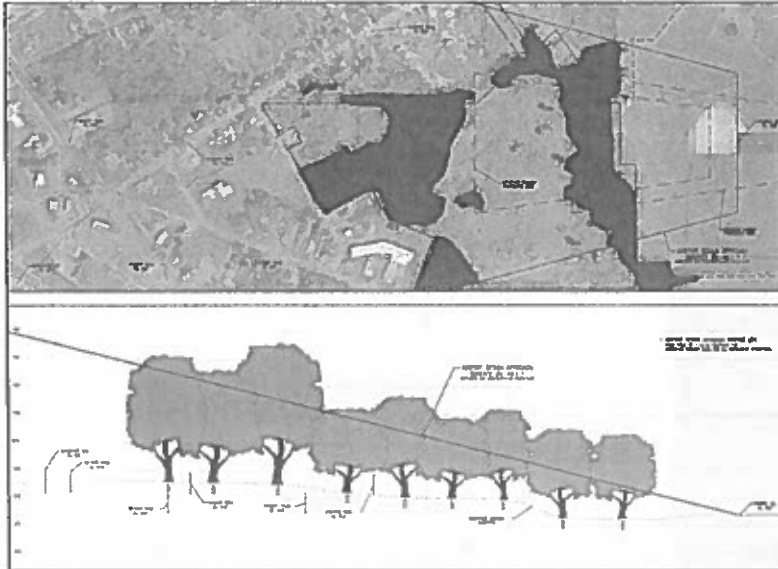
- Airport Inventory
- Airport Layout Plan
- Airport Mapping
- Airport Master Plan Update
- Alternatives
- Environmental Studies
- Facilities Requirements
- Forecasts of Aviation Activity
- Obstruction Analysis
- Public Outreach



McFarland Johnson

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PROJECT EXPERIENCE



Obstruction Removal Environmental Assessment

This project includes the development of a Short Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) and a Full Environmental Assessment Form (FEAF) under the State Environmental Quality Review Act (SEQRA) for the removal of obstructions to Runway 6-24 and 10L-28R at the Niagara Falls International Airport. The Short EA reviews the removal of obstructions to the 14 CFR part 77 (Safe, Efficient Use, and Preservation of Navigable Airspace) Surfaces of all ends, as well as the 20:1, 34:1, 30:1 and 40:1 surfaces as identified in Advisory Circular 150/5300-13A (Airport Design). To assist with the development of the necessary environmental documentation, this project also included the development of conceptual (30%) design plans for appropriate mitigation and/or removal of identified obstructions within Airport-owned property.

**Niagara Falls International Airport
Niagara Falls, NY**

Owner

Niagara Frontier Transportation Authority

Completion Date

2018

Project Cost

\$188,957 Fee

Scope of Services

- Preliminary Design for Obstruction Removal
- Prepare Environmental Assessment
- Prepare SEQRA Documents
- Public Involvement
- Resource Agency Coordination
- Wetland Delineation



McFarland & Son

STATEMENT NUMBER

PROJECT EXPERIENCE



Obstruction Removal and Easement Acquisition Environmental Assessment

The project included services associated with the preparation of a Short Environmental Assessment (EA) for the removal of on- and off-airport obstructions and the acquisition of aviation easements at the Canandaigua Airport (IUA). The project was funded through grants provided by the Federal Aviation Administration and the New York State Department of Transportation. The project elements included the acquisition of approximately 43 acres of aviation easements and the removal of approximately 18 acres of obstructions off each of the runway ends, as well as within the vicinity of the Automated Weather Observing System. The EA was prepared in accordance with FAA Order 5050.4B and FAA Order 1050.1F. Environmental coordination and documentation was also provided to adhere to the requirements of the New York State Environmental Quality Review Act (SEQR). Specific tasks within the project included meetings with each of the affected landowners, a site walkover and wetland delineation on each of the affected properties, and the completion of a public comment period.

Canandaigua Airport Canandaigua, NY

Owner

Ontario County Office of Economic
Development & Industrial Development
Agency

Completion Date

2020

Project Cost

\$74,790 (Fee)

Scope of Services

- Environmental Assessment
- SEQR Document Development
- Wetland Delineation
- Landowner Coordination
- Public Comment Coordination



PROJECT EXPERIENCE



Economic Development & Terminal Revitalization

McFarland Johnson prepared a grant application to obtain funding for terminal enhancements at the Airport. MJ is now providing design services in relation to these improvements. The project consists of four major components: (1) Construction of an exterior canopy that extends from the terminal to the parking garage, providing a covered area for passenger vehicle loading and unloading; (2) Development of a Health and Wellness Promenade, and innovative space intended to mitigation traveler stress; (3) Installation of an energy efficient HVAC System with air filtration and sanitation; and (4) Construction of a Parking Facility Guidance Information System to efficiently guide drivers to available parking spaces in the congested parking garage.

Canopy: A 90,000 sf canopy will be constructed that extends from the terminal entrances, over the adjacent roadways, to the parking garage. The canopy will provide a protective covering for passengers using curbside automobile pick up, taxis, shuttle buses, the Metro bus, and other transportation network companies (TNCs) as well as those traversing to the parking garage, while still allowing natural light filtration through a large skylight. This canopy will improve terminal accessibility, increase safety, reduce operations and maintenance cost and enhance the overall passenger experience at the airport.

The intent of this iconic structure is to make a lasting impression on airport patrons. Dynamic lighting will artistically illuminate the canopy, while ceiling-suspended LED lights will provide lighting for the interior roadways. A rainwater collection system will be added which will store water to be used for landscape irrigation. Consideration will also be given to other water features using the captured rainwater. In addition, steel space frames supported by split columns will be used to support the canopy. These support frames will ascend from the viaduct or ground and have an organic tree-like aesthetic.

Health and Wellness Promenade: The new health and wellness promenade inside the terminal will offer world-class food and beverage concessions; an autism sensory room; a meditation room and a community and sunrise lounge.

HVAC Improvements: Heating, Ventilation and Air Conditioning (HVAC) system upgrades will be designed to reduce energy consumption, lower the facility's carbon footprint and overall operational costs, and provide enhanced indoor air quality (IAQ). In addition, only HVAC equipment with a proven track record for COVID mitigation will be specified. The new system will provide state-of-the-art indoor air filtration approaching hospital grade air performance.

Parking Guidance System: A technology-driven parking guidance system will be utilized which includes features such as parking space availability sensors, guidance signs, and most importantly, vacancy identification software that will provide wayfinding to guide visitors to an available parking space in the garage. The system will automatically store the location of the vehicle by reading and recording license plate numbers as the vehicle is parked in a stall. The finished project will significantly enhance the garage parking experience and is highly likely to encourage repeat use and increase parking revenue.

Buffalo Niagara International Airport
Buffalo, NY

Owner

Niagara Frontier Transportation Authority

Completion Date

2023

Project Cost

\$50,000,000 (Estimated)

Scope of Services

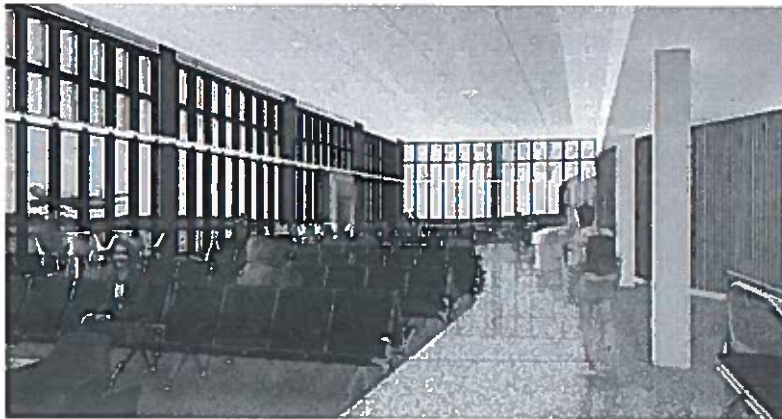
- Grant Application
- HVAC System Design



McFarland Johnson

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PROJECT EXPERIENCE



Terminal Expansion Design

The existing 39,928-square foot Portsmouth International Airport at Pease is being expanded to include: a new concourse and holdroom, a new expanded TSA checkpoint, a new baggage handling system and CBIS building, a new passenger boarding bridge, new concession space, and a new baggage makeup area. Additionally, the project includes improvements to access security, security cameras and paging for the expansion as well as the existing terminal.

This \$18M expansion includes 24,322 square feet of new space. Construction completion is planned for late 2020 and is funded by grants received from the FAA and State of New Hampshire Department of Transportation. The FAA grants include a Supplemental Discretionary Grant as well as use of the airport's Entitlement Grant funding. The proposed improvements are in response to a Study completed in 2018, which identified deficiencies in facility requirements to support the current and planned growth in enplanements at the Airport for both domestic and international carriers.

**Portsmouth International Airport at
Pease
Portsmouth, NH**

Owner

Pease Development Authority

Completion Date

2021

Project Cost

\$18,000,000

Scope of Services

- Civil Engineering
- Fire Protection
- M/E/P Engineering



McFarland Johnson

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5 AIRPORTS PRESENTLY SERVED

The following is a listing of the airports we are currently working with. *Detailed project descriptions are provided within the Experience section (Section 4B).*

