



Regular Meeting of the Board of Directors of the Port of Oswego Authority

Monday, September 18, 2023

4:30 pm Meeting

AGENDA

Regular Meeting

1. **Call to Order.**
2. **Motion 09-18-2301: To move to executive session to discuss CSEA negotiations and land acquisition.**
3. **Motion 09-18-2302: To resume regular session.**
4. **Motion 09-18-2303: To approve the Minutes of the 08-21-2023 regular monthly meeting and Minutes of the 09-05-2023 Special Meeting for Dome 4 Redesign Project (Exhibit A).**
5. **Administrative Operational Report: (Exhibit B).**
6. **Administrative Financial Reports: (A) Primary and (B) Subsidiary Motion 09-18-2304: To accept July and August Primary Financial and Subsidiary Reports.**
 - A. **Primary Financial Reports: (Exhibit C-1)**
 - Cash Position
 - Balance Sheet
 - Profit & Loss Statement
 - Marina Profit & Loss Statement
 - B. **Subsidiary Financial Reports: (Exhibit C-2)**
 - Monthly Bills
 - Accounts Payable
 - Accounts Receivable
 - Loan Summary
 - Schedule of Assets
 - Sales Report
7. **Chairman's Report**

MISSION STATEMENT

The mission of the Port of Oswego Authority is to serve as an economic catalyst in the *Central New York Development Council District Region* by providing diversified and efficient transportation services and conducting operations in a manner that promotes regional growth and development while being mindful of our responsibility to serve as a steward of the environment.

8. Committee Reports

- a. Executive Committee**
- b. Audit and Finance Committee**
- c. Governance Committee**
- d. Planning and Development Committee**

9. Old Business

U.S. Department of Transportation Maritime Administration Grant Agreement Under The Fiscal Year 2022 America's Marine Highway (AMH) Program – for Board's review (Exhibit D).

10. New Business

Motion 09-18-2305: To extend the lease agreement with Dean Marine Excavating, Inc. under the same lease conditions as the original until 10/31/2023 at a reduced rate of \$17,000.00, and authorize the Executive Director to sign and complete any and all paperwork (current contract expires 09/30/2023).

Motion 09-18-2306: To approve CSEA Local 068 and CSEA Local 1000 proposals for Successor Agreement to the 9.1.2021 – 6.30.2023 contract, to be effective 09/18/2023, as attached amendment states with financial items effective on 04/1/2024, and authorize the Executive Director to sign and complete any and all paperwork (Exhibit E).

Motion 09-18-2307: Board's consideration to donate \$125.00 to the Oswego Opera Theater (Exhibit F).

Motion 09-18-2308: A Resolution issuing a Negative Declaration under SEQRA for the Port of Oswego Authority Dome 4 Redesign Project (Exhibit G).

Motion 09-18-2309: A Resolution of LWRP Consistency for the Port of Oswego Authority Dome 4 Redesign Project (Exhibit H).

11. AD HOC MOTIONS REQUIRED AS A RESULT OF MEETING BUSINESS:

Motion 09-18-230 : To

Motion 09-18-230 : To

12. Motion 09-18-23010: To adjourn the regular monthly meeting.

**Next Regular Monthly Board Meeting is scheduled for
Monday, October 16, 2023 @ 4:30pm**

MISSION STATEMENT

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Exhibit A

PORT OF OSWEGO AUTHORITY
Regular Monthly Meeting
Monday, August 21, 2023

CALL TO ORDER: Ms. Cosemento called the meeting to order at 4:35 PM.

PRESENT: Constance Cosemento - Vice Chairperson; Stanley Delia, Kathleen Macey, Dr. John Kares Smith, Tom Schneider, and William Scriber - Executive Director.

ALSO PRESENT: Pat McMahon - Supervisor of Development & Maintenance, Kim Natoli - Port Employee, Dr. Robert Morgan - Vice President of the H. Lee White Maritime Museum and Ms. Mercedes Niess - Executive Director of the H. Lee White Maritime Museum.

ABSENT: Mr. Francis Enwright and Ms. Diane Zeller.

PRESENTATION

A presentation was made by Mr. William Scriber, Executive Director, on the Economic Impacts of Maritime Shipping in the Port of Oswego report, which is released once every five years and was funded by St. Lawrence Seaway Development Corporation, St. Lawrence Seaway Management Corporation, American Great Lakes Port Association, and others. The study took over eight months to complete, and included 800 individuals gathering over 1,000 data points used to create the report. Data was verified by both the Canadian and America governments. Some highlights of the report are:

- economic activity generated over half billion dollars related to maritime operations at the Port
- the Port's revenue impact or business operations on cargo operations was over \$399.8 million
- jobs – a surge in jobs, from 209 jobs in 2017, increasing to 2229 jobs in 2022
- 300 indirect jobs support other jobs in the overall community
- the Port is a job creator for the regional community but also for the state
- taxes – employees, cargo handled, and the economic activity the Port supports generates taxes; over \$80 million in federal and state taxes generated through cargo operations
- of the three ports on this report in New York state, the Port had 49% of the economic activity, 63% of business revenue, and 43% of local purchases in New York

Dr. Kares Smith inquired the meaning of induced jobs; Mr. Scriber explained that activities at the Port induce other employment at another place. Mr. Delia inquired about the firm, Martin Associates, and how they were paid. Mr. Scriber explained that 80% was paid by the U.S. DOT and federal Canadian government, and the remainder paid by the other ports listed in the report. Ms. Cosemento asked if another business falls into the same category with similar economic contributions; Mr. Scriber was unaware of another business with a similar economic benefit that was commercial-based, not a taxing-base; the Port is tax-generating. Mr. Schneider commented that there are not a lot of organizations in the county that have the ability or capability anymore to have economic impact studies. Mr. Schneider also stated that none of the Port's revenue stems from tax-payer authority, but we have earned grants at the state and federal level that assist in providing the infrastructure of the Port.

APPROVAL OF MINUTES

Motion 08-21-2301: A motion was made by Dr. Kares Smith to approve the minutes of the July 17, 2023 regular monthly meeting. Motion was seconded by Mr. Delia. Motion passed. 5-Aye, 0-Nay.

ADMINISTRATIVE OPERATIONAL REPORT

Mr. Scriber, Executive Director, presented the Administrative Operational Report to the Board and addressed any questions or comments.

Report Topics:

Monthly operations update – July 2023

Update on projects:

- Monthly tonnage report with trucks, ships.
- West-side Marina Project – approved spud installation for docks, now awaiting the company to arrive to drive the spuds to attach the docks – September time frame.
- Short Sea Shipping Project – first phase complete, second phase has started. NDA's have been signed.
- RV Park – is completed. Contractor completed the saw cut, sewer test has passed. RV Park will be opened.
- American Great Lakes Ports Association (AGLPA) – attended annual conference (end of July) in Chicago, Illinois; was elected Secretary of AGLPA. First time that Lake Ontario has had an officer in the AGLPA (a lobbying organization, advocates for the ports on the American-side of the Great Lakes).

ADMINISTRATIVE FINANCIAL REPORTS

Motion 08-21-2302: A motion was made by Mr. Schneider to accept the July financial reports that were complete at the time of the meeting. Motion seconded by Ms. Macey. Motion passed. 5-Aye, 0-Nay.

Primary Financial Reports

Cash Position

Subsidiary Financial Reports

Monthly Bills

Chairman's Report: No report (Mr. Enwright absent for a family function).

COMMITTEE REPORTS:

Executive Committee: Ms. Cosemento had nothing new to report.

Audit and Finance Committee: Mr. Schneider had nothing new to report.

Governance Committee: Dr. Kares Smith had nothing new to report. Dr. Kares Smith did comment that he attempted to make contact with leaders of Onondaga County and Micron representatives in regards to the potential water usage by Micron, and a long-establish rule if using Great Lakes water that it must be returned in better condition than when it was taken for use. He did write and mailed a letter to the Great Lakes St. Lawrence Seaway Development Corporation (GLS) Administrator Adam Tindall-Schlicht about this issue and wanted the Board to be aware. Dr. Morgan did comment that the issue has been addressed in a meeting in Onondaga County.

Planning and Development Committee: Ms. Macey reported that Mr. Scriber sent her options for the restrooms at the west-side marina. Mr. Scriber explained that the restrooms and showers will be unisex and handicapped-accessible.

OLD BUSINESS: None.

NEW BUSINESS:

Ms. Mercedes Niess, Executive Director of the H. Lee White Maritime Museum, and Dr. Robert Morgan, H. Lee White Maritime Museum Vice President, attended this month's meeting. Ms. Niess shared the Port's recent economic report with the Museum's Board members. Ms. Niess expressed interest in working with the Port on future developments involving issues involving tourism (i.e. cruise ships). Ms. Niess also spoke about receiving the contract from Albany for the LT-5, who shared it with Mr. Scriber. Mr. Scriber advised that he is awaiting advisement from the attorneys on the issue. Ms. Niess and Dr. Morgan are hoping to have the fuel from the LT-5 removed in the coming months.

Ms. Niess also shared that their DLR report is being finalized, and it will be shared with the Museum's Board and an outside committee within the week, meaning the market feasibility study would be complete. The next step would be a business plan and design for the new building for the Museum. Mr. Scriber requested that be shared with the Port's Board when complete.

Dr. Morgan commented that the Museum has future hopes in hosting future tall ship events and cruise ships. The Museum is also moving forward on their schooner, and have received a matching a grant from the Shineman Foundation. Dr. Morgan is hoping for assistance in funding for the next plan for the Museum building and working together in the future.

Motion 08-21-2303: A motion was made by Ms. Macey to move to executive session at 5:34 PM for CSEA negotiations. Dr. Kares Smith seconded the motion. Motion passed. 5-Aye, 0-Nay.

Motion 08-21-2304: A motion was made by Dr. Kares Smith to resume the regular monthly meeting at 5:45 PM. Motion seconded by Mr. Delia. Motion passed. 5-Aye, 0-Nay.

ADJOURNMENT

Motion 08-21-2305: A motion was made by Mr. Schneider and seconded by Ms. Macey to adjourn the regular monthly meeting at 5:46 PM. Motion passed. 5-Aye, 0-Nay.

Kathleen Macey, Secretary/Treasurer

PORT OF OSWEGO AUTHORITY
Special Meeting for Dome 4 SEQR Review
Monday, September 5, 2023

CALL TO ORDER: Mr. Enwright called the meeting to order at 4:05 PM.

PRESENT: Francis Enwright - Chairperson, Constance Cosemento - Vice Chairperson, Dr. John Kares Smith, Tom Schneider, Diane Zeller, and William Scriber - Executive Director.

ALSO PRESENT: Pat McMahon - Supervisor of Development & Maintenance, Kim Natoli - Port Employee, Carl Rode and Bryan Bayer - C&S Engineers, Allison Phillips, Esq. - Young/Sommer LLC on Zoom, and Lawrence Ordway - Port Counsel with Bousquet Holstein PLLC on Zoom.

ABSENT: Stan Delia and Kathleen Macey.

DISCUSSION

State Environmental Quality Review Act (SEQR), Part 2 for Dome 4 Redesign Project.

The meeting began with Ms. Allison Phillips, Esq. with Young/Sommer LLC explaining that the Port of Oswego Authority Board members have had Part 1 of the full Environmental Assessment Form (EAF), which includes the technical information about the project, goes through each of the different resource impact areas, information about potential impacts to land, potential impacts to surface water resources, and potential impacts to transportation. As the lead agency under SEQR, the Board is expected to take a hard look at each of the resource impact areas, and make a determination if an impact could be considered small, moderate, or large.

In addition to the full EAF Form, the Board's consultant prepared an addendum to the EAF to provide additional information or explanation regarding each to the various resource areas. That information has been part of the record, posted on the website, also provided to a list of involved and interested agencies that received the SEQR coordination notice. That notice was circulated on August 4, 2023, it has been over 30 days since the agencies received the information, and responses were received from the NYSDOT and the Oswego County Department of Economic Planning, with indication of no objection of the Board acting as Lead Agency under SEQR.

Environmental Assessment Form (EAF) Part 2 – Identification of Potential Project Impacts

Part 2 of the EAF form is made to correspond with different sections of Part 1; purpose is to allow the Board to determine if there is an impact and to quantify the scale or scope of the impact.

#1. Impact on Land

Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **YES**.

There is an impact on land, there is a physical change, there is construction of a new structure, it has been planned for some time, as it was part of the original Agriculture Expansion Project. This will have an impact on land, there is a structure constructed on the property, there will be a

physical disturbance or alteration. For sub-questions a. – h. the Board agreed there are no or small impacts occurring. Carl Rode with C&S Engineers, agreed with the Board and Counsel on discussion of impacts to land.

#2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves).

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **NO.**

There is no impact on geological features. There are no unique or unusual land forms.

#3. Impacts on Surface Water

The proposed action may affect one of more wetlands or other surface water bodies (e.g., streams, rivers, ponds, or lakes).

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **YES.**

There is an impact due to the Port's close proximity to the Oswego River and Lake Ontario, the impact is the construction on the shoreline of the waterbodies. The shoreline is considered part of the ground surface water resource. However, because the structure will be located within an existing industrial complex that is already located on the shoreline, it has been located on the shoreline due to the nature of the use. The Board agreed this can be recorded as **YES.** However, for questions a. – l. there are no or small impacts occurring; i.e. there is no new water body being created, no dredging in the lake, no construction of an outflow or discharge of wastewater in to the lake, no usage of pesticides or herbicides. Carl Rode with C&S Engineers, agreed with the Board and Counsel on discussion of impacts on surface water.

#4. Impact on Groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **NO.**

The Port is not proposing to use any groundwater resource, not proposing to discharge any wastewater or other materials to ground water resources. Carl Rode with C&S Engineers, agreed with the Board and Counsel on the discussion involving impacts to groundwater. Carl Rode explained that this is a covered structure that will shield water away from the product and protects not only the product but the environment.

#5. Impact on Flooding

The proposed action may result in development on lands subject to flooding.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **YES.**

Part 1 of the FEAF indicates the project site is located in the 100-year floodplain, within the 500-year floodplain, however, it is not located in a designated floodway, and it is not located over a principle or sole source aquifer. For questions a. – g. there are no or small impacts occurring. Carl Rode with C&S Engineers, agreed with the Board and Counsel on discussion involving impacts on flooding, indicating the areas of the site are located in the 100 and 500-year floodplain, however the wharf itself that the project will be constructed on is located outside of the floodplains.

#6. Impacts on Air

The proposed action may include a state regulated air emission source.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **NO.**

The Dome 4 Redesign project does not involve the construction or installation of a new state-regulated air emissions source.

#7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **NO.**

The area where the redesigned Dome 4 structure is to be located is already a disturbed area within the existing industrial complex currently being used for industrial activities, resulting in no loss of flora or fauna.

#8. Impact on Agricultural Resources

The proposed action may impact agricultural resources.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **NO.**

There are no agricultural resources within the project site, there are no farmlands or soils of state-wide importance or prime soils for agricultural purposes. It may have a beneficial impact as it is part of the overall expansion project that the Port was developing in order to help facilitate commerce and specifically for agricultural products. Carl Rode with C&S Engineers agreed with the Board and Counsel on the discussion of impacts to agricultural resources.

#9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **YES.**

There will be a visual impact. The redesigned Dome 4 structure is different than what is presently located at the site now or what was there before construction started. There was no structure at the location to begin with; as part of the Agricultural Expansion Project there was the dome design approved for this storage facility. The action being presently considered is the

redesign of the structure to a more square structure being proposed. The structure can be seen from some identified scenic or aesthetic resources reinforcing that there is an impact that needs to be quantified as small, moderate, or large. Board Chairperson Enwright commented that the proposed structure is in line with the other structures on the site, such as the Barrel Building and other structures. It did change shape, however the purpose did not change. Executive Director Scriber commented that at the original Port, in approximately the same area, there were a number of transit sheds, which were taken down in the 1980's and replaced by the three dome structures. The structure proposed now is different from the dome-structures in the existing facility but those dome features were actually replacements of an earlier design that is more in keeping with what is being proposed right now.

The Board determined to review each of the sub-questions under Question #9 on EAF:

- a. *Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.*

Per the Board, after consideration with counsel and C&S Engineers, this answer is **YES**.

The project site is located within five miles of the following identified resources: Lakeside Park, Fort Ontario, Breitbeck Park, and Great Lakes Seaway Trail. When looking at the Visual Assessment Report, it looks at where the project would be visible from any of the identified resources. For example, one of the visual simulations provided was from the Fort Ontario (identified visual resource) pathway. There will be portions of the redesign Dome 4 visible from the Fort Ontario complex, however it is very limited visibility and it is obscured to a large extent by mature trees, effectively absorbing the structure into the landscape. Board Chairperson Enwright commented that public access to Fort Ontario is seasonal; the park is closed when there is no foliage on the trees. That obstruction is minimal during the operating season. Per Board, this would be recorded as **no or small impact on the visual resource**. Carl Rode with C&S Engineers, indicated several identified local scenic resources such as Lakeside Park to the east, Fitzgibbons, Fort Ontario, Breitbeck Park to the west, and the Great Lake Seaway Trail in the State Route 104/Bridge Street areas.

Another identified resource was the Great Lakes Seaway Trail which is discussed in the Visual Resource Assessment. The visual simulation included a viewpoint from East 1st Street at East Bridge Street, which was identified as a potential location the structure would be most impactful. The Visual Assessment report does provide a visual simulation from that vantage point, it discusses the visual characteristics of what the Dome 4 redesign would look like from that location. It does show that the structure would be highly visible from that location, but partially screened by some vegetation and smaller buildings. Counsel noted the Port has already gone through a SEQR Review and approved a structure at that location, it was going to be constructed there, it was already going to provide this backdrop if one was looking at the water from this location, the structure would be seen. Visual simulations now show a different kind of structure, a structure that may appear larger in scale from that vantage point. With no structure at this location, the view one would have been looking at before with nothing there, is through an industrial complex with lake beyond it; the Port had already gone through a SEQR Review, and determined that construction of the original design of the Dome 4 structure at the location would provide a backdrop at that location and obstruct some views of the lake,

however, that would not result in an adverse impact. With the redesign, there will still be some of the view of the lake that will be obstructed, however it is a view of the lake through an existing operating industrial complex.

Board members discussed the complaints about the potential view changes of the lighthouse. The Board members agreed, this is not the only location that the lighthouse can be viewed. The lighthouse can be viewed from several other vantage points in the area. Per Board Vice-Chairperson Cosemento, East 1st Street is not a destination to enjoy the lighthouse, it would be somewhere else. There is an impact, a structure will be constructed, it will obscure views from that location, but this is not a significant impact from an environmental standpoint. Carl Rode and Bryan Bayer with C&S Engineers, commented on sections of the visual analysis and discussed where the potential visibility of the structure, one mile radius around the structure, there is limited visibility from a lot of the locations that were described in the discussions. A person would need to be on the river or lake to really fully see the structure.

For clarification, per counsel, a moderate to large impact on an EAF doesn't necessarily mean that it has the potential to create a significant adverse impact under SEQR. However, it needs to be explained in Part 3 why that impact, although moderate to large, because of either mitigation that has been incorporated in project design, or the nature of project, or the use, that the impact doesn't rise to the level of significant adverse impact under SEQR.

- b. *Proposed action may result in the obstruction, elimination, or significant screening of one or more officially designated scenic views.* See discussion above.
- c. *The proposed action may be visible from publically accessible vantage points:*
 - i. *Seasonally (e.g. screened by summer foliage, but visible during other seasons)*
 - ii. *Year round*

Per the Board, this may be a moderate impact. The redesigned Dome 4 will be visible from many public vantage points. The visual assessment says that it will be visible from East 1st Street. It will have a significantly different appearance from the approved Dome 4 design and the structures that are there now, which could be considered a moderate impact.

- d. *The situation or activity in which viewers are engaged while viewing the proposed action is:*
 - i. *Routine travel by residents, including travel to and from work*
 - ii. *Recreational or tourism based activities*
- e. *The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.*

Board member Schneider discussed this question (#9.e.) and the possible moderate to large impact. The discussion involved acknowledging and recognizing that there is some impact under this question, however it is not significant and doesn't outweigh the benefits of the project. Board member Schneider also acknowledged that the redesign project is not the only contribution of the diminishment of the view of the lighthouse, and that the introduction of the foliage along East 1st Street and expansion of the convention center are also factors. He commented that that the original dome structure was not going to improve the visibility to the lighthouse, and for the Port to move forward with its economic progress which has significant economic impact in the regional economy a new structure is needed,

and this doesn't rise to significant enough to impede the project. The Board discussed that this could be a small to moderate impact, but not large impact. Executive Director Scriber commented that the areas in question, this is a designated commercial truck route, not similar to the other recreational areas described. Board member Schneider wanted to acknowledge good diligence with the process, to recognize it could be considered a moderate impact, however it is not significant.

Counsel recognized that the EAF form does not identify the lighthouse itself as an identified aesthetic resource, but other locations to enjoy the view of the lighthouse.

The Board agreed it will not cause a diminishment of public enjoyment and appreciation of the lighthouse or designated aesthetic resources. Per the Board this can be recorded as **small impact.**

f. *There are similar projects visible within the following distance of the proposed project:*

0 – ½ mile

½ – 3 miles

3 – 5 miles

5+ miles

g. *Other impacts:* _____

#10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **YES.**

The Port is adjacent to Fort Ontario State Historic Site, and the impact can be quantified as small due to the very limited view from the Fort. The foliage largely obscures the building when visitors would be in the Fort. When there is no foliage, in the off-season, the Fort is not publically-accessible. It would not have the same impact because there is not people there in the same way. Per Counsel, they did initiate consultation with the NYS Office of Parks, Recreation and Historic Preservation Office through the state's Cultural Resource Information System (CRIS) System, which is an online database. Information was submitted about the project, and requested a response. Per counsel and Carl Rode with C&S Engineers, this request was submitted in early August, however no response has been received yet.

#11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **NO.**

Building will be completed within the existing Port.

#12. Impact on Critical Environment Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA).

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **NO**.

There are no critical environmental areas on site.

#13. Impact on Transportation

The proposed action may result in a change to existing transportation systems.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **NO**.

There will be no adverse impact on existing traffic patterns or a change to existing transportation systems.

#14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **NO**.

No new special demands on energy will be created.

#15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **YES**, due to sub-questions d and e on the EAF.

Per Carl Rode with C&S Engineers, the project will include directional lighting mounted to the perimeter of the structure and may occasionally require portable lighting on an as needed basis when loading or unloading vessels, railcars or trucks. Lighting is not planned to shine onto adjoining properties or contribute to a brighter sky-glow in the area. However, for questions a. – c. there are no or small impacts occurring; i.e. the action is not expected to produce increased levels of noise, introduce routine odors and will not involve blasting. The proposed action renders no impact on noise, odor and light. The Board determined that there are no moderate impacts for this section.

#16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this would be recorded as **YES**, due to sub-question a. on the EAF.

Per Carl Rode with C&S Engineers, the project is located within 1,500 feet of an urgent care or health facility (Oswego Health Lakeview Primary Care Medical Center at 29 East Cayuga Street and Headstart at 45 East Schuyler Street). However, the rest of the questions on the EAF of Question #16 are no or small impact; the proposed action renders no impact on those

surrounding health care facilities. The Board determined that there are no moderate impacts for this section.

#17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **NO**.

The Port **is** consistent with community plans. There are plans that demonstrate the importance of having a port, and the Port being able to expand, and the Port being able to support vital economic functions within the existing footprint of the facility.

#18. Consistency with Community Character

The proposed project is inconsistent with the existing community character.

Per the Board, after consideration and discussion with counsel and C&S Engineers, this can be recorded as **YES**.

A new structure to the facility is being introduced, however, all of the sub-questions are no or small impacts. The Board referred to its prior discussion on visual impacts. Chairperson Enwright commented that Oswego is “The Port City”, that this is what Oswego was built on, this is what people expect, and that everything that the Port is doing is in line with who and what Oswego and what the Port is.

Motion 09-05-2301: A motion was made by Board Vice-Chairperson Cosemento at 5:14 PM that upon completion of the review of SEQR Part 2, have Ms. Allison Phillips with Young/Sommer LLC and C&S Engineers proceed with preparing a draft SEQR Part 3 for the Board to review and consider at its September 18, 2023 Board Meeting. Motion was seconded by Board member Zeller.

	<u>AYE</u>	<u>NAY</u>
Ms. Cosemento	Yes	
Dr. Kares Smith	Yes	
Mr. Enwright	Yes	
Mr. Schneider	Yes	
Ms. Zeller	Yes	

Motion passed. 5-Aye, 0-Nay.

Mr. Schneider left the meeting at 5:21 PM.

ADJOURNMENT

Motion 09-05-2302: A motion was made by Board member Zeller and seconded by Board member Dr. Kares Smith to adjourn the Special Meeting for Dome 4 SEQR Review at 5:31 PM. Motion passed.

Exhibit B



Administrative Report Topics

September 2023

William W. Scriber, Executive Director

- Monthly (August 2023) operations update – see attached
- Highway H₂O Conference in Toronto, Ontario on October 17th – 19th
- Presentation at Operation Oswego County on Monday, September 11, 2023 – see attached
- New York State Freight Plan – Freight Working Group Meeting
- H₂O Conference Committee Meeting
- Oswego County Micron Economic Development Work Group
- Micron Logistics and Transportation – Sub-Committee
- Novelis Rail Meeting

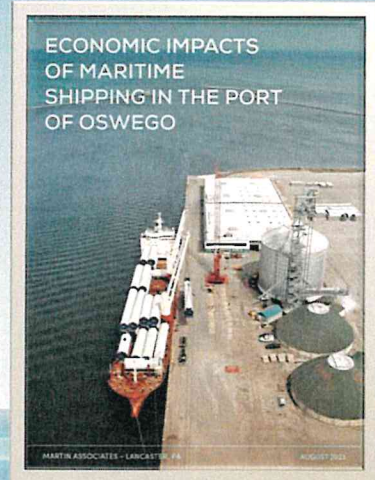
TO: BOARD OF DIRECTORS
 FROM: George Lloyd
 SUBJECT: August 2023 Activity Report

Totals						
	# In	# Out	Total # In/Out	MT In	MT Out	Total MT In/Out
Trucks	0	321	321	0.000	9629.486	9629.486
Railcars	5	2	7	464.877	179.504	644.382
Vessels	2	0	2	7197.019	0.000	7197.019
Grand Totals	7	323	330	7661.896	9808.991	17470.887

	Company	ST	MT	In/Out	Mode	#
Potash	Nutrien Ag Solutions	0.00	0.000	Inbound	Vessel	0
	Nutrien Ag Solutions	512.44	464.877	Inbound	Railcar	5
	Nutrien Ag Solutions	99.21	90.002	Outbound	Trucks	3
Grain	Anderson's Soybeans	0.00	0.000	Inbound	Trucks	0
	Anderson's Soybeans	0.00	0.000	Inbound	Railcar	0
	Anderson's Soybeans	0.00	0.000	Outbound	Trucks	0
	Anderson's Soybeans	0.00	0.000	Outbound	Railcar	0
	Anderson's Soybeans	0.00	0.000	Outbound	Vessel	0
	Anderson's Corn	0.00	0.000	Inbound	Trucks	0
	Anderson's Corn	0.00	0.000	Inbound	Railcar	0
	Anderson's Corn	3351.38	3040.318	Outbound	Trucks	115
	Anderson's Corn	197.87	179.504	Outbound	Railcar	2
Anderson's Corn	0.00	0.000	Outbound	Vessel	0	
Aluminum	Marubeni	2424.16	2199.186	Inbound	Vessel	1
	Marubeni	0.00	0.000	Inbound	Railcar	0
	Marubeni	1650.67	1497.461	Outbound	Trucks	46
	Trafigura	0.00	0.000	Inbound	Vessel	0
	Trafigura	0.00	0.000	Inbound	Trucks	0
	Trafigura	0.00	0.000	Inbound	Railcar	0
	Trafigura	0.00	0.000	Outbound	Trucks	0
	Glencore	2754.62	2498.974	Inbound	Vessel	2
	Glencore	2362.23	2142.977	Outbound	Trucks	67
	Glencore	0.00	0.000	Inbound	Railcar	0
	Glencore	0.00	0.000	Inbound	Trucks	0
	Goldman	1652.73	1499.343	Inbound	Vessel	1
	Goldman	0.00	0.000	Inbound	Railcar	0
	Goldman	0.00	0.000	Inbound	Trucks	0
	Goldman	2612.44	2369.964	Outbound	Trucks	74
	Goldman	0.00	0.000	Outbound	Railcar	0
	Concord	0.00	0.000	Inbound	Vessel	0
Concord	0.00	0.000	Outbound	Trucks	0	
Concord	0.00	0.000	Outbound	Railcar	0	

	Concord	0.00	0.000	Inbound	Railcar	0
	Concord	0.00	0.000	Inbound	Trucks	0
	IXM	1101.77	999.516	Inbound	Vessel	1
	IXM	0.00	0.000	Inbound	Trucks	0
	IXM	0.00	0.000	Inbound	Railcar	0
	IXM	538.77	488.764	Outbound	Trucks	16
	Mitsubishi	0.00	0.000	Outbound	Trucks	0
	Mitsubishi	0.00	0.000	Inbound	Trucks	0
	Mitsubishi	0.00	0.000	Inbound	Vessel	0
	Mitsubishi	0.00	0.000	Inbound	Railcar	0
	Mercuria	0.00	0.000	Inbound	Vessel	0
	Mercuria	0.00	0.000	Inbound	Trucks	0
	Mercuria	0.00	0.000	Outbound	Trucks	0
	Mercuria	0.00	0.000	Outbound	Railcar	0
	Mercuria	0.00	0.000	Inbound	Railcar	0
	Alcoa	0.00	0.000	Inbound	Vessel	0
	Novelis Ingots	0.00	0.000	Inbound	Vessel	0
	Novelis Ingots	0.00	0.000	Outbound	Trucks	0
	Novelis Ingots	0.00	0.000	Inbound	Railcar	0
	Novelis Transfer Loads	0.00	0.000	Outbound	Trucks	0
Dean Marine Rock/Stone	Rock/Stone	0.00	0.000	Inbound	Railcar	0

ECONOMIC IMPACTS OF MARITIME SHIPPING *at the* PORT OF OSWEGO



Economic Impacts

of the Port of Oswego isolates the economic impacts created by all cargo and vessel activity at the Port of Oswego from the extensive system report.



Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region was published in July 2023.

The study sponsors were:

St. Lawrence Seaway Development Corporation

St. Lawrence Seaway Management Corporation

American Great Lakes Ports Association

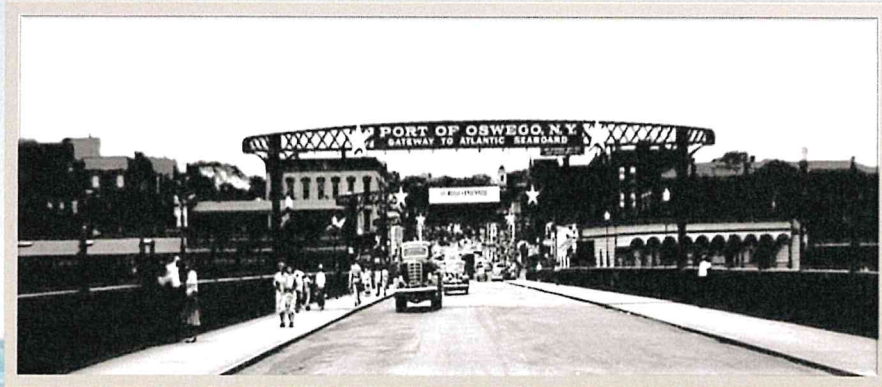
Chamber of Marine Commerce Lake Carriers' Association

Shipping Federation of Canada

https://www.greatlakesports.org/wp-content/uploads/2023/07/AGLPA_EconomicStudyDocument_EN_13juillet_v2.pdf

Oswego's Maritime History

- The Port pre-dates the city and the water traffic is the primary reason for the city's original growth.
- In the 1800's, until the late 1940's, the Oswego Harbor and Port were the largest and busiest on the Great Lakes.
- In 1923, the City of Oswego established a Harbor and Dock Commission to oversee Port operations within the city limit.
- In 1955, the Commission was replaced, through New York State (NYS) legislation, with a new Oswego Port Authority. In 1961 the new New York State Port Authority was completed and opened for business.