Airports Currently Served

NEW YORK

Albany Intl. Airport
Albany, NY

Buffalo Niagara International
Buffalo, NY

Canandaigua Airport
Canandaigua, NY

Cortland County Airport
Cortland, NY

Elmira Corning Regional Airport
Horseheads, NY

Floyd Bennett Memorial Airport
Queensbury, NY

Finger Lakes Regional Airport
Waterloo, NY

Francis S. Gabreski Airport
Westhampton, NY

Greater Binghamton Airport
Maize, NY

Greater Rochester International
Rochester, NY

Griffiss International
Rome, NY

Hamilton Municipal Airport
Hamilton, NY

Niagara Falls International
Niagara Falls, NY

Ogdensburg International
Ogdensburg, NY

Oneonta Municipal Airport
Oneonta, NY

Orange County Airport
Montgomery, NY

Perry-Warsaw Airport
Perry, NY

Piseco Airport
Piseco, NY

Plattsburgh International
Plattsburgh, NY

Republic Airport
Farmingdale, NY

Saratoga County Airport
Ballston Spa, NY

Sidney Municipal Airport
Sidney, NY

Syracuse Hancock International
Syracuse, NY

Tri-Cities Airport
Endicott, NY

Watertown Intl. Airport
Watertown, NY

Wellsville Municipal Airport
Wellsville, NY

CAYMAN ISLANDS

Captain Charles Kirkconnel Int.
Cayman Brac, Cayman Islands

CONNECTICUT

Bradley International
Windsor Locks, CT

Hartford-Brainard Airport
Hartford, CT

Waterbury-Oxford Airport
Oxford, CT

Tweed-New Haven Airport
New Haven, CT

Windham Airport
Willimantic, CT

DELAWARE

Delaware Airpark
Dover, DE

Wilmington Airport
Wilmington, DE

FLORIDA

Daytona Beach International
Daytona, FL

Florida Keys Marathon Airport
Fort Lauderdale, FL

Fort Lauderdale-Hollywood Intl.
Marathon, FL

Key West International
Key West, FL

North Perry Airport
Pembroke Pines, FL

Orlando Sanford International
Orlando, FL

GEORGIA

Columbus Airport
Columbus, GA

Valdosta Regional Airport
Valdosta, GA

MAINE

Augusta Regional Airport
Augusta, ME

Bangor Intl. Airport
Bangor, ME

Belfast Municipal Airport
Belfast, ME

Brunswick Executive Airport
Brunswick, ME

Eastern Slope Regional Airport
Fryeburg, ME

Northern Maine Regional
Presque Isle, ME

MARYLAND

College Park Airport
College Park, MD

MASSACHUSETTS

Boston-Logan International
Boston, MA

Cape Cod Gateway Airport
Barnstable, MA

Hanscom Field
Bedford, MA

Martha's Vineyard Airport
Vineyard Haven, MA

Nantucket Memorial Airport
Nantucket, MA

New Bedford Regional Airport
New Bedford, MA

Westover Metropolitan Airport
Westover, MA

Worcester Regional Airport
Worcester, MA

MICHIGAN

Gerald R. Ford International
Grand Rapids, MI

NEW HAMPSHIRE

Keene Dillant-Hopkins Airport
Swansey, NH

Lebanon Airport
West Lebanon, NH

Manchester-Boston Regional
Manchester, NH

Portsmouth Intl. Airport at Pease
Portsmouth, NH

NEW JERSEY

Cape May County Airport
Rio Grande, NJ

Morristown Municipal Airport
Morristown, NJ

Trenton-Mercer Airport
West Trenton, NJ

NORTH CAROLINA

Pitt-Greenville Airport
Greenville, NC

PENNSYLVANIA

Allegheny County Airport
West Mifflin, PA

Allentown Queen City Municipal
Allentown, PA

Altoona-Blair County Airport
Martinsburg, PA

Arnold Palmer Regional Airport
Latrobe, PA

Beaver County Airport
Beaver Falls, PA

Bradford County Airport
Towanda, PA

Erie International
Erie, PA

Franklin County Regional
Chambersburg, PA

Lehigh Valley International
Allentown, PA

Mifflin County Airport
Reedsville, PA

New Castle Airport
New Castle, PA

Pittsburgh-Butler Regional
Butler, PA

Rostraver Airport
Belle Vernon, PA

University Park Airport
State College, PA

Wilkes-Barre/Scranton Airport
Avoca, PA

RHODE ISLAND

Block Island State Airport
New Shoreham, RI

Newport State Airport
Newport, RI

Quonset Airport
North Kingstown, RI

T.F. Green Airport
Warwick, RI

SOUTH CAROLINA

Greenville Downtown Airport
Greenville, SC

Greenville-Spartanburg Intl.
Greer, SC

Sumter County Airport
Sumter, SC

UTAH

St. George Regional Airport
St. George, UT

VERMONT

Burlington International
Burlington, VT

Edward F. Knapp State Airport
Barre, VT

Hartness State Airport
Springfield, VT

Middlebury State Airport
Middlebury, VT

Morrisville-Stowe State Airport
Morrisville, VT

Northeast Kingdom Intl.
Newport, VT

Rutland Southern Vermont
Rutland, VT



6 REFERENCES

A. Reputation for Integrity & Competence

We provide the County with a well-rounded planning and engineering perspective through our depth and diversity of our staff. As you will see by our clients' comments (below), we have an excellent reputation for personal and professional integrity and competence. ***Our repeat airport clients are a testament to our success, and we encourage you to contact them to confirm our qualifications.***

Based on
an anonymous
2021 client satisfaction
survey:

100%

of responding clients
would hire MJ
again.

McFARLAND JOHNSON

Robert Mincer
Airport Manager
Canandaigua Airport
Ontario County IDA
20 Ontario St, Suite 106B
Canandaigua, NY 14424
P: 585-396-4460
E: robert.mincer@co.ontario.ny.us

Grant Sussey
Airport Manager
Watertown International Airport
Jefferson County
22529 Airport Drive
Dexter, NY 13634
P: 315-786-6002
E: gsussey@co.jefferson.ny.us

Steve Lawrence
Executive Director
Ogdensburg International Airport
Ogdensburg Bridge & Port Authority
One Bridge Plaza
Ogdensburg, NY 13669
P: 315-393-4080, ext. 226
E: slawrence@ogdensport.com

Wilkes-Barre/Scranton Airport

"I consider [MJ] to be an important part of the team in accomplishing the strategy, planning and development of projects at our airport."

- Carl Beardsley, Airport Executive Director

Nantucket Memorial Airport

"MJ was recently re-selected for our on-call Engineering and Architectural services not only for their technical expertise, but for their demonstrated abilities to handle complex and unique projects. Their innovation and flexibility were also key attributes considered for selecting them for their Planning services as well. Overall MJ understands the airports needs and completely recognizes the need to act as an extension of our staff."

- Thomas Rafter, Airport Director

Mifflin County Airport

"The individualized service and expertise provided by the McFarland Johnson professionals to Mifflin County Airport is indispensable. They are a significant part of our team." - Beth Reifsnyder

Westmoreland County Airport Authority

"Our Engineers MUST be able and willing to adapt with us. McFarland Johnson has done that. We are relatively new clients of a new company (for us) who had the insight to bring on board the finest group of individuals we have ever worked with. Even as a new company for us, we recognize the extensive knowledge and history that McFarland Johnson brings to the table. We as airport Managers are in the center of scrutiny and judgement from many organizations. We depend on our engineers to support us with knowledge and insight to react to all the existing and future rules and regulations. It is a great pleasure to have McFarland Johnson onboard as a large support group of diverse talent to augment a small staff that serves us. This is good business and the fact that everyone has melded into a new group of professionals will create a strong bond that brings great promise to the task at hand now, and well into the future."

- Gabe Monzo, Executive Director

7 SUBCONSULTANT INFORMATION

As mentioned, MJ's Southern-Tier based Team includes **HUNT**, providing survey services, as well as support for landside design and construction inspection services. HUNT has worked at ELM and was part of the MJ team under our past term contracts.

As needed, additional specialty subconsultants will be selected contingent upon the County's approval, based on their suitability for the project assignment. McFarland Johnson is committed to utilizing DBE subconsultants whenever appropriate to meet DBE goals.

A. Hunt Engineers, Architects, Land Surveyors & Landscape Architect, DPC (HUNT) | Horseheads, NY

HUNT is familiar with ELM, having provided professional services on 12 (twelve) projects at the Elmira Corning Regional Airport, including transportation engineering, surveying and construction stakeout, geotechnical engineering, and construction inspection/administration. HUNT is headquartered in Horseheads, NY and currently has 12 licensed professionals, a Director of Finance, and a Director of Technology as stockholders. Celebrating over 48 years in business, the firm specializes in consulting and design for state and county transportation facilities, municipal infrastructure, educational, institutional and private sector facilities, and technology consulting and design.

Vendor Responsibility Form

Vendor Name: McFarland-Johnson, Inc.

Within the past five (5) years has your firm, any affiliate, any predecessor company or entity, owner, director, officer, partner or proprietor been the subject of:

ANSWER ALL QUESTIONS

- A. an indictment, judgment, conviction, or a grant of immunity, including pending actions, for any business related conduct constituting a crime under

governmental law?

YES _____ NO X

- B. a government suspension or debarment, rejection of any bid or disapproval of any proposed subcontract, including pending actions, for lack of responsibility, denial or revocation of prequalification or a voluntary exclusion agreement?

YES _____ NO X

- C. any governmental determination of a violation of any public works law or regulation, or labor law or regulation, or any OSHA violation deemed "serious or willful?"

YES _____ NO X

- D. a consent order with NYS Department of Environmental Conservation, or a governmental enforcement determination involving a construction-related violation of federal, state, or local environmental laws?

YES _____ NO X

- E. a finding of non-responsibility by a governmental agency or Authority for any reason, including but not limited to the intentional provision of false or incomplete information as required by Executive Order 127?

YES _____ NO X

If yes to any of above, please provide details regarding the finding.

ENTITY MAKING FINDING: _____

YEAR OF FINDING: _____

BASIS OF FINDING: _____

Authorized Signature: _____

Date: 1/3/2022

(Attach Additional Sheets if Necessary)

STAMP_ITEMNUMB

**NON-COLLUSIVE PROPOSAL CERTIFICATE PURSUANT TO 103d
OF THE GENERAL MUNICIPAL LAW OF THE STATE OF NEW YORK**

A. By submission of this proposal, each proposer and each person signing on behalf of any proposer 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 knowledge and belief:

(1) 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 proposer or with any competitor;

(2) Unless otherwise required by Law, the prices which have been quoted in this proposal have not been knowingly disclosed by the proposer and will not knowingly be disclosed by the proposer prior to opening, directly or indirectly, to any other proposer or to any competitor; and

(3) No attempt has been made or will be made by the proposer to induce any other person, partnership or corporation to submit or not to submit a proposal for the purpose of restricting competition.

B. A proposal shall not be considered for award nor shall any award be made where (a)-(1), (2) and (3) have not been complied with; provided however, that if in any case the proposer cannot make the foregoing certification, the proposer shall so state and shall furnish with the proposal a signed statement which sets forth in detail the reasons therefor. Where (a)-(1), (2) and (3) have not been complied with, the proposal shall not be considered for award nor shall any award be made unless the head of the purchasing unit of the political subdivision, public department, agency or official thereof to which the proposal is made, or his designee, determines that such disclosure was not made for the purpose of restricting competition.

The fact that a proposal (a) has published price lists, rates, or tariffs covering items being procured, (b) has informed prospective customers of proposed or pending publication of new or revised price lists for such items, or (c) has sold the same items to other customers at the same prices being proposal, does not constitute, without more, a disclosure within the meaning of subparagraph one (a).

By submission of this proposal, the undersigned hereby affirms the truth of the foregoing certification under the penalties of perjury.

Signature of Proposer

Chad G. Nixon, President
McFarland-Johnson, Inc.

**WAIVER OF IMMUNITY PURSUANT TO 103a
OF THE GENERAL MUNICIPAL LAW OF THE STATE OF NEW YORK**

The Consultant and/or Vendor and/or Supplier, pursuant to General Municipal Law, section 103a, hereby agrees to the provisions in the law which require that upon refusal of a person, when called before a Grand Jury to testify concerning any transaction or contract had with the State, any political subdivision thereof, a Public Authority or with any public department, agency or official of the State or of any political subdivision thereof or of a public authority, to sign a Waiver of Immunity against subsequent criminal prosecution or to answer any relevant question concerning such transaction or contract.

(a) Such person, and any firm, partnership or corporation of which he is a member, partner, director or officer shall be disqualified from thereafter selling to or submitting proposals to or receiving awards from or entering into any contract with any municipal corporation or fire district or any public department, agency or official thereof, for goods, work or services, for a period of five years after such refusal, and to provide also that

(b) Any and all contracts made with any municipal corporation or any public department, agency or official thereof, since the effective date of this Law, by such person, and by any firm, partnership, or corporation of which he is a member, partner, director or officer may be canceled or terminated by the municipal corporation or fire district without incurring any penalty or damages on account of such cancellation or termination, but any monies owing by the municipal corporation or fire district for goods delivered or work done prior to the cancellation or termination shall be paid.



Authorized Signature for Proposer

Chad G. Nixon, President

Title

12/17/2021

Date

(Corporate Seal, if any)
(If no seal, write "No Seal"
across this place and sign)

IRANIAN ENERGY DIVESTMENT CERTIFICATION

Pursuant to Section 103-g
Of the New York State
General Municipal Law

- A. By submission of this bid/proposal, each bidder/proposer and each person signing on behalf of any bidder/proposer certifies, and in the case of a joint bid, each party thereto certifies as to its own organization, under penalty of perjury, that to the best of its knowledge and belief that each bidder is not on the list created pursuant to paragraph (b) of subdivision 3 of Section 165-a of the New York State Finance Law.
- B. A Bid/Proposal shall not be considered for award, nor shall any award be made where the condition set forth in Paragraph A above has not been complied with; provided, however, that in any case the bidder/proposer cannot make the foregoing certification set forth in Paragraph A above, the bidder/proposer shall so state and shall furnish with the bid a signed statement which sets forth in detail the reasons therefore. Where Paragraph A above cannot be complied with, the Purchasing Unit to the political subdivision, public department, agency or official thereof to which the bid/proposal is made, or his designee, may award a bid/proposal, on a case by case business under the following circumstances:
1. The investment activities in Iran were made before April 12, 2012, the investment activities in Iran have not been expanded or renewed after April 12, 2012, and the Bidder/Proposer has adopted, publicized and is implementing a formal plan to cease the investment activities in Iran and to refrain from engaging in any new investments in Iran; or
 2. The political subdivision makes a determination that the goods or services are necessary for the political subdivision to perform its functions and that, absent such an exemption, the political subdivision would be unable to obtain the goods or services for which the contract is offered. Such determination shall be made in writing and shall be a public document.

Signature

Chad G. Nixon, President

Title

McFarland-Johnson, Inc.