Economic Activity

Total economic activity created by the *Port of Oswego* is... **\$513.9 million!**

The meaning of total economic activity is the value calculated of the direct business revenue received by the businesses supplying the cargo and vessel handling services, and the re-spending of direct income and consumption expenditures. These two monetary measures of economic impact are additive, since the re-spending impact is in addition to the direct income impact and the business revenue is independent of other dollar value impacts.

Revenue Impacts

Direct business revenue received by the firms directly dependent upon the cargo handled at the marine terminals located at the *Port of Oswego* is ... **\$399.8 million.**

These firms provide maritime services and inland transportation services for cargo handled at the marine terminals and the vessels calling at the terminals.



Jobs

- **Total 2,229 jobs ... 1,132 jobs** were directly generated by the marine cargo and vessel activity at the marine terminals.
- **797 induced jobs** were supported in the regional economy.
- **300 indirect jobs** were supported by \$49.7 million of regional purchases by businesses supplying services at the marine terminals at the Port of Oswego.
- Combining the direct, induced, and indirect income impacts, the **cargo handled at the Port of Oswego generated \$201.2 million in wages and salaries**, and local consumption expenditures in the regional economy.



Personal Income And Local Consumption

- **The 1,132 individuals directly employed** as a result of the cargo handled at the marine terminals at the Port of Oswego **received \$64.6 million in wages and salaries.**
- Using the local personal earnings multipliers, **an additional \$114.1 million** in income and consumption were created by the Port of Oswego.
- In addition, the 300 indirectly employed workers received indirect wages and salaries **totaling \$22.4 million.**
- Combining the direct, induced, and indirect income impacts, the Port of Oswego **generated \$201.2 million in wages and salaries.**

	TOTAL
Jobs	
Direct jobs	1,132
Induced	797
Indirect	300
Total	2,229
Economic Activity (1,000)	US \$ \$513,890
Personal income (1,000)	US \$
Direct	\$64,618
Re-Spending/Local Purchases	\$114,102
Indirect	\$22,441
Total	\$201,161
Business Revenue (1,000)	\$399,788
Local Purchases (1,000)	\$49,666
Total Taxes	US \$
State/Local (1,000)	\$37,821
Federal (1,000)	\$42,942
Total	\$80,763

FEDERAL, STATE, AND LOCAL TAX IMPACTS

A total of \$80.8 million in state and federal taxes were generated by the Port of Oswego.

Cargo and vessel activity at the Port of Oswego

- \$37.8 million generated at the state level
- \$42.9 million generated at the federal level

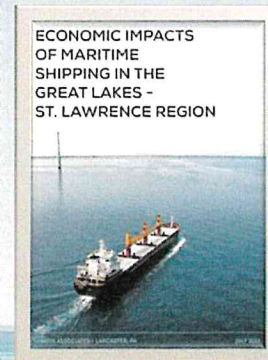
Tax impacts are tax payments to federal, state/provincial and local governments by firms and by individuals whose jobs are directly dependent upon and supported (induced and indirect jobs) by activity at the marine terminals.



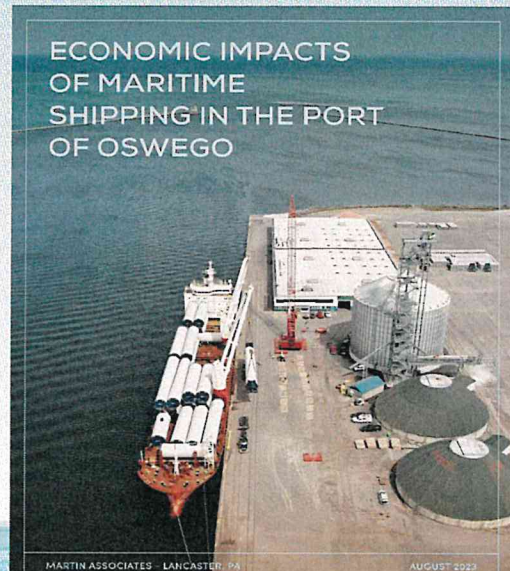
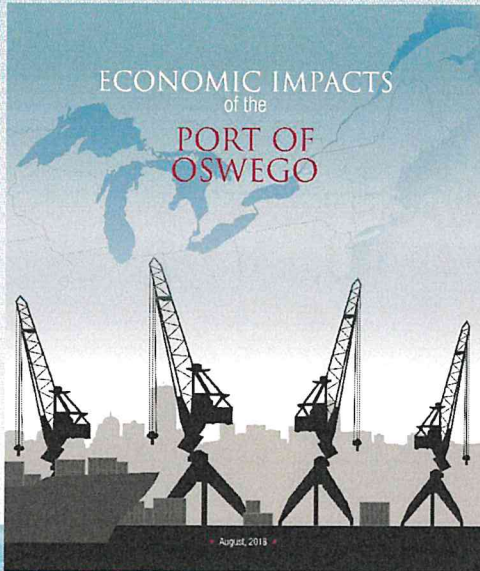
The three ports which are in the system in New York State

The Port of Oswego accounted for...

- ✓ **49% of the economic activity** in New York State
- ✓ **63% of the business revenue** in New York State
- ✓ **43% of the local purchases** in New York State



Comparing the Reports from 2018 to 2023



Highlights

- **Jobs** supported by marine cargo activity at Port Oswego rose from 209 in 2018 to 2,229 in 2023—2,020 more jobs, a **996.5 percent increase**.
- **Local purchases** increased from \$4.6 million in 2018 to \$49.6 million in 2023—an **increase of 969.7 percent**.
- **Business revenue** increased from \$19 million in 2018 to \$299.7 million in 2023.
- **State and local tax payments** increased from \$1.7 million in 2018, to \$37.8 million in 2023—an **increase of 2,051 percent**.
- **Direct personal income** increased from \$4.5 million in 2018 to \$64.6 million in 2023 - an **increase of 1,307 percent**.
- **Re-spending** (local purchases) increased from \$7.6 million in 2018 to \$113.1 million in 2023—an **increase of 1,391 percent**.



Questions ??

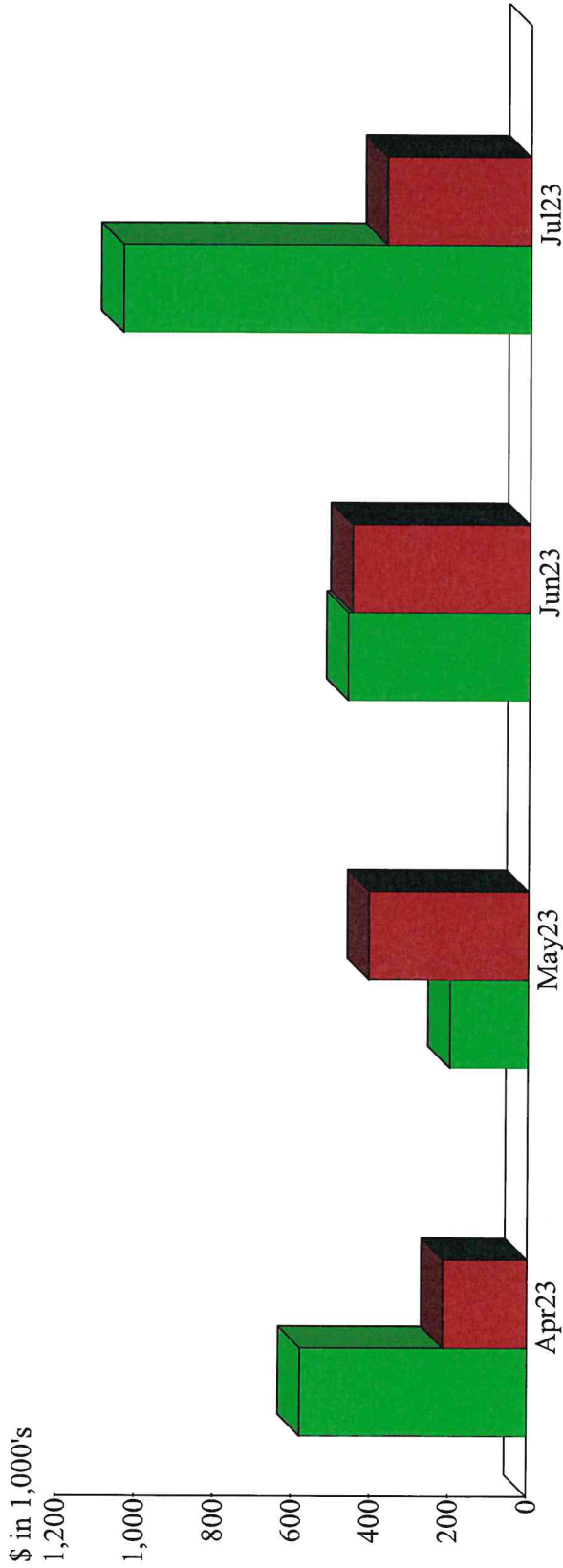


The Port has received four Pacesetter Awards in five years for increase in import and export tonnage on the Seaway.

PORT OF OSWEGO AUTHORITY - WILLIAM W. SCRIBER, EXECUTIVE DIRECTOR

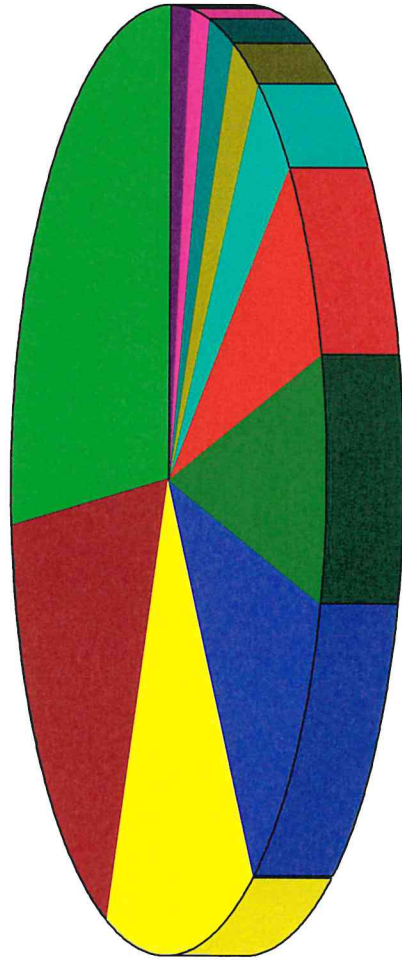
Exhibit C-1

Income and Expense by Month
April through July 2023



Income Summary
April through July 2023

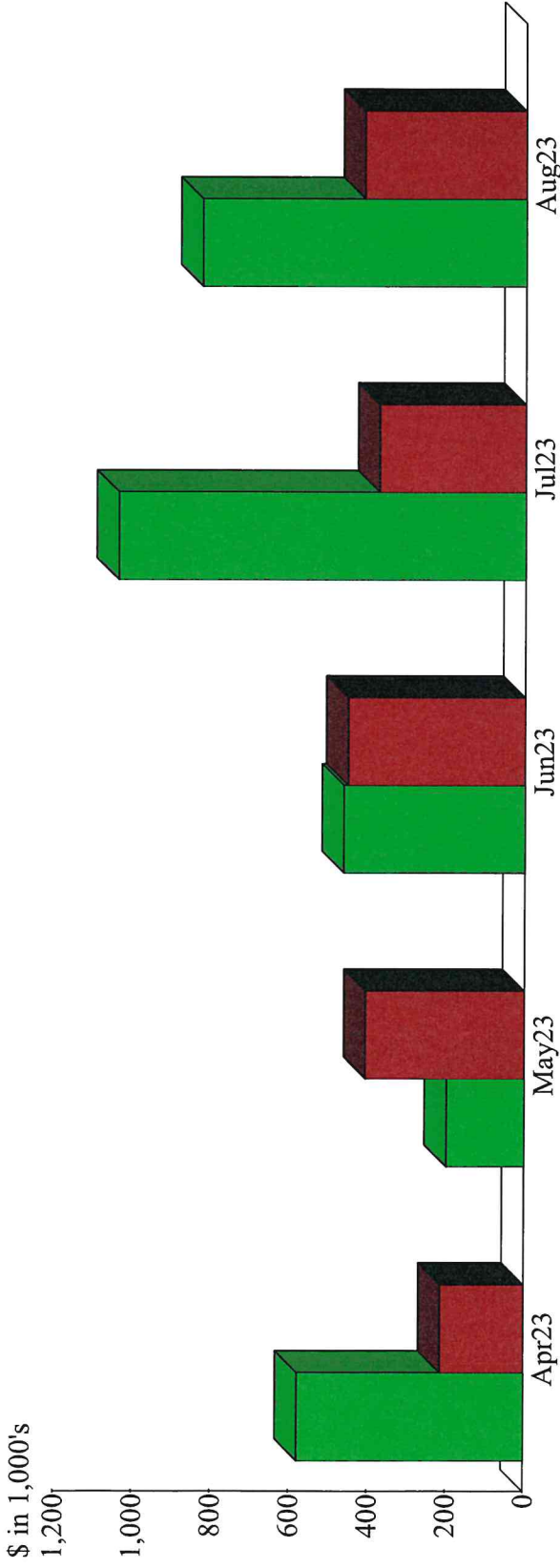
9000017 · FEMA DR 4348	26.68%
4600000 · Stevedoring	17.48
4800000 · Marina Income	15.45
9000020 · Auction / Sale of equipment	11.61
4300000 · Loading and Unloading	8.45
4400000 · Rental	7.20
4500000 · Misc Income	4.41
4200000 · Wharfage	2.92
4000000 · Storage	2.59
4100000 · Dockage	2.00
Other	1.21
Total	\$2,282,671.00



By Account

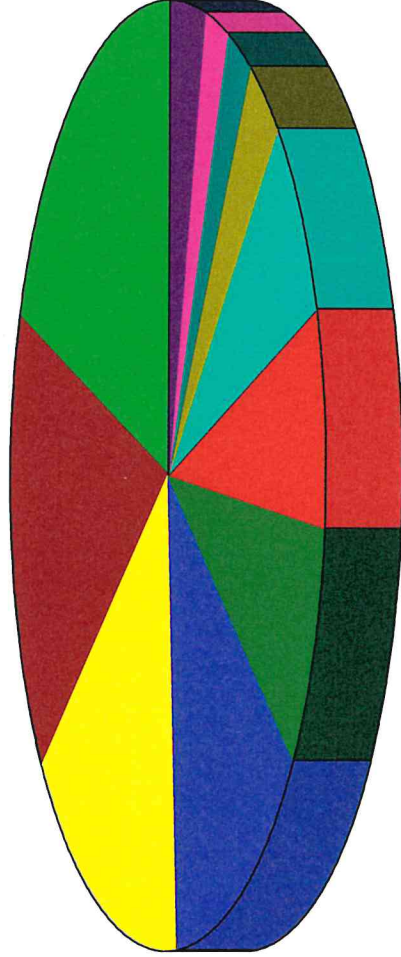
Income and Expense by Month
April through August 2023

Income
Expense



Income Summary
April through August 2023

9000017 · FEMA DR 4348	19.59%
4800000 · Marina Income	16.05
4600000 · Stevedoring	15.66
9001400 · REDI - Goble Marina	13.72
9000020 · Auction / Sale of equipment	8.52
4300000 · Loading and Unloading	7.57
4400000 · Rental	7.38
4500000 · Misc Income	3.63
4200000 · Wharfage	2.70
4000000 · Storage	2.52
Other	2.66
Total	\$3,109,350.11



By Account

Port of Oswego Authority
Cash Position
 As of July 31, 2023

	<u>Beginning Balance</u>	<u>Debit</u>	<u>Credit</u>	<u>Net Change</u>	<u>Ending Balance</u>
1000600 · Imprest Fund - Key Bank					
Total 1000600 · Imprest Fund - Key Bank	619,477.54	1,154,794.91	1,457,825.65	-303,030.74	316,446.80
1000700 · Health Fund - Key Bank					
Total 1000700 · Health Fund - Key Bank	1,645.97	5,153.96	4,396.60	757.36	2,403.33
1001000 · Comptroller Fund - Key Bank					
Total 1001000 · Comptroller Fund - Key Bank	58,462.81	1,056,098.71	1,095,000.00	-38,901.29	19,561.52
1001001 · Gen. State Checking - Key Bank					
Total 1001001 · Gen. State Checking - Key Bank	383,629.80	1,098,197.20	520,232.72	577,964.48	961,594.28
1001500 · Key Money Market					
Total 1001500 · Key Money Market	82,983.40	56.97	0.00	56.97	83,040.37
TOTAL	<u>1,146,199.52</u>	<u>3,314,301.75</u>	<u>3,077,454.97</u>	<u>236,846.78</u>	<u>1,383,046.30</u>

Port of Oswego Authority
Cash Position
As of August 31, 2023

	<u>Beginning Balance</u>	<u>Debit</u>	<u>Credit</u>	<u>Net Change</u>	<u>Ending Balance</u>
1000600 · Imprest Fund - Key Bank					
Total 1000600 · Imprest Fund - Key Bank	316,446.80	1,121,537.39	1,114,337.77	7,199.62	323,646.42
1000700 · Health Fund - Key Bank					
Total 1000700 · Health Fund - Key Bank	2,403.33	5,000.00	11,536.16	-6,536.16	-4,132.83
1001000 · Comptroller Fund - Key Bank					
Total 1001000 · Comptroller Fund - Key Bank	12,259.01	909,306.94	480,194.41	429,112.53	441,371.54
1001001 · Gen. State Checking - Key Bank					
Total 1001001 · Gen. State Checking - Key Bank	961,594.28	475,581.31	1,121,537.39	-645,956.08	315,638.20
1001500 · Key Money Market					
Total 1001500 · Key Money Market	83,040.37	59.97	0.00	59.97	83,100.34
TOTAL	<u>1,375,743.79</u>	<u>2,511,485.61</u>	<u>2,727,605.73</u>	<u>-216,120.12</u>	<u>1,159,623.67</u>

Port of Oswego Authority
Balance Sheet
As of July 31, 2023

	Jul 31, 23	Jul 31, 22	\$ Change
ASSETS			
Current Assets			
Checking/Savings			
1000100 · Petty Cash	89.55	100.60	-11.05
1000300 · Oswego Marina - Register fund	600.00	600.00	0.00
1000600 · Imprest Fund - Key Bank	316,446.80	530,516.34	-214,069.54
1000700 · Health Fund - Key Bank	2,403.33	1,659.40	743.93
1001000 · Comptroller Fund - Key Bank	12,259.01	38,185.31	-25,926.30
1001001 · Gen. State Checking - Key Bank	961,594.28	260,482.88	701,111.40
1001500 · Key Money Market	83,040.37	12,608.15	70,432.22
1003300 · CD - Bldg Rehab Fund	88,425.86	87,740.76	685.10
Total Checking/Savings	1,464,859.20	931,893.44	532,965.76
Accounts Receivable			
1100000 · Accounts Receivable	328,364.66	779,511.61	-451,146.95
Total Accounts Receivable	328,364.66	779,511.61	-451,146.95
Other Current Assets			
1100103 · Accounts Receivable Other	995.04	995.04	0.00
1100104 · Short term Lease Receivable	149,136.62	0.00	149,136.62
1100900 · Other Receivable	0.00	760,621.00	-760,621.00
1201000 · Prepaid Insurance	63,487.35	57,957.64	5,529.71
1202000 · Prepaid expense	193.05	193.05	0.00
1210000 · Inventory Asset	37,143.77	49,939.61	-12,795.84
1300000 · Grant Receivable	748,868.43	2,729.07	746,139.36
1499000 · Undeposited Funds	11,024.87	16,244.58	-5,219.71
Total Other Current Assets	1,010,849.13	888,679.99	122,169.14
Total Current Assets	2,804,072.99	2,600,085.04	203,987.95
Fixed Assets			
1502000 · Land & Land Impr-Capital Assets	14,074,827.75	14,074,827.75	0.00
1502050 · Land & Land Impr-Held for Lease	1,537,131.13	1,376,575.13	160,556.00
1502100 · Alcan Water Line	1.00	1.00	0.00
1502300 · Bldgs & Improvem-Capital Assets	8,516,661.43	8,478,916.43	37,745.00
1502350 · Bldgs & Improvem-Held for Lease	4,019,489.22	4,012,217.36	7,271.86
1502400 · Office Equipment & Furniture	473,841.90	469,143.90	4,698.00
1502500 · Operating Equipment	3,672,564.57	3,157,693.41	514,871.16
1502501 · Equipment - Marina	299,821.60	284,972.58	14,849.02
1502550 · Lease Assets	434,701.63	0.00	434,701.63
1502555 · Accumulated Amortization	-38,507.04	0.00	-38,507.04
1502600 · Computer Software	32,872.24	32,872.24	0.00
1502800 · Acc Dep-Bldg & Impr-Cap Assets	-6,722,169.54	-6,529,748.54	-192,421.00
1502850 · Acc Dep Bldg & Impr-Held for Le	-2,331,837.00	-2,221,428.00	-110,409.00
1502900 · Acc Dep - Operating Equip	-2,554,080.33	-2,385,670.33	-168,410.00
1502905 · Acc Dep - Marina equipment	-239,567.00	-227,418.00	-12,149.00
1503000 · Acc Dep - Office Equipment	-462,481.46	-454,703.46	-7,778.00
1503100 · Acc Dep-Land & Impr-Cap Assets	-8,048,916.11	-7,468,047.11	-580,869.00

Port of Oswego Authority
Balance Sheet
As of July 31, 2023

	Jul 31, 23	Jul 31, 22	\$ Change
1503101 · Acc Dep - Computer Software	-32,872.00	-32,872.00	0.00
1503150 · Acc Dep Land & Impr-Held for Le	-96,532.00	-37,174.00	-59,358.00
1503200 · Acc Dep - Lease Asset	-158,555.00	0.00	-158,555.00
1503600 · Equipment - New or Replacement	0.00	11,975.00	-11,975.00
1504900 · Cap Imp - Gas Dock improvements	1,031.76	0.00	1,031.76
1505600 · Cap Imp - Agricultural Center	14,525,705.62	14,358,439.59	167,266.03
1505800 · Cap Imp - Railcar conveyor	11,546.14	0.00	11,546.14
1506400 · Cap Imp - Warehouse doors	24,605.44	0.00	24,605.44
1506600 · Cap Imp - RV Park	96,200.96	95,677.02	523.94
1507300 · Cap Imp - Scales	75,314.01	0.00	75,314.01
1507800 · Cap Imp - FEMA-West 2017	377,425.42	342,020.05	35,405.37
1507802 · Cap Imp - FEMA-East 2017	1,659,705.43	185,878.92	1,473,826.51
1508600 · Cap Imp-REDI 19515-Goble Marina	1,212,520.64	542,024.34	670,496.30
1508900 · Cap Imp-Fitzgibbons Prop Imprv	0.00	160,556.00	-160,556.00
Total Fixed Assets	30,360,450.41	28,226,729.28	2,133,721.13
Other Assets			
1100105 · Long Term Lease Receivable	1,050,987.48	0.00	1,050,987.48
1100106 · Interest Receivable	2,390.56	0.00	2,390.56
1800000 · Pension - Deferred Outflow	-190,195.00	-76,109.00	-114,086.00
1800001 · Deferred Outflow - OPEB	385,391.00	519,043.00	-133,652.00
Total Other Assets	1,248,574.04	442,934.00	805,640.04
TOTAL ASSETS	34,413,097.44	31,269,748.32	3,143,349.12
LIABILITIES & EQUITY			
Liabilities			
Current Liabilities			
Accounts Payable			
2000100 · Accounts Payable	865,530.00	473,302.87	392,227.13
Total Accounts Payable	865,530.00	473,302.87	392,227.13
Credit Cards			
2000101 · Key Bank - Bill Mastercard	1,842.38	3,754.55	-1,912.17
2000103 · Lowe's credit card	126.69	795.56	-668.87
Total Credit Cards	1,969.07	4,550.11	-2,581.04
Other Current Liabilities			
2000200 · Retainage Payable	104,801.50	9,736.50	95,065.00
2000300 · Accounts Payable Other	25,189.99	134.10	25,055.89
2000400 · A/P-Deferred COVID19 ER SS	0.00	19,414.06	-19,414.06
2000610 · Deposits received	20,000.00	0.00	20,000.00
2001000 · Accrued Salaries	37,502.49	49,791.08	-12,288.59
2001200 · Accrued Compensation	58,468.03	53,350.23	5,117.80
2001600 · Accrued NYS Retirement Withheld	984.74	1,055.59	-70.85
2001700 · NYS Retirement Loan Withheld	836.00	766.00	70.00
2002700 · Accrued NYS PFL withheld	1,906.74	1,457.95	448.79
2003000 · #1570A Pension Fund	30,074.31	197,662.94	-167,588.63
2003100 · 1570 1% Checkoff Withheld	416.19	2,925.55	-2,509.36

Port of Oswego Authority
Balance Sheet
As of July 31, 2023

	<u>Jul 31, 23</u>	<u>Jul 31, 22</u>	<u>\$ Change</u>
2003200 · 1570 1/10% Checkoff Withheld	41.63	292.51	-250.88
2003300 · 1570A 9/10% Checkoff Withheld	374.59	2,633.02	-2,258.43
2003401 · 1570A Local Dues Withheld	761.38	5,004.22	-4,242.84
2003800 · Deferred Comp Liability	0.00	536.80	-536.80
2005600 · Payments on Insurance Claims	961.95	961.95	0.00
2005700 · Short Term Lease Liability	131,042.17	0.00	131,042.17
2550000 · Sales Tax Payable	-602.48	-1,747.58	1,145.10
Total Other Current Liabilities	<u>412,759.23</u>	<u>343,974.92</u>	<u>68,784.31</u>
Total Current Liabilities	1,280,258.30	821,827.90	458,430.40
Long Term Liabilities			
2500400 · NYS Retirement Employer Contri	10,289.00	1,729.00	8,560.00
2500500 · Advances from NYS	3,455,925.71	3,505,925.71	-50,000.00
2501010 · Note Payable - PPP 2nd draw	0.00	374,895.00	-374,895.00
2501400 · OPEB liability	1,559,497.00	2,466,448.00	-906,951.00
2502100 · Note Payable - Liebherr Crane	0.00	309,132.89	-309,132.89
2502200 · Note Payable-SANY Forklift-LEAF	469,121.77	0.00	469,121.77
2503500 · Long Term Lease Liability	109,847.91	0.00	109,847.91
2600000 · Net Pension Liability - ERS	-187,532.00	2,143.00	-189,675.00
2800001 · Deferred Inflow - OPEB	1,084,415.00	248,736.00	835,679.00
2800002 · Deferred Inflow - Lessor	1,162,512.96	0.00	1,162,512.96
Total Long Term Liabilities	<u>7,664,077.35</u>	<u>6,909,009.60</u>	<u>755,067.75</u>
Total Liabilities	8,944,335.65	7,730,837.50	1,213,498.15
Equity			
3000500 · Contributed Capital	144,946.00	144,946.00	0.00
3001000 · Contributed Capital - Federal	45,777.00	45,777.00	0.00
3001500 · Grant from NYS	2,253,367.90	2,253,367.90	0.00
3001600 · Grant MultiCodul Capital Proj	2,073,783.33	2,073,783.33	0.00
3001700 · Grant-MultiModal	370,000.00	370,000.00	0.00
3001800 · Grant Energy Savings	60,000.00	60,000.00	0.00
3005000 · Retained Earnings	19,678,911.68	18,101,112.78	1,577,798.90
Net Income	841,975.88	489,923.81	352,052.07
Total Equity	<u>25,468,761.79</u>	<u>23,538,910.82</u>	<u>1,929,850.97</u>
TOTAL LIABILITIES & EQUITY	<u><u>34,413,097.44</u></u>	<u><u>31,269,748.32</u></u>	<u><u>3,143,349.12</u></u>

Port of Oswego Authority
Balance Sheet
As of August 31, 2023

	Aug 31, 23	Aug 31, 22	\$ Change
ASSETS			
Current Assets			
Checking/Savings			
1000100 · Petty Cash	72.78	101.94	-29.16
1000300 · Oswego Marina - Register fund	600.00	600.00	0.00
1000600 · Imprest Fund - Key Bank	323,646.42	293,141.99	30,504.43
1000700 · Health Fund - Key Bank	-4,132.83	2,115.57	-6,248.40
1001000 · Comptroller Fund - Key Bank	441,371.54	5,921.68	435,449.86
1001001 · Gen. State Checking - Key Bank	315,638.20	845,314.29	-529,676.09
1001500 · Key Money Market	83,100.34	12,608.26	70,492.08
1003300 · CD - Bldg Rehab Fund	88,425.86	87,804.12	621.74
Total Checking/Savings	1,248,722.31	1,247,607.85	1,114.46
Accounts Receivable			
1100000 · Accounts Receivable	249,995.96	804,422.15	-554,426.19
Total Accounts Receivable	249,995.96	804,422.15	-554,426.19
Other Current Assets			
1100103 · Accounts Receivable Other	995.04	1,390.44	-395.40
1100104 · Short term Lease Receivable	148,424.28	0.00	148,424.28
1100900 · Other Receivable	0.00	760,621.00	-760,621.00
1201000 · Prepaid Insurance	42,933.99	36,979.17	5,954.82
1202000 · Prepaid expense	193.05	193.05	0.00
1210000 · Inventory Asset	36,090.97	15,733.41	20,357.56
1300000 · Grant Receivable	748,868.43	2,729.07	746,139.36
1499000 · Undeposited Funds	2,775.61	1,899.04	876.57
Total Other Current Assets	980,281.37	819,545.18	160,736.19
Total Current Assets	2,478,999.64	2,871,575.18	-392,575.54
Fixed Assets			
1502000 · Land & Land Impr-Capital Assets	14,074,827.75	14,074,827.75	0.00
1502050 · Land & Land Impr-Held for Lease	1,537,131.13	1,376,575.13	160,556.00
1502100 · Alcan Water Line	1.00	1.00	0.00
1502300 · Bldgs & Improvem-Capital Assets	8,516,661.43	8,478,916.43	37,745.00
1502350 · Bldgs & Improvem-Held for Lease	4,019,489.22	4,012,217.36	7,271.86
1502400 · Office Equipment & Furniture	473,841.90	469,143.90	4,698.00
1502500 · Operating Equipment	3,672,564.57	3,157,693.41	514,871.16
1502501 · Equipment - Marina	299,821.60	284,972.58	14,849.02
1502550 · Lease Assets	434,701.63	0.00	434,701.63
1502555 · Accumulated Amortization	-51,686.07	0.00	-51,686.07
1502600 · Computer Software	32,872.24	32,872.24	0.00
1502800 · Acc Dep-Bldg & Impr-Cap Assets	-6,722,169.54	-6,529,748.54	-192,421.00
1502850 · Acc Dep Bldg & Impr-Held for Le	-2,331,837.00	-2,221,428.00	-110,409.00
1502900 · Acc Dep - Operating Equip	-2,554,080.33	-2,385,670.33	-168,410.00
1502905 · Acc Dep - Marina equipment	-239,567.00	-227,418.00	-12,149.00
1503000 · Acc Dep - Office Equipment	-462,481.46	-454,703.46	-7,778.00
1503100 · Acc Dep-Land & Impr-Cap Assets	-8,048,916.11	-7,468,047.11	-580,869.00