Company Name

12/17/2021

Date

STAMP_ITEMNUMB

12/15/2021

BIDDER'S STATEMENT ON SEXUAL HARASSMENT

IN ACCORDANCE WITH NEW YORK STATE FINANCE LAW §139-I

In accordance with State Finance Law §139-I, which generally prohibits the County of Chemung from entering into contracts pursuant to the bid process with persons who fail to submit a certification affirming compliance with New York Labor Law §201-g, the bidder submits the following certification under the penalty of perjury:

By submission of this bid, each bidder and each person signing on behalf of any bidder certifies, and in the case of a joint bid each party thereto certifies as to its own organization, under penalty of perjury, that the bidder has and has implemented a written policy addressing sexual harassment prevention in the workplace and provides annual sexual harassment prevention training to all of its employees. Such policy shall, at a minimum, meet the requirements of Section 201-g of the Labor Law.

Dated: Brown County New York
December 17, 2021

McFarland Johnson Inc.

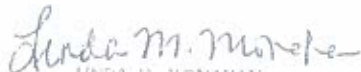
Name of Bidder


Signature of Authorized Official

Chad G. Nixon, President

Printed or Typed Name of Official and Title

Sworn to before me this
17th day of December, 2021


LINDA M. MADHAVAN
Notary Public for the State of New York
No. 4200210
Expiring on March 31, 2022
My Comm. Expires 3/31/22



CHEMUNG COUNTY ROUTE SLIP * PERSONNEL REQUISITION

Resolution authorizing agreement with U.S. General Services Administration on behalf of the U.S. Department of Homeland Security, Transportation Security Administration for the lease of space at the Elmira Corning Regional Airport

Resolution #:

Slip Type: OTHER

SEQRA status

State Mandated False

Explain action needed or Position requested (justification):

The Director of Aviation, on behalf of the Elmira Corning Regional Airport is requesting authorization of a lease agreement with the Transportation Security Administration (TSA). The Request for Lease Proposal is for a 10 year term/5 year firm lease.

The current lease is attached for your reference (\$2,867.17/month).

CREATION:			
Date/Time:		Department:	
2/28/2022 11:29:03 AM		County Executive	
APPROVALS:			
Date/Time:	Approval:	Department:	
2/28/2022 11:36 AM	Approved	County Executive	
3/1/2022 9:32 AM	Approved	Budget and Research	
3/10/2022 4:04 PM	Approved	Legislature Chairman	

ATTACHMENTS:		
Name:	Description:	Type:
<input type="checkbox"/> TSA_Proposed_LEASE.pdf	TSA Proposed Lease Agreement	Cover Memo
<input type="checkbox"/> TSA_2.29.2020-2.28.2022.pdf	TSA 2.28.20-2.28.22	Cover Memo

STAMP_ITEMNUMB

LEASE NO. GS-02P-LNY24269

On-Airport Lease
GSA TEMPLATE L201D (OCT 2021)

A. This Lease is made and entered into between

Lessor's Name

County of Chemung whose principal place of business is 203-205 Lake Avenue, Elmira, New York 14902-0588, and whose interest in the Property described herein is that of Fee Owner, and

The United States of America

(Government), acting by and through the designated representative of the General Services Administration (GSA), upon the terms and conditions set forth herein.

B. Witnesseth: The parties hereto, for the consideration hereinafter mentioned, covenant and agree as follows:

Lessor hereby leases to the Government the Premises described herein, being all or a portion of the Property located at

Elmira Corning Regional Airport, 276 Sing Sing Road, Horseheads, New York 14845-7901

and more fully described in Section 1 and Exhibit A, together with rights to the use of parking and other areas as set forth herein, to be used for such purposes as determined by GSA.

C. LEASE TERM

To Have and To Hold the said Premises with its appurtenances for the term beginning upon acceptance of the Premises as required by this Lease and continuing for a period of

To Have and To Hold the said Premises with its appurtenances for the term beginning upon April 1, 2022, and continuing for a period of

10 Years, 5 Years Firm,

subject to termination and renewal rights as may be hereinafter set forth.

In Witness Whereof, the parties to this Lease evidence their agreement to all terms and conditions set forth herein by their signatures below, to be effective as of the date of delivery of the fully executed Lease to the Lessor.

FOR THE LESSOR:

Name: _____
Title: _____
Entity: _____
Date: _____

FOR THE GOVERNMENT:

Name: _____
Title: Lease Contracting Officer
General Services Administration, Public Buildings Service
Date: _____

WITNESSED FOR THE LESSOR BY:

Name: _____
Title: _____
Date: _____

The information collection requirements contained in this Solicitation/Contract, that are not required by regulation, have been approved by the Office of Management and Budget pursuant to the Paperwork Reduction Act and assigned the OMB Control No. 3090-0163.

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SECTION 1 THE PREMISES, RENT, AND OTHER TERMS

1.01 THE PREMISES (SEP 2015)

The Premises are described as follows:

A. Office and Related Space: **1,048** rentable square feet (RSF), yielding **1,048** ANSI/BOMA Office Area (ABOA) square feet (SF) of office and related Space located on the concourse and first floors and known as Suite(s) 200, of the Building, as depicted on the floor plan(s) attached hereto as Exhibit A.

B. Common Area Factor: The Common Area Factor (CAF) is established as 1.00 percent. This factor, which represents the conversion from ABOA to rentable square feet, rounded to the nearest whole percentage, shall be used for purposes of rental adjustments in accordance with the Payment Clause of the General Clauses.

1.02 EXPRESS APPURTENANT RIGHTS (SEP 2013)

The Government shall have the non-exclusive right to the use of Appurtenant Areas, and shall have the right to post Rules and Regulations Governing Conduct on Federal Property, Title 41, CFR, Part 102-74, Subpart C within such areas. The Government will coordinate with Lessor to ensure signage is consistent with Lessor's standards. Appurtenant to the Premises and included in the Lease are rights to use the following:

A. INTENTIONALLY DELETED

B. Antennas, Satellite Dishes and Related Transmission Devices: (1) Space located on the roof of the Building sufficient in size for the installation and placement of telecommunications equipment, (2) the right to access the roof of the Building, and (3) use of all Building areas (e.g., chases, plenums, etc.) necessary for the use, operation, and maintenance of such telecommunications equipment at all times during the term of this Lease.

1.03 RENT AND OTHER CONSIDERATION (ON-AIRPORT) (OCT 2021)

A. The Government shall pay the Lessor annual rent payable monthly in arrears at the following rates:

	Years 1 - 5		Years 6-10	
	Annual Rent	Annual Rate / RSF	Annual Rent	Annual Rate/ RSF
Shell Rental Rate	\$21,683.12	\$20.69	\$ 21,683.12	\$20.69
Operating Costs	\$28,159.76	\$26.87	\$28,159.76	\$20.69
Full Service Rate	\$49,842.88	\$47.56	\$ 49,842.88	\$47.56

B. INTENTIONALLY DELETED

C. INTENTIONALLY DELETED

D. Rent is subject to adjustment based upon a mutual measurement of the Space upon acceptance, not to exceed **3,392** ABOA SF. based upon the methodology outlined under the "Payment" clause of GSA Form 3517A.

E. Rent is subject to adjustment based upon the final TI cost to be amortized in the rental rate, as agreed upon by the parties subsequent to the Lease Award Date.

F. If the Government occupies the Premises for less than a full calendar month, then rent shall be prorated based on the actual number of days of occupancy for that month.

G. Rent shall be paid to Lessor by electronic funds transfer (EFT) in accordance with the provisions of the General Clauses. Rent shall be payable using the EFT information contained in the System for Award Management (SAM). In the event the EFT information changes, the Lessor shall be responsible for providing the updated information to SAM. Failure by the Lessor to maintain an active registration in SAM may result in delay of rental payments until such time as the SAM registration is activated. This registration service is free of charge.

H. The Lessor shall provide to the Government, in exchange for the payment of rental and other specified consideration, the following:

1. The leasehold interest in the Property described herein in the paragraph entitled "The Premises,"
2. INTENTIONALLY DELETED
3. Performance or satisfaction of all other obligations set forth in this Lease; and,

4. All services, utilities, and maintenance required for the proper operation of the Property, the Building, and the Premises in accordance with the terms of the Lease, including, but not limited to, all inspections, modifications, repairs, replacements, and improvements required to be made thereto to meet the requirements of this Lease.

1.04 TERMINATION RIGHTS (ON-AIRPORT) (SEP 2013)

A. The Government may terminate this Lease, in whole or in part, at any time during the term of this lease with **120** days' prior written notice to the Lessor if (i) regularly scheduled commercial air services cease, (ii) the airport opts to replace TSA screeners with private contractors, (iii) the checkpoint supported by the leased Space is closed, or (iv) the Government reduces its presence at the airport due to a reduction in enplanements. The effective date of the termination shall be the day following the expiration of the required notice period or the termination date set forth in the notice, whichever is later. No rental shall accrue after the effective date of termination.

1.05 INTENTIONALLY DELETED

1.06 DOCUMENTS INCORPORATED IN THE LEASE (ON-AIRPORT) (OCT 2020)

The following documents are attached to and made part of the Lease:

DOCUMENT NAME	NO. OF PAGES	EXHIBIT
Floor Plan(s)	2	A
GSA Form 3517A, General Clauses	7	B

1.07 OPERATING COST BASE (OCT 2016)

The parties agree, for the purpose of applying the paragraph titled "Operating Costs Adjustment," that the Lessor's base rate for operating costs shall be **\$26.87** per RSF.

1.08 LESSOR'S UNIQUE ENTITY IDENTIFIER (OCT 2021)

Lessor's Unique Entity Identifier

UEI-DUNS: **079685707**

UEI-SAM: **ZSPKQ36C6GD4**

SECTION 2 GENERAL TERMS, CONDITIONS, AND STANDARDS

2.01 DEFINITIONS AND GENERAL TERMS (OCT 2016)

Unless otherwise specifically noted, all terms and conditions set forth in this Lease shall be interpreted by reference to the following definitions, standards, and formulas:

- A. Appurtenant Areas. Appurtenant Areas are defined as those areas and facilities on the Property that are not located within the Premises, but for which rights are expressly granted under this Lease, or for which rights to use are reasonably necessary or reasonably anticipated with respect to the Government's enjoyment of the Premises and express appurtenant rights.
- B. Broker. If GSA awarded this Lease using a contract real estate broker, Broker shall refer to GSA's broker.
- C. Building. Building(s) situated on the Property in which the Premises are located.
- D. Commission Credit. If GSA awarded this Lease using a Broker, and the Broker agreed to forego a percentage of its commission to which it is entitled in connection with the award of this Lease, the amount of this credit is referred to as the "Commission Credit."
- E. Common Area Factor. The "Common Area Factor" (CAF) is a conversion factor determined by the Building owner and applied by the owner to the ABOA SF to determine the RSF for the leased Space. The CAF is expressed as a percentage of the difference between the amount of rentable SF and ABOA SF, divided by the ABOA SF. For example, 11,500 RSF and 10,000 ABOA SF will have a CAF of 15% [(11,500 RSF - 10,000 ABOA SF)/10,000 ABOA SF]. For the purposes of this Lease, the CAF shall be determined in accordance with the applicable ANSI/BOMA standard for the type of space to which the CAF shall apply.
- F. Contract. Contract shall mean this Lease.
- G. Contractor. Contractor shall mean Lessor.
- H. Days. All references to "day" or "days" in this Lease shall mean calendar days, unless specified otherwise.
- I. FAR. All references to the FAR shall be understood to mean the Federal Acquisition Regulation, codified at 48 CFR Chapter 1.
- J. Firm Term/Non-Firm Term. The Firm Term is that part of the Lease term that is not subject to termination rights. The Non-Firm Term is that part of the Lease term following the end of the Firm Term.
- K. GSAR. All references to the GSAR shall be understood to mean the GSA supplement to the FAR, codified at 48 CFR Chapter 5.
- L. Lease Term Commencement Date. The date on which the Lease term commences.
- M. Lease Award Date. The date the LCO executes the Lease and mails or otherwise furnishes written notification of the executed Lease to the successful Offeror (date on which the parties' obligations under the Lease begin).
- N. Premises. The Premises are defined as the total Office Area or other type of Space, together with all associated common areas, described in Section 1 of this Lease, and delineated by plan in the attached exhibit. Parking and other areas to which the Government has rights under this Lease are not included in the Premises.
- O. Property. The Property is defined as the land and Buildings in which the Premises are located, including all Appurtenant Areas (e.g., parking areas) to which the Government is granted rights.
- P. Rentable Space or Rentable Square Feet (RSF). Rentable Space is the area for which a tenant is charged rent. It is determined by the Building owner and may vary by city or by building within the same city. The Rentable Space may include a share of Building support/common areas such as elevator lobbies, Building corridors, and floor service areas. Floor service areas typically include restrooms, janitor rooms, telephone closets, electrical closets, and mechanical rooms. The Rentable Space does not include vertical building penetrations and their enclosing walls, such as stairs, elevator shafts, and vertical ducts. Rentable Square Feet is calculated using the following formula for each type of Space (e.g., office, warehouse, etc.) included in the Premises: $ABOA\ SF\ of\ Space \times (1 + CAF) = RSF$.
- Q. Space. The Space shall refer to that part of the Premises to which the Government has exclusive use, such as Office Area, or other type of Space. Parking areas to which the Government has rights under this Lease are not included in the Space.
- R. Office Area. For the purposes of this Lease, Space shall be measured in accordance with the standard (Z65.1-1996) provided by American National Standards Institute/Building Owners and Managers Association (ANSI/BOMA) for Office Area, which means "the area where a tenant normally houses personnel and/or furniture, for which a measurement is to be computed." References to ABOA mean ANSI/BOMA Office Area.
- S. Working Days. Working Days shall mean weekdays, excluding Saturdays and Sundays and Federal holidays.

2.02 AUTHORIZED REPRESENTATIVES (OCT 2016)

Signatories to this Lease shall have full authority to bind their respective principals with regard to all matters relating to this Lease. No other persons shall be understood to have any authority to bind their respective principals, except to the extent that such authority may be explicitly delegated by notice to the other party, or to the extent that such authority is transferred by succession of interest. The Government shall have the right to substitute its Lease Contracting Officer (LCO) by notice, without an express delegation by the prior LCO.

2.03 WAIVER OF RESTORATION (OCT 2021)

Lessor shall have no right to require the Government to restore the Premises upon expiration or earlier termination (full or partial) of the Lease, and waives all claims against the Government for:

- a) waste, or,
- b) damages or restoration arising from or related to:
 - (1) the Government's normal and customary use of the Premises during the term of the Lease (including any extensions thereof), as well as
 - (2) any initial or subsequent alteration to the Premises regardless of whether such alterations are performed by the Lessor or by the Government.

At its sole option, the Government may abandon property in the Space following expiration or earlier termination (full or partial) of the Lease, in which case the property will become the property of the Lessor and the Government will be relieved of any liability in connection therewith.

2.04 OPERATING COSTS ADJUSTMENT (JUN 2012)

A. Beginning with the second year of the Lease and each year thereafter, the Government shall pay annual incremental adjusted rent for changes in costs for cleaning services, supplies, materials, maintenance, trash removal, landscaping, water, sewer charges, heating, electricity, and certain administrative expenses attributable to occupancy.

B. The amount of adjustment will be determined by multiplying the base rate by the annual percent of change in the Cost of Living Index. The percent change will be computed by comparing the index figure published for the month prior to the Lease Term Commencement Date with the index figure published for the month prior which begins each successive 12-month period. For example, a Lease which commences in June of 2005 would use the index published for May of 2005, and that figure would be compared with the index published for May of 2006, May of 2007, and so on, to determine the percent change. The Cost of Living Index will be measured by the Department of Labor revised Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W), U.S. city average, all items, (1982 to 1984 = 100) published by the Bureau of Labor Statistics. Payment will be made with the monthly installment of fixed rent. Rental adjustments will be effective on the anniversary date of the Lease; however, payment of the adjusted rental rate will become due on the first workday of the second month following the publication of the Cost of Living Index for the month prior to the commencement of each 12-month period.

C. In the event of any decreases in the Cost of Living Index occurring during the term of the occupancy under the Lease, the rental amount will be reduced accordingly. The amount of such reductions will be determined in the same manner as increases in rent provided under this paragraph.

D. If the Government exercises an option to extend the Lease term at the same rate as that of the original term, the option price will be based on the adjustment during the original term. Annual adjustments will continue.

2.05 RELOCATION RIGHTS (OCT 2021)

If it becomes necessary in the orderly development of the Airport, Lessor may require the relocation of Premises to other space at the Airport which, in the reasonable judgment of Lessor, is similar and suitable for the purposes for which this Lease is entered as such purposes are set forth herein. Should such relocation be necessary, the Lessor shall provide the GSA a minimum of 120 days prior written notice. Lessor shall be responsible for all costs for such relocation, including all costs for moving furniture, office equipment, telephone and data lines, and any other costs associated with replicating necessary operational features provided in the space originally leased. The Airport shall provide such relocated Premises at the same rental rate as the original Premises, unless the new Premises are located in an area for which the Airport charges tenants a lower rate, in which event the parties shall negotiate a reduction in the rental rate. The Government will not reimburse the Lessor for any increased square footage as a result of such relocation.

2.06 RECITALS FOR TRANSPORTATION SECURITY ADMINISTRATION (ON-AIRPORT) (JUN 2012)

A. The Transportation Security Administration (TSA) is required, pursuant to 49 U.S.C. 40101—The Aviation and Transportation Security Act (ATSA), to oversee security measures at the New York Stewart International Airport.

B. TSA is responsible for airline passenger and baggage screening services at the Airport.

C. The U.S. General Services Administration (GSA), on behalf of TSA, leases certain facilities on the Airport premises for administrative offices and/or break rooms in support of airport passenger and baggage screening services by the TSA.

D. Space for TSA to screen passengers and baggage is expressly excluded from this Lease.

2.07 ACCEPTANCE OF SPACE AND CERTIFICATE OF OCCUPANCY (ON-AIRPORT) (MAY 2015)

A. The Lessor shall provide floor plans for the Space and a valid Certificate of Occupancy (C of O), issued by the local jurisdiction, for the intended use of the Government. If the local jurisdiction does not issue C of O's or if the C of O is not available, the Lessor may satisfy this condition by providing a report prepared by a licensed fire protection engineer that verifies that the Space complies with all applicable local fire protection and life safety codes and ordinances and all fire protection and life safety-related requirements of this Lease.

B. Neither the Government's acceptance of the Premises for occupancy or acceptance of related appurtenances, nor the Government's occupancy of the Premises, shall be construed as a waiver of any requirement or right of the Government under this lease, or as otherwise prejudicing the Government with respect to any such requirement or right, or as an acceptance of any latent defect or condition.

2.08 ALTERATIONS PRIOR TO ACCEPTANCE (JUN 2012)

The Government's rights stated under the General Clause "Alterations" also apply to initial build-out of the Premises.

2.09 SYSTEM FOR AWARD MANAGEMENT (MAR 2020)

The Offeror must have an active registration in the System for Award Management (SAM), via the Internet at, <https://www.sam.gov/SAM/> prior to the Lease Award Date. Registration must be for purposes of "All Awards" and include completion of all required representations and certifications within SAM. Registration must be active throughout the life of the Lease. To remain active, the Offeror/Lessor is required to update or renew its registration annually. The Government will not process rent payments to Lessors without an active registration in SAM. No change of ownership of the leased Premises will be recognized by the Government until the new owner registers in SAM.

2.10 SECURITY UPGRADES DUE TO IMMEDIATE THREAT (APR 2011)

The Government reserves the right, at its own expense and with its own personnel, to heighten security in the Building under Lease during heightened security conditions due to emergencies such as terrorist attacks, natural disaster, and civil unrest.

SECTION 3 CONSTRUCTION STANDARDS AND SHELL COMPONENTS

3.01 BUILDING SHELL REQUIREMENTS (ON-AIRPORT) (SEP 2013)

A. The Building Shell shall be designed, constructed, and maintained in accordance with the standards set forth herein and completed prior to acceptance of Space. For pricing, fulfillment of all requirements not specifically designated as operating costs or other rent components as indicated shall be deemed included in the Shell Rent.

B. Base structure and Building enclosure components shall be complete. All common areas accessible by the Government, such as lobbies, fire egress corridors and stairwells, elevators, garages, and service areas, shall be complete. Restrooms shall be complete and operational. All newly installed Building shell components, including but not limited to, heating, ventilation, and air conditioning (HVAC), electrical, ceilings, sprinklers, etc., shall be furnished, installed, and coordinated with TIs. Circulation corridors are provided as part of the base Building only on multi-tenanted floors where the corridor is common to more than one tenant. On single tenant floors, only the fire egress corridor(s) necessary to meet code is provided as part of the shell.

3.02 MEANS OF EGRESS (MAY 2015)

A. Prior to occupancy, the Premises and any parking garage areas shall meet or will be upgraded to meet, either the applicable egress requirements in the National Fire Protection Association, Life Safety Code (NFPA 101), or the International Code Council, International Building Code (IBC), each current as of the Lease Award Date, or use an alternative approach or method that achieves an equivalent level of safety deemed acceptable by the Government.

B. The Space shall have unrestricted access to a minimum of two remote exits on each floor of Government occupancy.

C. Interlocking or scissor stairs located on the floor(s) where Space is located shall only count as one exit stair.

D. A fire escape located on the floor(s) where Space is located shall not be counted as an approved exit stair.

E. Doors shall not be locked in the direction of egress unless equipped with special locking hardware in accordance with requirements of NFPA 101 or the IBC.

3.03 AUTOMATIC FIRE SPRINKLER SYSTEM (SEP 2013)

A. Any portion of the Space located below-grade, including parking garage areas, and all areas in a Building referred to as "hazardous areas" (defined in National Fire Protection Association (NFPA) 101) that are located within the entire Building (including non-Government areas) shall be protected by an automatic fire sprinkler system or an equivalent level of safety.

B. For Buildings in which any portion of the Space is on or above the sixth floor, then, at a minimum, the Building up to and including the highest floor of Government occupancy shall be protected by an automatic fire sprinkler system or an equivalent level of safety.

C. For Buildings in which any portion of the Space is on or above the sixth floor, and lease of the Space will result, either individually or in combination with other Government Leases in the Building, in the Government leasing 35,000 or more ANSI/BOMA Office Area SF of Space in the Building, then the entire Building shall be protected throughout by an automatic fire sprinkler system or an equivalent level of safety.

D. Automatic fire sprinkler system(s) shall be installed in accordance with the requirements of NFPA 13, Standard for the Installation of Sprinkler Systems that was in effect on the actual date of installation.

E. Automatic fire sprinkler system(s) shall be maintained in accordance with the requirements of NFPA 25, Standard for the Inspection, Testing, and Maintenance of Water-based Fire Protection Systems (current as of the Lease Award Date).

F. "Equivalent level of safety" means an alternative design or system (which may include automatic fire sprinkler systems), based upon fire protection engineering analysis, which achieves a level of safety equal to or greater than that provided by automatic fire sprinkler systems.

3.04 FIRE ALARM SYSTEM (SEP 2013)

A. A Building-wide fire alarm system shall be installed in the entire Building in which any portion of the Space is located on the 3rd floor or higher.

B. The fire alarm system shall be installed in accordance with the requirements of NFPA 72, National Fire Alarm and Signaling Code that was in effect on the actual date of installation.

C. The fire alarm system shall be maintained in accordance with the requirements of NFPA 72, National Fire Alarm and Signaling Code (current as of the Lease Award Date).

D. The fire alarm system shall transmit all fire alarm signals to the local fire department via any of the following means: directly to the local fire department, to the (911) public communications center, to a central station, to a remote supervising station, or to a proprietary supervising station.

E. If the Building's fire alarm control unit is over 25 years old as of the Lease Award Date, Lessor shall install a new fire alarm system in accordance with the requirements of NFPA 72, National Fire Alarm and Signaling Code (current as of the Lease Award Date), prior to Government acceptance and occupancy of the Space.

3.05 ENERGY INDEPENDENCE AND SECURITY ACT (DEC 2011)

A. The Energy Independence and Security Act (EISA) establishes the following requirements for Government Leases in Buildings that have not earned the ENERGY STAR® Label conferred by the Environmental Protection Agency (EPA) within one year prior to the due date for final proposal revisions ("most recent year").

B. If this Lease was awarded under any of EISA's Section 435 statutory exceptions, the Lessor shall either:

1. Earn the ENERGY STAR® Label prior to acceptance of the Space (or not later than one year after the Lease Award Date of a succeeding or superseding Lease); or
2. Complete energy efficiency and conservation improvements if any, agreed to by Lessor in lieu of earning the ENERGY STAR® Label prior to acceptance of the Space (or not later than one year after the Lease Award Date of a succeeding or superseding Lease).