Port of Oswego Authority
Balance Sheet
As of August 31, 2023

	Aug 31, 23	Aug 31, 22	\$ Change
1503101 · Acc Dep - Computer Software	-32,872.00	-32,872.00	0.00
1503150 · Acc Dep Land & Impr-Held for Le	-96,532.00	-37,174.00	-59,358.00
1503200 · Acc Dep - Lease Asset	-158,555.00	0.00	-158,555.00
1503600 · Equipment - New or Replacement	50,657.50	11,975.00	38,682.50
1504900 · Cap Imp - Gas Dock improvements	1,031.76	0.00	1,031.76
1505600 · Cap Imp - Agricultural Center	14,532,280.60	14,415,501.53	116,779.07
1505800 · Cap Imp - Railcar conveyor	11,546.14	0.00	11,546.14
1506400 · Cap Imp - Warehouse doors	17,105.44	0.00	17,105.44
1506600 · Cap Imp - RV Park	117,690.24	95,677.02	22,013.22
1507300 · Cap Imp - Scales	75,314.01	0.00	75,314.01
1507800 · Cap Imp - FEMA-West 2017	377,425.42	342,020.05	35,405.37
1507802 · Cap Imp - FEMA-East 2017	1,659,705.43	185,878.92	1,473,826.51
1508600 · Cap Imp-REDI 19515-Goble Marina	1,406,150.15	542,080.44	864,069.71
1508900 · Cap Imp-Fitzgibbons Prop Imprv	0.00	160,556.00	-160,556.00
Total Fixed Assets	30,612,122.65	28,283,847.32	2,328,275.33
Other Assets			
1100105 · Long Term Lease Receivable	1,038,329.02	0.00	1,038,329.02
1100106 · Interest Receivable	2,363.84	0.00	2,363.84
1800000 · Pension - Deferred Outflow	-190,195.00	-76,109.00	-114,086.00
1800001 · Deferred Outflow - OPEB	385,391.00	519,043.00	-133,652.00
Total Other Assets	1,235,888.86	442,934.00	792,954.86
TOTAL ASSETS	<u>34,327,011.15</u>	<u>31,598,356.50</u>	<u>2,728,654.65</u>
LIABILITIES & EQUITY			
Liabilities			
Current Liabilities			
Accounts Payable			
2000100 · Accounts Payable	351,703.25	224,197.51	127,505.74
Total Accounts Payable	351,703.25	224,197.51	127,505.74
Credit Cards			
2000101 · Key Bank - Bill Mastercard	752.78	1,996.20	-1,243.42
2000102 · Key Bank Mastercard	218.00	0.00	218.00
2000103 · Lowe's credit card	97.71	326.35	-228.64
Total Credit Cards	1,068.49	2,322.55	-1,254.06
Other Current Liabilities			
2000200 · Retainage Payable	114,482.98	9,736.50	104,746.48
2000300 · Accounts Payable Other	25,261.82	315.00	24,946.82
2000400 · A/P-Deferred COVID19 ER SS	0.00	19,414.06	-19,414.06
2000610 · Deposits received	20,000.00	0.00	20,000.00
2001000 · Accrued Salaries	37,502.49	49,791.08	-12,288.59
2001200 · Accrued Compensation	58,468.03	53,350.23	5,117.80
2001600 · Accrued NYS Retirement Withheld	995.15	1,089.70	-94.55
2001700 · NYS Retirement Loan Withheld	836.00	756.00	80.00
2002700 · Accrued NYS PFL withheld	2,155.01	1,740.42	414.59
2003000 · #1570A Pension Fund	26,534.13	133,016.25	-106,482.12

Port of Oswego Authority
Balance Sheet
As of August 31, 2023

	<u>Aug 31, 23</u>	<u>Aug 31, 22</u>	<u>\$ Change</u>
2003100 · 1570 1% Checkoff Withheld	368.41	2,142.44	-1,774.03
2003200 · 1570 1/10% Checkoff Withheld	36.85	214.32	-177.47
2003300 · 1570A 9/10% Checkoff Withheld	331.56	1,928.19	-1,596.63
2003401 · 1570A Local Dues Withheld	671.75	3,367.56	-2,695.81
2004500 · Accrued Mass Mutual withheld	-335.62	0.00	-335.62
2005600 · Payments on Insurance Claims	961.95	961.95	0.00
2005700 · Short Term Lease Liability	123,355.31	0.00	123,355.31
2550000 · Sales Tax Payable	-86.48	-1,136.35	1,049.87
Total Other Current Liabilities	<u>411,539.34</u>	<u>276,687.35</u>	<u>134,851.99</u>
Total Current Liabilities	<u>764,311.08</u>	<u>503,207.41</u>	<u>261,103.67</u>
Long Term Liabilities			
2500400 · NYS Retirement Employer Contri	10,289.00	1,729.00	8,560.00
2500500 · Advances from NYS	3,455,925.71	3,505,925.71	-50,000.00
2500600 · Vehicle Note Payable	48,907.50	0.00	48,907.50
2501010 · Note Payable - PPP 2nd draw	0.00	374,895.00	-374,895.00
2501400 · OPEB liability	1,559,497.00	2,466,448.00	-906,951.00
2502100 · Note Payable - Liebherr Crane	0.00	305,173.90	-305,173.90
2502200 · Note Payable-SANY Forklift-LEAF	463,892.98	0.00	463,892.98
2503500 · Long Term Lease Liability	104,476.39	0.00	104,476.39
2600000 · Net Pension Liability - ERS	-187,532.00	2,143.00	-189,675.00
2800001 · Deferred Inflow - OPEB	1,084,415.00	248,736.00	835,679.00
2800002 · Deferred Inflow - Lessor	1,147,006.45	0.00	1,147,006.45
Total Long Term Liabilities	<u>7,686,878.03</u>	<u>6,905,050.61</u>	<u>781,827.42</u>
Total Liabilities	<u>8,451,189.11</u>	<u>7,408,258.02</u>	<u>1,042,931.09</u>
Equity			
3000500 · Contributed Capital	144,946.00	144,946.00	0.00
3001000 · Contributed Capital - Federal	45,777.00	45,777.00	0.00
3001500 · Grant from NYS	2,253,367.90	2,253,367.90	0.00
3001600 · Grant MultiCodul Capital Proj	2,073,783.33	2,073,783.33	0.00
3001700 · Grant-MultiModal	370,000.00	370,000.00	0.00
3001800 · Grant Energy Savings	60,000.00	60,000.00	0.00
3005000 · Retained Earnings	19,678,911.68	18,101,112.78	1,577,798.90
Net Income	<u>1,249,036.13</u>	<u>1,141,111.47</u>	<u>107,924.66</u>
Total Equity	<u>25,875,822.04</u>	<u>24,190,098.48</u>	<u>1,685,723.56</u>
TOTAL LIABILITIES & EQUITY	<u><u>34,327,011.15</u></u>	<u><u>31,598,356.50</u></u>	<u><u>2,728,654.65</u></u>

Port of Oswego Authority
Profit & Loss
July 2023

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08/29/23
Accrual Basis

Ordinary Income/Expense	Period to Date			Year to Date			% Variance from Budget
	Actual	Prior	Budget	Actual	Prior	Budget	
	Variance to			Variance to			
	Actual	Prior	Budget	Actual	Prior	Budget	\$ Over Budget
Income							
4000000 · Storage	18,526.71	35,995.20	30,833.34	59,091.15	116,562.76	123,333.35	-64,242.20
4100000 · Dockage	12,247.72	25,936.08	13,888.89	45,686.41	124,221.41	55,555.55	-9,869.14
4200000 · Wharfage	21,828.95	22,421.89	28,000.00	66,677.44	109,523.65	112,000.00	-45,322.56
4300000 · Loading and Unloading	41,497.85	117,747.65	66,666.66	192,868.54	585,564.97	266,666.66	-73,798.12
4400000 · Rental	65,052.37	80,748.50	47,500.00	164,409.82	236,369.95	190,000.00	-25,590.18
4500000 · Misc Income	23,993.42	63,832.07	20,833.34	100,598.58	598,922.02	83,333.34	17,265.24
4600000 · Stevedoring	109,553.88	225,510.74	83,333.34	398,984.99	1,159,660.22	333,333.34	65,651.65
4800000 · Marina Income	132,459.83	160,475.47	116,428.15	352,693.56	472,933.82	465,716.58	-113,023.02
4850000 · RV Park	0.00	0.00	1,666.67	0.00	0.00	3,333.33	-3,333.33
Total Income	425,160.73	732,667.60	409,150.39	1,381,010.49	3,403,758.80	1,633,272.15	-252,261.66
Cost of Goods Sold							
4900000 · Cost of Goods Sold	83,477.98	108,392.79	53,125.00	160,707.38	272,769.72	212,500.00	-51,792.62
Total COGS	83,477.98	108,392.79	53,125.00	160,707.38	272,769.72	212,500.00	-51,792.62
Gross Profit	341,682.75	624,274.81	356,025.39	1,220,303.11	3,130,989.08	1,420,772.15	-200,469.04
Expense							
5000000 · Personal Service	121,105.39	163,454.31	141,005.84	526,472.17	928,445.50	609,951.55	-83,479.38
6050000a · Travel Expense	409.64	755.67	500.00	1,538.31	2,506.78	2,000.00	-461.69
6100000a · Auto Expense	164.42	2,379.75	583.33	2,173.80	3,094.39	2,333.33	-159.53
6110000a · Fuel expense	2,834.54	7,857.29	4,291.66	12,447.86	30,854.94	17,166.66	-4,718.80
6150000a · Office Supplies	2,202.90	5,511.07	3,333.34	27,691.77	29,837.37	13,333.34	14,358.43
6150200 · General Insurance Expense	27,992.93	25,025.25	23,333.34	107,610.74	87,848.51	93,333.34	14,277.40
6200000a · Advertising & Printing	2,839.71	1,747.00	2,500.00	11,507.76	7,760.45	10,000.00	1,507.76
6250000a · Communications	486.54	2,832.54	2,500.00	3,356.94	11,583.43	10,000.00	-6,643.06
6300000a · Fuel, Light & Power	3,810.88	4,481.57	6,250.00	21,152.00	22,336.07	25,000.00	-3,848.00
6350000a · Household Supplies	2,693.79	2,148.20	1,750.00	9,045.50	9,372.74	7,000.00	2,045.50
6400000a · Payroll Taxes	8,343.24	10,711.67	9,499.52	39,825.64	66,123.98	37,998.08	1,827.56
6450000a · Health Insurances	19,464.45	18,177.60	20,416.66	82,687.82	84,584.32	81,666.66	1,021.16
6500000 · ILA Pension	30,074.31	50,604.44	17,500.00	120,010.88	324,201.19	70,000.00	50,010.88
6510000 · IUOE Local 158 Fringes(-er)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6520000 · CSEA Workboots/Workclothes	0.00	0.00	83.34	0.00	0.00	333.34	-333.34
6550000a · Special Supplies	-2,857.51	74,001.92	5,833.34	19,652.33	261,563.14	23,333.34	-3,681.01
6551300a · Spec Supp & Ex - Metered Water	618.20	1,346.17	583.34	907.87	1,440.51	2,333.34	-1,425.47
6551500 · Spec Supp & Ex - Comm Support	250.00	0.00	943.75	12,600.00	10,600.00	3,775.00	8,825.00
6560000 · Professional Services	14,804.10	13,514.75	8,083.34	87,153.75	38,397.65	32,333.34	54,820.41
6570000 · Marina Supp & Expenses	9,471.61	8,788.73	4,437.49	30,467.14	23,266.35	17,749.96	12,717.18

Port of Oswego Authority
Profit & Loss
July 2023

	Period to Date			Year to Date				% Variance from Budget	
	Actual	Prior	Budget	Actual	Prior	Variance to Prior	Budget		\$ Over Budget
6580000 · Education/Training	0.00	0.00	83.34	0.00	-114.00	114.00	333.34	-333.34	-100.0%
6590000 · Technical Services	0.00	5,940.00	2,750.00	7,020.00	13,070.00	-6,050.00	11,000.00	-3,980.00	-36.2%
660000a · Repairs & Maintenance	16,530.51	5,861.30	7,500.00	53,498.67	20,472.86	33,025.81	30,000.00	23,498.67	78.3%
6670000 · House Gasoline	0.00	291.88	0.00	424.90	1,251.92	-827.02	0.00	424.90	100.0%
6680000 · Hammernill property lease	0.00	8,400.00	0.00	0.00	42,000.00	-42,000.00	0.00	0.00	0.0%
6700000 · Rentals	0.00	6,889.75	833.34	12,541.25	22,129.35	-9,588.10	3,333.34	9,207.91	276.2%
6700200 · Lease-Track Mobile	0.00	2,558.00	2,558.00	0.00	10,232.00	-10,232.00	10,232.00	-10,232.00	-100.0%
6700300 · Lease - other equipment leases	1,196.00	9,760.00	16,388.00	1,049.00	39,040.00	-37,991.00	65,552.00	-64,503.00	-98.4%
6700301 · Lease - vehicles	0.00	302.26	292.92	0.00	1,867.58	-1,867.58	1,171.68	-1,171.68	-100.0%
6730000 · FEMA 4480 - Covid19 Expenses	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
6750000 · Write offs	0.00	0.00	166.66	0.01	0.00	0.01	666.66	-666.65	-100.0%
6800000 · Museum	475.67	287.59	500.00	3,920.59	1,918.01	2,002.58	2,000.00	1,920.59	96.0%
6850000 · Interest Expense	6,788.60	1,994.67	1,666.66	12,950.05	8,034.50	4,915.55	6,666.66	6,283.39	94.3%
6900000 · Freight Expense	388.97	121.70	416.66	1,576.48	921.81	654.67	1,666.66	-90.18	-5.4%
Total Expense	270,078.89	435,745.08	286,583.87	1,209,283.23	2,104,641.35	-895,358.12	1,192,263.62	17,019.61	1.4%
Net Ordinary Income	71,603.86	188,529.73	69,441.52	11,019.88	1,026,347.73	-1,015,327.85	228,508.53	-217,488.65	-95.2%
Other Income/Expense									
Other Income									
8999999 · Interest Income - Leases	2,390.70	0.00	0.00	9,721.66	0.00	9,721.66	0.00	9,721.66	100.0%
9000000 · Interest Income	3,286.32	330.25	833.34	17,853.18	740.12	17,113.06	3,333.36	14,519.82	435.6%
9000001 · Grant - Agricultural Center	0.00	0.00	0.00	0.00	-145,328.93	145,328.93	87,804.68	-87,804.68	-100.0%
9000011 · Grants - miscellaneous	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
9000014 · NYS Grant Pin 3935.59 ET Pier	0.00	0.00	0.00	0.00	0.00	0.00	216,770.31	-216,770.31	-100.0%
9000017 · FEMA DR 4348	609,085.67	-2,268.55	0.00	609,085.67	-191,454.75	800,540.42	609,085.67	0.00	0.0%
9000020 · Auction / Sale of equipment	0.00	0.00	0.00	265,000.00	0.00	265,000.00	0.00	265,000.00	100.0%
9001400 · REDI - Goble Marina	0.00	0.00	287,241.59	0.00	-27,990.80	27,990.80	574,483.18	-574,483.18	-100.0%
Total Other Income	614,762.69	-1,938.30	360,331.70	901,660.51	-364,034.36	1,265,694.87	1,491,477.20	-589,816.69	-39.5%
Other Expense									
9000400 · Windmill Proj Rd Improvements	0.00	0.00	0.00	0.00	172,389.56	-172,389.56	0.00	0.00	0.0%
9000700 · Profit Sharing Exp - Castaloo	0.00	0.00	0.00	14,436.10	0.00	14,436.10	0.00	14,436.10	100.0%
9005500 · Amortization Expense	13,179.03	0.00	0.00	56,268.41	0.00	56,268.41	0.00	56,268.41	100.0%
Total Other Expense	13,179.03	0.00	0.00	70,704.51	172,389.56	-101,685.05	0.00	70,704.51	100.0%
Net Other Income	601,583.66	-1,938.30	360,331.70	830,956.00	-536,423.92	1,367,379.92	1,491,477.20	-860,521.20	-44.3%
Net Income	673,187.52	186,591.43	429,773.22	841,975.88	489,923.81	352,052.07	1,719,986.73	-878,009.85	-51.0%

Port of Oswego Authority
Profit & Loss
 August 2023

3:58 PM
 09/14/23
 Accrual Basis

	Period to Date			Year to Date			% Variance from Budget
	Actual	Prior	Budget	Actual	Prior	Budget	
Ordinary Income/Expense							
Income							
4000000 · Storage	19,235.10	30,548.54	30,833.34	76,326.25	147,111.30	154,166.69	-49.2%
4100000 · Dockage	4,452.16	39,748.60	13,888.89	50,138.57	163,970.01	69,444.44	-27.8%
4200000 · Wharfage	17,294.90	42,128.51	28,000.00	83,972.34	151,652.16	140,000.00	-40.0%
4300000 · Loading and Unloading	42,527.21	177,807.50	66,666.67	235,395.75	763,372.47	333,333.33	-29.4%
4400000 · Rental	65,052.37	60,362.15	47,500.00	229,462.19	296,732.10	237,500.00	-3.4%
4500000 · Misc Income	12,413.51	369,642.30	20,833.33	113,012.09	968,564.32	104,166.67	8.5%
4600000 · Stevedoring	87,833.83	182,976.52	83,333.34	486,818.82	1,342,636.74	416,666.68	16.8%
4800000 · Marina Income	146,227.82	163,501.23	116,428.15	498,921.38	636,435.05	582,144.73	-14.3%
4850000 · RV Park	0.00	0.00	1,666.67	0.00	0.00	5,000.00	-100.0%
Total Income	395,036.90	1,066,715.35	409,150.39	1,776,047.39	4,470,474.15	2,042,422.54	-13.0%
Cost of Goods Sold							
4900000 · Cost of Goods Sold	102,865.77	113,769.85	53,125.00	263,573.15	386,539.57	265,625.00	-0.8%
Total COGS	102,865.77	113,769.85	53,125.00	263,573.15	386,539.57	265,625.00	-0.8%
Gross Profit	292,171.13	952,945.50	356,025.39	1,512,474.24	4,083,934.58	1,776,797.54	-14.9%
Expense							
5000000 · Personal Service	115,604.63	231,593.65	138,409.91	642,076.80	1,160,039.15	748,361.46	-14.2%
6050000a · Travel Expense	429.88	909.94	500.00	1,968.19	3,416.72	2,500.00	-21.3%
610000a · Auto Expense	0.00	1,353.19	583.34	2,173.80	4,447.58	2,916.67	-25.5%
611000a · Fuel expense	3,103.25	5,860.50	4,291.67	15,551.11	36,715.44	21,458.33	-27.5%
615000a · Office Supplies	7,219.85	887.87	3,333.33	34,911.62	30,725.24	16,666.67	109.5%
6150200 · General Insurance Expense	28,094.70	25,034.09	23,333.33	135,705.44	112,882.60	116,666.67	16.3%
620000a · Advertising & Printing	4,230.59	2,315.00	2,500.00	15,738.35	10,075.45	12,500.00	25.9%
625000a · Communications	646.23	3,020.09	2,500.00	4,003.17	14,603.52	12,500.00	-68.0%
6260000 · FTZ expenses	645.00	0.00	0.00	645.00	0.00	0.00	100.0%
630000a · Fuel, Light & Power	3,801.56	10,256.30	6,250.00	24,953.56	32,592.37	31,250.00	-20.1%
635000a · Household Supplies	1,851.49	2,968.77	1,750.00	10,896.99	12,341.51	8,750.00	24.5%
640000a · Payroll Taxes	7,958.43	12,973.43	9,499.52	47,784.07	79,097.41	47,497.60	0.6%
645000a · Health Insurances	26,757.97	19,095.23	20,416.67	109,445.79	103,679.55	102,083.33	7.2%
6500000 · ILA Pension	26,534.13	82,411.81	17,500.00	146,545.01	406,613.00	87,500.00	67.5%
6510000 · IUOE Local 158 Fringes(-er)	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
6520000 · CSEA Workboots/Workclothes	0.00	0.00	83.33	0.00	0.00	416.67	-100.0%
655000a · Special Supplies	6,341.64	15,938.03	5,833.33	33,493.97	277,501.17	29,166.67	14.8%
655130a · Spec Supp & Ex - Metered Water	0.00	0.00	583.33	907.87	1,440.51	2,916.67	-68.9%
6551500 · Spec Supp & Ex - Comm Support	0.00	0.00	943.75	12,600.00	10,600.00	4,718.75	167.0%
6560000 · Professional Services	9,522.79	48,432.08	8,083.33	96,676.54	86,829.73	40,416.67	139.2%

Port of Oswego Authority
Profit & Loss
August 2023

	Period to Date			Year to Date				% Variance from Budget	
	Actual	Prior	Budget	Actual	Prior	Variance to Prior	Budget		\$ Over Budget
6570000 · Marina Supp & Expenses	13,038.23	13,736.21	4,437.50	43,505.37	37,002.56	6,502.81	22,187.46	21,317.91	96.1%
6580000 · Education/Training	0.00	0.00	83.33	0.00	-114.00	114.00	416.67	-416.67	-100.0%
6590000 · Technical Services	0.00	0.00	2,750.00	7,020.00	13,070.00	-6,050.00	13,750.00	-6,730.00	-48.9%
660000a · Repairs & Maintenance	24,664.80	15,346.56	7,500.00	78,163.47	35,819.42	42,344.05	37,500.00	40,663.47	108.4%
6670000 · House Gasoline	0.00	791.15	0.00	424.90	2,043.07	-1,618.17	0.00	424.90	100.0%
6680000 · Hammermill property lease	0.00	8,400.00	0.00	0.00	50,400.00	-50,400.00	0.00	0.00	0.0%
6700000 · Rentals	862.06	7,439.58	833.33	13,403.31	29,568.93	-16,165.62	4,166.67	9,236.64	221.7%
6700200 · Lease-Track Mobile	0.00	2,558.00	2,558.00	0.00	12,790.00	-12,790.00	12,790.00	-12,790.00	-100.0%
6700300 · Lease - other equipment leases	1,196.00	9,760.00	16,388.00	2,245.00	48,800.00	-46,555.00	81,940.00	-79,695.00	-97.3%
6700301 · Lease - vehicles	0.00	293.84	292.92	0.00	2,161.42	-2,161.42	1,464.60	-1,464.60	-100.0%
6730000 · FEMA 4480 - Covid19 Expenses	0.00	44.49	0.00	0.00	44.49	-44.49	0.00	0.00	0.0%
6750000 · Write offs	0.00	0.00	166.67	0.01	0.00	0.01	833.33	-833.32	-100.0%
6800000 · Museum	811.90	1,105.01	500.00	4,732.49	3,023.02	1,709.47	2,500.00	2,232.49	89.3%
6850000 · Interest Expense	3,659.50	1,332.13	1,666.67	16,609.55	9,366.63	7,242.92	8,333.33	8,276.22	99.3%
6900000 · Freight Expense	9,099.43	771.18	416.67	10,675.91	1,692.99	8,982.92	2,083.33	8,592.58	412.4%
Total Expense	296,074.06	524,628.13	283,987.93	1,512,857.29	2,629,269.48	-1,116,412.19	1,476,251.55	36,605.74	2.5%
Net Ordinary Income	-3,902.93	428,317.37	72,037.46	-383.05	1,454,665.10	-1,455,048.15	300,545.99	-300,929.04	-100.1%
Other Income/Expense									
Other Income									
8999999 · Interest Income - Leases	2,363.98	508.17	0.00	12,085.64	0.00	12,085.64	0.00	12,085.64	100.0%
9000000 · Interest Income	2,668.86	0.00	833.33	20,522.04	1,248.29	19,273.75	4,166.69	16,355.35	392.5%
9000001 · Grant - Agricultural Center	0.00	222,362.12	0.00	0.00	77,033.19	-77,033.19	87,804.68	-87,804.68	-100.0%
9000011 · Grants - miscellaneous	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
9000014 · NYS Grant Pin 3935.59 ET Pier	0.00	0.00	0.00	0.00	0.00	0.00	289,027.08	-289,027.08	-100.0%
9000017 · FEMA DR 4348	0.00	0.00	0.00	609,085.67	-191,454.75	800,540.42	609,085.67	0.00	0.0%
9000020 · Auction / Sale of equipment	0.00	0.00	0.00	285,000.00	0.00	285,000.00	0.00	285,000.00	100.0%
9001400 · REDI - Gobie Marina	426,609.37	0.00	287,241.59	426,609.37	-27,990.80	454,600.17	861,724.77	-435,115.40	-50.5%
Total Other Income	431,642.21	222,870.29	360,331.69	1,333,302.72	-141,164.07	1,474,466.79	1,851,808.89	-518,506.17	-28.0%
Other Expense									
9000400 · Windmill Proj Rd Improvements	0.00	0.00	0.00	0.00	172,389.56	-172,389.56	0.00	0.00	0.0%
9000700 · Profit Sharing Exp - Castalooop	0.00	0.00	0.00	14,436.10	0.00	14,436.10	0.00	14,436.10	100.0%
9005500 · Amortization Expense	13,179.03	0.00	0.00	69,447.44	0.00	69,447.44	0.00	69,447.44	100.0%
Total Other Expense	13,179.03	0.00	0.00	83,883.54	172,389.56	-88,506.02	0.00	83,883.54	100.0%
Net Other Income	418,463.18	222,870.29	360,331.69	1,249,419.18	-313,553.63	1,562,972.81	1,851,808.89	-602,389.71	-32.5%
Net Income	414,560.25	651,187.66	432,369.15	1,249,036.13	1,141,111.47	107,924.66	2,152,354.88	-903,318.75	-42.0%

Port of Oswego Authority
Marina Profit & Loss
April through July 2023

Ordinary Income/Expense	Apr - Jul 23	Apr - Jul 22	\$ Change
Income			
4400000 · Rental	400.00	300.00	100.00
4500000 · Misc Income	0.00	133.40	-133.40
4800000 · Marina Income			
4800100 · Marina Inc - Slip Rental	83,200.00	86,425.00	-3,225.00
4800101 · Marina Inc-Transient mooring	42,530.50	41,501.50	1,029.00
4800200 · Marina Inc - Misc	495.00	290.00	205.00
4800300 · Marina Inc - Storage	0.00	600.00	-600.00
4800400 · Marina Inc - Gas Sales	199,336.15	318,321.89	-118,985.74
4800500 · Marina Inc-Gin Pole	10,000.00	9,825.50	174.50
4800501 · Marina Inc-Hoist	2,173.00	1,170.00	1,003.00
4800600 · Marina-FishClean/OYC/Barn Rent	1,200.00	1,200.00	0.00
4800800 · Marina Inc - Towing services	3,950.10	6,046.00	-2,095.90
4800900 · Marina Inc - Service/Labor	7,111.50	5,957.39	1,154.11
4801000 · Marina Inc - Winterization	430.00	0.00	430.00
4801100 · Marina Inc - Tackle	12.55	27.06	-14.51
4801200 · Marina Inc - Boat Supply	1,141.78	830.48	311.30
4801400 · Marina Inc - Beverages	79.75	45.00	34.75
4801500 · Marina Inc - Snacks	124.00	64.00	60.00
4801700 · Marina Inc - Ice	897.00	630.00	267.00
Total 4800000 · Marina Income	352,681.33	472,933.82	-120,252.49
Total Income	353,081.33	473,367.22	-120,285.89
Cost of Goods Sold	160,697.60	272,769.72	-112,072.12
Gross Profit	192,383.73	200,597.50	-8,213.77
Expense			
5000000 · Personal Service	46,819.26	39,521.90	7,297.36
615000a · Office Supplies	1,598.96	1,279.96	319.00
625000a · Communications	0.00	507.69	-507.69
635000a · Household Supplies	428.48	636.65	-208.17
640000a · Payroll Taxes	4,131.57	2,055.67	2,075.90
645000a · Health Insurances	1,230.39	380.67	849.72
655000a · Special Supplies	1,435.58	1,265.42	170.16
6570000 · Marina Supp & Expenses			
6571000 · MarinaSupp & Ex-Misc	1,729.34	1,061.41	667.93
6571200 · MarinaSupp & Ex-Maintenance	100.00	892.49	-792.49
6571201 · MarinaSupp & Ex-Equip repairs	7,078.59	66.80	7,011.79
6571300 · MarinaSupp & Ex-Utilities	5,345.70	3,940.90	1,404.80
6571400 · MarinaSupp & Ex-Credit Card Exp	15,845.54	16,740.46	-894.92
6571600 · MarinaSupp & Ex-Winteriz costs	59.98	30.90	29.08
6571700 · MarinaSupp & Ex-Cable	379.92	479.92	-100.00
6571800 · Marina Supp & Ex-reg over/short	0.07	53.47	-53.40
Total 6570000 · Marina Supp & Expenses	30,539.14	23,266.35	7,272.79
6580000 · Education/Training	0.00	-114.00	114.00
660000a · Repairs & Maintenance	3,283.24	1,132.43	2,150.81
6670000 · House Gasoline	247.71	258.87	-11.16
6700300 · Lease - other equipment leases	2,280.00	2,280.00	0.00
6900000 · Freight Expense	105.90	0.00	105.90
Total Expense	92,100.23	72,471.61	19,628.62
Net Ordinary Income	100,283.50	128,125.89	-27,842.39
Other Income/Expense			
Other Income	0.00	0.42	-0.42
Net Other Income	0.00	0.42	-0.42
Net Income	100,283.50	128,126.31	-27,842.81

Port of Oswego Authority
Marina Profit & Loss
April through August 2023

Ordinary Income/Expense	Apr - Aug 23	Apr - Aug 22	\$ Change
Income			
4400000 · Rental	500.00	400.00	100.00
4500000 · Misc Income	0.00	133.40	-133.40
4800000 · Marina Income			
4800100 · Marina Inc - Slip Rental	85,100.00	87,275.00	-2,175.00
4800101 · Marina Inc-Transient mooring	54,559.50	54,945.50	-386.00
4800200 · Marina Inc - Misc	585.00	385.00	200.00
4800300 · Marina Inc - Storage	3,900.00	8,424.00	-4,524.00
4800400 · Marina Inc - Gas Sales	323,046.67	453,940.82	-130,894.15
4800500 · Marina Inc-Gin Pole	12,355.50	12,820.50	-465.00
4800501 · Marina Inc-Hoist	2,593.00	1,170.00	1,423.00
4800600 · Marina-FishClean/OYC/Barn Rent	1,200.00	1,200.00	0.00
4800800 · Marina Inc - Towing services	4,715.10	7,516.00	-2,800.90
4800900 · Marina Inc - Service/Labor	7,542.75	6,170.89	1,371.86
4801000 · Marina Inc - Winterization	430.00	0.00	430.00
4801100 · Marina Inc - Tackle	17.30	63.31	-46.01
4801200 · Marina Inc - Boat Supply	1,254.69	1,117.53	137.16
4801400 · Marina Inc - Beverages	109.25	109.00	0.25
4801500 · Marina Inc - Snacks	214.00	187.50	26.50
4801700 · Marina Inc - Ice	1,203.00	1,110.00	93.00
Total 4800000 · Marina Income	498,825.76	636,435.05	-137,609.29
Total Income	499,325.76	636,968.45	-137,642.69
Cost of Goods Sold	263,495.41	386,539.57	-123,044.16
Gross Profit	235,830.35	250,428.88	-14,598.53
Expense			
5000000 · Personal Service	60,449.50	50,629.06	9,820.44
615000a · Office Supplies	1,632.68	1,279.96	352.72
625000a · Communications	7.21	873.23	-866.02
635000a · Household Supplies	428.48	649.64	-221.16
640000a · Payroll Taxes	5,325.97	2,989.62	2,336.35
645000a · Health Insurances	1,503.81	634.45	869.36
655000a · Special Supplies	2,007.41	1,421.59	585.82
6570000 · Marina Supp & Expenses			
6571000 · MarinaSupp & Ex-Misc	2,162.66	1,224.99	937.67
6571200 · MarinaSupp & Ex-Maintenance	100.00	1,322.52	-1,222.52
6571201 · MarinaSupp & Ex-Equip repairs	7,984.34	5,426.80	2,557.54
6571300 · MarinaSupp & Ex-Utilities	7,061.67	5,877.07	1,184.60
6571400 · MarinaSupp & Ex-Credit Card Exp	23,039.95	22,558.95	481.00
6571600 · MarinaSupp & Ex-Winteriz costs	2,753.78	30.90	2,722.88
6571700 · MarinaSupp & Ex-Cable	474.90	599.90	-125.00
6571800 · Marina Supp & Ex-reg over/short	0.07	-38.57	38.64
Total 6570000 · Marina Supp & Expenses	43,577.37	37,002.56	6,574.81
6580000 · Education/Training	0.00	-114.00	114.00
660000a · Repairs & Maintenance	6,029.04	1,311.92	4,717.12
6670000 · House Gasoline	247.71	642.31	-394.60
6700300 · Lease - other equipment leases	2,850.00	2,850.00	0.00
6900000 · Freight Expense	172.93	0.00	172.93
Total Expense	124,232.11	100,170.34	24,061.77
Net Ordinary Income	111,598.24	150,258.54	-38,660.30
Other Income/Expense			
Other Income	0.00	0.42	-0.42
Net Other Income	0.00	0.42	-0.42
Net Income	111,598.24	150,258.96	-38,660.72

Exhibit C-2

**Port of Oswego Authority
Imprest Fund**

July 5, 2023

W-37

AmVet Office Supplies, LLC	Copy Paper & Office Supply	\$109.15
Benefit Resource, Inc.	Monthly Administration Fee	\$100.00
Bond, Schoeneck & King, PLLC	Legal Services - 2022 ILA Negotiations	\$587.31
Bousquet Holstein PLLC	Legal Services - Hammermill Assignment of Rent, PCL Properties, SEQR Review of Grain Handling Project, General Counsel, WT Terminal Agreement, Lease with Maritime Museum	\$12,939.50
Burke's Do-it-Best Home Center	Key Cuts, Hoses, Links, Fasteners, Clamps, Nuts, Bolts, Tape Drill Bit, Brass Plugs, Chain	\$171.89
C&S Engineers, Inc.	Professional Services - Hammermill Acquisition SEQR, East 1st Street	\$5,890.28
Cintas	Work Uniforms & Floor Mats	\$192.27
CIT Group Inc	Trackmobile Lease	\$2,558.00
Cooper Electric	Replacement Power Box for Potash Conveyor	\$215.70
FitzGibbons Agency LLC	Multiple Policy Installments	\$51,546.51
Grainger	Bearing for Conveyor	\$98.92
Key Bank - B	Monthly Credit Card Charges	\$2,255.81
Oswego Auto Parts	Fuse, Hose, Hose Fittings, Core Deposit	\$631.57

**Port of Oswego Authority
Imprest Fund**

July 5, 2023
W-38

Name

Paid Amt.