C. If this Lease was awarded to a Building to be built or to a Building predominantly vacant as of the due date for final proposal revisions and was unable to earn the ENERGY STAR® label for the most recent year (as defined above) due to insufficient occupancy, but was able to demonstrate sufficient evidence of capability to earn the ENERGY STAR® label, then Lessor must earn the ENERGY STAR® label within 18 months after occupancy by the Government.

3.06 ACCESSIBILITY (FEB 2007)

The Building, leased Space, and areas serving the leased Space shall be accessible to persons with disabilities in accordance with the Architectural Barriers Act Accessibility Standard (ABAAS), Appendices C and D to 36 CFR Part 1191 (ABA Chapters 1 and 2, and Chapters 3 through 10). To the extent the standard referenced in the preceding sentence conflicts with local accessibility requirements, the more stringent shall apply.

3.07 MECHANICAL, ELECTRICAL, PLUMBING: GENERAL (APR 2011)

The Lessor shall provide and operate all Building equipment and systems in accordance with applicable technical publications, manuals, and standard procedures. Mains, lines, and meters for utilities shall be provided by the Lessor. Exposed ducts, piping, and conduits are not permitted in office Space.

3.08 RESTROOMS (ON-AIRPORT) (JUN 2012)

Government employees shall have access to all public restroom facilities for men and women in the Airport terminal at all times without additional payment.

3.09 HEATING, VENTILATION, AND AIR CONDITIONING (ON-AIRPORT) (APR 2011)

A. Temperatures shall conform to local commercial equivalent temperature levels and operating practices to maximize tenant satisfaction. These temperatures shall be maintained throughout the leased Premises and service areas, regardless of outside temperatures, during the hours of operation specified in this Lease. The Lessor shall perform any necessary systems start-up required to meet the commercially equivalent temperature levels prior to the first hour of each day's operation. At all times, humidity shall be maintained below 60 percent relative humidity.

B. The Lessor shall conduct HVAC system balancing after all HVAC system alterations during the term of the Lease and shall make a reasonable attempt to schedule major construction outside of office hours.

C. Normal HVAC systems maintenance shall not disrupt tenant operations.

3.10 TELECOMMUNICATIONS: LOCAL EXCHANGE ACCESS (ON-AIRPORT) (SEP 2013)

A. The Government may elect to contract its own telecommunications (voice, data, video, Internet, or other emerging technologies) service in the Space. The Government may contract with one or more parties to have inside wiring (or other transmission medium) and telecommunications equipment installed.

B. The Lessor shall allow the Government's designated telecommunications providers access to utilize existing Building wiring to connect its services to the Government's Space. If the existing Building wiring is insufficient to handle the transmission requirements of the Government's designated telecommunications providers, the Lessor shall provide access from the point of entry into the Building to the Government's floor Space, subject to any inherent limitations in the pathway involved.

C. The Lessor shall allow the Government's designated telecommunications providers to affix telecommunications antennas (high frequency, mobile, microwave, satellite, or other emerging technologies), subject to weight and wind load conditions, to roof, parapet, or Building envelope as required.

3.11 GOVERNMENT PROJECT MANAGEMENT SYSTEM (ON-AIRPORT) (OCT 2021)

The Government may direct the Lessor to use the Government’s designated project management system for post-award and post-occupancy activities.

SECTION 4 UTILITIES, SERVICES, AND OBLIGATIONS DURING THE LEASE TERM

4.01 SERVICES, UTILITIES, AND MAINTENANCE (ON-AIRPORT) (OCT 2020)

The Lessor is responsible for providing all utilities necessary for base building and tenant operations and all associated costs are included as a part of the established rental rates. The Lessor shall follow routine cleaning and disinfecting requirements in Section 5.01. The following services, utilities, and maintenance shall be provided by the Lessor as part of the rental consideration (check all that apply):

<input checked="" type="checkbox"/> HEAT	<input checked="" type="checkbox"/> TRASH REMOVAL	<input checked="" type="checkbox"/> ELEVATOR SERVICE	<input checked="" type="checkbox"/> INITIAL & REPLACEMENT LAMPS, TUBES & BALLASTS	<input type="checkbox"/> OTHER (Specify below) _____
<input checked="" type="checkbox"/> ELECTRICITY	<input checked="" type="checkbox"/> CHILLED DRINKING WATER	<input type="checkbox"/> WINDOW WASHING	<input checked="" type="checkbox"/> PAINTING FREQUENCY _____	
<input checked="" type="checkbox"/> POWER (Special Equip.)	<input checked="" type="checkbox"/> AIR CONDITIONING	Frequency <u>AS NEEDED</u>		
<input checked="" type="checkbox"/> WATER (Hot & Cold)	<input checked="" type="checkbox"/> RESTROOM SUPPLIES	<input checked="" type="checkbox"/> CARPET CLEANING	Space <u>YEAR 5 OF</u>	
			<u>LEASE</u>	
<input checked="" type="checkbox"/> SNOW REMOVAL	<input checked="" type="checkbox"/> JANITORIAL SERV. & SUPP.	Frequency <u>AS NEEDED</u>	Public Areas <u>AS NEEDED</u>	

The Lessor shall have an onsite building superintendent or a locally designated representative available to promptly respond to deficiencies, and immediately address all emergency situations.

4.02 PROVISION OF SERVICES, ACCESS, AND NORMAL HOURS FOR AIRPORT OCCUPANCIES (SEP 2013)

The Government shall have access to the Premises and its Appurtenant Areas at all times without additional payment, including the use, during other than normal hours, of necessary services and utilities such as elevators, restrooms, lights, and electric power. Cleaning shall be performed after tenant working hours unless daytime cleaning is specified as a special requirement elsewhere in this Lease. Janitorial Services shall not be required on weekends or Federal holidays. Services, maintenance, and utilities shall be provided from **4:00 AM to 11:59 PM**,

4.03 MAINTENANCE AND TESTING OF SYSTEMS (SEP 2013)

A. The Lessor is responsible for the total maintenance and repair of the leased Premises. Such maintenance and repairs include the site and private access roads. All equipment and systems shall be maintained to provide reliable, energy efficient service without unusual interruption, disturbing noises, exposure to fire or safety hazards, uncomfortable drafts, excessive air velocities, or unusual emissions of dirt. The Lessor's maintenance responsibility includes initial supply and replacement of all supplies, materials, and equipment necessary for such maintenance. Maintenance, testing, and inspection of appropriate equipment and systems shall be done in accordance with current applicable codes, and inspection certificates shall be displayed as appropriate. Copies of all records in this regard shall be forwarded to the Government's designated representative.

B. At the Lessor's expense, the Government reserves the right to require documentation of proper operations, inspection, testing, and maintenance of fire protection systems, such as, but not limited to, fire alarm, fire sprinkler, standpipes, fire pump, emergency lighting, illuminated exit signs, emergency generator, prior to occupancy to ensure proper operation. These tests shall be witnessed by the Government's designated representative.

4.04 RECYCLING (ON-AIRPORT) (JUN 2012)

Where state or local law, code, or ordinance requires recycling programs (including mercury-containing lamps) for the Space to be provided pursuant to this Lease, the Lessor shall comply with such state and local law, code, or ordinance in accordance with GSA Form 3517, General Clauses, 552.270-8, *Compliance with Applicable Law*. During the lease term, the Lessor agrees, upon request, to provide the Government with additional information concerning recycling programs maintained in the Building and in the Leased Space.

4.05 RANDOLPH-SHEPPARD COMPLIANCE (SEP 2013)

During the term of the Lease, the Lessor may not establish vending facilities within the leased Space that will compete with any Randolph-Sheppard vending facilities.

4.06 SAFEGUARDING AND DISSEMINATION OF CONTROLLED UNCLASSIFIED INFORMATION (CUI) BUILDING INFORMATION (FEB 2020)

This clause applies to all recipients of CUI building information (which falls within the CUI Physical Security category), including offerors, bidders, awardees, contractors, subcontractors, lessors, suppliers and manufacturers.

Marking CUI. Contractors must submit any contractor-generated documents that contain building information to GSA for review and identification of any CUI building information that may be included. In addition, any documents GSA identifies as containing CUI building information must be marked in accordance with the Order and the Marking Controlled Unclassified Information Handbook (the current version may be found at <https://www.archives.gov/files/cui/20161206-cui-marking-handbook-v1-1.pdf>) before the original or any copies are disseminated to any other parties. If CUI content is identified, the CO may direct the contractor, as specified elsewhere in this contract, to imprint or affix CUI document markings (CUI) to the original documents and all copies, before any dissemination, or authorized GSA employees may mark the documents.

1. Authorized recipients.

- a. Building information designated as CUI must be protected with access strictly controlled and limited to those individuals having a Lawful Government Purpose to access such information, as defined in 32 C.F.R. § 2002.4(bb). Those with such a Lawful Government Purpose may include Federal, state and local government entities, and non-governmental entities engaged in the conduct of business on behalf of or with GSA. Non-governmental entities may include architects, engineers, consultants, contractors, subcontractors, suppliers, utilities, and others submitting an offer or bid to GSA, or performing work under a GSA contract or subcontract. Recipient contractors must be registered as "active" in the System for Award Management (SAM) database at www.sam.gov, and have a Lawful Government Purpose to access such information. If a subcontractor is not registered in the SAM database and has a Lawful Government Purpose to possess CUI building information in furtherance of the contract, the subcontractor must provide to the contractor its DUNS number or its tax ID number and a copy of its business license. The contractor must keep this information related to the subcontractor for the duration of the contract and subcontract.
- b. All GSA personnel and contractors must be provided CUI building information when needed for the performance of official Federal, state, and local government functions, such as for code compliance reviews and the issuance of building permits. Public safety entities such as fire and utility departments may have a Lawful Government Purpose to access CUI building information on a case-by-case basis. This clause must not prevent or encumber the necessary dissemination of CUI building information to public safety entities.

2. Dissemination of CUI building information:

- a. By electronic transmission. Electronic transmission of CUI information outside of the GSA network must use session encryption (or alternatively, file encryption) consistent with National Institute of Standards and Technology (NIST) SP 800-171. Encryption must be through an approved NIST algorithm with a valid certification, such as Advanced Encryption Standard or Triple Data Encryption Standard, in accordance with Federal Information Processing Standards Publication 140-2, Security Requirements for Cryptographic Modules, as required by GSA policy.
- b. By nonelectronic form or on portable electronic data storage devices. Portable electronic data storage devices include CDs, DVDs, and USB drives. Nonelectronic forms of CUI building information include paper documents, photographs, and film, among other formats.
 - i. By mail. Contractors must only use methods of shipping that provide services for monitoring receipt such as track and confirm, proof of delivery, signature confirmation, or return receipt.
 - ii. In person. Contractors must provide CUI building information only to authorized recipients with a Lawful Government Purpose to access such information. Further information on authorized recipients is found in section 1 of this clause.

3. Record keeping. Contractors must maintain a list of all entities to which CUI is disseminated, in accordance with sections 2 and 3 of this clause. This list must include, at a minimum:

- a. The name of the state, Federal, or local government entity, utility, or firm to which CUI has been disseminated;
- b. The name of the individual at the entity or firm who is responsible for protecting the CUI building information, with access strictly controlled and limited to those individuals having a Lawful Government Purpose to access such information;
- c. Contact information for the named individual; and
- d. A description of the CUI building information provided.

Once "as built" drawings are submitted, the contractor must collect all lists maintained in accordance with this clause, including those maintained by any subcontractors and suppliers, and submit them to the CO. For Federal buildings, final payment may be withheld until the lists are received.

4. Safeguarding CUI documents. CUI building information (both electronic and paper formats) must be stored within controlled environments that prevent unauthorized access. GSA contractors and subcontractors must not take CUI building information outside of GSA or their own facilities or network, except as necessary for the performance of that contract. Access to the information must be limited to those with a Lawful Government Purpose for access.
5. Destroying CUI building information. When no longer needed, CUI building information must either be returned to the CO or destroyed in accordance with guidelines in NIST Special Publication 800-88, Guidelines for Media Sanitization.
6. Notice of disposal. The contractor must notify the CO that all CUI building information has been returned or destroyed by the contractor and its subcontractors or suppliers in accordance with paragraphs 4 and 5 of this clause, with the exception of the contractor's record copy. This notice must be submitted to the CO at the completion of the contract to receive final payment. For leases, this notice must be submitted to the CO at the completion of the lease term.
7. CUI security incidents. All improper disclosures or receipt of CUI building information must be immediately reported to the CO and the GSA Incident Response Team Center at gsa-ir@gsa.gov. If the contract provides for progress payments, the CO may withhold approval of progress payments until the contractor provides a corrective action plan explaining how the contractor will prevent future improper disclosures of CUI building information. Progress payments may also be withheld for failure to comply with any provision in this clause until the contractor provides a corrective action plan explaining how the contractor will rectify any noncompliance and comply with the clause in the future.
8. Subcontracts. The contractor and subcontractors must insert the substance of this clause in all subcontracts.

4.07 INDOOR AIR QUALITY (OCT 2019)

A. The Lessor shall control airborne contaminants at the source and/or operate the Space in such a manner that indoor air quality action limits identified in the PBS Desk Guide for Indoor Air Quality Management (Companion to GSA Order PBS 1000.8), OSHA regulatory limits, and generally accepted consensus standards are not exceeded.

B. The Lessor shall avoid the use of products containing toxic, hazardous, carcinogenic, flammable, or corrosive ingredients as determined from the product label or manufacturer's safety data sheet. The Lessor shall use available odor-free or low odor products when applying paints, glues,

lubricants, and similar wet products. When such equivalent products are not available, lessor shall use the alternate products outside normal working hours. Except in an emergency, the Lessor shall provide at least 72 hours advance notice to the Government before applying chemicals or products with noticeable odors in occupied Spaces and shall adequately ventilate those Spaces during and after application.

C. The Lessor shall serve as first responder to any occupant complaints about indoor air quality (IAQ). The Lessor shall promptly investigate such complaints and implement the necessary controls to address each complaint. Investigations shall include testing as needed, to ascertain the source and severity of the complaint.

D. The Government reserves the right to conduct independent IAQ assessments and detailed studies in Space that it occupies, as well as in space serving the Space (e.g., common use areas, mechanical rooms, HVAC systems, etc.). The Lessor shall assist the Government in its assessments and detailed studies by:

1. Making available information on Building operations and Lessor activities;
2. Providing access to Space for assessment and testing, if required; and
3. Implementing corrective measures required by the LCO. The Lessor shall take corrective action to correct any tests or measurements that do not meet GSA policy action limits in the PBS Desk Guide for Indoor Air Quality Management (Companion to GSA Order PBS 1000.8), OSHA regulatory limits and generally accepted consensus standards.

E. The Lessor shall provide to the Government safety data sheets (SDS) upon request for the following products prior to their use during the term of the Lease: adhesives, caulking, sealants, insulating materials, fireproofing or firestopping materials, paints, carpets, floor and wall patching or leveling materials, lubricants, clear finish for wood surfaces, janitorial cleaning products, pesticides, rodenticides, and herbicides. The Government reserves the right to review such products used by the Lessor within the Space, common building areas, ventilation systems and zones serving the Space, and the area above suspended ceilings and engineering space in the same ventilation zone as the Space.

F. The Lessor shall use high efficiency (HEPA) filtration vacuums for cleaning and minimum MERV 10 rated ventilation system filtration whenever feasible.

G. The Lessor is encouraged to comply with best practices outlined in Appendix D- Indoor Air Quality in GSA Leased Facilities (Best Practices) within the PBS Desk Guide for Indoor Air Quality Management (Companion to GSA Order PBS 1000.8).

4.08 HAZARDOUS MATERIALS (ON-AIRPORT) (OCT 2021)

The leased Space shall be free of hazardous materials, hazardous substances, and hazardous wastes, as defined by and according to applicable Federal, state, and local environmental regulations including, but not limited to, the following:

A. The leased Space shall be free of all asbestos containing materials, except undamaged asbestos flooring in the Space or undamaged boiler or pipe insulation outside the Space, in which case an asbestos management program conforming to EPA guidance shall be implemented.

B. The Lessor shall provide Space to the Government that is free from ongoing water leaks or moisture infiltration. The Space and ventilation zones serving the Space shall also be free of visible mold or actionable airborne mold.

1. Actionable mold is either visible mold or airborne mold of types and concentrations in excess of that found in the local outdoor air or non-problematic control areas elsewhere in the same building, whichever is lower. The Lessor shall safely remediate all actionable mold in accordance with sub-paragraph B.2 below

2. The Lessor shall be responsible for conducting the remediation in accordance with the relevant provisions of the document entitled "Mold Remediation in Schools and Commercial Buildings" (EPA 402-K-01-001, September 2008 or ANSI/IICRC S520-2015 Standard for Professional Mold Remediation), published by EPA, as same may be amended or revised from time to time, and any other applicable Federal, state, or local laws, regulatory standards, and guidelines.

3. The Lessor acknowledges and agrees that the Government shall have a reasonable opportunity to inspect the leased Space after conclusion of the remediation. If the results of the Government's inspection indicate that the remediation does not comply with the plan or any other applicable Federal, state, or local laws, regulatory standards, or guidelines, the Lessor, at its sole cost, expense, and risk, shall immediately take all further actions necessary to bring the remediation into compliance.

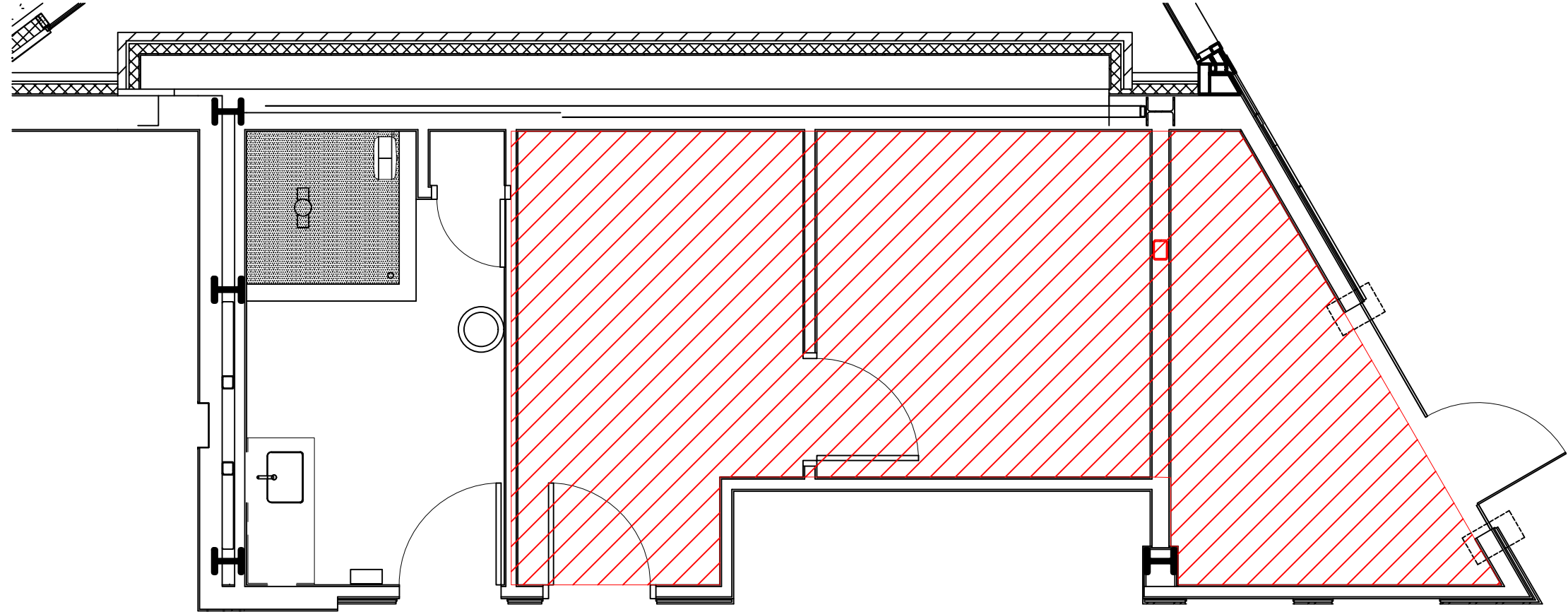
4. If the Lessor fails to exercise due diligence, or is otherwise unable to remediate the actionable mold, the Government may implement a corrective action program and deduct its costs from the rent.

4.09 OCCUPANT EMERGENCY PLANS (OCT 2020)

The Lessor is required to cooperate, participate and comply with the development and implementation of the Government's Occupant Emergency Plan (OEP) and a supplemental Shelter-in Place (SIP) Plan. Periodically, the Government may request that the Lessor assist in reviewing and revising its OEP and SIP. The Plan, among other things, will include evacuation procedures and an annual emergency evacuation drill, emergency shutdown of air intake procedures, and emergency notification procedures for the Lessor's Building engineer or manager, Building security, local emergency personnel, and Government agency personnel.

SECTION 5 ADDITIONAL TERMS AND CONDITIONS

5.01 ~~PROVISIONAL ACCEPTANCE (FEB 2021)~~ INTENTIONALLY DELETED



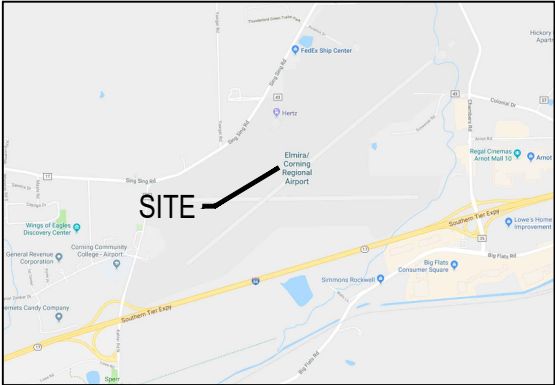
GSA SCALING PLAN : Concourse Level

SCALE : 1/4"=1'-0"



LOCALITY

SCALE :N.T.S.



KEY MAP

SCALE :N.T.S.



LEGEND

GSA - USABLE OFFICE AREA
±296.09 ANSI/BOMA (ABOA) USF

NOTE: IF INACCURATE/INADEQUATE PLANS ARE SUBMITTED FOR SCALINGS, MEASUREMENTS AND TOTAL SQUARE FOOTAGE CAN ONLY BE APPROXIMATED.

STAMP_ITEMNUMBER

		GENERAL SERVICES ADMINISTRATION NORTHEAST & CARIBBEAN, REGION 2 DESIGN & CONSTRUCTION 1 WORLD TRADE CENTER 55th FL NEW YORK, NY 10007	
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CERTIFICATIONS			
	KEY PLAN		
REVISION NOTES	MARK	DATE	DESCRIPTION
CONTRACTORS	A/E CON. NO.	-	
	A/E TASK NO.	-	
	CONS. CONTR.	-	
	CONS. WORK	-	
	PRIME A/E	-	
	SUB A/E	-	
	CONSTR. CON.	-	
	NAME	Transportation Security Administration	
	STREET	Elmira-Corning Regional Airport	
	CITY/ST./ZIP	Horseheads NY 14845	
BUILDING	BUILDING NO.	-	
	OTHER	-	-
	BUILDING NOs.	-	-
	FACILITY CODE	TTO	
PROJECT	PROJECT TITLE	-	
	PROJECT DESCRIPTION	GSA SCALING - GENERAL OFFICE SPACE	
	PROJECT NO.	-	
	GSA PM	Julius Byrd - 2PRU	
	SUBMISSION	Scaling request	
DRAWING	SUB. DATE	10.03.18	
	DRAWING TITLE	GSA SCALING - ELMIRA NY	
	FILE NAME	-	
	FLOOR NO.	Concourse Level	
	DRAWN BY	DT	DATE DRAFTED: 10.03.18
CHECKED BY	JB	SHEET SIZE: 11 X 17	
DRAWING NO.	A SC 01		
	DISCIPLINE	SHEET TYPE	SEQUENCE
	SHEET 001	OF 001	

GENERAL CLAUSES

(Acquisition of Leasehold Interests in Real Property for Leases at or Below the Simplified Lease Acquisition Threshold - SLAT)

1. MAINTENANCE OF THE PROPERTY, RIGHT TO INSPECT (SIMPLIFIED) (APR 2015)

The Lessor shall maintain the Property, including the Building, Building systems, and all equipment, fixtures, and appurtenances furnished by the Lessor under this Lease, in good repair and tenantable condition. Upon request of the Lease Contracting Officer (LCO), the Lessor shall provide written documentation that Building systems have been properly maintained, tested, and are operational within manufacturer's warranted operating standards. The Lessor shall maintain the Premises in a safe and healthful condition according to applicable OSHA standards, including standards governing indoor air quality, existence of mold and other biological hazards, presence of hazardous materials, etc. The Government shall have the right, at any time after the Lease is signed and during the term of the Lease, to inspect all areas of the Property to which access is necessary for the purpose of determining the Lessor's compliance with this clause.