WD Malone Trucking & Excavating, Inc.
Goble Pay App #1

\$634,562.19

\$634,562.19

**Port of Oswego Authority
Imprest Funds**

July 10, 2023

W-41

Bowers & Company CPAs PLLC		\$29,900.00
	Annual Audit F/Y Ending 03/31/2023	
Castalooop USA Inc.		\$14,436.10
	Profit Share for BBC Arkhangelsk	
Computer Outlet North, Inc.		\$178.50
	Monthly Emails & Cloud Back-up	
CSX Transportation		\$150.00
	Demurrage for June 2023 - 1 Day	
Donovan Marine Inc.		\$581.30
	Anchor Line & Chain, Lights, Flags, Deck Plate Key, Deck Cleaner, Boat Wash, Life Chalk, RV/Marine Tissue	
Ed & Ed Business Technology, Inc.		\$132.26
	Contract Charge for Copiers	
Glider Oil		\$14,735.92
	Port Propane, Port Diesel, Marina Gasoline, Marina Diesel	
Great Lakes Seaway Review		\$1,565.00
	1/2 Page Advertisement in Seaway Review	
Haun Welding Supply Inc.		\$356.49
	Hose Repair Kit, Oxygen Gas, Splicer, Hose, Ferrule, Acetylene	
Mohawk Global Logistics Corp		\$125.00
	FTZ Consulting	
National Grid		\$7,217.37
	Electric Delivery & Supply (16 Accounts)	
Oswego Auto Parts		\$41.89
	Oil Change for Equinox	
S&B Computer and Office Products, Inc.		\$356.18
	Port Water, Marina Water	
Sprague Operating Resources LLC		\$25.31
	Electric Supply - 4 Accounts	
TK Elevator Corp		\$986.06
	Elevator Maintenance	
Wells Technology, Inc		\$268.31
	Grinding Discs, Cable Ties, and Other Parts	
		\$71,055.69

**Port of Oswego Authority
Imprest Funds**

July 18, 2023

W-43

Admar Supply Company Inc.		\$2,386.25
	80' Articulating Boom Lift 4WD Rental	
BDI		\$90.94
	Conveyor Belt Lacing	
Butler Disposal Systems Inc		\$602.98
	Trash & Recycle Service, Trash/Rolloff Haul	
C&S Engineers, Inc.		\$1,736.00
	Professional Services - Construction Administration, Grain Handling	
Chirello Advertising		\$2,839.71
	Press Releases, Harborfest PR	
FedEx (Express & Ground)		\$33.75
	Shipping Charge	
Glider Oil		\$13,329.29
	Marina Gasoline, Marina Diesel, Port Propane, Port Diesel	
Haun Welding Supply Inc.		\$521.68
	Liquid Oxygen, 1-Year Cylinder Lease, Cylinder Rental for June	
LexisNexis		\$200.00
	Legal Information	
Lowe's		\$4,572.71
	Monthly Charges (3 Months), Items for FTZ, Doors for FTZ	
NYS Insurance Fund - WC		\$3,960.67
	Monthly Worker's Compensation Premium	
Paychex		\$964.40
	Payroll Fees	
Paychex		\$1,336.08
	Payroll Administration	
Plyler Contracting and Marine Services		\$300.00
	Tow Boat Charges	

**Port of Oswego Authority
Imprest Funds**

July 24 - 25, 2023

W-44

Oswego Bookmobile		\$250.00
	POA Donation in memory of Mrs. Martha L. Hammill	
Avaya Financial Services		\$4,291.00
	Phone Lease	
Business Council of NYS, Inc.		\$371.93
	Life, AD&D, LTD Insurance	
CSEA Employee Benefit Fund		\$1,504.46
	Dental & Vision Insurance	
Five Star Equipment, Inc.		\$1,403.54
	Repair Parts for John Deere Tractor, Parts for Loader Repair	
Glider Oil		\$18,670.39
	Marina Diesel, Marina Gasoline, Port Propane	
GM Financial Leasing		\$292.92
	Equinox Lease	
Oswego County Treasurer		\$100.00
	Routine Inspection of Gas Pumps at the Marina	
S&B Computer and Office Products, Inc.		\$251.46
	Port Water, Water Cooler Rentals, Office Supplies, Household Items	
Specialty Tire Inc		\$7,422.00
	Tire Repair for 6 Nissan Fork Lifts	
Taylor Northeast, Inc.		\$4,164.00
	Fork Lift Rentals (7)	
Wells Technology, Inc		\$1,025.42
	Rigging & Lifting Supplies, Slings (used to level fork lifts on ships)	
Young/Sommer, LLC		\$810.00
	Legal Expenses Dome 4 Development Project	
MSA Group		\$7,036.00
	Commercial Auto Renewal	
Robert J. Wallace		\$125.25
	TWIC Card Renewal	

\$47,718.37

**Port of Oswego Authority
Imprest Funds**

August 1, 2023
W-47

Bousquet Holstein PLLC	Legal Services - General Counsel, SEQR Review of Grain Handling Project, Hammermill Assignment of Rent, WT Terminal Assignment Agreement, East 1 st Parking Lot	\$7,097.25
Burke's Do-it-Best Home Center	Misc. Nuts, Bolts, Glue, Photo Cell, Y-Shut-Off Valve, Outlet, Pipe Polybraid Rope	\$156.55
Cintas	Work Uniforms & Floor Mats	\$468.72
Donovan Marine Inc.	Lens Set for Towboat, Canadian & USA Flag for Resale	\$113.24
Glider Oil	Port Propane, Port Diesel, Marina Gasoline	\$16,534.52
Key Bank - B	Monthly Credit Card Charges	\$3,176.41
LEAF	Copier Lease	\$156.99
Oswego Auto Parts	Water Pump for Jeep Commander, Chain Cable Lube, Hose, Fittings, Oil, Antifreeze, Cable, Radiator Caps, Boxed Miniatures for Towboat	\$1,205.70
Paychex	Payroll Fees & Administration	\$1,054.41
Spectrum Business (Marina)	Marina Internet	\$94.98
Spectrum Business (Port)	Port Internet & Phone	\$109.97
		<u>\$30,168.74</u>

**Port of Oswego Authority
Imprest Fund**

August 1, 2023
W-48

General State Charges - HRA Disbursements July 2023

3,645.36

HRA Distribution Summary - July 2023

\$3,645.36

**Port of Oswego Authority
Imprest Fund**

August 3, 2023
W-45

Brady Systems - Scale Replacement		\$31,687.12
	Brady Systems - Scale Replacement (50% down)	\$31,687.12

**Port of Oswego Authority
Imprest Funds**

August 8, 2023
W-52

Admar Supply Company Inc.	80' Articulating Boom Lift Rental	\$2,374.50
AmVet Office Supplies, LLC	Office Supplies, Copy Paper, Printer Toner Cartridge	\$366.82
Benefit Resource, Inc.	Monthly Administration Fee	\$100.00
Bond, Schoeneck & King, PLLC	Legal Services - 2022 ILA Negotiations	\$6,680.00
Burke's Do-it-Best Home Center	Miscellaneous Nuts & Bolts, Paint	\$54.88
C&S Engineers, Inc.	Professional Services - FEMA East & FEMA West	\$14,757.00
CIT Group Inc	Trackmobile Lease	\$2,558.00
Computer Outlet North, Inc.	Monthly Emails & Cloud Back-up	\$178.50
Cooper Electric	Photo Eye (Rail Gate Light), Photo Eye (Entrance Light), New Plugs for Blue Conveyor	\$1,070.15
CSX Transportation	Demurrage for July	\$900.00
Ed & Ed Business Technology, Inc.	Contract Charge for Copiers	\$207.59
Glider Oil	Marina Diesel, Marina Gasoline, Port Propane	\$27,624.31
LEAF	Heavy Forklift Payment	\$9,253.53
Mohawk Global Logistics Corp	FTZ Consulting & FTZ Entry	\$2,395.00

**Port of Oswego Authority
Imprest Funds**

August 8, 2023
W-52

NaGr #-09104 Lighting-1 Gate, 1 NE Corner		\$106.48
	Electric Delivery - 1 Account	
Oswego Auto Parts		\$396.51
	Battery for CATm Key Switch, Cable, Oil Dry Bags, Liquid Gasket	
Plyler Contracting and Marine Services		\$550.00
	Tow Boat Charges	
Potter Associates, Inc.		\$3,180.53
	Belt for Blue Conveyor	
S&B Computer and Office Products, Inc.		\$548.90
	Port Water (USGS), Office & Custodial Supplies, Water Credits	
Shark Welding & Repair Service		\$5,200.00
	FTZ Loading Dock Repair, Truck Dock Repair	
Taylor Northeast, Inc.		\$361.30
	Pressure Switch, Brake Switch for Trackmobile	
Thompson & Johnson Equipment Co., Inc.		\$1,196.00
	Two Fork Lift Leases	
		<hr/> \$80,060.00

**Port of Oswego Authority
Imprest Funds**

August 15, 2023
W-53

American Great Lakes Ports Association		\$4,412.75
	2023 3rd Quarter Membership Dues	
Brown Carbonic Sales Co.		\$535.00
	Marina Ice	
Butler Disposal Systems Inc		\$231.73
	Trash & Recycle Service	
C&S Engineers, Inc.		\$9,633.26
	Professional Services - POA East 1st Street & Grain Handling Construction Administration	
Cintas		\$84.18
	Work Uniforms & Floor Mats	
City of Oswego Water - #006583-000		\$102.57
	Lake Road Water Line Bill	
City of Oswego Water - 000004-000		\$515.63
	Port Water Bill	
Ess Kay Yards, Inc		\$45.00
	Boat Repair - Thermostat Housing Gasket & Thermostat	
Glider Oil		\$20,262.72
	Gasoline for Marina, Port Diesel, Port Propane	
Lowe's		\$126.69
	Monthly Charges	
National Grid		\$6,084.06
	Electric Delivery & Supply (14 Accounts)	
NYS Insurance Fund - WC		\$3,960.63
	Monthly Worker's Compensation Premium	
Paychex		\$1,194.11
	Payroll Administration	
WEX Inc.		\$238.86
	Fuel for Port Vehicles	
		\$47,427.19

**Port of Oswego Authority
Imprest Funds**

August 21 - 23, 2023
W-55

Burritt Motors		\$2,000.00
	Down Payment on New Port Pick-up	
American Great Lakes Ports Association		\$978.00
	Contribution Phase 2 of Oswego/Detroit Aluminum Study	
Bobcat of Syracuse (Upstate Equipment)		\$381.44
	Repair Parts for Bobcat	
Business Council of NYS, Inc.		\$371.93
	Life. AD&D, LTD Insurance	
Chirello Advertising		\$2,730.59
	Press Releases, Ad for Oswego County Business Magazine	
Computer Outlet North, Inc.		\$599.00
	Migrating Internet Connection at the Marina	
CSEA Employee Benefit Fund		\$1,504.46
	Dental & Vision Insurance	
FitzGibbons Agency LLC		\$9.00
	Change in Insurance Policy, Credit on Leibherr Crane	
Glider Oil		\$34,048.68
	Port Propane, Marina Diesel, Marina Gasoline	
GM Financial Leasing		\$292.92
	Equinox Lease	
Haun Welding Supply Inc.		\$325.26
	Cylinder Rental - July	
LexisNexis		\$200.00
	Legal Information	
MassMutual		\$335.50
	Monthly Premium	
Paychex		\$973.30
	Payroll Fees & Administration	
Pitney Bowes Purchase Power		\$150.00
	Postage Meter Refill	
Rombough Electric Inc.		\$2,198.68
	Service to Marina Boat Dock Power & Control Room in Silo	
S&B Computer and Office Products, Inc.		\$209.68
	Port Water Cooler Rental, Office & Custodial Supplies	
Taylor Northeast, Inc.		\$5,262.45
	Fork Lift Rentals (7) & Equipment Repairs	
Wells Fargo Financial Leasing		\$4,400.00
	Doosan Lease	
		<hr/>
		\$56,970.89

**Port of Oswego Authority
Imprest Funds**

August 29, 2023
W-59

Babcock Highway Supply, Inc.		\$162.00
	Orange Safety Fence & "POA" decals	
Bousquet Holstein PLLC		\$3,039.75
	Legal Matters - General Counsel, East 1st Street, WT Terminal, SEQR Review	
Cintas		\$552.90
	Work Uniforms & Floor Mats	
Gannon Pest Control		\$265.00
	Pest Control (Bees)	
Glider Oil		\$15,544.82
	Port Diesel, Port Propane, Marina Diesel, Marina Gasoline	
LEAF		\$156.99
	Copier Lease	
Lockwood Septic Service CDS, Inc.		\$150.00
	Septic Pumping	
Mid Country Machinery, Inc.		\$9,000.00
	Heavy-Duty Fork Lift Transport	
Oswego Auto Parts		\$304.25
	Oil Dry, Brakleen, Blaster Gallon Penetrate, Deicer Wash	
Paychex		\$1,012.50
	Payroll Fees & Administration	
Plyler Contracting and Marine Services		\$1,400.00
	Tow Boat Charges	
Port City Logistics, Inc.		\$630.00
	Crushed Stone for RV Park Sewer Connect	

**Port of Oswego Authority
Imprest Funds**

August 29, 2023
W-59

Rental Warehouse, Inc.		\$3,006.68
	Mini Excavator Rental, Jackhammer, Air Hose for RV Park Sewer Connect	
Rombough Electric Inc.		\$1,566.44
	Emergency Service Call for Marina, Power Outage at Docks & Service Call to Test Voltage & Install Outlet	
S&B Computer and Office Products, Inc.		\$425.43
	F&W Water Rental, Office & Custodial Supplies, Port Water	
Shark Welding & Repair Service		\$18,840.00
	Shop Sewer Pump Repair, RV Park Sewer & Curb Cut	
Spectrum Business (Port)		\$109.97
	Port Phone & Internet	
		<hr/>
		\$56,166.73

Port of Oswego Authority
A/P Aging Summary
As of July 31, 2023

	Current	1 - 30	31 - 60	61 - 90	91 - 120	> 120	TOTAL
Admar Supply Company Inc.	2,374.50	0.00	0.00	0.00	0.00	0.00	2,374.50
Aflac	1,085.76	0.00	0.00	0.00	0.00	0.00	1,085.76
AmVet Office Supplies, LLC	366.82	0.00	0.00	0.00	0.00	0.00	366.82
Benefit Resource, Inc.	100.00	0.00	0.00	0.00	0.00	0.00	100.00
Bond, Schoeneck & King, PLLC	6,680.00	0.00	0.00	0.00	0.00	0.00	6,680.00
Bousquet Holstein PLLC	0.00	7,097.25	0.00	0.00	0.00	0.00	7,097.25
Brady Systems	43,626.89	31,687.12	0.00	0.00	0.00	0.00	75,314.01
Brown Carbonic Sales Co.	0.00	535.00	0.00	0.00	0.00	0.00	535.00
Burke's Do-it-Best Home Center	162.49	0.00	0.00	0.00	0.00	0.00	162.49
Butler Disposal Systems Inc	231.73	0.00	0.00	0.00	0.00	0.00	231.73
C&S Engineers, Inc.	24,390.26	0.00	0.00	0.00	0.00	0.00	24,390.26
Cintas	552.90	0.00	0.00	0.00	0.00	0.00	552.90
CIT Group Inc	2,558.00	0.00	0.00	0.00	0.00	0.00	2,558.00
City of Oswego Water - #006583-000	102.57	0.00	0.00	0.00	0.00	0.00	102.57
City of Oswego Water - 000004-000	515.63	0.00	0.00	0.00	0.00	0.00	515.63
Cooper Electric	1,070.15	0.00	0.00	0.00	0.00	0.00	1,070.15
Donovan Marine Inc.	113.24	0.00	0.00	0.00	0.00	0.00	113.24
Glider Oil	63,778.76	0.00	0.00	0.00	0.00	0.00	63,778.76
Key Bank - B	3,176.41	0.00	0.00	0.00	0.00	0.00	3,176.41
LEAF	9,410.52	0.00	0.00	0.00	0.00	0.00	9,410.52
LexisNexis	400.00	0.00	0.00	0.00	0.00	0.00	400.00
Mohawk Global Logistics Corp	1,750.00	0.00	0.00	0.00	0.00	0.00	1,750.00
NaGr #-04008 Security Gate, Entrance Elec	103.48	0.00	0.00	0.00	0.00	0.00	103.48
NaGr #-05002 Gas & Elec New Garage	259.78	0.00	0.00	0.00	0.00	0.00	259.78
NaGr #-09104 Lighting-1 Gate, 1 NE Corner	106.48	0.00	0.00	0.00	0.00	0.00	106.48
NaGr #-10106 Electric - Barrel Bldg.	20.40	0.00	0.00	0.00	0.00	0.00	20.40
NaGr #-32051 Storage (Silo & Barrel Bldg)	2,628.61	0.00	0.00	0.00	0.00	0.00	2,628.61
NaGr #-38107 Gas Museum	26.57	0.00	0.00	0.00	0.00	0.00	26.57
NaGr #-38118 Marina - Unit B	498.87	0.00	0.00	0.00	0.00	0.00	498.87
NaGr #-39107 F&W	623.42	0.00	0.00	0.00	0.00	0.00	623.42
NaGr #-40109 Electric Derrick	27.44	0.00	0.00	0.00	0.00	0.00	27.44
NaGr #-41109 Electric Museum	373.58	0.00	0.00	0.00	0.00	0.00	373.58
NaGr #-47025 Marina - Pier B	362.09	0.00	0.00	0.00	0.00	0.00	362.09
NaGr #-74022 Vinegar Hill	20.40	0.00	0.00	0.00	0.00	0.00	20.40
NaGr #-83002 - 22 Mercer - Security Pole	24.00	0.00	0.00	0.00	0.00	0.00	24.00
NaGr #-91027 Marina - Pier A	1,068.34	0.00	0.00	0.00	0.00	0.00	1,068.34
Oswego Auto Parts	1,577.72	0.00	0.00	0.00	0.00	0.00	1,577.72
Pathfinder Bank - LOC (Goble/FEMA)	637,627.83	0.00	0.00	0.00	0.00	0.00	637,627.83
Plyler Contracting and Marine Services	1,950.00	0.00	0.00	0.00	0.00	0.00	1,950.00
Potter Associates, Inc.	3,180.53	0.00	0.00	0.00	0.00	0.00	3,180.53
S&B Computer and Office Products, Inc.	584.90	0.00	0.00	0.00	0.00	0.00	584.90
Shark Welding & Repair Service	5,200.00	0.00	0.00	0.00	0.00	0.00	5,200.00
Spectrum Business (Marina)	94.98	0.00	0.00	0.00	0.00	0.00	94.98
Spectrum Business (Port)	109.97	0.00	0.00	0.00	0.00	0.00	109.97
Taylor Northeast, Inc.	1,459.75	0.00	0.00	0.00	0.00	0.00	1,459.75
Thompson & Johnson Equipment Co., Inc.	1,196.00	0.00	0.00	0.00	0.00	0.00	1,196.00
Wells Fargo Financial Leasing	4,400.00	0.00	0.00	0.00	0.00	0.00	4,400.00
WEX Inc.	238.86	0.00	0.00	0.00	0.00	0.00	238.86
TOTAL	826,210.63	39,319.37	0.00	0.00	0.00	0.00	865,530.00

Port of Oswego Authority
A/P Aging Summary
As of August 31, 2023

	Current	1 - 30	31 - 60	61 - 90	91 - 120	> 120	TOTAL
Aflac	1,085.76	0.00	0.00	0.00	0.00	0.00	1,085.76
Avaya Financial Services	2,252.78	0.00	0.00	0.00	0.00	0.00	2,252.78
Babcock Highway Supply, Inc.	409.50	0.00	0.00	0.00	0.00	0.00	409.50
Benefit Resource, Inc.	100.00	0.00	0.00	0.00	0.00	0.00	100.00
Bond, Schoeneck & King, PLLC	3,302.50	0.00	0.00	0.00	0.00	0.00	3,302.50
Brady Systems	0.00	43,626.89	0.00	0.00	0.00	0.00	43,626.89
Burke's Do-it-Best Home Center	346.35	0.00	0.00	0.00	0.00	0.00	346.35
Butler Disposal Systems Inc	773.23	0.00	0.00	0.00	0.00	0.00	773.23
C&S Engineers, Inc.	8,398.02	0.00	0.00	0.00	0.00	0.00	8,398.02
Cintas	84.18	0.00	0.00	0.00	0.00	0.00	84.18
CIT Group Inc	2,558.00	0.00	0.00	0.00	0.00	0.00	2,558.00
City of Oswego Water - #005071-000	180.00	0.00	0.00	0.00	0.00	0.00	180.00
City of Oswego Water - #005430-000	180.00	0.00	0.00	0.00	0.00	0.00	180.00
City of Oswego Water - #005825-000	180.00	0.00	0.00	0.00	0.00	0.00	180.00
Cooper Electric	667.01	0.00	0.00	0.00	0.00	0.00	667.01
Donovan Marine Inc.	2,693.80	0.00	0.00	0.00	0.00	0.00	2,693.80
Glider Oil	40,687.01	13,208.98	0.00	0.00	0.00	0.00	53,895.99
Key Bank - B	2,355.73	0.00	0.00	0.00	0.00	0.00	2,355.73
Lakeshore Supply	0.00	872.60	0.00	0.00	0.00	0.00	872.60
LEAF	8,258.53	0.00	0.00	0.00	0.00	0.00	8,258.53
LexisNexis	400.00	0.00	0.00	0.00	0.00	0.00	400.00
Lockwood Septic Service CDS, Inc.	160.00	0.00	0.00	0.00	0.00	0.00	160.00
MassMutual	335.50	0.00	0.00	0.00	0.00	0.00	335.50
Mohawk Global Logistics Corp	187.50	0.00	0.00	0.00	0.00	0.00	187.50
N.E. Controls, LLC	1,204.95	0.00	0.00	0.00	0.00	0.00	1,204.95
NaGr #-04008 Security Gate, Entrance Elec	94.56	0.00	0.00	0.00	0.00	0.00	94.56
NaGr #-05002 Gas & Elec New Garage	271.81	0.00	0.00	0.00	0.00	0.00	271.81
NaGr #-09104 Lighting-1 Gate, 1 NE Corner	106.99	0.00	0.00	0.00	0.00	0.00	106.99
NaGr #-10106 Electric - Barrel Bldg.	20.40	0.00	0.00	0.00	0.00	0.00	20.40
NaGr #-32051 Storage (Silo & Barrel Bldg)	2,617.87	0.00	0.00	0.00	0.00	0.00	2,617.87
NaGr #-38107 Gas Museum	26.57	0.00	0.00	0.00	0.00	0.00	26.57
NaGr #-38118 Marina - Unit B	472.86	0.00	0.00	0.00	0.00	0.00	472.86
NaGr #-39107 F&W	645.37	0.00	0.00	0.00	0.00	0.00	645.37
NaGr #-40109 Electric Derrick	28.66	0.00	0.00	0.00	0.00	0.00	28.66
NaGr #-41109 Electric Museum	349.59	0.00	0.00	0.00	0.00	0.00	349.59
NaGr #-47025 Marina - Pier B	488.11	0.00	0.00	0.00	0.00	0.00	488.11
NaGr #-74022 Vinegar Hill	20.40	0.00	0.00	0.00	0.00	0.00	20.40
NaGr #-83002 - 22 Mercer - Security Pole	24.16	0.00	0.00	0.00	0.00	0.00	24.16
NaGr #-91027 Marina - Pier A	755.00	0.00	0.00	0.00	0.00	0.00	755.00
Natoli General Contractors	15,563.66	0.00	0.00	0.00	0.00	0.00	15,563.66
Oswego Auto Parts	357.62	0.00	0.00	0.00	0.00	0.00	357.62
Oswego State Athletics	0.00	1,500.00	0.00	0.00	0.00	0.00	1,500.00
Pitney Bowes Global Financial Serv LLC	201.18	0.00	0.00	0.00	0.00	0.00	201.18
Plyler Contracting and Marine Services	250.00	0.00	0.00	0.00	0.00	0.00	250.00
Raby's Ace Homecenter	77.64	0.00	0.00	0.00	0.00	0.00	77.64
Rental Warehouse, Inc.	862.06	0.00	0.00	0.00	0.00	0.00	862.06
Rombough Electric Inc.	956.36	0.00	0.00	0.00	0.00	0.00	956.36
S&B Computer and Office Products, Inc.	344.06	0.00	0.00	0.00	0.00	0.00	344.06
Thompson & Johnson Equipment Co., Inc.	1,196.00	0.00	0.00	0.00	0.00	0.00	1,196.00
WD Malone	183,948.03	0.00	0.00	0.00	0.00	0.00	183,948.03
Wells Fargo Financial Leasing	4,400.00	0.00	0.00	0.00	0.00	0.00	4,400.00
WEX Inc.	445.47	0.00	0.00	0.00	0.00	0.00	445.47
Young/Sommer, LLC	0.00	1,170.00	0.00	0.00	0.00	0.00	1,170.00
TOTAL	291,324.78	60,378.47	0.00	0.00	0.00	0.00	351,703.25

6:35 PM

09/14/23

Port of Oswego Authority A/R Aging Summary As of July 31, 2023

	Current	1 - 30	31 - 60	61 - 90	91 - 120	> 120	TOTAL
*Transient	0.00	0.00	0.00	0.00	0.00	1,478.62	1,478.62
Atlantic Testing Labs	0.00	0.00	2,310.00	0.00	0.00	0.00	2,310.00
Boat U.S.	2,462.40	0.00	0.00	0.00	0.00	0.00	2,462.40
Castaloop USA Inc. Shared Services Centre	13,137.63	45,212.38	0.00	0.00	0.00	0.00	58,350.01
Concord Resources, Ltd.	0.00	0.00	0.00	0.00	0.00	1.35	1.35
Dean Marine & Excavating, Inc	9,543.01	0.00	0.00	0.00	0.00	0.00	9,543.01
DeLong, Frederick	-375.00	0.00	0.00	0.00	0.00	0.00	-375.00
Fracht FWO Inc.	10,923.25	0.00	0.00	0.00	0.00	0.00	10,923.25
General Services Admin.	8,853.80	0.00	0.00	0.00	0.00	0.00	8,853.80
Glencore LTD.	35,251.20	0.00	0.00	0.00	0.00	0.00	35,251.20
Goldman Sachs & Co	46,249.43	0.00	0.00	0.00	0.00	0.00	46,249.43
H Lee White Maritime Museum	0.00	300.00	0.00	0.00	0.00	0.00	300.00
Heidelberg Materials (Lehigh)	8,606.84	0.00	0.00	0.00	0.00	0.00	8,606.84
IXM Trading LLC/Louis Dreyfus Co.	4,050.79	0.00	0.00	0.00	0.00	0.00	4,050.79
Kerr, James	0.00	0.00	0.00	0.00	0.00	2,194.78	2,194.78
Manning, Greg	0.00	0.00	0.00	0.00	0.00	864.00	864.00
Marubeni America Corp.	42,771.87	0.00	0.00	0.00	0.00	0.00	42,771.87
McKeil Marine	850.00	4,378.68	4,553.68	0.00	0.00	0.00	9,782.36
Mercuria Energy America, LLC	0.00	0.00	0.00	10.43	0.00	10.43	20.86
New England Steamship Agents, Inc.	8,983.10	17,728.74	27,687.60	0.00	0.00	0.00	54,399.44
Novelis-Oswego	0.00	2,164.83	35.00	0.00	0.00	0.00	2,199.83
Nutrien Ag Solutions - CPS	5,841.84	0.00	0.00	0.00	0.00	0.00	5,841.84
Oswego Expeditions/Destination Expeditio	0.00	0.00	100.00	0.00	0.00	0.00	100.00
Oswego Yacht Club	0.00	100.00	0.00	0.00	0.00	0.00	100.00
Page Material Management	0.00	0.00	59.46	0.00	0.00	0.00	59.46
Rio Tinto Alcan,Inc	146.61	146.61	146.61	146.61	146.61	146.61	879.66
Shark-Attach, LLC	0.00	425.00	425.00	0.00	425.00	0.00	1,275.00
The Andersons Inc	3,908.16	0.00	0.00	0.00	0.00	0.00	3,908.16
The Marina	0.00	54.40	0.00	0.00	0.00	0.00	54.40
The Port	0.00	57.52	0.00	0.00	0.00	0.00	57.52
The Tow Boat	0.00	199.03	0.00	0.00	0.00	0.00	199.03
WT Terminal Oswego, LLC	9,650.75	6,000.00	0.00	0.00	0.00	0.00	15,650.75
TOTAL	210,855.68	76,767.19	35,317.35	157.04	571.61	4,695.79	328,364.66