2. If the building is partially or totally destroyed or damaged by fire or other casualty so that the leased space is untenable as determined by the Government, the Government may terminate the lease upon 15 calendar days written notice to the Lessor and no further rental will be due.

3. The Lessor shall maintain the demised premises, including the building, building systems, and all equipment, fixtures, and appurtenances furnished by the Lessor under this lease, in good repair and tenantable condition. Upon request of the Contracting Officer, the Lessor shall provide written documentation that building systems have been maintained, tested, and are operational.

4. DEFAULT BY LESSOR (APR 2012)

A. The following conditions shall constitute default by the Lessor, and shall give rise to the following rights and remedies for the Government:

- (1) Prior to Acceptance of the Premises. Failure by the Lessor to diligently perform all obligations required for Acceptance of the Space within the times specified, without excuse, shall constitute a default by the Lessor. Subject to provision of notice of default to the Lessor, and provision of a reasonable opportunity for the Lessor to cure its default, the Government may terminate the Lease on account of the Lessor's default.
- (2) After Acceptance of the Premises. Failure by the Lessor to perform any service, to provide any item, or satisfy any requirement of this Lease, without excuse, shall constitute a default by the Lessor. Subject to provision of notice of default to the Lessor, and provision of a reasonable opportunity for the Lessor to cure its default, the Government may perform the service, provide the item, or obtain satisfaction of the requirement by its own employees or contractors. If the Government elects to take such action, the Government may deduct from rental payments its costs incurred in connection with taking the action. Alternatively, the Government may reduce the rent by an amount reasonably calculated to approximate the cost or value of the service not performed, item not provided, or requirement not satisfied, such reduction effective as of the date of the commencement of the default condition.

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(3) Grounds for Termination. The Government may terminate the Lease if:

- (i) The Lessor's default persists notwithstanding provision of notice and reasonable opportunity to cure by the Government, or
- (ii) The Lessor fails to take such actions as are necessary to prevent the recurrence of default conditions,

and such conditions (i) or (ii) substantially impair the safe and healthful occupancy of the Premises, or render the Space unusable for its intended purposes.

(4) Excuse. Failure by the Lessor to timely deliver the Space or perform any service, provide any item, or satisfy any requirement of this Lease shall not be excused if its failure in performance arises from:

- (i) Circumstances within the Lessor's control;
- (ii) Circumstances about which the Lessor had actual or constructive knowledge prior to the Lease Award Date that could reasonably be expected to affect the Lessor's capability to perform, regardless of the Government's knowledge of such matters;
- (iii) The condition of the Property;
- (iv) The acts or omissions of the Lessor, its employees, agents or contractors; or
- (v) The Lessor's inability to obtain sufficient financial resources to perform its obligations.

(5) The rights and remedies specified in this clause are in addition to any and all remedies to which the Government may be entitled as a matter of law.

5. INTEGRATED AGREEMENT (JUN 2012)

This Lease, upon execution, contains the entire agreement of the parties and no prior written or oral agreement, express or implied, shall be admissible to contradict the provisions of the Lease. Except as expressly attached to and made part of the Lease, neither the Request for Lease Proposals nor any pre-award communications by either party shall be incorporated in the Lease.

6. CHANGES (SIMPLIFIED) (SEP 2011)

- A. The LCO may at any time, by written order, direct changes to the TIs within the Space, Building Security Requirements, or the services required under the Lease.
- B. If any such change causes an increase or decrease in Lessor's costs or time required for performance of its obligations under this Lease, whether or not changed by the order, the Lessor shall be entitled to an amendment to the Lease providing for one or more of the following:

- 1. An adjustment of the delivery date;

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2. An equitable adjustment in the rental rate; or
 3. A lump sum equitable adjustment.
- C. The Lessor shall assert its right to an amendment under this clause within **30 days** from the date of receipt of the change order and shall submit a proposal for adjustment. Failure to agree to any adjustment shall be a dispute under the Disputes clause. However, the pendency of an adjustment or existence of a dispute shall not excuse the Lessor from proceeding with the change, except the Lessor shall not be obligated to comply with such order or direction if the adjustment to which it is entitled causes the annual rent (net of operating costs) to exceed the Simplified Lease Acquisition Threshold established under GSAR 570.102.
- D. Absent a written change order from the LCO, or from a Government official to whom the LCO has explicitly delegated in writing the authority to direct changes, the Government shall not be liable to Lessor under this clause.

7. COMPLIANCE WITH APPLICABLE LAW (JAN 2011)

Lessor shall comply with all Federal, state and local laws applicable to its ownership and leasing of the Property, including, without limitation, laws applicable to the construction, ownership, alteration or operation of all Buildings, structures, and facilities located thereon, and obtain all necessary permits, licenses and similar items at its own expense. The Government will comply with all Federal, state and local laws applicable to and enforceable against it as a tenant under this Lease, provided that nothing in this Lease shall be construed as a waiver of the sovereign immunity of the Government. This Lease shall be governed by Federal law.

8. 52.204-25 PROHIBITION ON CONTRACTING FOR CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT (AUG 2020)

(a) *Definitions.* As used in this clause—

Backhaul means intermediate links between the core network, or backbone network, and the small subnetworks at the edge of the network (e.g., connecting cell phones/towers to the core telephone network). Backhaul can be wireless (e.g., microwave) or wired (e.g., fiber optic, coaxial cable, Ethernet).

Covered foreign country means The People's Republic of China.

Covered telecommunications equipment or services means—

- (1) Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities);
- (2) For the purpose of public safety, security of Government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities);
- (3) Telecommunications or video surveillance services provided by such entities or using such equipment; or
- (4) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of National Intelligence or the

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Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

Critical technology means—

(1) Defense articles or defense services included on the United States Munitions List set forth in the International Traffic in Arms Regulations under subchapter M of chapter I of title 22, Code of Federal Regulations;

(2) Items included on the Commerce Control List set forth in Supplement No. 1 to part 774 of the Export Administration Regulations under subchapter C of chapter VII of title 15, Code of Federal Regulations, and controlled—

(i) Pursuant to multilateral regimes, including for reasons relating to national security, chemical and biological weapons proliferation, nuclear nonproliferation, or missile technology; or

(ii) For reasons relating to regional stability or surreptitious listening;

(3) Specially designed and prepared nuclear equipment, parts and components, materials, software, and technology covered by part 810 of title 10, Code of Federal Regulations (relating to assistance to foreign atomic energy activities);

(4) Nuclear facilities, equipment, and material covered by part 110 of title 10, Code of Federal Regulations (relating to export and import of nuclear equipment and material);

(5) Select agents and toxins covered by part 331 of title 7, Code of Federal Regulations, part 121 of title 9 of such Code, or part 73 of title 42 of such Code; or

(6) Emerging and foundational technologies controlled pursuant to section 1758 of the Export Control Reform Act of 2018 (50 U.S.C. 4817).

Interconnection arrangements means arrangements governing the physical connection of two or more networks to allow the use of another's network to hand off traffic where it is ultimately delivered (e.g., connection of a customer of telephone provider A to a customer of telephone company B) or sharing data and other information resources.

Reasonable inquiry means an inquiry designed to uncover any information in the entity's possession about the identity of the producer or provider of covered telecommunications equipment or services used by the entity that excludes the need to include an internal or third-party audit.

Roaming means cellular communications services (e.g., voice, video, data) received from a visited network when unable to connect to the facilities of the home network either because signal coverage is too weak or because traffic is too high.

Substantial or essential component means any component necessary for the proper function or performance of a piece of equipment, system, or service.

(b) *Prohibition.*

(1) Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service

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that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. The Contractor is prohibited from providing to the Government any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception at paragraph (c) of this clause applies or the covered telecommunication equipment or services are covered by a waiver described in FAR [4.2104](#).

(2) Section 889(a)(1)(B) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2020, from entering into a contract, or extending or renewing a contract, with an entity that uses any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception at paragraph (c) of this clause applies or the covered telecommunication equipment or services are covered by a waiver described in FAR 4.2104. This prohibition applies to the use of covered telecommunications equipment or services, regardless of whether that use is in performance of work under a Federal contract.

(c) *Exceptions.* This clause does not prohibit contractors from providing—

(1) A service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or

(2) Telecommunications equipment that cannot route or redirect user data traffic or permit visibility into any user data or packets that such equipment transmits or otherwise handles.

(d) Reporting requirement.

(1) In the event the Contractor identifies covered telecommunications equipment or services used as a substantial or essential component of any system, or as critical technology as part of any system, during contract performance, or the Contractor is notified of such by a subcontractor at any tier or by any other source, the Contractor shall report the information in paragraph (d)(2) of this clause to the Contracting Officer, unless elsewhere in this contract are established procedures for reporting the information; in the case of the Department of Defense, the Contractor shall report to the website at <https://dibnet.dod.mil>. For indefinite delivery contracts, the Contractor shall report to the Contracting Officer for the indefinite delivery contract and the Contracting Officer(s) for any affected order or, in the case of the Department of Defense, identify both the indefinite delivery contract and any affected orders in the report provided at <https://dibnet.dod.mil>.

(2) The Contractor shall report the following information pursuant to paragraph (d)(1) of this clause

(i) Within one business day from the date of such identification or notification: the contract number; the order number(s), if applicable; supplier name; supplier unique entity identifier (if known); supplier Commercial and Government Entity (CAGE) code (if known); brand; model number (original equipment manufacturer number, manufacturer part number, or wholesaler number); item description; and any readily available information about mitigation actions undertaken or recommended.

(ii) Within 10 business days of submitting the information in paragraph (d)(2)(i) of this clause: any further available information about mitigation actions undertaken or recommended. In addition, the Contractor shall describe the efforts it undertook to prevent use or submission of covered telecommunications equipment or services, and any additional efforts that will be incorporated to prevent future use or submission of covered telecommunications equipment or services.

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(e) *Subcontracts*. The Contractor shall insert the substance of this clause, including this paragraph (e) and excluding paragraph (b)(2), in all subcontracts and other contractual instruments, including subcontracts for the acquisition of commercial items.

9. INTENTIONALLY DELETED

10. 52.252-2 CLAUSES INCORPORATED BY REFERENCE (VARIATION) (DEC 2003)

This contract incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make the full text available, or the full text may be found at [http:// www.acquisition.gov](http://www.acquisition.gov).