1. Making payments
2. Making payments
3. Collections
4. Pam is following up on balance
5. Pam has requested updates
6. Received 8/14/23
7. Received 8/16/23
8. Received 9/1/23

4:25 PM

09/14/23

Port of Oswego Authority A/R Aging Summary As of August 31, 2023

	Current	1 - 30	31 - 60	61 - 90	91 - 120	> 120	TOTAL
*Transient	0.00	0.00	0.00	0.00	0.00	1,228.62 ¹	1,228.62
Atlantic Testing Labs	0.00	0.00	0.00	2,310.00 ²	0.00	0.00	2,310.00
Boat U.S.	0.00	178.20	2,106.00	0.00	0.00	0.00	2,284.20
Concord Resources, Ltd.	0.00	0.00	0.00	0.00	0.00	1.35	1.35
Dean Marine & Excavating, Inc	32,000.00	0.00	0.00	0.00	0.00	0.00	32,000.00
DeLong, Frederick	0.00	-375.00	0.00	0.00	0.00	0.00	-375.00
Enwright, Fran	0.00	1,150.00	0.00	0.00	0.00	0.00	1,150.00
Fracht FWO Inc.	150.00	0.00	0.00	0.00	0.00	0.00	150.00
Garcia, Joe	0.00	608.00	0.00	0.00	0.00	0.00	608.00
General Services Admin.	8,853.80	0.00	0.00	0.00	0.00	0.00	8,853.80
Glencore LTD.	48,669.71	0.00	0.00	0.00	0.00	0.00	48,669.71
Goldman Sachs & Co	38,693.97	0.00	0.00	0.00	0.00	0.00	38,693.97
Heidelberg Materials (Lehigh)	9,943.20	0.00	0.00	0.00	0.00	0.00	9,943.20
IXM Trading LLC/Louis Dreyfus Co.	17,471.99	0.00	0.00	0.00	0.00	0.00	17,471.99
Kerr, James	0.00	0.00	0.00	0.00	0.00	2,094.78 ³	2,094.78
Manning, Greg	0.00	0.00	0.00	0.00	0.00	864.00 ⁴	864.00
Marubeni America Corp.	39,071.32	0.00	0.00	0.00	0.00	0.00	39,071.32
McBrearty, Phil	0.00	500.00	0.00	0.00	0.00	0.00	500.00
McKeil Marine	4,770.00	1,025.00	0.00	0.00	0.00	0.00	5,795.00
Mercuria Energy America, LLC	0.00	0.00	0.00	0.00	10.43	10.43	20.86 ⁵
New England Steamship Agents, Inc.	0.00	8,983.10	0.00	0.00	0.00	0.00	8,983.10
Novelis-Oswego	0.00	2,164.83	0.00	0.00	0.00	0.00	2,164.83
Novelis-special	2,352.50	0.00	0.00	0.00	0.00	0.00	2,352.50
Nutrien Ag Solutions - CPS	10,553.25	0.00	0.00	0.00	0.00	0.00	10,553.25
Oswego Expeditions/Destination Expeditio	0.00	640.00	0.00	0.00	0.00	0.00	640.00
Oswego Yacht Club	0.00	100.00	0.00	0.00	0.00	0.00	100.00
Peter Lumerto	600.00	0.00	0.00	0.00	0.00	0.00	600.00
Rio Tinto Alcan, Inc	146.61	146.61	0.00	146.61	293.22	293.22	1,026.27 ⁶
Ryan, Patrick	0.00	540.00	0.00	0.00	0.00	0.00	540.00
Shark-Attach, LLC	0.00	425.00	0.00	425.00 ⁷	425.00 ⁸	425.00 ⁹	1,700.00
The Andersons Inc	3,415.41	0.00	0.00	0.00	0.00	0.00	3,415.41
The Marina	0.00	86.19	54.40	0.00	0.00	0.00	140.59
The Port	0.00	28.71	57.52	0.00	0.00	0.00	86.23
The Tow Boat	0.00	158.95	199.03	0.00	0.00	0.00	357.98
WT Terminal Oswego, LLC	6,000.00	0.00	0.00	0.00	0.00	0.00	6,000.00
TOTAL	222,691.76	16,359.59	2,416.95	2,881.61	728.65	4,917.40	249,995.96

1. Making payments
2. Received 9/11/23
3. Boat was repossessed by bank. Customer making payments on balance
4. Collections
5. Pam following up on balance
6. Invoices have been resent - system rejected originals
7. Received 9/1/23
8. Received 9/1/23
9. Received 9/1/23

Port of Oswego Authority
Loan Summary
as of July 31, 2023

<u>Name</u>	<u>Loan Balance</u>	<u>Available</u>	<u>Rate</u>
NYS first advances	\$ 3,455,925.71	\$ -	0.00%
Pathfinder Bank - LOC	\$ -	\$ 500,000.00	7.50%
Pathfinder Bank - LOC FEMA/REDI	\$ -	\$ 1,400,000.00	7.50%
Note Payable - SANY Forklift	\$ 469,121.77	\$ -	7.75%

Port of Oswego Authority
Loan Summary
as of August 31, 2023

<u>Name</u>	<u>Loan Balance</u>	<u>Available</u>	<u>Rate</u>
NYS first advances	\$ 3,455,925.71	\$ -	0.00%
Pathfinder Bank - LOC	\$ -	\$ 500,000.00	7.50%
Pathfinder Bank - LOC FEMA/REDI	\$ -	\$ 1,400,000.00	7.50%
Note Payable - SANY Forklift	\$ 463,892.98	\$ -	7.75%
Note Payable - 2024 Chevy Silverado	\$ 48,907.50	\$ -	6.88%

Port of Oswego Authority
Schedule of Assets
As of July 31, 2023

	<u>Cost</u>	<u>Accum. Depr.</u>	<u>Net Book Value</u>
Fixed Assets			
1502000 · Land & Land Impr-Capital Assets	14,074,827.75	-8,048,916.11	6,025,911.64
1502050 · Land & Land Impr-Held for Lease	1,537,131.13	-96,532.00	1,440,599.13
1502100 · Alcan Water Line	1.00	0.00	1.00
1502300 · Bldgs & Improvem-Capital Assets	8,516,661.43	-6,722,169.54	1,794,491.89
1502350 · Bldgs & Improvem-Held for Lease	4,019,489.22	-2,331,837.00	1,687,652.22
1502400 · Office Equipment & Furniture	473,841.90	-462,481.46	11,360.44
1502500 · Operating Equipment	3,672,564.57	-2,554,080.33	1,118,484.24
1502501 · Equipment - Marina	299,821.60	-239,567.00	60,254.60
1502550 · Lease Assets	434,701.63	-158,555.00	276,146.63
1502600 · Computer Software	32,872.24	-32,872.24	0.00
Total Fixed Assets	<u>33,061,912.47</u>	<u>-20,647,010.68</u>	<u>12,414,901.79</u>

Port of Oswego Authority
Schedule of Assets
 As of August 31, 2023

	<u>Cost</u>	<u>Accum. Depr.</u>	<u>Net Book Value</u>
Fixed Assets			
1502000 · Land & Land Impr-Capital Assets	14,074,827.75	-8,048,916.11	6,025,911.64
1502050 · Land & Land Impr-Held for Lease	1,537,131.13	-96,532.00	1,440,599.13
1502100 · Alcan Water Line	1.00	0.00	1.00
1502300 · Bldgs & Improvem-Capital Assets	8,516,661.43	-6,722,169.54	1,794,491.89
1502350 · Bldgs & Improvem-Held for Lease	4,019,489.22	-2,331,837.00	1,687,652.22
1502400 · Office Equipment & Furniture	473,841.90	-462,481.46	11,360.44
1502500 · Operating Equipment	3,672,564.57	-2,554,080.33	1,118,484.24
1502501 · Equipment - Marina	299,821.60	-239,567.00	60,254.60
1502550 · Lease Assets	434,701.63	-158,555.00	276,146.63
1502600 · Computer Software	32,872.24	-32,872.24	0.00
Total Fixed Assets	<u>33,061,912.47</u>	<u>-20,647,010.68</u>	<u>12,414,901.79</u>

Port of Oswego Authority
YTD Sales Report
April through July 2023

	Apr - Jul 23	%	Apr - Jul 22	%	\$ Change
Income					
4000000 · Storage					
4002800 · Storage - Marubeni	5,218.85	0.38%	10,189.59	0.30%	-4,970.74
4002900 · Storage - Glencore	4,457.64	0.32%	0.00	0.00%	4,457.64
4003000 · Storage - Goldman Sachs	2,505.02	0.18%	4,576.18	0.13%	-2,071.16
4003400 · Storage - Mercuria	10.43	0.00%	11,430.53	0.34%	-11,420.10
4003500 · Storage - Mitsubishi	155.89	0.01%	1,590.51	0.05%	-1,434.62
4003600 · Storage - The Andersons	32,960.00	2.39%	36,582.64	1.07%	-3,622.64
4003700 · Storage - Hammermill Site	0.00	0.00%	33,600.00	0.99%	-33,600.00
4003800 · Storage - Alcoa	0.00	0.00%	5,215.55	0.15%	-5,215.55
4003900 · Storage - Kuehne & Nagel	290.05	0.02%	0.00	0.00%	290.05
4005000 · Storage - Miscellaneous	9,436.44	0.68%	2,350.00	0.07%	7,086.44
4008100 · Storage - IXM	4,056.83	0.29%	11,023.71	0.32%	-6,966.88
4009000 · Storage - Concord Resources Ltd	0.00	0.00%	4.05	0.00%	-4.05
Total 4000000 · Storage	59,091.15	4.28%	116,562.76	3.42%	-57,471.61
4100000 · Dockage					
4100100 · Dockage - Algoma Central	3,771.69	0.27%	0.00	0.00%	3,771.69
4100200 · Dockage - Lehigh Hanson	8,756.48	0.63%	10,482.56	0.31%	-1,726.08
4102200 · Dockage - New England Steamship	20,210.68	1.46%	85,524.13	2.51%	-65,313.45
4102700 · Dockage - McKeil Marine	8,857.36	0.64%	10,657.36	0.31%	-1,800.00
4102900 · Dockage - WT Terminal	1,465.20	0.11%	0.00	0.00%	1,465.20
4103000 · Dockage - Alcoa	0.00	0.00%	7,057.36	0.21%	-7,057.36
4105000 · Dockage - Miscellaneous	2,625.00	0.19%	10,500.00	0.31%	-7,875.00
Total 4100000 · Dockage	45,686.41	3.31%	124,221.41	3.65%	-78,535.00
4200000 · Wharfage					
4200100 · Wharfage - Nutrien Ag	2,421.23	0.18%	7,188.59	0.21%	-4,767.36
4200200 · Wharfage - Lehigh (Heidelberg)	21,494.41	1.56%	22,508.97	0.66%	-1,014.56
4201000 · Wharfage - Kuehne & Nagel	0.00	0.00%	9,987.94	0.29%	-9,987.94
4202500 · Wharfage - Marubeni	11,394.75	0.83%	13,222.32	0.39%	-1,827.57
4202700 · Wharfage - Glencore	14,589.36	1.06%	0.00	0.00%	14,589.36
4203100 · Wharfage - Goldman Sachs	9,032.84	0.65%	2,698.94	0.08%	6,333.90
4203300 · Wharfage - IXM	5,559.30	0.40%	4,049.05	0.12%	1,510.25
4203500 · Wharfage - Mercuria	0.00	0.00%	25,300.94	0.74%	-25,300.94
4203600 · Wharfage - WT Terminal Oswego	2,185.55	0.16%	0.00	0.00%	2,185.55
4203700 · Wharfage - Alcoa	0.00	0.00%	12,417.98	0.36%	-12,417.98
4203800 · Wharfage - GE	0.00	0.00%	5,131.69	0.15%	-5,131.69
4205700 · Wharfage - Mitsubishi	0.00	0.00%	7,017.23	0.21%	-7,017.23
Total 4200000 · Wharfage	66,677.44	4.83%	109,523.65	3.22%	-42,846.21
4300000 · Loading and Unloading					
4300200 · Loading and Un - Nutrien Ag	38,263.78	2.77%	17,623.25	0.52%	20,640.53
4304300 · Loading and Un - Vestas	0.00	0.00%	251,227.40	7.38%	-251,227.40
4304900 · Loading and Un - Glencore	22,564.82	1.63%	0.00	0.00%	22,564.82
4305000 · Loading and Un - Miscellaneous	1,560.00	0.11%	0.00	0.00%	1,560.00
4305100 · Loading and Un - Marubeni	34,417.57	2.49%	34,592.35	1.02%	-174.78
4305400 · Loading and Un - Goldman Sachs	17,405.33	1.26%	7,499.67	0.22%	9,905.66
4305700 · Loading and Un - IXM	19,867.04	1.44%	5,286.64	0.16%	14,580.40
4305800 · Loading and Un - Mercuria	0.00	0.00%	55,834.70	1.64%	-55,834.70
4305900 · Loading and Un - Mitsubishi	911.07	0.07%	15,959.23	0.47%	-15,048.16
4306000 · Loading and Un - GE	0.00	0.00%	52,230.04	1.53%	-52,230.04

Port of Oswego Authority
YTD Sales Report
April through July 2023

	<u>Apr - Jul 23</u>	<u>%</u>	<u>Apr - Jul 22</u>	<u>%</u>	<u>\$ Change</u>
4306100 · Loading and Un - Anderson	22,961.93	1.66%	79,646.72	2.34%	-56,684.79
4306300 · Loading and Un - Kuehne&Nagel	6,765.00	0.49%	65,664.97	1.93%	-58,899.97
4306400 · Loading and Un - Spliethoff	15,987.53	1.16%	0.00	0.00%	15,987.53
4306500 · Loading and Un - DSV Air & Sea	12,164.47	0.88%	0.00	0.00%	12,164.47
Total 4300000 · Loading and Unloading	192,868.54	13.97%	585,564.97	17.20%	-392,696.43
4400000 · Rental					
4400200 · Rental - DeLong, Fred	1,500.00	0.11%	1,500.00	0.04%	0.00
4400300 · Rental - Novelis	8,485.84	0.61%	8,659.32	0.25%	-173.48
4400500 · Rental - General Svces Admin	35,415.20	2.56%	34,648.52	1.02%	766.68
4400600 · Rental - Lehigh Hanson	23,609.04	1.71%	23,492.72	0.69%	116.32
4402400 · Rental - Vinegar Hill, LLC	5,368.12	0.39%	5,706.68	0.17%	-338.56
4402600 · Rental - Nutrien Ag	29,750.34	2.15%	29,001.36	0.85%	748.98
4403100 · Rental - H.Lee White Museum	1,200.00	0.09%	1,200.00	0.04%	0.00
4403300 · Rental - Fitzgibbons site	32,000.00	2.32%	67,500.00	1.98%	-35,500.00
4403400 · Rental - Shark-Attach Office	1,700.00	0.12%	1,700.00	0.05%	0.00
4403500 · Rental - WT Terminal Oswego LLC	24,581.28	1.78%	24,000.00	0.71%	581.28
4403600 · Rental - Shop Units (Marina)	400.00	0.03%	300.00	0.01%	100.00
4405000 · Rental - Miscellaneous	400.00	0.03%	38,661.35	1.14%	-38,261.35
Total 4400000 · Rental	164,409.82	11.91%	236,369.95	6.94%	-71,960.13
4500000 · Misc Income					
4500100 · Misc Income - Weighing Trucks	0.00	0.00%	54.00	0.00%	-54.00
4500200 · Misc Income - Novelis	0.00	0.00%	7,400.00	0.22%	-7,400.00
4501700 · Misc Income - Finance Charges	0.00	0.00%	133.40	0.00%	-133.40
4502000 · Misc Income - Labor	42,098.42	3.05%	45,232.50	1.33%	-3,134.08
4502100 · Misc Income - Oversized cargo	0.00	0.00%	6,000.00	0.18%	-6,000.00
4504900 · Misc Income - Metered Water	94.46	0.01%	478.04	0.01%	-383.58
4505000 · Misc Income - Other	30,027.51	2.17%	438,675.21	12.89%	-408,647.70
4505400 · Misc Income - Security East	28,378.19	2.05%	100,948.87	2.97%	-72,570.68
Total 4500000 · Misc Income	100,598.58	7.28%	598,922.02	17.60%	-498,323.44
4600000 · Stevedoring					
4601200 · Stevedoring - New Eng Steamship	15,000.00	1.09%	22,500.00	0.66%	-7,500.00
4601800 · Stevedoring - Marubeni	106,569.56	7.72%	124,387.61	3.65%	-17,818.05
4601900 · Stevedoring - Glencore	133,649.27	9.68%	0.00	0.00%	133,649.27
4602400 · Stevedoring - Goldman Sachs	84,479.89	6.12%	25,389.99	0.75%	59,089.90
4602500 · Stevedoring - IXM	51,993.38	3.76%	38,091.10	1.12%	13,902.28
4602600 · Stevedoring - McKeil Marine	2,550.00	0.18%	2,125.00	0.06%	425.00
4602700 · Stevedoring - Mercuria	0.00	0.00%	233,468.57	6.86%	-233,468.57
4602800 · Stevedoring - Mitsubishi	0.00	0.00%	66,013.90	1.94%	-66,013.90
4602900 · Stevedoring - Alcoa	0.00	0.00%	92,740.00	2.72%	-92,740.00
4603000 · Stevedoring - Kuehne&Nagel	0.00	0.00%	285,339.66	8.38%	-285,339.66
4605000 · Stevedoring - Miscellaneous	4,742.89	0.34%	0.00	0.00%	4,742.89
4605400 · Stevedoring - Vestas	0.00	0.00%	259,985.10	7.64%	-259,985.10
4605900 · Stevedoring - GE	0.00	0.00%	7,119.29	0.21%	-7,119.29
4606000 · Stevedoring - Ashton Marine	0.00	0.00%	2,500.00	0.07%	-2,500.00
Total 4600000 · Stevedoring	398,984.99	28.89%	1,159,660.22	34.07%	-760,675.23
4800000 · Marina Income	352,693.56	25.54%	472,933.82	13.89%	-120,240.26
Total Income	1,381,010.49	100.00%	3,403,758.80	100.00%	-2,022,748.31

Port of Oswego Authority
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Income	Apr - Aug 23	%	Apr - Aug 22	%	\$ Change
4000000 · Storage					
4000100 · Storage - Novelis	500.00	0.03%	0.00	0.00%	500.00
4002800 · Storage - Marubeni	7,305.60	0.41%	11,686.18	0.26%	-4,380.58
4002900 · Storage - Glencore	8,679.57	0.49%	0.00	0.00%	8,679.57
4003000 · Storage - Goldman Sachs	4,997.67	0.28%	6,379.55	0.14%	-1,381.88
4003400 · Storage - Mercuria	10.43	0.00%	13,166.64	0.29%	-13,156.21
4003500 · Storage - Mitsubishi	155.89	0.01%	1,607.42	0.04%	-1,451.53
4003600 · Storage - The Andersons	41,200.00	2.32%	47,230.79	1.06%	-6,030.79
4003700 · Storage - Hammermill Site	0.00	0.00%	42,000.00	0.94%	-42,000.00
4003800 · Storage - Alcoa	0.00	0.00%	5,215.55	0.12%	-5,215.55
4003900 · Storage - Kuehne & Nagel	290.05	0.02%	0.00	0.00%	290.05
4005000 · Storage - Miscellaneous	9,983.05	0.56%	2,750.00	0.06%	7,233.05
4008100 · Storage - IXM	5,203.99	0.29%	17,071.12	0.38%	-11,867.13
4009000 · Storage - Concord Resources Ltd	0.00	0.00%	4.05	0.00%	-4.05
Total 4000000 · Storage	78,326.25	4.41%	147,111.30	3.29%	-68,785.05
4100000 · Dockage					
4100100 · Dockage - Algoma Central	3,771.69	0.21%	0.00	0.00%	3,771.69
4100200 · Dockage - Lehigh Hanson	11,408.64	0.64%	13,534.72	0.30%	-2,126.08
4102200 · Dockage - New England Steamship	20,210.68	1.14%	112,439.15	2.52%	-92,228.47
4102700 · Dockage - McKeil Marine	10,657.36	0.60%	13,621.70	0.30%	-2,964.34
4102900 · Dockage - WT Terminal	1,465.20	0.08%	817.08	0.02%	648.12
4103000 · Dockage - Alcoa	0.00	0.00%	7,057.36	0.16%	-7,057.36
4105000 · Dockage - Miscellaneous	2,625.00	0.15%	16,500.00	0.37%	-13,875.00
Total 4100000 · Dockage	50,138.57	2.82%	163,970.01	3.67%	-113,831.44
4200000 · Wharfage					
4200100 · Wharfage - Nutrien Ag	2,421.23	0.14%	7,188.59	0.16%	-4,767.36
4200200 · Wharfage - Lehigh (Heidelberg)	28,785.45	1.62%	29,927.04	0.67%	-1,141.59
4201000 · Wharfage - Kuehne & Nagel	0.00	0.00%	9,987.94	0.22%	-9,987.94
4202500 · Wharfage - Marubeni	14,451.62	0.81%	19,160.10	0.43%	-4,708.48
4202700 · Wharfage - Glencore	18,062.93	1.02%	0.00	0.00%	18,062.93
4203100 · Wharfage - Goldman Sachs	11,116.93	0.63%	2,698.94	0.06%	8,417.99
4203300 · Wharfage - IXM	6,948.63	0.39%	4,049.05	0.09%	2,899.58
4203500 · Wharfage - Mercuria	0.00	0.00%	31,749.03	0.71%	-31,749.03
4203600 · Wharfage - WT Terminal Oswego	2,185.55	0.12%	1,682.10	0.04%	503.45
4203700 · Wharfage - Alcoa	0.00	0.00%	12,417.98	0.28%	-12,417.98
4203800 · Wharfage - GE	0.00	0.00%	10,244.71	0.23%	-10,244.71
4205600 · Wharfage - Andersons	0.00	0.00%	12,830.57	0.29%	-12,830.57
4205700 · Wharfage - Mitsubishi	0.00	0.00%	9,716.11	0.22%	-9,716.11
Total 4200000 · Wharfage	83,972.34	4.73%	151,652.16	3.39%	-67,679.82
4300000 · Loading and Unloading					
4300200 · Loading and Un - Nutrien Ag	41,317.03	2.33%	18,062.94	0.40%	23,254.09
4304300 · Loading and Un - Vestas	0.00	0.00%	288,085.46	6.44%	-288,085.46
4304900 · Loading and Un - Glencore	32,218.48	1.81%	0.00	0.00%	32,218.48
4305000 · Loading and Un - Miscellaneous	1,560.00	0.09%	0.00	0.00%	1,560.00
4305100 · Loading and Un - Marubeni	41,159.74	2.32%	44,234.68	0.99%	-3,074.94
4305400 · Loading and Un - Goldman Sachs	30,890.70	1.74%	7,765.46	0.17%	23,125.24
4305700 · Loading and Un - IXM	22,091.49	1.24%	5,286.64	0.12%	16,804.85
4305800 · Loading and Un - Mercuria	0.00	0.00%	71,161.45	1.59%	-71,161.45
4305900 · Loading and Un - Mitsubishi	911.07	0.05%	21,091.87	0.47%	-20,180.80

Port of Oswego Authority
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Income	Apr - Aug 23	%	Apr - Aug 22	%	\$ Change
4306000 · Loading and Un - GE	0.00	0.00%	85,887.67	1.92%	-85,887.67
4306100 · Loading and Un - Anderson	30,330.24	1.71%	107,766.51	2.41%	-77,436.27
4306300 · Loading and Un - Kuehne&Nagel	6,765.00	0.38%	114,029.79	2.55%	-107,264.79
4306400 · Loading and Un - Spliethoff	15,987.53	0.90%	0.00	0.00%	15,987.53
4306500 · Loading and Un - DSV Air & Sea	12,164.47	0.68%	0.00	0.00%	12,164.47
Total 4300000 · Loading and Unloading	235,395.75	13.25%	763,372.47	17.08%	-527,976.72
4400000 · Rental					
4400200 · Rental - DeLong, Fred	1,875.00	0.11%	1,875.00	0.04%	0.00
4400300 · Rental - Novelis	10,607.30	0.60%	10,824.15	0.24%	-216.85
4400500 · Rental - General Svces Admin	44,269.00	2.49%	43,310.65	0.97%	958.35
4400600 · Rental - Lehigh Hanson	29,398.80	1.66%	29,365.90	0.66%	32.90
4402400 · Rental - Vinegar Hill, LLC	6,710.15	0.38%	7,133.35	0.16%	-423.20
4402600 · Rental - Nutrien Ag	37,250.34	2.10%	36,251.70	0.81%	998.64
4403100 · Rental - H.Lee White Museum	1,500.00	0.08%	1,500.00	0.03%	0.00
4403300 · Rental - Fitzgibbons site	64,000.00	3.60%	90,000.00	2.01%	-26,000.00
4403400 · Rental - Shark-Attach Office	2,125.00	0.12%	2,125.00	0.05%	0.00
4403500 · Rental - WT Terminal Oswego LLC	30,726.60	1.73%	30,000.00	0.67%	726.60
4403600 · Rental - Shop Units (Marina)	500.00	0.03%	400.00	0.01%	100.00
4405000 · Rental - Miscellaneous	500.00	0.03%	43,946.35	0.98%	-43,446.35
Total 4400000 · Rental	229,462.19	12.92%	296,732.10	6.64%	-67,269.91
4500000 · Misc Income					
4500100 · Misc Income - Weighing Trucks	0.00	0.00%	54.00	0.00%	-54.00
4500200 · Misc Income - Novelis	0.00	0.00%	9,620.00	0.22%	-9,620.00
4501700 · Misc Income - Finance Charges	0.00	0.00%	133.40	0.00%	-133.40
4501900 · Misc Income - Demurrage reimbur	1,050.00	0.06%	0.00	0.00%	1,050.00
4502000 · Misc Income - Labor	44,524.75	2.51%	57,842.50	1.29%	-13,317.75
4502100 · Misc Income - Oversized cargo	0.00	0.00%	12,000.00	0.27%	-12,000.00
4504900 · Misc Income - Metered Water	94.46	0.01%	478.04	0.01%	-383.58
4505000 · Misc Income - Other	35,972.19	2.03%	759,609.97	16.99%	-723,637.78
4505400 · Misc Income - Security East	31,370.69	1.77%	128,826.41	2.88%	-97,455.72
Total 4500000 · Misc Income	113,012.09	6.36%	968,564.32	21.67%	-855,552.23
4600000 · Stevedoring					
4601200 · Stevedoring - New Eng Steamship	15,000.00	0.84%	32,500.00	0.73%	-17,500.00
4601800 · Stevedoring - Marubeni	132,080.12	7.44%	174,377.05	3.90%	-42,296.93
4601900 · Stevedoring - Glencore	162,637.37	9.16%	0.00	0.00%	162,637.37
4602400 · Stevedoring - Goldman Sachs	103,971.35	5.85%	25,389.99	0.57%	78,581.36
4602500 · Stevedoring - IXM	64,987.09	3.66%	38,091.10	0.85%	26,895.99
4602600 · Stevedoring - McKeil Marine	3,400.00	0.19%	2,965.00	0.07%	435.00
4602700 · Stevedoring - Mercuria	0.00	0.00%	289,945.49	6.49%	-289,945.49
4602800 · Stevedoring - Mitsubishi	0.00	0.00%	91,403.39	2.04%	-91,403.39
4602900 · Stevedoring - Alcoa	0.00	0.00%	92,740.00	2.07%	-92,740.00
4603000 · Stevedoring - Kuehne&Nagel	0.00	0.00%	285,339.66	6.38%	-285,339.66
4605000 · Stevedoring - Miscellaneous	4,742.89	0.27%	0.00	0.00%	4,742.89
4605400 · Stevedoring - Vestas	0.00	0.00%	294,498.83	6.59%	-294,498.83
4605900 · Stevedoring - GE	0.00	0.00%	12,886.23	0.29%	-12,886.23
4606000 · Stevedoring - Ashton Marine	0.00	0.00%	2,500.00	0.06%	-2,500.00
Total 4600000 · Stevedoring	486,818.82	27.41%	1,342,636.74	30.03%	-855,817.92
4800000 · Marina Income	498,921.38	28.09%	636,435.05	14.24%	-137,513.67
Total Income	1,776,047.39	100.00%	4,470,474.15	100.00%	-2,694,426.76

Exhibit D

**U.S. DEPARTMENT OF TRANSPORTATION
MARITIME ADMINISTRATION**

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 AMERICA'S MARINE HIGHWAY (AMH) PROGRAM**

MARAD FY 2022 AMH Grant No. 693JF72340008

70X1750S22 2023 1MH2340005 0000150000 41010 61006600 — \$280,575
702232AMHG 2023 1MH2340005 0000150000 41010 61006600 — \$473,425
(\$754,000)

This agreement is between the United States Department of Transportation Maritime Administration (“MARAD”) and Port of Oswego Authority (the “Recipient”).

This agreement reflects the selection of the Recipient to receive an AMH Grant for the Oswego Port Great Lakes Container Service Reach Stacker Project.

The parties therefore agree to the following:

**ARTICLE 1
GENERAL TERMS AND CONDITIONS**

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 America’s Marine Highway Program Grants,” dated December 2, 2022, which is available at <https://www.maritime.dot.gov/grants-finances/federal-grant-assistance/amh-2022-general-terms-and-conditions>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the AMH Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to MARAD the AMH Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
SPECIAL TERMS AND CONDITIONS

There are no special terms for this award.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: Oswego Port Great Lakes Container Service Reach Stacker Project

Application Date: April 28, 2022

2. Recipient's Unique Entity Identifier.

Recipient's Unique Entity Identifier: GDLMHHXA23C9

3. Recipient Contact(s).

William W Scriber
Executive Director – CEO
Port of Oswego Authority
Mailing Address
(315) 343-4503 x109
wscriber@portoswego.com

4. Recipient Key Personnel.

None.

5. MARAD Project Contact(s).

Kelly Mitchell-Carroll
Grants and Cooperative Agreement Officer
DOT – Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590
MAR-380
W26-422
Mailstop 5
(202) 366-9714
k.mitchell-carroll@dot.gov

and

David Bohnet
Supervisory Grant Management Specialist
DOT – Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590
MAR-510
W21-226

Mailstop 3
(202) 366-0586
David.Bohnet@dot.gov

6. Payment System.

MARAD Payment System: Delphi eInvoicing System

7. Office for Subaward and Contract Authorization.

MARAD Office for Subaward and Contract Authorization: None

8. Federal Award Identification Number.

Federal Award Identification Number: 693JF72340005

**SCHEDULE B
PROJECT ACTIVITIES**

1. General Project Description.

The Project will fund the purchase of a low-emission reach stacker for loading and unloading containers. The reach stacker will be fully mobile, making it versatile for transporting and stacking containers at the Port's facility.