11. The following clauses are incorporated by reference:

FAR 52.204-10,	REPORTING EXECUTIVE COMPENSATION AND FIRST-TIER SUBCONTRACT AWARDS (JUN 2020) (Applicable if over \$30,000 total contract value.)
FAR 52.204-13	SYSTEM FOR AWARD MANAGEMENT MAINTENANCE (OCT 2018)
FAR 52.204-19	INCORPORATION BY REFERENCE OF REPRESENTATIONS AND CERTIFICATIONS (DEC 2014).
FAR 52.209-6	PROTECTING THE GOVERNMENT'S INTEREST WHEN SUBCONTRACTING WITH CONTRACTORS DEBARRED, SUSPENDED, OR PROPOSED FOR DEBARMENT (JUN 2020) (Applicable to leases over \$35,000 total contract value.)
FAR 52.215-10	PRICE REDUCTION FOR DEFECTIVE CERTIFIED COST OR PRICING DATA (AUG 2011) (Applicable when cost or pricing data are required for work or services over \$750,000.)
FAR 52.215-12	SUBCONTRACTOR CERTIFIED COST OR PRICING DATA (JUN 2020) (Applicable when the clause at FAR 52.215-10 is applicable.)
FAR 52.219-9	SMALL BUSINESS SUBCONTRACTING PLAN (SEP 2021) ALTERNATE III (JUN 2020) (Applicable to Leases over \$750,000 total contract value.)
FAR 52.219-16	LIQUIDATED DAMAGES—SUBCONTRACTING PLAN (SEP 2021) (Applicable to leases over \$750,000 total contract value.)
FAR 52.219-28	POST-AWARD SMALL BUSINESS REREPRESENTATION (SEP 2021) (Applicable to leases exceeding the micro-purchase threshold)
FAR 52.222-21	PROHIBITION OF SEGREGATED FACILITIES (APR 2015)
FAR 52.222-26	EQUAL OPPORTUNITY (SEP 2016)
FAR 52.222-35	EQUAL OPPORTUNITY FOR VETERANS (JUN 2020) (Applicable to leases \$150,000 or more, total contract value. Full text may be found at http://www.acquisition.gov)
FAR 52.222-36	EQUAL OPPORTUNITY FOR WORKERS WITH DISABILITIES (JUN 2020) (Applicable to leases over \$15,000 total contract value. Full text may be

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found at <http://www.acquisition.gov>)

FAR 52.222-37	EMPLOYMENT REPORTS ON VETERANS (JUN 2020) (Applicable to leases \$150,000 or more, total contract value.)
FAR 52.223-6	DRUG-FREE WORKPLACE (MAY 2001) (Applicable to Leases over the Simplified Lease Acquisition Threshold as well as to any Leases of any value awarded to an individual)
FAR 52.232-23	ASSIGNMENT OF CLAIMS (MAY 2014) (Applicable to leases over the micro-purchase threshold.)
FAR 52.232-33	PAYMENT BY ELECTRONIC FUNDS TRANSFER - SYSTEM FOR AWARD MANAGEMENT (OCT 2018)
FAR 52.233-1	DISPUTES (MAY 2014)
GSAR 552.270-12	ALTERATIONS (SEP 1999)
GSAR 552.270-16	ADJUSTMENT FOR VACANT PREMISES (JUN 2011)
GSAR 552.270 20	PAYMENT (SEP 1999)
GSAR 552.270-25	SUBSTITUTION OF TENANT AGENCY (SEP 1999)
GSAR 552.270-28	MUTUALITY OF OBLIGATION (SEP 1999)
GSAR 552.270-31	PROMPT PAYMENT (JUN 2011)

The information collection requirements contained in this solicitation/contract, that are not required by regulation, have been approved by the Office of Management and Budget pursuant to the Paperwork Reduction Act and assigned the OMB Control No. 3090-0163.

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GENERAL SERVICES ADMINISTRATION PUBLIC BUILDINGS SERVICE LEASE AMENDMENT	LEASE AMENDMENT No. 5 TO LEASE NO. LNY-23286
ADDRESS OF PREMISES EMIRA-CORNING REGIONAL AIRPORT 276 SING SING RD HORSEHEADS NY 14845-7901	PDN Number:

THIS AMENDMENT is made and entered into between **County of Chemung, State of New York**

whose address is: 203-205 Lake Avenue
Elmira NY 14902-0588

hereinafter called the Lessor, and the **UNITED STATES OF AMERICA**, hereinafter called the Government:

WHEREAS, the parties hereto desire to amend the above Lease (1) to extend the Lease term; (2) to confirm operating cost adjustments; (3) to confirm the lease shall be accessible to persons with disabilities in accordance with the Accessibility Standard.

NOW THEREFORE, these parties for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, covenant and agree that the said Lease is amended effective February 29, 2020 as follows:

1. The term of the lease is hereby extended for a term period of twenty-four (24) months effective February 29, 2020 through February 28, 2022, at an increased annual rate of \$34,406.02 (1,048 Rentable Square Feet (RSF) X \$32.83 per RSF) subject to annual operating cost escalations.
2. For the purpose of operating cost adjustments, the base year shall remain the same.
3. For the purpose of real estate tax escalations, the base year and percentage of occupancy shall remain the same.
4. The leased space shall be accessible to persons with disabilities in accordance with the Accessibility Standard.
5. All other terms and conditions of the lease shall remain in force and effect.

This Lease Amendment contains 1 page.

All other terms and conditions of the lease shall remain in force and effect.

IN WITNESS WHEREOF, the parties subscribed their names as of the below date.

FOR THE LESSOR:

FOR THE GOVERNMENT:

Signature: _____

Signature: _____

Name: _____

Name: _____

Title: _____

Title: _____

Entity Name: _____

Lease Contracting Officer

Date: _____

GSA, Public Buildings Service,

Date: _____

WITNESSED FOR THE LESSOR BY:

Signature: _____

Name: _____

Title: _____

Date: _____



CHEMUNG COUNTY ROUTE SLIP * PERSONNEL REQUISITION

Resolution amending agreement with Seneca Mineral Company on behalf of the Elmira Corning Regional Airport

Resolution #:

Slip Type: OTHER

SEQRA status

State Mandated False

Explain action needed or Position requested (justification):

Requesting resolution authorizing Seneca's Mineral's price increase for runway deicing fluid on behalf of the Elmira Corning Regional Airport (RFB-2345). Due to the current situation in the U.S., Seneca Mineral's supplier has raised their price by \$0.26 per gallon for Alpine RF-11 FAA Compliant 50% Potassium Acetate liquid runway deicer. The current contract price is \$5.39 per gallon. Seneca Mineral is asking that the price be increased to \$5.65 per gallon to offset the increase. With the price increase, Seneca Mineral would still be low bidder, RFB-2345.

CREATION:

Date/Time:	Department:
3/3/2022 1:01:45 PM	County Executive

APPROVALS:

Date/Time:	Approval:	Department:	
3/3/2022 1:06 PM	Approved	County Executive	
3/7/2022 8:58 AM	Approved	Budget and Research	
3/10/2022 10:28 AM	Approved	Legislature Chairman	

ATTACHMENTS:

Name:	Description:	Type:
2020-2022_Methanol_Price_Increase_Index.pdf	Methanol Price Increase Index	Cover Memo
2022_Jan_01_Seneca_Price_Modification_Announcement.pdf	Seneca Price Modification	Cover Memo
Price_Increase_Request.pdf	Price Increase Request	Cover Memo
Copy_of_RFB-2345.xls	RFB-2345	Cover Memo

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Methanex Monthly Average Regional Posted Contract Price History

Jan-20	\$1.03	\$342	€ 275	\$275	n/a
Feb-20	\$1.19	\$396	€ 275	\$335	n/a
Mar-20	\$1.19	\$396	€ 275	\$310	n/a
Apr-20	\$1.08	\$359	€ 260	\$260	n/a
May-20	\$0.94	\$313	€ 260	\$225	n/a
Jun-20	\$0.87	\$289	€ 260	\$215	n/a
Jul-20	\$0.83	\$276	€ 235	\$215	n/a
Aug-20	\$0.83	\$276	€ 235	\$245	n/a
Sep-20	\$0.86	\$286	€ 235	\$260	n/a
Oct-20	\$1.01	\$336	€ 275	\$300	n/a
Nov-20	\$1.14	\$379	€ 275	\$310	n/a
Dec-20	\$1.20	\$399	€ 275	\$350	n/a
Jan-21	\$1.45	\$482	€ 390	\$405	n/a
Feb-21	\$1.48	\$492	€ 390	\$430	n/a
Mar-21	\$1.48	\$492	€ 390	\$430	n/a
Apr-21	\$1.56	\$519	€ 410	\$430	n/a
May-21	\$1.63	\$542	€ 410	\$430	n/a
Jun-21	\$1.63	\$542	€ 410	\$430	n/a
Jul-21	\$1.63	\$542	€ 410	\$420	n/a
Aug-21	\$1.63	\$542	€ 410	\$420	n/a
Sep-21	\$1.78	\$592	€ 410	\$460	n/a
Oct-21	\$1.83	\$609	€ 490	\$510	n/a
Nov-21	\$2.08	\$692	€ 490	\$600	n/a
Dec-21	\$1.93	\$642	€ 490	\$520	n/a
Jan-22	\$1.86	\$619	€ 505	\$500	\$430

December 29, 2021

Lori Shollenberger, President
Seneca Mineral Company
8431 Edinboro Road
Erie, PA 16509

Re: NASi Price Change Notification Effective 1/1/2022 – 3/31/2022

Product: Alpine RF-11, Alpine Ice Melt
Price Increase: \$0.26 / gallon
Packaging: Bulk and Packaged
FOB: NASi plant

Product: NASi SF (all brands)
Price Increase: \$0.03 / lb.
Packaging: Bulk and Packaged
FOB: NASi warehouses

Manufacturing costs continue to rise, in both acetic acid costs, as well as potassium hydroxide. We also continue to see annual 4-6% rail cost increases to deliver raw materials to our plants. KOH producers have already indicated that we will see another increase on January 1, 2022 which will be even larger than the last two we have taken. Taken together, the raw materials have increased at ~30%. Freight costs have increased at ~25%, and fuel surcharges are much higher, reflecting the cost of refined fuels. We continue to evaluate the impact of these increases on our production capability.

All prices are subject to change or withdrawal without notice and are effective only if the market situation exists. All prices are subject to applicable taxes, adjustments and all terms and conditions of our agreement (if applicable).

As always, your account manager is available to address any questions or concerns you may have regarding this price modification announcement. We value the trust you place in us as a supplier, and we apologize for the inconvenience this may cause you.

Sincerely,

Nachurs Alpine Solutions, LLC

Lori Shollenberger
8431 Edinboro Road
Erie, PA 16509
814.476.0077

800.291.9222 814.476.0066 fax
senecamineral@gmail.com email
www.senecamineral.com website



We're Worth Our Salt!

Salt Brine—Calcium & Mag Chloride
Potassium Acetate—Alpine Ice Melt
Poly Storage Tanks—Poly Septic Tanks
Fiberglass Storage Tanks— Poly Fittings
Spray Systems—Road Stabilization
Deicing and Dust Control Products
FAA Approved Runway Deicer

January 12, 2022

Chemung County-City of Elmira Purchasing Department
John H. Hazlett Building – 2nd Floor
203 Lake Street, PO Box 588
Elmira, NY 14902-0588

RFB-2345 To Provide and Deliver Runway Deicer

RE: Request for Price Increase

Chemung County Officials,

It is with great regret I write this letter requesting a price increase. Due to the current situation in the US, our supplier has raised our price by \$0.26 per gallon for Alpine RF-11 FAA Compliant 50% Potassium Acetate liquid runway deicer. This price became effective January 1, 2022. The combination of the increase in the cost of raw materials, lack of workers and absenteeism of workers due to Covid have combined, making the cost to product potassium acetate sky rocket. I have attached a letter we received from our supplier, Nachurs Alpine Solutions, stating their reason for the price increase. I might add that the cost of freight has tripled in some cases also. We are not asking for any increase due to freight, but only the extra \$0.26 per gallon that we are now being charged by our supplier since January 1, 2022.

Our current contract price is \$5.39 per gallon. We are asking that price be increased to \$5.65 per gallon to offset the increase we will now incur with each gallon of Alpine RF-11 we procure.

Please know this is not something we normally do, but we are up against the wall with this one. We can't absorb the \$0.26 per gallon increase. If we are not granted the price increase, I'm afraid we will have to default on our contract because we can't operate at a lost in order to fulfill the contract.

I have attached all the price increase substantiating information I have. Please let me know your decision as soon as possible. Until we have a decision from the County, we will not be able to fill any orders you may place with us. We are in the same situation with all contracts we have, so I'm sorry it has taken until today for me to send this letter to you. We are not in the same world we were last year at this time I'm afraid.

Regards,

Lori Shollenberger

Denise (Lori) Shollenberger, President
Seneca Mineral Company



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CHEMUNG COUNTY-CITY OF ELMIRA PURCHASING DEPARTMENT
RFB-2345 - To Provide and Deliver Runway Deicers

Bid Opening: September 10, 2021

Bidders:	Bid Item A: Potassium Acetate Runway Deicing Fluid Per Specifications Price per Gallon	Bid Item B: Runway Solid De-Icing Material Product Per Specifications	
		Product Name	Price Per 1000kg Super Sack
Schoenberg Salt Company *	\$6.10	blank	\$1,950.00
Clariant Corporation **	NB	SafewaySF	\$1,590.00
Peters Chemical Company *	E36 cryotech 6.95	NAAC Cryotech	\$2,750.00
Seneca Mineral Company	\$5.39	Iccare SF	\$2058.00 for 8 sacks ea; \$2096.00 for 1 ea

* missing seal on Waiver of Immunity

** Sexual Harrassment form not notarized

STAMP_ITEMNUMBER