2. Statement of Work.

The Project is for the purchase of equipment with the following specifications (or of similar specifications based on market availability):

XRS-9972 Taylor Reach Stacker

3. Documents Describing Mitigation Activities.

Document Description	Date
Categorical Exclusion (CatEx)	December 13, 2022

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. **Award Dates.**

Budget Period End Date: [insert date]

Period of Performance End Date: [insert date]

Commented [HB(1): I can add these once we have a substantial completion date

Commented [HB(2): Take the "Planned Purchased Substantial Completion Date:" date from below and place an additional 120 days. This will be the Estimated Budget Period date for this table.

Commented [HB(3): Calculate estimated substantial completion date, next full quarter, add 36 months for Performance Measures, add 2 months for Outcomes Rpt.

2. **Estimated Project Schedule.**

Milestone	Schedule Date
Planned Purchased Start Date	1 September, 2023
Planned Purchased Substantial Completion Date:	1 July, 2023

Commented [HB(4): Changed from the application's dates of 1/23 to 12/24 Reach stacker purchased, shipped, assembled, and functioning

3. **Special Milestone Deadlines.**

Milestone	Deadline Date
MARAD receives first reimbursement request	[insert date]

Commented [HB(5): With only one request, this will be the same date as the "Budget Period End Date" above.

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

AMH Grant Amount: \$942,500

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs		
	Component 1	Total
AMH Funds:	\$754,000	\$754,000
Other Federal Funds:	\$0	\$0
Non-Federal Funds:	\$188,500	\$188,500
Total:	\$942,500	\$942,500

4. Cost Classification Table.

Cost Classification	Total Costs	Non-AMH Previously Incurred Costs	Eligible Costs
Equipment	\$942,500	\$0	\$942,500
Project Total	\$942,500	\$0	\$942,500

5. Approved Pre-award Costs

None. MARAD has not approved under this award any pre-award costs under 2 C.F.R. 200.458. Because unapproved costs incurred before the date of this agreement are not allowable costs under this award, MARAD will neither reimburse those costs under this award nor consider them as a non-Federal cost sharing contribution to this award. Costs incurred before the date of this agreement are allowable costs under this award only if approved in writing by MARAD before being included in the Project costs and documented in this section 5. See section 13.3(b) of the General Terms and Conditions.

**SCHEDULE E
CHANGES FROM APPLICATION**

INSTRUCTIONS FOR COMPLETING SCHEDULE E: Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, budget described in schedules B–D. The purpose of this schedule E is to clearly and accurately document the differences in scope, schedule, and budget to establish the parties’ knowledge and acceptance of those differences. If there are notable changes in aspects of the Project other than scope, schedule, and budget (*e.g.*, recipient changes), those changes should also be described. See section 3.1 of the General Terms and Conditions.

Scope: None

Schedule: None

Budget: None

Commented [HB(6): The application had: 1/23 to 12/24 Reach stacker purchased, shipped, assembled, and functioning So, if the new date for substantial completion in schedule C above is outside this window, there will need to be a line here showing the old date from the application and a reason for the delay (i.e. more time needed to satisfy the grant agreement process to include Build America Buy America issues).

The table below provides a summary comparison of the Project budget.

Fund Source	Application		Schedule D	
	\$	%	\$	%
Previously Incurred Costs				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
AMH Funds				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
Total Project Costs				

Commented [HB(7): If the budget has not changed, delete the table below, otherwise, fill in the new and original budget in the table.

**SCHEDULE F
AMH PROGRAM DESIGNATIONS**

1. Urban or Rural Designation.

Urban-Rural Designation: Rural

2. Capital or Planning Designation.

Capital-Planning Designation: Capital

3. Historically Disadvantaged Community Designation.

HDC Designation: No

4. Funding Act.

Funding Act:

70X1750S22	702232AMHG (IIJA)
\$280,575	\$473,425

**SCHEDULE G
AMH PERFORMANCE MEASUREMENT INFORMATION**

Study Area: [Insert description of area to be studied]

Marine Highway Service: [Insert service between two points]

Baseline Measurement Date: [insert date]

Baseline Report Date: [insert date]

Commented [HB(8): Additional Information. See section 8.1 of the General Terms and Conditions for context on how the Baseline Measurement and Report dates are used to establish pre-construction reporting requirements.

Commented [HB(9): This Pre-construction Measurement date should be as current as possible before the project begins construction.

Commented [HB(10): Drafting Instruction: This Pre-construction Report Date should be not more than 2 months after the Pre-construction Measurement Date.

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Freight Movements	Economic Competitiveness Project cargo movements (truckload equivalents) over Project study area	Quarterly
Greenhouse Gas Emissions	Environmental Sustainability This measure will quantify the emissions and fuel consumed by the Marine Highway service, which, when subtracted from total truck miles eliminated, will result in a net savings in emissions and energy consumption.	Quarterly
Highway Mile Savings	Environmental Sustainability Savings calculated based on the elimination of highway miles that each container would have traveled on surface roads. ¹	Quarterly

¹ The Program Office will provide a spreadsheet with the formula needed to make the calculations.

RECIPIENT SIGNATURE PAGE

The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

[insert full name of Recipient's organization]

Date

By:

Signature of Recipient's Authorized Representative

[insert name]

Name

[insert title]

Title

MARAD SIGNATURE PAGE

MARAD, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

UNITED STATES DEPARTMENT OF
TRANSPORTATION MARITIME
ADMINISTRATION

_____ By: _____
Date Signature of MARAD's Authorized Representative
[insert name]

Name
[insert title]

Title

Exhibit E

Port Authority of Oswego Local 068
and CSEA Local 1000
Proposals Presented to the
Port Authority of Oswego
For a Successor Agreement to the 9.1.2021 – 6.30.2023

1. **Port Vessel Rate** - employees overseeing a barge or ship unloading will be paid \$30.55 per hour and any increase to the rate based ILA rate.

2. **On-Call /Marina Mobile Phone Rate:**

Port's employee requiring to carry the port's mobile phone on non-working hours shall be compensated as follows:

- a) Monday – Sunday \$75.00 per week
- b) Holidays an additional \$24 per holiday, that falls when carrying the phone.
- c) Employee will be paid Federal rate for mileage when physically responding to calls.

3. **New Titles**

The parties agree to add the following new titles:

- A. Warehouse Workers
- B. Maintenance Workers

4. **Article IX –Leave for Court & Jury Attendance**

Modify to reflect: An employee will supply Human Resources all paperwork to support summons, report number of hours worked at court each day and expected to report to work on days when court is not in session or ends early.

5. **Article VI- Vacation**

Add the following:

- a) Effective 1/1/2024 - After completion of 8 years worked - receive 200 hours of vacation
- b) Effective 1/1/2024 - After completion of 15 years worked - receive 240 hours of vacation.

6. Security Ship Rate

When a ship is in port that requires security officers, security officers will be paid \$6.00 over their regular rate. Supervisors will be paid \$7.50 over their regular rate for all the time ship is at port.

PLAN TO RECTIFY LONGEVITY INCREMENT PAYMENT ERROR

on 4/1/22 when the first longevity increases were added to hourly wages, there were 6 employees total who received longevity increments. Two of those employees, Meghan Wahrendorf and Deborah Godden, were in between the 15 and 20 year milestones. Those two employees should have been given the payments for meeting the 5 year, 10 year, and 15 year milestones for a total of \$3000 each (\$500/5 years + \$1000/10 years +1500/15 years). They were, however, only paid \$1500 (15 year milestone) in error. In order to correct this and to keep in accordance with what has already been done, these two employees should be paid for their 5 (\$500) and 10 (\$1000) year milestones; a total of \$1500 paid to each employee. This shall be given in a lump sum payment. Any future longevity milestone payments shall be added to their hourly wage as per contractual agreement.

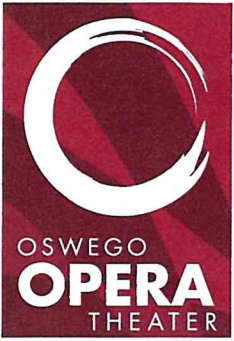
For Reference:

- 5 Years - \$500
- 10 years - \$1000
- 15 Years - \$1500
- 20 Years - \$2000
- 25 Years - \$2500
- 30 Years - \$3000

Port of Oswego

CSEA Inc., Local 068

Exhibit F



Dear Friend,

September, 2023

The 2023-2024 season for Oswego Opera Theater will feature several exciting events. First, this fall, the company will be presenting *La Traviata* (The Fallen Woman), one of the best loved operas of Giuseppe Verdi. The plot revolves around Violetta and Alfredo falling deeply in love, but facing societal pressures, class differences, and Alfredo's father's disapproval. Despite their love for each other, they are ultimately torn apart, leading to heartbreak and tragedy. The opera explores themes of love, sacrifice, social norms, and the conflict between personal desires and societal expectations. The music is exceptional!

The production will be presented on Saturday, November 11, 2023 at 7:30 p.m. and Sunday, November 12 at 2:00 p.m. in Waterman Theater, Tyler Hall on the State University of New York at Oswego campus. Ticket prices are \$30 for general admission, \$25 for senior citizens, and \$10 for students. Tickets will be available in October at the college box office in the Marano Campus Center and online at tickets.oswego.edu. The phone is 315 312-3073.

In the spring, Oswego Opera Theater will present *Brundibar*, the children's opera by Holocaust victim Hans Krasa. The story is about two children who need milk for their sick mother. They decide to sing in the marketplace to earn money for the milk, but are interrupted by the evil organ grinder, Brundibar. With the help of various animals and townspeople, the children eventually outwit Brundibar and raise enough money to buy the milk. The opera's themes of hope, resilience, and the triumph of good over evil resonate strongly as a symbol of defiance against oppression.

Performances of *Brundibar* will take place at the Frances Marion Brown Theater, near Fort Ontario, on Saturday, April 6 and Sunday, April 7, 2024. As we get closer to those dates, ticket information will be available on our website at www.oswegooperatheater.com and our Facebook page.

Following the great success of *The Golden Cage*, the operetta we presented in 2022 which had been written by two Holocaust survivors who had lived at the Fort Ontario Emergency Refugee Shelter in Oswego from 1944-1946, Oswego Opera Theater received a grant to make it available to the CNY area. We are pleased to report that the production will be televised on WCNY sometime in November. Stay tuned! Its issues of immigration, war, nationalism, and diversity make it especially relevant at this time.

Another event of this fall is *The 1812 Underture: A Hysterical Operetta* inside Historical Fort Ontario, for which Oswego Opera Theater is one of the co-sponsors. Based loosely on an actual event, it was created by several young local artists (Nicholas Gentile, Sarah Galvin, Kathryn Donovan and others). This show will be presented on September 22 and 23 at 6:30 p.m. at Old Fort Ontario. Tickets may be reserved by email: 1812underture@gmail.com or by phone: 315 326-1923.

If you attend Porchfest on Sunday, September 17, stop by 77 West Fifth Street, to buy a bottle of water and a homemade cookie or two from us and to learn more about the above events.

As a Friend of Oswego Opera Theater, you provide much needed support, which we hope you will continue. Note the enclosed contribution form and please donate as generously as possible. Operas are expensive, and we are advertising widely. Since we are a 501(c)(3) non-profit organization, your contributions, all of which go directly to productions, are tax deductible. Since it is highly unusual for a city the size of Oswego to have a resident opera company for over 40 years, we are grateful to the residents of Oswego and Central New York.

We look forward to hearing from you and seeing you enjoy our November production of *La Traviata* and the other events. Thank you in advance from all of us on the Board of Directors of Oswego Opera Theater.

Sincerely,

Marilynn J. Smiley, President
Board of Directors

PO Box 3039, Oswego, NY 13126

FRIENDS OF OSWEGO OPERA THEATER

NAME _____

ADDRESS _____

CITY/STATE/ZIPCODE _____

TELEPHONE _____

EMAIL _____



**MY/OUR CONTRIBUTION TO
FRIENDS OF OSWEGO OPERA THEATER 2023 - 2024**

Producer	\$2,000 or more	_____
Maestro	\$1,000 - \$1,999	_____
Director	\$500 - \$999	_____
Sustainer	\$250 - \$499	_____
Benefactor	\$100 - \$249	_____
Patron	\$50 - \$99	_____
Contributor	\$49 or less	_____

TOTAL AMOUNT OF YOUR CONTRIBUTION \$ _____

Please make contribution payable to: **Oswego Opera Theater, Inc.**
Oswego Opera Theater, PO Box 3039, Oswego, NY 13126
Please send your tax-deductible donation in the enclosed return envelope.
Oswego Opera Theater is a 501(c) (3) not-for-profit organization.

QUESTIONS?

Please call Artistic Director, Juan La Manna at (315) 532-8080,
or email to juan.lamanna@oswego.edu.

Or call Board President, Marilynn Smiley at (315) 343-4803,
or email to marilynn.smiley@oswego.edu

Exhibit G

**RESOLUTION
PORT OF OSWEGO AUTHORITY**

Date: September 18, 2023

A RESOLUTION ISSUING A NEGATIVE DECLARATION UNDER SEQRA
FOR THE PORT OF OSWEGO DOME 4 REDESIGN PROJECT

WHEREAS, the Port of Oswego Authority (POA) proposes to construct a storage structure at the East Terminal Wharf to support continued operation of potash handling, and the shipping and freight movement of goods which plays an important roles in the economic vitality of the region; and

WHEREAS, a storage structure, referred to as “Dome 4” was previously approved as part of the Port of Oswego Central New York Regional Agricultural Export Center Expansion which was developed to improve the Port’s capacity and efficiency of agricultural product movements between ship, rail, and truck. The Oswego Central New York Regional Agricultural Export Center Expansion was required by the US Department of Agriculture to continue grain export operations at the Port; and

WHEREAS, Dome 4 was originally proposed and approved as a 124’ diameter, 55’ height circular dome structure. However, due to limited availability and manufacturing options for the original circular dome structure, the POA needs to redesign this storage structure. The POA now proposes to redesign Dome 4 to be a steel frame structure with a footprint of 150 feet by 150 feet (22,500 square feet) and height of 70 feet at the peak of the roof and approximately 75 feet in height at the centrally located roof hatch. The structures will be enclosed by a fabric covering and a primary overhead access door on the east side of the structure along with a centrally located roof hatch. The finished floor surface will be asphalt paved within precast concrete walls lining the inside perimeter of the structure used to retain the bulk commodity piles (i.e., pot ash). The construction and operation of the redesigned Dome 4 storage structure is hereinafter referred to as the “Project”; and

WHEREAS, the POA is required to analyze the potential environmental review of the Project in accordance with the State Environmental Quality Review Act and the Regulations promulgated thereunder, (collectively “SEQRA”), and

WHEREAS, the POA has prepared a Full Environmental Assessment Form (“FEAF”) with accompanying narrative with supplemental figures and appendices; and

WHEREAS, the POA determined that the Project was an Unlisted Action under SEQRA and passed a motion to declaring its intent to act as Lead Agency under SEQRA; and

WHEREAS, the POA, pursuant to 6 NYCRR Part 617, conducted coordinated review and sought input from various involved and interested agencies on its designation as lead agency; and

WHEREAS, the POA has reviewed Part 1 and Part 2 of the FEAF; and

WHEREAS, the POA has reviewed and considered the FEAF and supplemental information and studies that were appended to Part 1 of the FEAF and correspondence from involved and interested agencies, and have taken a hard look at all of the potential environmental impacts;

NOW THEREFORE, BE IT RESOLVED AS FOLLOWS BY THE PORT OF OSWEGO AUTHORITY:

1. The POA, as lead agency, for purposes of compliance with SEQRA, 6 NYCRR Part 617, determines that the proposed Project will result in no significant adverse impacts on the environment adopts the attached Negative Declaration with reasoned elaboration.
2. The POA Executive Director and the POA's technical and legal consultants are hereby authorized to take such other and further actions as are necessary to effectuate the purposes of this Resolution, including circulating Notice of the Adoption of the Negative Declaration to involved and interested agencies.

WHEREUPON this Resolution was declared adopted by the POA.

The motion was moved by_____.

The motion was seconded by_____.

The vote was as follows:

AYE:

NO:

ABSENT:

STATE ENVIRONMENTAL QUALITY REVIEW

NEGATIVE DECLARATION

NOTICE OF DETERMINATION OF NON-SIGNIFICANCE

This notice is issued pursuant to NYCRR Part 617, implementing Article 8 (State Environmental Quality Review Act) of the Environmental Conservation law. The Port of Oswego Authority, as Lead Agency, has determined that the proposed action described below will not have a significant affect on the environment, and a draft environmental impact statement will not be prepared.

Name of Action: Dome 4 Redesign Project
Port of Oswego, East Terminal Warf (Tax Parcel: 128.31-01-01.01)

SEQRA Status: For purposes of this SEQRA review, the Port of Oswego Authority has designated the action as an Unlisted Action

Conditioned Negative Declaration: No.

Description of Action:

The Port of Oswego Authority (the "POA" or "Port"), New York State's only port on Lake Ontario, is proposing to expand storage capacity at the East Terminal Wharf. The project is required to support continued operation of potash handling, supports and expands shipping and freight movement of goods, and plays an important role in the economic vitality of the region. The project specifically involves the redesign and construction of the proposed Dome 4 structure.

A storage structure, referred to as "Dome 4" was previously approved as part of the Port of Oswego Central New York Regional Agricultural Export Center Expansion which was developed to improve the Port's capacity and efficiency of agricultural product movements between ship, rail, and truck. The Oswego Central New York Regional Agricultural Export Center Expansion was required by the US Department of Agriculture to continue grain export operations at the Port. Dome 4 was originally proposed and approved as a 124' diameter, 55' height circular dome structure. However, due to limited availability and manufacturing options for the original circular dome structure, the Port needs to redesign this storage structure. The Port now proposes to redesign and construct Dome 4 to be a steel framed structure that is enclosed with a fabric covering. The footprint of the structure will be approximately 150 feet by 150 feet (22,500 square feet). The structure height will be 70 feet at the peak of the roof and approximately 75 feet in height at the centrally located roof hatch. There will be a primary overhead access door on the east side of the structure along with a centrally located roof hatch. The finished floor surface will be asphalt paved within precast concrete walls lining the inside perimeter of the structure used to retain the bulk commodity piles; i.e. potash. Layout Plans and Details for the redesigned Dome 4 Structure are appended to Part 1 of the FEAF as Attachment H. The construction and operation of the redesigned Dome 4 storage structure is hereinafter referred to as the "Project".

Site disturbances for structure construction along with grading and drainage will generally be within 50' or less of the outside perimeter of the proposed building. Final grading around the perimeter of the structure will maintain the sheet flow drainage characteristics of the site with water being directed to flow away from the proposed structure. A couple of new drainage structures will be installed within the limits of the Projects disturbed area connecting into the areas existing closed drainage system to collect drainage runoff.

The proposed structure will be used for storage of bulk commodities. No potable water, sanitary sewer, natural gas will be installed. Electrical service will be provided from an existing onsite source. An existing electrical manhole located within approximately 50 feet of the northwest corner of the proposed structure will serve as the connectivity point.

Reasons Supporting this Determination:

1. Impact on Land. The Project will have a small impact on land.
 - a. The proposed action will not involve construction on land where depth to water table is less than 3 feet. The average depth to the water table at the site is 5 feet. No impact is expected to occur as a result of the Project.
 - b. The proposed action will not involve construction on slopes of 15% or greater. The project site in its entirety contains 0-10% slopes based on observations at the Project site. No impact is expected to occur as a result of the Project.
 - c. The proposed action does not involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface. There are exposed bedrock outcroppings at the north end of the Project site that comprise less than 2% of the site (based on on-site observations). The Project is located approximately 1,200 feet south of this area. No impact is expected to occur as a result of the Project.
 - d. The proposed action does not involve the excavation and removal of more than 1,000 tons of natural material. The Project will require a limited amount of excavation/earthwork to be performed to install foundations, electrical utilities, closed drainage piping and to perform grading and asphalt paving in and immediately around the new domed structure during construction operations. No mining or dredging are included or will be required. Little to no impacts are expected to occur as a result of the Project.
 - e. The proposed action does not involve construction that continues for more than one year or in multiple phases. The Project will be constructed during a single, continuous phase and not over the course of multiple phases. Construction is estimated to be completed within 6 months. No impact is expected to occur as a result of the Project.
 - f. The proposed action will not result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides). The total Project area involves the ground disturbance of approximately 0.99 acres and will not create additional stormwater runoff in the area, either from new point sources or non-point

sources during construction or post construction. Little to no impacts are expected to occur as a result of the Project.

- g. The proposed action is located within a Coastal Erosion hazard area, but no impacts to coastal areas are expected to result as a result of the Project. The City of Oswego is identified as one of 85 coastal communities to be a Coastal Erosion Hazard Area (CEHA). While the Project is located in a CEHA area, it is protected from either being, or becoming a coastal erosion hazard since it is set back approximately 90 feet from the Oswego River and protected by the Port's East Wharf Dock infrastructure. Therefore, little to no impacts are expected to occur as a result of the Project.

2. Impact on Geological Features. The Project site does not contain known unique or unusual landforms (e.g. cliffs, dunes, minerals, fossils, caves). No impact to significant geologic features will occur as a result of this Project.

3. Impact on Surface Waters. The Project may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes), but is not expected to have a significant adverse impact on surface water resources. As set forth in more detail below, the Project involves the ground disturbance of approximately 0.99 acres within an operating port/ existing industrial maritime setting. The construction and operation of the Project will not create additional stormwater runoff in the area, either from new point sources or non-point sources, and the storage of bulk commodities within the proposed structure will protect the materials from being directly exposed to environmental conditions.

- a. The proposed action will not create a new water body. The proposed project will not create a new water body. No impact will occur as a result of the Project.
- b. The proposed action will not result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water. The Project does not involve changes to the surface area of any water body. No impact will occur as a result of the Project.
- c. The proposed action does not involve dredging more than 100 cubic yards of material from a wetland or water body. The proposed project does not involve any dredging. No impact will occur as a result of the project.
- d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body, but little to no impact to these wetland/ waterbodies is expected. The Oswego River and Lake Ontario are adjoining Class C freshwater wetland/water bodies to the Project site. The Project involves construction of a new domed structure set back approximately 90 feet from the Oswego River on the Port's East Wharf Dock that will be used to provide protective storage of bulk commodities such potash (fertilizer) from being directly exposed to environmental conditions. Little to no impacts are expected to occur as a result of the Project.
- e. The proposed action will not create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments. The total Project area involves the ground

disturbance of approximately 0.99 acres and will not create additional stormwater runoff in the area, either from new point sources or non-point sources during construction or post construction. Little to no impacts are expected to occur as a result of the Project.

- f. The proposed action do not include construction of one or more intake(s) for withdrawal of water from surface water. The proposed project does not involve or include construction of intakes for the withdrawal of water from surface water. No impact will occur as a result of the Project.
 - g. The proposed action does not include construction of one or more outfall(s) for discharge of wastewater to surface water(s). The proposed project does not involve or include construction of outfalls for discharge of wastewater to surface water(s). No impact will occur as a result of the Project.
 - h. The proposed action will not cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies. The total project area involves the ground disturbance of approximately 0.99 acres and will not create additional stormwater runoff in the area, either from new point sources or non-point sources during construction or post construction. Little to no impacts are expected to occur as a result of the Project.
 - i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action however, any resulting impact is expected to be small. The Oswego River and Lake Ontario are adjoining Class C freshwater wetland/water bodies to the Project site. The Project involves construction of a new domed structure set back approximately 90 feet from the Oswego River on the Port's East Wharf Dock that will be used to provide protective storage of bulk commodities such potash (fertilizer) from being directly exposed to environmental conditions. Therefore, little to no impact to water quality within or downstream of the site is expected to occur as a result of the Project.
 - j. The proposed action does not involve the application of pesticides or herbicides in or around any water body. The Project does not involve or include the application of pesticides or herbicides in or around any water body. No impact will occur as a result of the Project.
 - k. The proposed action does not require the construction of new, or expansion of existing, wastewater treatment facilities. The Project does not involve or include construction of either new or expansion of existing wastewater treatment facilities. No impact will occur as a result of the Project.
4. Impact on Groundwater. The Project will not result in the new or additional use of ground water, and will not have the potential to introduce contaminants to ground water or an aquifer. No impact on groundwater will occur as a result of this Project.

5. Impact on Flooding. The proposed action may result in development of lands subject to flooding but will have little to no impact on flooding.
- a. The proposed action will not result in development in a designated floodway. The Project site is not within a designated floodway. Little to no impacts are expected to occur as a result of the project.
 - b. The proposed action does not include development within a 100 year floodplain. The NYSDEC EAF Mapper Application identifies that the Project site is located within the 100-year floodplain however, FEMA FIS Mapping indicates that the Port's East Wharf Dock where the Project will be constructed is not located within the 100 year floodplain. The Project will be protected from flooding given its location on the Port's East Wharf Dock where its finished useable floor elevation exceeds the 100 year flood elevation. The domed structure will also be set back approximately 90 feet back from the Oswego River where waves generated are not expected to reach or effect it. Little to no impacts are expected to occur as a result of the Project.
 - c. The proposed action does not include development within a 500 year floodplain. The NYSDEC EAF Mapper Application identifies that the project site is located within the 500-year floodplain however, FEMA FIS Mapping indicates that the Port's East Wharf Dock where the Project will be constructed is not located within the 500 year floodplain. The Project will be protected from flooding given its location on the Port's East Wharf Dock where its finished useable floor elevation exceeds the 500 year flood elevation. The domed structure will also be set back approximately 90 feet back from the Oswego River where waves generated are not expected to reach or effect it. Little to no impacts are expected to occur as a result of the Project.
 - d. The proposed action will not result in, or require, modification of existing drainage patterns. The total Project area involves the ground disturbance of approximately 0.99 acres and will not create additional stormwater runoff or modification of existing drainage patterns in the area, either from new point sources or non-point sources during construction or post construction. Little to no impacts are expected to occur as a result of the Project.
 - e. The proposed action will not change flood water flows that contribute to flooding. The total Project area involves the ground disturbance of approximately 0.99 acres and will not create additional stormwater runoff in the area, either from new point sources or non-point sources during construction or post construction that will result in changes to flood water flows contributing to flooding. Little to no impacts are expected to occur as a result of the Project.
 - f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade? There are no dams located on the Project site. No impact will occur as a result of the Project.

6. Impact on Air. The Project does not include a state regulated air emission source. No impacts to air will occur as a result of the Project.
7. Impact on Plants and Animals. The Project will not result in a loss of flora or fauna. It is located in an industrial maritime environment where habitat availability is limited. Wildlife occupying the existing Project site are likely to re-occupy it post construction. No habitat exists for species considered rare, threatened, or endangered by federal or state regulations. No impact to plants and animals will occur as a result of the proposed Project.
8. Impact on Agricultural Resources. The Project site is not located in a New York State Agricultural District and no farmland or prime soil types/conditions are present within the proposed limits of disturbance. No impacts to agricultural resources will occur as result of the proposed Project.
9. Impact on Aesthetic Resources. The Project site does not contain identified scenic/aesthetic resources however, Fort Ontario is located to the east adjoining the Project site. While the NYSDEC Environmental Resource Mapper identifies scenic or aesthetic resources within five miles of the Project Site, for the reasons set forth below, no significant adverse impact on these resources is anticipated. .
 - a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource. Four resources having official designations and being publicly accessible federal, state, or local scenic or aesthetic resources were identified within proximity of the proposed activity at project site.
 - i. Lakeside Park: This City of Oswego owned park is located at the north end of East 10 ½ Street on the Lake Ontario shoreline. The park includes a paved parking area, volleyball court, benches, pavilion area, picnic tables and a small kayak launch. Lakeside Park is located 0.65 miles east from the Project (at its closest point to the Project site).
 - ii. Fort Ontario Park: The historic fort owned by New York State that strategically overlooks Lake Ontario and the Oswego Harbor, is listed on the National Register of Historic Places. It is located along the Lake Ontario shoreline north of East Schuyler Street, west of East 9th Street and east adjoining the Port of Oswego Authority's East Terminal Facility. As a site of historic importance, Fort Ontario features a unique star shape containing two guardhouses, a powder magazine, a storehouse, barracks and Army office building, and officer's quarters as well as videos and exhibits providing insight into the eventful and significant history of the location. Fort Ontario is located 0.15 miles northeast from the Project (at its closest point to the Project site).
 - iii. Breitbeck Park: This City of Oswego owned park is located on Lake Street overlooking Lake Ontario from the City's west side of the Oswego River. The park includes walking paths, benches, green space, playground, splash pad, bell tower, miniature golf, pavilion area and picnic areas. It is known specifically for

its scenic views of Lake Ontario including the Oswego Lighthouse, Oswego Harbor and picturesque sunsets. Breitbeck Park is located 0.50 miles west from the Project (at its closest point to the Project site).

- iv. Great Lakes Seaway Trail: New York's 454-mile stretch of the Seaway Trail borders Great Lakes Erie and Ontario as well as the Saint Lawrence River beginning in Ripley and ending in Massena. It carries visitors through an array of large towns, quaint villages, picturesque bays and rolling farmland. At various points along the 454-mile trail, visitors can view or experience harbors, lighthouses, fishing, wildlife and other historical resources, . The Great Lakes Seaway Trail in New York State was designated a National Scenic Byway in 1996. Through the City of Oswego, the Great Lakes Seaway Trail is located along NYS Route 104 (Bridge Street). The Seaway Trail is located 0.38 miles south from the Project (at its closest point to the Project site).

A Visual Resource Assessment was prepared that considers these four locations along with several others within a 1-mile radius of the Project Site. The Visual Resource Assessment is appended to the FEAF as Attachment I. While the Visual Resource Assessment indicates the Project may be visible from some of these locations, views of the Project are not expected to result in significant adverse environmental impact or diminish the public's enjoyment of the designated aesthetic or scenic resources. Therefore, no significant adverse impact to aesthetic or scenic resources is expected to occur because of the Project.

- b. The proposed action will not result in the obstruction, elimination or significant screening of one or more officially designated scenic views. Although portions of the Project site may be visible from identified scenic or aesthetic resources, the proposed project will not result in the obstruction, elimination or significant screening of an officially designated view. It is noted there is a line of site to Lake Ontario present at the East 1st Street/ Bridge Street intersection that will be impacted by the Project. However, this view of the lake from East 1st Street is not a designated scenic view or protected by local policy or guidance. And, as noted in the Visual Resource Assessment, this view is not distinct and is already screened by plantings which will eventually fully block the view as the existing median trees continue to grow. VRA, p. 14. Therefore, little or no impact from the Project is expected.
- c. The proposed action will be visible from publicly accessible vantage points, but this visibility will not result in a significant adverse environmental impact: The Project is located in the City of Oswego at the Port's East Wharf Dock Facility on Oswego Harbor where the Oswego River meets Lake Ontario. From inland locations, the seasonal foliage provides a varying degree of screening, depending on the vantage point and maturity of the vegetative screening. However, the Project site will be highly visible year-round from the water and numerous publicly accessible vantage points around the Project site including roadways, parks, buildings and infrastructure along the shorelines of the Oswego River, and vessels navigating on the Oswego River and Lake Ontario. As noted in the Visual Resource Assessment, existing industrial and commercial developments in the area "are concentrated at the mouth of the Oswego River and along

much of the riverfront and Bridge Street corridor”. Therefore, the Project is consistent with the existing visual appearance of the Project area and surrounding industrial maritime environment as currently viewed from publicly accessible vantage points. As a result, while the highly visible nature of the Project may be considered a moderate to large impact, it is not expected to result in a significant adverse impact on aesthetic resources given the existing visual setting and industrial character of the Project site and surrounding area.

- d. The situation or activity in which viewers are engaged while viewing the proposed action is:
 - i. Routine travel by residents, including travel to and from work. The proposed project is located in the City of Oswego at the Port’s East Wharf Dock Facility on Oswego Harbor where the Oswego River meets Lake Ontario. The primary east-west transportation route within the Visual Resource Assessment study area is NY-104, a state highway connecting Niagara Falls to the west with Williamstown in Oswego County. Where it passes through Oswego, NY-104 is called East and West Bridge Street and is a four-lane urban arterial. This portion of NY-104 is also the designated route of the Great Lakes Seaway Trail National Scenic Byway, which is discussed above. From the Bridge Street north sidewalk, the project will be visible among the industrial and commercial waterfront development facing the east riverfront, but the existing character of the view is maintained, described in the VRA as “the broad, river and openness of the sky”. VRA, p. 14. From East 1st Street at Bridge Street, there is only brief visibility of the existing facility and Project area visible from this location (at the bridge over the Oswego River) and “in small, scattered areas” to the east, near the intersection of East 1st Street. The primary viewer at this location will be pedestrians and motorists traveling north on East 1st Street or along East Bridge Street looking north as they move through the intersection. The Visual Assessment Report notes, while there is a line of site to Lake Ontario present at this location, it is heavily screened by foreground objects, “easily subsumed by other distant elements” and therefore, “could be easily overlooked by many observers.” VRA, p. 14. It goes on to conclude, while the Project will block exiting views into the distance toward Lake Ontario, the view is not distinct and already screened by plantings that will eventually fully screen the view as the existing median trees continue to grow. Based on the foregoing, no significant impact on routine travel by residents is anticipated.
 - ii. Recreational or tourism based activities. The Project area is highly visible from numerous publicly accessible vantage points around the project site including roadways, parks, buildings and infrastructure along the shorelines of the Oswego River, and vessels navigating on the Oswego River and Lake Ontario. However, the Project is expected to have little to no impact on recreational or tourism-based activities. The Project area is located in and part of an existing industrial maritime facility. And, as noted in the Visual Resource Assessment, both banks of the Oswego River within the study area offer pedestrian walkways and

narrow linear riverfront open spaces which offer notable views of the riverfront and Lake Ontario. Therefore, construction and operation of the Project is expected to have little or no impact.

- e. The proposed action will not cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource. The proposed project will not diminish public enjoyment and appreciation of designated aesthetic resources. It is located on the Port's East Wharf Dock Facility which is an industrial maritime area functioning as an active commercial port. In the VRA, it is noted that views of the Project from Bridge Street or the Great Lake Seaway Trail are consistent with the site's existing and historic character as a working waterfront and center for agricultural and industrial commerce. VRA, p. 14. For those traveling on the Byway, the existing facility and Project area are briefly visible at the bridge over the Oswego River and "in small, scattered areas" to the east, near the intersection of East 1st Street. However, the view of the lake from East 1st Street is not a designated scenic view or protected by local policy or guidance. In addition, the view of the lake from this location is not distinct and already screened by plantings that will eventually fully screen the view as the existing median trees continue to grow. The Port has also conserved potential impacts on Fort Ontario. The Visual Resource Assessment includes a photo simulation from the Fort Ontario (identified visual resource) pathway. There will be portions of the Project visible from the Fort Ontario complex, however it is very limited visibility and it is obscured to a large extent by mature trees, effectively absorbing the structure into the landscape. As noted in the Visual Resource Assessment, because of "the distance and screening of the Project by topography and mature trees, it is effectively absorbed into the existing landscape and does not attract attention. The existing visual character of an open, park-like historic site is maintained." VRA, p. 15. The Port agrees with this conclusion. While it is noted slightly increased visibility of the Project is expected in winter months when the mature trees providing screening lose their leaves, the visual impact is considered small and is not be expected to diminish the experience of visiting Fort Ontario. It is noted the Fort Ontario park is closed during the winter months and the general focus for visitors to the Fort during the operating season is toward the Fort itself and Lake Ontario (i.e., away from the Project site). Based on the foregoing, no impact is expected to occur as a result of the proposed project.
 - f. There are no similar projects visible within the following distance of the proposed project: There are no similar Projects types visible within the ranges of distances described in Part 2 of the FEAF. However, there are similar structure types located in the City of Oswego and immediately surrounding towns within the ranges of distances described. These structures are generally located at municipal department of public works facilities, private businesses and farms and are used to store road salt, sand, equipment, etc. No impact is expected to occur as a result of the proposed project.
10. Impact on Historic and Archeological Resources. – The proposed action may occur in or adjacent to a historic or archaeological resource, however, for the reasons set forth below, significant adverse impacts to historic and archeological resources are not anticipated.

- a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places. Fort Ontario, a historic fort owned by New York State, is located on an adjoining property immediately east of the project site and is listed on the National Register of Historic Places. As a site of historic importance, Fort Ontario features a unique star shape containing two guardhouses, a powder magazine, a storehouse, barracks and Army office building, and officer's quarters, as well as videos and exhibits providing insight into the eventful and significant history of the location. As noted above, the photo simulations from the Fort Ontario pathway included in the Visual Resource Assessment shows portions of the Project will be visible from the Fort Ontario complex, however it is very limited visibility and it is obscured to a large extent by mature trees, effectively absorbing the structure into the landscape and existing Port setting. It is noted, coordination with the New York Historic Preservation Office (SHPO) through their online Cultural Resource Information System (CRIS) was initiated by the Port and SHPO provided a response noting the Project area is also adjacent to Oswego Lake Terminal, Walton and Willett Stone Store, Derrick Boat No. 8, U.S. Army Tugboat LT-5 Major Elisha K. Henson, and the New York State Barge Canal Historic District. Although SHPO's responses states it could not provide any meaningful comment on the Project's potential impacts given that construction of the redesigned Dome 4 structure had already commenced, the Port finds the Project will not result in significant adverse impacts to these structures for the reasons set forth herein, specifically in Section 9 regarding potential visual impacts and Section 18 regarding Community Character.
- b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory. Fort Ontario, a historic fort owned by the New York State, is located on an adjoining property immediately east of the Project site and is designated as a sensitive archaeological site on the SHPO archaeological site inventory. However, no impacts are expected to occur as a result of the project given its location with the existing industrial facility. Coordination with the New York State Historic Preservation Office (SHPO) through their online Cultural Resource Information System (CRIS) was initiated by the Port and it has confirmed it has no archeological concerns and no archeological survey is warranted.
- c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. No additional archeological or historic site(s) or resources are known to be present or have been identified on the project site. Two buildings appear on the NYSHPO Cultural Resource Information System (CRIS) database within the Project site; however, both buildings are deemed "Not Eligible". As noted above, SHPO has confirmed it has no archeological concerns and no archeological survey is warranted. No impacts are expected to occur as a result of the Project.
- d. No impacts are expected to occur as a result of the project.

11. Impact on Open Space and Recreation. The proposed Project will not result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. The Project will be located on the Port's East Wharf Dock Facility which is an industrial maritime area functioning as an active commercial port. The Oswego Marina owned and operated by the Port is located on the south end of the Project site. It is a full-service public marina with accommodations for approximately 65 boats. The proposed Project is located approximately 300 feet north of the Oswego Marina and is not expected to have impacts either during construction or regular operations on the marina. No impact to open space and recreation will occur as a result of the proposed Project.
12. Impact on Critical Environmental Areas. No designated critical environmental areas (CEA) occur within, or immediately adjacent to the property. Therefore, no impacts to critical environmental areas (CEA) will occur as a result of the proposed Project.
13. Impact on Transportation. The proposed Project will not result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services. The estimated traffic volumes for the proposed action will generate 8 (\pm) truck trips per day on average, with occasional increases on a seasonal basis to approximately 40 truck trips per day. Passenger vehicles are estimated to generate an additional 5 (\pm) trips per day on average. The traffic volumes for the proposed activity are well below the threshold of 100 peak hour trips as recommended by the Institute of Traffic Engineers as an indicator of substantial traffic volume increase. No impacts on transportation are expected to occur as a result of the Project.
14. Impact on Energy. The proposed project will not cause an increase in the use of any form of energy. The proposed Dome 4 will have a 325 amp service panel that will be provided from an existing, on-site main electrical service supplied from the local utility company, National Grid. No new or upgrade to an existing electrical substation is required. The proposed project will not be connected to natural gas, water resources, or wastewater/sewer systems. As with any construction project, there will be short-term increases in electrical and gasoline usage to power construction equipment and for worker travel. Therefore, no impacts on energy will occur as a result of the Project.
15. Impacts on Noise Odor and Light. The proposed project may result in an increase in noise, odors, or outdoor lighting however, no significant adverse impacts are anticipated.
 - a. The proposed action may produce sound above noise levels established by local regulation. The proposed project will cause a temporary increase in ambient noise levels from the operation of construction equipment. Measures to minimize noise impacts during construction will include adherence to local ordinances for working hours and inspection of equipment for proper muffling. Noise levels will return to pre-construction levels following completion of the project and will generally not exceed

existing ambient noise levels of the area. Therefore, no significant impact on noise is expected to occur as a result of the Project.

- b. The proposed action will not result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home. The project will not involve or require any blasting to occur. No impact will occur as a result of the project.
 - c. The proposed action will not result in routine odors for more than one hour per day. The proposed project will not cause or result in an increase in odors. No impact is expected to occur as a result of the Project.
 - d. The proposed action will not result in light shining onto adjoining properties. Directional lighting pointing downward will be attached to the east and west perimeters of Dome 4. When a ship is docked and offloading into Dome 4 or during some load out operations from Dome 4, additional portable lights may be used temporarily, as is currently done for other operations at the Port. Little to no impacts are expected to occur as a result of the Project.
 - e. The proposed action will not result in lighting creating sky-glow brighter than existing area conditions. Directional lighting pointing downward will be attached to the east and west perimeters of Dome 4. When a ship is docked and offloading into Dome 4 or during some load out operations from Dome 4, additional portable lights may be used temporarily, as is currently done for other operations at the Port. These new permanent and temporary lighting features are not expected to create or cause significant additional sky-glow brighter than the existing conditions in the area. Little to no impacts are expected to occur as a result of the Project.
16. Impact on Public Health. The proposed project will not result in an impact to human health from exposure to new or existing sources of contaminants.
- a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community, however, no impacts to this facility is anticipated. The Lakeview Primary Care (Medical Center) at 29 E. Cayuga Street and the Head Start (School) at 45 E. Schuyler Street are located within 1,500 feet of the proposed project. However, the Project area is in an existing industrial maritime facility and construction and long-term operations are not expected to have any impact on these facilities or the public health. Therefore, no impact is expected to occur as a result of the Project.
 - b. The site of the proposed action is not currently undergoing remediation. No impact will occur as a result of the Project.
 - c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action. There are completed emergency spill remediation and environmental site remediation on and adjacent to the

Project on the Project site. Refer to j. below for list of locations and descriptions. No impacts to remediated areas will occur as a result of the Project.

- d. The site of the action is not subject to an institutional control limiting the use of the property (e.g., easement or deed restriction). There are no institutional control measures currently in-place limiting the use of the property. No impact will occur as a result of the Project.
- e. The proposed action will not affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health. There are no institutional control measures currently in-place limiting the use of the property. No impact will occur as a result of the Project.
- f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health. The proposed Project does not involve generation, treatment and/or disposal of hazardous wastes. No impact will occur as a result of the Project.
- g. The proposed action does not involve construction or modification of a solid waste management facility. The proposed Project does not involve construction or modification of a solid waste management facility. No impact will occur as a result of the Project.
- h. The proposed action will not result in the unearthing of solid or hazardous waste. There are no known sources of solid or hazardous waste that may be unearthed in the area of the Project. No impact will occur as a result of the Project.
- i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste. The proposed action will involve the management and disposal of solid waste, but no significant adverse impacts from such management and disposal is anticipated.
 - i. During construction, it is estimated that 10 tons of solid waste will be generated over the 6 month construction period. Solid waste generate during construction will typically consist of scrap metal, wood, cardboard, plastic wrappings, etc. Wood blocking, pallets, etc. will be reused or recycled. Waste materials will be sorted and classified into roll off containers and/or dumpsters so they can either be recycled or disposed of at the Oswego County landfill accordingly.
 - ii. During regular long-term operations, it is estimated that 12 tons of solid waste will be generated over a one (1) year period. Solid waste generate during operations will typically consist of scrap metal, wood cardboard, plastic wrappings, etc. Wood blocking, pallets, etc. will be reused or recycled. Waste materials will be sorted and classified into roll off containers and/or dumpsters

so they can either be recycled or disposed of at the Oswego County landfill accordingly.

- iii. The Project does involve or require construction or modification of a solid waste management facility.
- j. The proposed action will result not result in excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.
- i. The project site and adjoining properties are not know to have been previously used as municipal, commercial or industrial solid waste management facilities.
 - ii. The adjoining Port owned marina located approx. 400 feet to the south of the proposed action stores and sells gasoline fuel for boats/maritime activities.
 - iii. There are several spill incidents that have occurred on the Project site recorded in the NYSDEC Spill Incidents Database.
 - NYSDEC Spill Number 9201716: Port of Oswego Authority, 5/12/1992. 20,000lbs of urea related to a railroad car equipment failure. Spill Record was closed on 10/22/2003.
 - NYSDEC Spill Number 9502926: Port of Oswego Authority, 6/7/1995. Diesel spill related to a traffic accident. Spill Record was closed on 6/12/1995
 - NYSDEC Spill Number 9602664: Old Oswego Marina, 5/24/1996. Gasoline spill related to a tank failure. Spill Record was closed 7/1/1996.
 - NYSDEC Spill Number 9802311: Oswego Marina, 5/21/1998. Passenger vehicle deliberately entered Oswego Harbor. Spill Record was closed 4/26/1999

The project site is within 2,000 feet of sites in the NYSDEC Environmental Site Remediation database:

- NYSDEC ID C738040: 68 West First Street, Harbor View Square, Brownfield Cleanup Program (BCP), Classification C
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- NYSDEC ID C738040A: 68 West First Street, Harbor View Square – Off-Site, Brownfield Cleanup Program (BCP), Classification A
- NYSDCE ID E738040: 68 West First Street, Environmental Restoration Program, Classification N (*This site is now in the BCP Program as Site# C738040*)

- NYSDEC ID 738041: 23 Mercer Street, Former Fitzgibbons Boilerworks Facility, State Superfund Program, Classification A
- NYSDEC ID 738042: 29 East Cayuga Street, Former Price Chopper, State Superfund Program, Classification A
- NYSDEC ID 738043: 77-79 West First Street, State Superfund Program, Classification A.
- NYSDEC ID C738045: 18 East Cayuga Street and 83-87 East First Street, Midtown Plaza, Brownfield Cleanup Program (BCP), Classification C
- NYSDEC ID 738051: 45-49 East Bridge Street, Lambrino's Drycleaner, State Superfund Site, Classification 02

Classification A is assigned to a non-registry site in any remedial program where work is underway and not yet complete (i. e., Brownfield Cleanup Program, Environmental Restoration Program, Voluntary Cleanup Program and RCRA Corrective action Program sites).

Classification 4 is assigned to a site that has been properly closed but that requires continued site management consisting of operation, maintenance and/or monitoring. Class 4 is appropriate for a site where remedial construction actions have been completed for all operable units, but the site has not necessarily been brought into compliance with standards, criteria, or guidance (e.g., a groundwater extraction and treatment system has been installed and is operating properly but groundwater standards have not been achieved yet). The Record of Decision should define the remedial action objectives that need to be achieved during site management. If a Certificate of Completion (CoC) is to be issued for a site, the CoC is issued concurrently with the reclassification.

Classification N Sites: The NYSDEC offers this information with the caution that the amount of information provided for Class N sites is highly variable, not necessarily based on any NYSDEC investigation, sometimes of unknown origin, and sometimes is many years old. Due to the preliminary nature of this information, significant conclusions or decisions should not be based solely upon this summary.

Classification 02: This classification is assigned to a site at which the disposal of hazardous waste has been confirmed and the presence of such hazardous waste or its components or breakdown products represents a significant threat to public health or the environment: or hazardous waste disposal has not been confirmed, but the site has been listed on the Federal National Priorities List (NPL).

A review of the NYSDEC Environmental Site Remediation database does not indicate site status and/or assessments that effect the Project site. Therefore, no impacts are expected to occur as a result of the Project.

- k. The proposed action will not result in the migration of explosive gases from a landfill site to adjacent off site structures. There are no landfill site(s) located on, or adjacent to the proposed Project or overall Project site. No impacts will occur as a result of the Project.
- l. The proposed action will result in the release of contaminated leachate from the project site. Solid waste generate during construction and regular operations will typically consist of scrap metal, wood, cardboard, plastic wrappings, etc. Wood blocking, pallets, etc. will be reused or recycled. Waste materials will be sorted and classified into roll off containers and/or dumpsters so they can either be recycled or disposed of at the Oswego County landfill accordingly. No contaminated leachate is expected to be generated or released from these waste type materials.

During regular long-term operations, the Project will provide protected storage of bulk commodities such potash (fertilizer) from being directly exposed to environmental conditions. Minimal amounts of spillage associated with loading/unloading of bulk commodities from vessels, railcars and trucks, though required to be cleaned up as they occur, may leave trace amounts behind that could be susceptible to becoming leachate. A small impact is recognized as a result of the Project considering the potential for minimal amounts of spillage to occasionally occur during the loading/unloading process associated with the handling of bulk commodities.

17. Consistency with Community Plans. The proposed Project is consistent with adopted land use plans.

The City of Oswego maintains a comprehensive plan, "City of Oswego 2020 Vision Plan." Development of the City's plan included steering committee level involvement from a representative of the Port of Oswego. The plan recognizes the Port as a primarily industrial operation with continued potential for continued long-term sustainable growth in the market areas of agricultural products, renewable energy, aluminum, cement, petroleum, transformers & oversized loads, which it serves and supports in the Central New York Region. See <https://www.oswegony.org/government/2020-vision-plan>.

The City of Oswego has an approved Local Waterfront Revitalization Program which supplements the New York State Department of States Coastal Consistency Review policy. The proposed Project is consistent with the policies established, recognizing that the Port is an established commercial Port with contributions to the economic benefit and heritage of the area. See <https://dos.ny.gov/location/city-oswego-local-waterfront-revitalization-program>.

The Port of Oswego Authority also maintains a comprehensive plan, "Port of Oswego Authority Vision 2030 Comprehensive Plan." The proposed Project to construct the new Dome 4 building is consistent with the Port's mission statement, "*The mission of the Port of Oswego Authority is to serve as an economic catalyst in the Central New York Development Council District Region by providing diversified and efficient transportation services and conducting operations in a manner that promotes regional and international growth and development while being mindful of our responsibility to serve as a steward of the environment*". Adopted - September 28, 2011, Revised - March 8, 2017 and the objectives described in the Plan to improve upon and expand infrastructure to support its agricultural based business. See <https://portoswego.com/comprehensive-plan>

No impacts are expected to occur as a result of the Project.

18. Consistency with Community Character. The proposed Project is not inconsistent with the existing community character.
 - a. The proposed action will not replace or eliminate existing facilities, structures, or areas of historic importance to the community. The Project will be constructed on the Port's existing East Wharf Dock, which currently functions as a commercial port in an area designated and recognized for industrial maritime use. It will not replace or eliminate any existing facilities or areas of historic importance to the community. No impacts will occur as a result of the Project.
 - b. The proposed action will not create a demand for additional community services (e.g. schools, police and fire). The Project will not create an additional demand for community services, therefore impacts are expected to occur as a result of the Project.
 - c. The proposed action will not displace affordable or low-income housing in an area where there is a shortage of such housing. The Project will be constructed on the Port's existing East Wharf Dock, which currently functions as a commercial port in an area designated and recognized for industrial maritime use. It will not involve or displace affordable or low-income housing. No impacts will occur as a result of the Project.
 - d. The proposed action will not interfere with the use or enjoyment of officially recognized or designated public resources. The Project will be constructed on the Port's existing East Wharf Dock, which currently functions as a commercial port in an area designated and recognized for industrial maritime use. It is not expected to interfere with the use or enjoyment of officially recognized or designated public resources. No impacts are expected to occur as a result of the Project.
 - e. The proposed action is not inconsistent with the predominant architectural scale and character. The Project will be constructed on the Port's existing East Wharf Dock, which currently functions as a commercial port in an area designated and recognized for industrial maritime use. The Project is consistent with the functional character of the Port and architectural scale of the surrounding infrastructure however, it may be argued that its size, scale and architectural character is not wholly consistent with the

surroundings considering the structures shape and appearance can be characterized as more modern in style when compared to several of the Port's adjacent buildings. Therefore, a small impact is recognized as a result of the Project considering it introduces a more modern and distinct style to the area compared to what is present on site.

- f. Proposed action is not inconsistent with the character of the existing natural landscape. The proposed Project will be constructed on the Port's existing East Wharf Dock, which currently functions as a commercial port in an area designated and recognized for industrial maritime use. The Project while considered to be more modern appearing in style, aligns within the character and functionality of the Port. No impacts are expected to occur as a result of the Project.

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

See attached.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: Type 1 Unlisted

Identify portions of EAF completed for this Project: Part 1 Part 2 Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information
Supplement to Part 1 of FFAF and correspondence from involved and interested agencies.

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the _____ as lead agency that:

A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: Dome 4 Redesign Project

Name of Lead Agency: Port of Oswego Authority

Name of Responsible Officer in Lead Agency: William Scribner

Title of Responsible Officer: Executive Director

Signature of Responsible Officer in Lead Agency:

Date: September 18, 2023

Signature of Preparer (if different from Responsible Officer)

Date:

For Further Information:

Contact Person:

Address:

Telephone Number:

E-mail:

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)

Other involved agencies (if any)

Applicant (if any)

Environmental Notice Bulletin: <http://www.dec.ny.gov/enb/enb.html>

Exhibit H

**RESOLUTION
PORT OF OSWEGO AUTHORITY**

Date: September 18, 2023

A RESOLUTION OF LWRP CONSISTENCY FOR
THE PORT OF OSWEGO DOME 4 REDESIGN PROJECT

WHEREAS, in connection with the proposed Dome 4 Redevelopment Project, the Port of Oswego Authority (POA) desires to make a determination of consistency with the City of Oswego Local Waterfront Revitalization Plan policy; and

WHEREAS, the POA has issued a Full Environmental Assessment Form (FEAF) and a Coastal Assessment Form ("CAF") in connection with the proposed action; and

WHEREAS, the POA has transmitted the CAF to the New York Department of State and City of Oswego together with a Coastal Consistency Assessment of the Proposed Action; and

WHEREAS, after due deliberation, the POA has issued a Negative Declaration in connection with the proposed action; and

WHEREAS, the POA has reviewed the policies set forth in the LWRP and the explanation of each policy as set forth in the LWRP; and

WHEREAS, the POA desires to memorialize a determination of consistency based on the analysis set forth in the CAF and Coastal Consistency Assessment of the Proposed Action, copies of which are appended hereto and made a part hereof.

NOW, THEREFORE, BE IT RESOLVED: that the POA finds that the Project is consistent with the LWRP and its applicable policies conditions for the reasons set forth in the attached Coastal Consistency Assessment of the Proposed Action; and

WHEREUPON this Resolution was declared adopted by the POA.

The motion was moved by_____.

The motion was seconded by_____.

The vote was as follows:

AYE:

NO:

ABSENT:



C&S Companies
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
p: (315) 455-2000
www.cscos.com

Transmittal

Matthew Maraglio
Office of Planning Development and Community Infrastructure, NYS Department of State
99 Washington Avenue
Albany, NY 12231
Sent by e-mail: matthew.maraglio@dos.ny.gov

Date: August 4, 2023

Re: Port of Oswego Dome 4 Redesign Project
City of Oswego, Oswego County, NY
Coastal Consistency & LWRP Assessment

File: 301.031.002

On behalf of the Port of Oswego Authority, enclosed please find the following for review and affirmation of Coastal Consistency:

- New York State Department of State Coastal Management Program Coastal Assessment Form
- Coastal Consistency Assessment of the Proposed Action based on the City of Oswego Local Waterfront Revitalization Plan (Approved 1986)
- Port of Oswego Authority Enacting Legislation

If you have any questions or need additional information, please call.

Sincerely,

C&S Engineer's, Inc.

A handwritten signature in black ink that reads 'Carl W Rode'.

Carl W. Rode, PE
Department Manager
enc.

cc: Mayor William J. Barlow, Jr. (City of Oswego) (via email: mayor@oswegony.org)
William W. Scriber (Port of Oswego Authority)
Allyson Phillips, Esq (Young/Sommer)
Lawrence Ordway, Esq (Bousquet Holstein)

NEW YORK STATE DEPARTMENT OF STATE
COASTAL MANAGEMENT PROGRAM

Coastal Assessment Form

A. INSTRUCTIONS (Please print or type all answers)

1. State agencies shall complete this CAF for proposed actions which are subject to Part 600 of Title 19 of the NYCRR. This assessment is intended to supplement other information used by a state agency in making a determination of significance pursuant to the State Environmental Quality Review Act (see 6 NYCRR, Part 617). If it is determined that a proposed action will not have a significant effect on the environment, this assessment is intended to assist a state agency in complying with the certification requirements of 19 NYCRR Section 600.4.
2. If any question in Section C on this form is answered "yes", then the proposed action may affect the achievement of the coastal policies contained in Article 42 of the Executive Law. Thus, the action should be analyzed in more detail and, if necessary, modified prior to either (a) making a certification of consistency pursuant to 19 NYCRR Part 600 or, (b) making the findings required under SEQR, 6 NYCRR, Section 617.11, if the action is one for which an environmental impact statement is being prepared. If an action cannot be certified as consistent with the coastal policies, it shall not be undertaken.
3. Before answering the questions in Section C, the preparer of this form should review the coastal policies contained in 19 NYCRR Section 600.5. A proposed action should be evaluated as to its significant beneficial and adverse effects upon the coastal area.

B. DESCRIPTION OF PROPOSED ACTION

1. Type of state agency action (check appropriate response):

- (a) Directly undertaken (e.g. capital construction, planning activity, agency regulation, land transaction) X
 (b) Financial assistance (e.g. grant, loan, subsidy) _____
 (c) Permit, license, certification _____

2. Describe nature and extent of action: A storage structure, referred to as "Dome 4" was previously approved as part of the Port of Oswego Central New York Regional Agricultural Export Center Expansion which was developed to improve the Port's capacity and efficiency of agricultural product movements between ship, rail, and truck. The POA now proposes to redesign Dome 4 to be a steel frame structure with a footprint of 150 feet by 150 feet (22,500 square feet) and height of 70 feet at the peak of the roof and approximately 75 feet in height at the centrally located roof hatch. The structure will be enclosed by a fabric covering and a primary overhead access door on the east side of the structure along with a centrally located roof hatch. The finished floor surface will be asphalt paved within precast concrete walls lining the inside perimeter of the structure used to retain the bulk commodity piles (i.e., pot ash).

3. Location of action:

<u> Oswego </u> County	<u> Oswego </u> City, Town or Village	<u> 1 East 2nd Street, Oswego, NY 13126 </u> Street or Site Description
---------------------------	--	--

4. If an application for the proposed action has been filed with the state agency, the following information shall be provided:

- (a) Name of applicant: Port of Oswego Authority, William W. Scriber, Executive Director
 (b) Mailing address: 1 East 2nd Street, Oswego, NY 13126
 (c) Telephone Number: Area Code (315) 343-4503
 (d) State agency application number: _____

5. Will the action be directly undertaken, require funding, or approval by a federal agency?

Yes _____ No X If yes, which federal agency? _____

C. COASTAL ASSESSMENT (Check either "YES" or "NO" for each of the following questions)

YES NO

1. Will the proposed activity be located in, or contiguous to, or have a significant effect upon any of the resource areas identified on the coastal area map:

(a) Significant fish or wildlife habitats?	X	_
(b) Scenic resources of statewide significance?	_	X
(c) Important agricultural lands?	_	X
2. Will the proposed activity have a significant effect upon:

(a) Commercial or recreational use of fish and wildlife resources?	_	X
(b) Scenic quality of the coastal environment?	_	X
(c) Development of future, or existing water dependent uses?	_	X
(d) Operation of the State's major ports?	_	X
(e) Land and water uses within the State's small harbors?	_	X
(f) Existing or potential public recreation opportunities?	_	X
(g) Structures, sites or districts of historic, archeological or cultural significance to the State or nation?	_	X

3. Will the proposed activity involve or result in any of the following:
- (a) Physical alteration of two (2) acres or more of land along the shoreline, land under water or coastal waters? X
 - (b) Physical alteration of five (5) acres or more of land located elsewhere in the coastal area? X
 - (c) Expansion of existing public services of infrastructure in undeveloped or low density areas of the coastal area? X
 - (d) Energy facility not subject to Article VII or VIII of the Public Service Law? X
 - (e) Mining, excavation, filling or dredging in coastal waters? X
 - (f) Reduction of existing or potential public access to or along the shore? X
 - (g) Sale or change in use of state-owned lands located on the shoreline or under water? X
 - (h) Development within a designated flood or erosion hazard area? X
 - (i) Development on a beach, dune, barrier island or other natural feature that provides protection against flooding or erosion? X
4. Will the proposed action be located in or have a significant effect upon an area included in an approved Local Waterfront Revitalization Program? X

D. SUBMISSION REQUIREMENTS

If any question in Section C is answered "Yes", AND either of the following two conditions is met:

Section B.1(a) or B.1(b) is checked; or
 Section B.1(c) is checked AND B.5 is answered "Yes",

THEN a copy of this completed Coastal Assessment Form shall be submitted to:

New York State Department of State
 Office of Coastal, Local Government and Community Sustainability
 One Commerce Plaza
 99 Washington Avenue, Suite 1010
 Albany, New York 12231-0001

If assistance or further information is needed to complete this form, please call the Department of State at (518) 474-6000.

E. REMARKS OR ADDITIONAL INFORMATION

C.1.a - Checked Yes:
 The action proposed is adjacent to the Oswego River and Lake Ontario (Oswego Harbor) which are designated by the NYSDEC a significant fish and wildlife habitat. No work pertaining to the proposed action will be performed in or on the waters of the United States. Waterfowl and wildlife currently enjoy eating spilled grains from transfer operations during the early morning and late evening hours when the Port's activities are quiet. The proposed action will not have any significant effect on habitat.

C.4 - Checked Yes:
 The proposed action is consistent with the City of Oswego's LWRP Policies. Refer to attached Coastal Consistency Assessment of the Proposed Action based on the City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

Preparer's Name: William W. Scriber
 (Please print)

Title: Executive Director Agency: Port of Oswego Authority

Telephone Number: (315) 343-4503 Date: 7/28/2023

Port of Oswego Authority Dome 4 Redesign Project
Coastal Consistency Assessment of the Proposed Action based on the City of Oswego
Local Waterfront Revitalization Plan (Approved 1986); July 28, 2023

LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
1	Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational and other compatible uses.	No Effect.	The Project is consistent with this policy. It will modernize and expand agricultural product handling and storage capabilities providing an economic benefit to the State, Port District, City and County of Oswego helping to ensure the Port continues to play a vital role in the restoration, revitalization and redevelopment of the waterfront.
1A	Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas in the city of Oswego to achieve a mixture of uses serving the varied interests of Oswego.	Refer to 1 above.	Refer to 1 above.
2	Facilitate the siting of water-dependent uses and facilities on or adjacent to coastal waters.	No Effect.	The Project is consistent with this policy. The Project will handle, store and ship agricultural commerce using established maritime multi-modal capabilities of the Port's East Terminal Wharf.
2A	Facilitate appropriate industrial and commercial uses in the Oswego waterfront area which require or can benefit substantially from a waterfront location and which will provide additional employment opportunities to strengthen the local Oswego economy.	Refer to 2 above.	The Project is consistent with this policy. Commercial use of the Port's East Terminal Wharf will be improved and facilitated in furtherance of the purposes of the Port's Mission Statement to strengthen the local economy and create additional employment opportunities.
2B	Facilitate appropriate active and passive recreational uses and cultural uses in the Oswego waterfront area which require or can benefit substantially from a waterfront location and which will increase the number of jobs and the use of Oswego's waterfront.	Refer to 2 above.	As a maritime multi-modal storage and transfer facility used by ship, rail and truck, this policy is not directly applicable to the Port of Oswego's East Terminal Wharf or to the Project. For safety reasons and Homeland Security Regulations, most areas of the Port cannot support or allow public recreational use. The Port of Oswego Authority values the historic, cultural and recreational resources of the area. It currently either owns or contributes to maintaining several recreational and cultural resources including the H. Lee White Maritime Museum, Historic Canal Derrick Boat No. 8, and the L.T. 5 Tug Boat along with a publically accessible marina and is currently constructing a new marina and a RV park facility scheduled to be open for the 2024 recreational season.

Based on City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

Note: The Port of Oswego is owned and operated by the Port of Oswego Authority, a New York public benefit corporation, and is located within the City of Oswego LWRP Community Boundary.

Port of Oswego Authority Dome 4 Redesign Project
Coastal Consistency Assessment of the Proposed Action based on the City of Oswego
Local Waterfront Revitalization Plan (Approved 1986); July 28, 2023

LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
2C	As opportunities arise, encourage the possible relocation of existing non-water dependent uses from the Oswego waterfront to other appropriate areas suitable for conducting the activity in question, thereby making waterfront sites available for water-dependent uses or activities enhanced by a waterfront location.	Refer to 2 above.	The Project involves the improvement of a water -dependent use and is located on the Port of Oswego's East Terminal Wharf.
3	Further develop the state's major ports of Albany, Buffalo, New York, Ogdensburg, and Oswego as centers of commerce and industry, and encourage the siting, in these port areas, including those under the jurisdiction of state public authorities, of land use and development which is essential to, or in support of, the waterborne transportation of cargo and people.	No Effect.	The Project is consistent with this policy. It will enhance State goals for the Port of Oswego including the waterborne transportation of cargo.
4	City of Oswego LWRP: "The State Coastal Policy regarding development of smaller harbor areas is not applicable to Oswego.	Not applicable.	Not applicable.
5	Encourage the location of development in areas where public services and facilities essential to such development are adequate, except when such development has special functional requirements or other characteristics, which necessitates its location in other coastal areas.	No Effect.	The Project is consistent with this policy. The Port of Oswego and its East Terminal Wharf have essential public services and facilities currently established and in place that will be sufficient to support the Project's operations.
5A	The City of Oswego will maintain and, where necessary, improve public services and facilities to assure continued ability to meet existing and future needs.	No Effect.	The Port of Oswego and its East Terminal Wharf have essential public services and facilities currently established and in place that will be sufficient to support the Project's operations. The Project will not require services or facilities to be improved by the City of Oswego.
5B	Encourage development to occur in such a manner as to allow adequate waterfront open space and public access to the waterfront.	No Effect.	The Project is consistent with the public purposes of the State for the Port of Oswego Authority. It is located within existing developed areas of the Port's East Terminal Wharf and will not impair waterfront open space or public access to the waterfront.

Based on City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

Note: The Port of Oswego is owned and operated by the Port of Oswego Authority, a New York public benefit corporation, and is located within the City of Oswego LWRP Community Boundary.

Port of Oswego Authority Dome 4 Redesign Project
Coastal Consistency Assessment of the Proposed Action based on the City of Oswego
Local Waterfront Revitalization Plan (Approved 1986); July 28, 2023

LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
5C	Foster energy conservation by encouraging proximity between home, work and leisure activities within the mixed-use waterfront revitalization area, which has traditionally characterized the Oswego waterfront.	No Effect.	The Project is consistent with this policy. It supports energy conservation by increasing the use of water based shipping and railways for the movement of goods. As a maritime multi-modal storage and transfer facility used by ship, rail and truck, the Port is not located within the traditional mixed-use waterfront revitalization area.
6	Expedite permit procedures in order to facilitate the siting of development activities at suitable locations.	Not applicable.	This policy relates to City government regulatory procedures and is not specifically applicable to this Project. It is noted, however, that the Project requires various government approvals by the Port of Oswego Authority and State of New York.
6A	In order to facilitate the siting of development projects at suitable locations in the Oswego waterfront area, the city will continue its efforts to simplify local development controls, consistent with other state waterfront revitalization and coastal resources act policies.	Refer to 6 above.	Refer to 6 above.
6B	When proposing new regulations, if this is found necessary, the city will examine the feasibility of incorporating the regulations within existing procedures, if this reduces the burden on a particular type of development and will not jeopardize the integrity of the regulations' objectives.	Refer to 6 above.	Refer to 6 above.
6C	Wherever possible, work with county, state, and federal agencies to identify and implement ways to expedite permitting procedures to facilitate the siting of development activities at suitable locations.	Refer to 6 above.	Refer to 6 above.
7	Significant coastal fish and wildlife habitats, as identified on the coastal area map, shall be protected, preserved, and where practical, restored so as to maintain their viability as habitats.	No Effect.	The Project is consistent with this policy. It is not expected to adversely impact the viability of coastal fish and wildlife habitat areas. No work will be done in or on waters of the United States.

Based on City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

Note: The Port of Oswego is owned and operated by the Port of Oswego Authority, a New York public benefit corporation, and is located within the City of Oswego LWRP Community Boundary.

Port of Oswego Authority Dome 4 Redesign Project
Coastal Consistency Assessment of the Proposed Action based on the City of Oswego
Local Waterfront Revitalization Plan (Approved 1986); July 28, 2023

LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
7A	Avoid or prevent, insofar as possible, activities associated with land use or development which would destroy or significantly impair the viability of a habitat area, in order to preserve and protect significant fish and wildlife habitats in the Oswego coastal area.	Refer to 7 above.	Refer to 7 above.
8	Protect fish and wildlife resources in the coastal area from the introduction of hazardous wastes and other pollutants which bio accumulate in the food chain or which cause significant lethal effect on those resources.	No Effect.	The Project is consistent with this policy. It is not expected to involve the use or introduce hazardous waste and other pollutants which bio accumulate in the food chain or which cause significant lethal effect on those resources.
8A	Prevent the introduction of hazardous wastes and other pollutants which cause a deterioration in fish and wildlife resources.	Refer to 8 above.	Refer to 8 above.
8B	Manage or regulate wastes having the potential for contaminating fish and wildlife habitats and provide proper enforcement of existing local regulations to protect habitats.	Refer to 8 above.	Refer to 8 above.
9	Expand recreational use of fish and wildlife resources in coastal areas by increasing access to existing resources, supplementing existing stocks and developing new resources. Such efforts shall be made in a manner which ensures the protection of renewable fish and wildlife resources and considers other activities dependent on them.	Not applicable.	As a maritime multi-modal storage and transfer facility used by ship, rail and truck, this policy is not directly applicable to the Port of Oswego's East Terminal Wharf or to the Project. For safety reasons and Homeland Security Regulations, most areas of the Port cannot support or allow public recreational use. The Port of Oswego Authority values the historic, cultural and recreational resources of the area. It currently either owns or contributes to maintaining several recreational and cultural resources including the H. Lee White Maritime Museum, Historic Canal Derrick Boat No. 8, and the L.T. 5 Tug Boat along with a publically accessible marina and is currently constructing a new marina and a RV park facility scheduled to be open for the 2024 recreational season.

Based on City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

Note: The Port of Oswego is owned and operated by the Port of Oswego Authority, a New York public benefit corporation, and is located within the City of Oswego LWRP Community Boundary.

Port of Oswego Authority Dome 4 Redesign Project
Coastal Consistency Assessment of the Proposed Action based on the City of Oswego
Local Waterfront Revitalization Plan (Approved 1986); July 28, 2023

LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
9A	Expand the recreational use of the Oswego fish and wildlife resources by assisting where feasible in implementing new waterfront facilities or improvement of existing facilities for fishing and boating activities.	Refer to 9 above.	Refer to 9 above.
9B	Encourage the extension of recreational facilities to support the growth of the tourist industry.	Refer to 9 above.	Refer to 9 above.
10	Further develop commercial finfish, shellfish and crustacean resources in the coastal area.	Not applicable.	Refer to 9 above.
11	Building and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.	No Effect.	The Project is consistent with this policy. It is not located within the FEMA 100-year flood hazard zone; however, the Project is being designed considering flood resiliency measures.
11A	On coastal lands identified as erosion hazard areas in the city of Oswego, buildings and other structures proposed for construction shall be set back or otherwise sited sufficient to minimize damage from erosion. Structures such as piers, docks, and access ways necessary for the use of the water will be placed so as to minimize erosion problems. In coastal areas of the city subject to storm wave wash from high velocity waters, adequate measures will be utilized to minimize dangers to structures or people from coastal storm hazards.	Refer to 11 above.	Refer to 11 above.
11B	In areas identified as floodways, adequate measures will be utilized to minimize dangers to structures or people from flood waters.	Refer to 11 above.	Refer to 11 above.
12	Activities or development in the coastal area will be undertaken so as to minimize damage to natural resources and property from flooding and erosion by protecting natural protective features including beaches, dunes, barrier islands, and bluffs, primary dunes will be protected from all encroachments that could impair their natural protective capacity.	No Effect.	The Project is consistent with this policy. It will have no impacts to natural protective features such as beaches, dunes, barrier islands, and bluffs. It is located within existing developed areas of the Port's East Terminal Wharf and no work will be done in or on waters of the United States.

Based on City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

Note: The Port of Oswego is owned and operated by the Port of Oswego Authority, a New York public benefit corporation, and is located within the City of Oswego LWRP Community Boundary.

Port of Oswego Authority Dome 4 Redesign Project
Coastal Consistency Assessment of the Proposed Action based on the City of Oswego
Local Waterfront Revitalization Plan (Approved 1986); July 28, 2023

LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
13	The construction or reconstruction of erosion protection structures shall be undertaken only if they have a reasonable probability of controlling erosion for at least 30 years as demonstrated in design and construction standards and/or assured maintenance or replacement programs.	Not Applicable.	This policy is not applicable since the Project does not involve the construction or reconstruction of erosion protection structures.
14	Activities and development, including the construction or reconstruction of erosion protection structures, shall be undertaken so that there will be no measurable increase in erosion or flooding at the site of such activities or development or at other locations.	Not Applicable.	This policy is not applicable since the Project does not involve the construction or reconstruction of erosion protection structures.
15	Mining, excavation, or dredging in coastal waters shall not significantly interfere with the natural coastal processes which supply beach materials to land adjacent to such waters and shall be undertaken in a manner which will not cause an increase in erosion of such land.	Not Applicable.	This policy is not applicable since the Project does not involve mining, excavation, or dredging activities.
16	Public funds shall only be used for erosion protective structures where necessary to protect human life, and new development which requires a location within or adjacent to an erosion hazard area. To be able to function, or existing development; and only where the public benefits outweigh the long-term monetary and other costs including the potential for increasing erosion and adverse effects on natural protective features.	Not Applicable.	This policy is not applicable since the Project does not involve the construction or reconstruction of erosion protection structures.
17	Whenever possible, use nonstructural measures to minimize damage to natural resources and property from flooding and erosion.	No Effect.	The Project is consistent with this policy. It is not located within the FEMA 100-year flood hazard zone; however, the Project is being designed considering flood resiliency measures.
18	To safeguard the vital economic, social and environmental interests of the State and of its citizens, proposed major actions in the coastal area must give full consideration to those interests, and to the safeguards which the State has established to protect valuable coastal resource areas.	No Effect.	The Project is consistent with this policy and will undergo the appropriate environmental and permit review processes by the Port of Oswego Authority and New York State. The Project will improve facilities making the Port better positioned to support vital economic, social and environmental interests of the State.

Based on City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

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Port of Oswego Authority Dome 4 Redesign Project
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LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
19	Protect, maintain and increase the levels and types of access to public water-related recreation resources and facilities so that these resources and facilities may be fully utilized by all the public in accordance with reasonably anticipated public recreation needs and the protection of historic and natural resources. In providing such access, priority shall be given to public beaches, boating facilities, fishing areas and waterfront parks.	Not applicable.	<p>As a maritime multi-modal storage and transfer facility used by ship, rail and truck, this policy is not directly applicable to the Port of Oswego's East Terminal Wharf or to the Project. For safety reasons and Homeland Security Regulations, most areas of the Port cannot support or allow public recreational use.</p> <p>The Port of Oswego Authority values the historic, cultural and recreational resources of the area. It currently either owns or contributes to maintaining several recreational and cultural resources including the H. Lee White Maritime Museum, Historic Canal Derrick Boat No. 8, and the L.T. 5 Tug Boat along with a publically accessible marina and is currently constructing a new marina and a RV park facility scheduled to be open for the 2024 recreational season.</p>
19A	Maintain and repair, as needed, those facilities under local government control which affect public use of the waterfront and provide necessary safety and sanitation services for areas under local jurisdiction.	No Effect.	The Project is consistent with this policy. It is located within existing developed areas of the Port's East Terminal Wharf and does not alter or affect facilities under local government control.
20	Access to the publicly owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly owned shall be provided, and it should be provided in a manner compatible with adjoining uses. Such lands shall be retained in public ownership.	No Effect.	<p>The Project is consistent with this policy. It is located within existing developed areas of the Port's East Terminal Wharf and does not alter or affect the existing shoreline of the Oswego River or Lake Ontario.</p> <p>The Port of Oswego Authority values the historic, cultural and recreational resources of the area. It currently either owns or contributes to maintaining several recreational and cultural resources including the H. Lee White Maritime Museum, Historic Canal Derrick Boat No. 8, and the L.T. 5 Tug Boat along with a publically accessible marina and is currently constructing a new marina and a RV park facility scheduled to be open for the 2024 recreational season.</p>

Based on City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

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Port of Oswego Authority Dome 4 Redesign Project
Coastal Consistency Assessment of the Proposed Action based on the City of Oswego
Local Waterfront Revitalization Plan (Approved 1986); July 28, 2023

LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
20A	Obtain public access to the foreshore through the use of easements, land purchase, or other appropriate measures where necessary and feasible.	Refer to 20 above.	Refer to 20 above.
21	Water-dependent and water-enhanced recreation shall be encouraged and facilitated and shall be given priority over nonwater-related uses along the coast, provided it is consistent with the preservation and enhancement of other coastal resources and taxes into account demand for such facilities. In facilitating such activities, priority shall be given to areas where access to the recreation opportunities of the coast can be provided by new or existing public transportation services and to those areas where the use of the shore is severely restricted by existing development.	No Effect.	<p>The Project is consistent with this policy. It is located within existing developed areas of the Port's East Terminal Wharf and would not interfere with water-related recreational uses on the Oswego River and Lake Ontario.</p> <p>The Port of Oswego Authority values the historic, cultural and recreational resources of the area. It currently either owns or contributes to maintaining several recreational and cultural resources including the H. Lee White Maritime Museum, Historic Canal Derrick Boat No. 8, and the L.T. 5 Tug Boat along with a publically accessible marina and is currently constructing a new marina and a RV park facility scheduled to be open for the 2024 recreational season.</p>
21A	Provide opportunities for water-related recreation such as boating and fishing as well as recreational activities which are enhanced by a coastal location such as pedestrian and jogging paths, picnic areas, and scenic views.	Refer to 21 above.	Refer to 21 above.
21B	Provide for a proper integration of recreational and other water-dependent or water-enhanced activities in the Oswego waterfront area.	Refer to 21 above.	Refer to 21 above.
21C	Continue to maintain adequate transportation facilities serving water-related recreational needs.	Refer to 21 above.	Refer to 21 above.

Based on City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

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Port of Oswego Authority Dome 4 Redesign Project
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LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
22	Development, when located adjacent to the shore, shall provide for water-related recreation. As a multiple use, whenever such recreational use is appropriate in light of reasonably anticipated demand for such activities and the primary purpose of the development.	Not applicable.	<p>As a maritime multi-modal storage and transfer facility used by ship, rail and truck, this policy is not directly applicable to the Port of Oswego's East Terminal Wharf or to the Project. For safety reasons and Homeland Security Regulations, most areas of the Port cannot support or allow public recreational use.</p> <p>The Port of Oswego Authority values the historic, cultural and recreational resources of the area. It currently either owns or contributes to maintaining several recreational and cultural resources including the H. Lee White Maritime Museum, Historic Canal Derrick Boat No. 8, and the L.T. 5 Tug Boat along with a publically accessible marina and is currently constructing a new marina and a RV park facility scheduled to be open for the 2024 recreational season.</p>
22A	Encourage the expansion of water-related recreational facilities to support the growth of the tourist industry.	Refer to 22 above.	Refer to 22 above.

Based on City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

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Port of Oswego Authority Dome 4 Redesign Project
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LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
23	Protect, enhance and restore structures. Districts, areas or sites that are of significance in the history, architecture, archeology or culture of the state, its communities or the nation.	The Port of Oswego Authority will be conducting a coordinated review of environmental impacts of the Project as lead agency and will consider comments from involved and interested agencies including the New York State Office of Parks, Recreation and Historic Preservation.	<p>The Project has been designed to avoid, minimize and mitigate impacts to the extent practicable while maintaining a viable project. The Project will be constructed on the Port's East Terminal Wharf that was constructed in the early 1960's on fill material and does not have any historic or cultural resources. The Project site is located near historic and cultural resources, including Fort Ontario. The Project site is located near historic and cultural resources, including Fort Ontario. As part of the SEQR process, the Port of Oswego Authority has undertaken a Visual Resource Assessment (VRA) considering the Project, which is available for public review. The VRA includes a photo simulation of the proposed structure from the pedestrian pathway that parallels the central roadway through the Fort Ontario State Historic Site. The redesigned Dome 4 structure is partially visible but effectively absorbed into the existing landscape maintaining the existing visual character of the historic site.</p> <p>The Port of Oswego Authority values the historic, cultural and recreational resources of the area. It currently either owns or contributes to maintaining several recreational and cultural resources including the H. Lee White Maritime Museum, Historic Canal Derrick Boat No. 8, and the L.T. 5 Tug Boat along with a publically accessible marina and is currently constructing a new marina and a RV park facility scheduled to be open for the 2024 recreational season.</p>
23A	Maintain and restore Oswego's historic heritage found at many locations in and around the waterfront area.	Refer to 23 above.	Refer to 23 above.
23B	Maintain and enhance Oswego's traditional links between historic areas of downtown Oswego and the waterfront.	Refer to 23 above.	Refer to 23 above.

Based on City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

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Port of Oswego Authority Dome 4 Redesign Project
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LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
24	Prevent impairment of scenic resources of statewide significance.	The Project is not within a designated scenic area of statewide significance.	Though the Project site is not within a designated scenic area of statewide significance, the Project has been designed to avoid, minimize and mitigate visual impacts to the extent practicable while maintaining a viable project. As part of the SEQR process, the Port of Oswego Authority has undertaken a Visual Resource Assessment (VRA) considering the Project, which is available for public review.
25	Protect, restore and enhance natural and man-made resources which are not identified as being of state significance, but which contribute to the scenic quality of the coastal area.	No Effect.	The Project is consistent with this policy. It is compatible with the maritime multi-modal storage and transfer facility used by ship, rail and truck. The project has been designed to either avoid, minimize and mitigate visual impacts to the extent practicable while maintaining a viable project.
25A	Protect and enhance scenic resources in Oswego, both natural and man-made, having local and statewide significance.	Refer to 25 above.	Refer to 25 above.
26	City of Oswego LWRP: "The State Coastal Policy regarding agricultural lands is not applicable to Oswego."	Not applicable.	Not applicable.
27	City of Oswego LWRP: "Not included in the local program."	Not applicable.	Not applicable.
28	Ice management practices shall not damage significant fish and wildlife and their habitats, increase shoreline erosion or flooding, or interfere with the production of hydroelectric power.	Not Applicable.	This policy is not applicable since the Project does not involve any ice management practices that would damage significant fish and wildlife habitat, shoreline erosion or flooding or hydroelectric power generation.
29	City of Oswego LWRP: "Not included in the local program."	Not applicable.	Not applicable.
30	Municipal, industrial, and commercial discharge of pollutants, including but not limited to, toxic and hazardous substances, into coastal waters will conform to state and national water quality standards.	No Effect.	The Project is consistent with this policy. It will not involve any pollutant discharges into coastal waters. The stormwater quantity and quality at the Port's East Terminal Wharf will have negligible change.

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Port of Oswego Authority Dome 4 Redesign Project
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LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
31	State coastal area policies and purposes of approved local waterfront revitalization programs will be considered while reviewing coastal water classifications and while modifying water quality standards; however, those waters already overburdened with contaminants will be recognized as being a development constraint.	No Effect.	The Project is consistent with this policy. It will not involve the discharge or introduction of additional pollutants into coastal waters and will improve facilities at the Port's East Terminal Wharf, making the Port better positioned to support community land use goals.
32	City of Oswego LWRP: "The state coastal policy regarding alternative or innovative sanitary waste systems is not applicable to Oswego."	Not applicable.	Not applicable.
33	Best management practices will be used to ensure the control of stormwater runoff and combined sewer overflows draining into coastal waters.	No Effect.	The Project is consistent with this policy. The quantity and quality of stormwater runoff at the East Terminal Wharf will have negligible change. There are no combined sewer overflows at the Port's East Terminal Wharf.
34	Discharge of waste materials from vessels into coastal waters will be limited so as to protect significant fish and wildlife habitats, recreational areas and water supply areas.	Not Applicable.	The policy relates to maritime vessel waste management regulations and is not directly applicable to this Project. It is noted, however, that the Port and vessels using its facilities will comply with relevant City, State and Federal regulations and best management practices relating to maritime waste management.
35	Dredging and dredge spoil disposal in coastal waters will be undertaken in a manner that meets existing state dredging permit requirements, and protects significant fish and wildlife habitats, scenic resources, natural protective features, important agricultural lands, and wetlands.	Not Applicable.	This policy is not applicable since the Project does not involve dredging or dredge spoil disposal.
36	Activities related to the shipment and storage of petroleum and other hazardous materials will be conducted in a manner that will prevent or at least minimize spills into coastal waters; all practicable efforts will be undertaken to expedite the cleanup of such discharges; and restitution for damages will be required when these spills occur.	Not Applicable.	This policy is not applicable since the Project does not involve the shipment or storage of petroleum or hazardous materials.

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Port of Oswego Authority Dome 4 Redesign Project
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LWRP Policy Number	Affected Policy Description	Effects of the Activity Upon the Policy	How the Activity is Consistent with the Policy
37	Best management practices will be utilized to minimize the nonpoint discharge of excess nutrients, organics and eroded soils into coastal waters.	No Effect.	The Project is consistent with this policy. It is proposed within existing developed areas of the Port's East Terminal Wharf and does not involve soil disturbance. Bulk agricultural commodities such as potash (fertilizer) will be stored inside the structure constructed by the proposed Project, protecting them from direct environmental exposure. The Project will result in a negligible change to the quantity and quality of stormwater runoff.
38	The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.	No Effect.	The Project is consistent with this policy. It is proposed within existing developed areas of the Port's East Terminal Wharf. The Project will result in negligible changes to quantity and quality of surface and groundwater supplies. Ground and surface water resources at this location are not used as primary or soul source of water supplies.
40	Effluent discharged from major steam electric generating and industrial facilities into coastal waters will not be unduly injurious to fish and wildlife and shall conform to state water quality standards.	Not applicable.	This policy is not applicable since the Project does not involve effluent discharge into coastal waters from major steam electric generating and industrial facilities.
41	Land use or development in the coastal area will not cause national or state air quality standards to be violated.	No Effect.	The Project is consistent with this policy. All engineered elements and operational practices of the Project are designed to comply with this policy. The increased use of water based shipping and rail transportation versus trucking for commerce will contribute towards providing air quality benefits.
42	City of Oswego LWRP: "Not included in the local program."	Not applicable.	Not applicable.
43	City of Oswego LWRP: "Not included in the local program."	Not applicable.	Not applicable.
44	Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.	No Effect.	The Project is consistent with this policy. The Project will not affect wetland resources. No work will be done in or on waters of the United States.

Based on City of Oswego Local Waterfront Revitalization Plan (Approved 1986).

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[The Laws Of New York \(/LEGISLATION/LAWS/ALL\)](#) / [Consolidated Laws \(/LEGISLATION/LAWS/CONSOLIDATED\)](#)
/ [Public Authorities \(/LEGISLATION/LAWS/PBA\)](#) / [Article 6: Port Authorities \(/LEGISLATION/LAWS/PBA/A6\)](#) / [Title 2: Port Of Oswego Authority \(/LEGISLATION/LAWS/PBA/A6T2\)](#) /

[UP ONE LEVEL](#)

[TITLE 2](#)

[Port Of Oswego Authority \(/Legislation/Laws/PBA/A6T2\)](#)

[NEXT](#)

[SECTION 1351](#)

[Definitions \(/Legislation/Laws/PBA/1351/\)](#)

Section 1350

SHARE

Short title



Public Authorities (PBA)

This title may be cited as the "port of Oswego authority act."

PREV

[SECTION 1350](#)

[Short Title \(/Legislation/Laws/PBA/1350/\)](#)

NEXT

[SECTION 1352](#)

[Oswego Port District \(/Legislation/Laws/PBA/1352/\)](#)

Section 1351

SHARE

Definitions



Public Authorities (PBA)

As used in this title, unless a different meaning clearly appears from the context:

- (1) The term "district" shall mean the Oswego port authority district created by section eighteen hundred twenty-seven of this title.
- (2) The term "authority" shall mean the corporation created by section thirteen hundred fifty-three of this title.
- (3) The term "board" shall mean the members of the authority.
- (4) The term "bonds" shall mean bonds issued by the authority pursuant to this title.
- (5) The term "city" shall mean the city of Oswego.
- (6) The term "town" shall mean the town of Scriba, Oswego county.
- (7) The term "port facilities" shall mean, among other things, wharfs, docks, piers, terminals, railroad tracks or terminals, cold storage and refrigerating plants, warehouses, elevators, freight-handling machinery and such

equipment as is used in the handling of freight and the establishment and operation of a port, and work of deepening parts of the Oswego river and Lake Ontario adjacent to the terminal exclusive of the harbor channel, within the port district, and any other works, properties, buildings, structures or other facilities necessary or desirable in connection with the development and operation of port facilities in the district.

(8) The term "common council" shall mean the common council of the city.

(9) The term "mayor" shall mean the mayor of the city.

(10) The term "town board" shall mean the town board of the town of Scriba.

(11) The term "industrial project" shall mean a project designed and intended for the purpose of providing facilities for manufacturing, warehousing, recreational opportunities, docking, historical appreciation, research, business or other industrial purposes, including but not limited to machinery and equipment deemed necessary for the operation thereof (excluding raw materials, work in process or stock in trade), on land acquired or to be acquired by the authority in the city of Oswego and the two parcels previously acquired by the authority in the town of Scriba.

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SECTION 1350
Short Title (/Legislation/Laws/PBA/1350/)

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Oswego Port District (/Legislation/Laws/PBA/1352/)

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SECTION 1351

[Definitions \(/Legislation/Laws/PBA/1351/\)](#)

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SECTION 1353

[Port Of Oswego Authority \(/Legislation/Laws/PBA/1353/\)](#)

Section 1352

Oswego port district

Public Authorities (PBA)

SHARE



There is hereby created and established a district to be known as the "Oswego port district" which shall embrace the city of Oswego, the town of Scriba and all lands and water under and in the Oswego river and Lake Ontario lying or situated within the boundaries of the city of Oswego and/or the town of Scriba subject to the right, title, interest and control of the state under the constitution or any law of the state of New York and subject to the right, title, interest and control of the United States under any law of the United States of America.

[PREV](#)

[SECTION 1353](#)

[Port Of Oswego Authority \(/Legislation/Laws/PBA/1353/\)](#)

[NEXT](#)

[SECTION 1354-A](#)

[Meetings And Records Of Authority To Be Public \(/Legislation/Laws/PBA/1354-A/\)](#)

Section 1354

SHARE

Purposes and powers of the authority



Public Authorities (PBA)

The authority shall have power over the survey, development and operation of port facilities and industrial projects in such port district as hereinafter more specifically set forth, and the coordination of the same with existing or future agencies of transportation with a view to the increase and efficiency of all such facilities and projects and the furtherance of commerce and industry, environmental protection, aesthetics, health, welfare, safety, recreational opportunities, and historical appreciation in the district. It shall make a thorough investigation of port conditions in the district and such other places as it may deem proper and shall prepare after conducting public hearings a comprehensive plan for the development of port facilities, industrial projects, and other structures in such district and the furtherance of recreational opportunities and historical appreciation in the district. This comprehensive plan shall include the present use of the land and water in the district, the general capability thereof for development and use based on commercial, ecological, recreational and historic considerations, a statement of proposed development and/or preservation thereof which would accomplish a coordinated and economic use of the district in accordance with present and future needs and resources and best promote the health, safety, order, enjoyment, convenience, appreciation and welfare of the citizens of the district. It shall be provided with an office which shall be located by such authority within

the port district and it shall have power to equip the same with suitable furniture and supplies for the performance of the work of the authority. The authority also shall have the power to:

(1) Sue and be sued.

(2) Have a seal and alter the same at pleasure.

(3) Confer with the governing body of the city, the town and with any other body or official having to do with port and harbor facilities within and without the district, and to hold public hearings as to such facilities.

(4) Confer with railroad, steamship, warehouse and other officials in the district with reference to the development of transportation facilities in such district and the coordination of the same.

(5) Confer with the proper state officials as to means and measures for stimulating use of the Barge canal.

(6) Determine upon the location, type, size and construction of requisite port facilities, subject, however, to the approval of any department, commission or official of the United States of America or the state of New York where federal or state statute or regulation requires it.

(7) Lease, erect, construct, make, equip and maintain port facilities in the district and for any such purpose to acquire in the name of the authority by purchase, grant, gift or condemnation, except as hereinafter limited, real property, including easements therein, lands under water and riparian rights.

(8) Make surveys, maps and plans for, and estimates of the cost of, the development and operation of requisite port facilities and other structures and for the coordination of such facilities and structures with existing agencies, both public and private, with the view of increasing the efficiency

of all such facilities and the appropriateness of all such structures in the furtherance of commerce and industry, environmental protection, aesthetics, health, welfare, safety, recreational opportunities, historical appreciation in the city.

(9) Make contracts and leases and to execute all instruments necessary or convenient.

(10) Issue negotiable bonds within the provisions and limitations of this title and to provide for the rights of the holders thereof.

(11) Issue notes within the provisions and limitations of this act.

(12) Fix fees, rates, rentals or other charges for the purpose of all port facilities owned by the authority and collect such fees, rates, rentals and other charges for such facilities owned by the authority, which fees, rates, rentals or other charges shall at all times be sufficient to comply fully with all covenants and agreements with the holders of any bonds issued under the provisions of this act.

(13) Operate and maintain all port facilities owned by it; use the revenues therefrom for the corporate purposes of the authority, and in accordance with any covenants or agreements contained in the proceedings authorizing the issuance of any bonds hereunder.

(14) Have power to regulate and supervise the construction of all port facilities constructed or installed by any private individual or corporation commenced after this act takes effect, and the power to regulate the operation of all privately owned port facilities insofar as such operation may adversely affect the flow of transportation or the enforcement of approved plans for the development of port facilities. The power granted by this subdivision shall be subject to the rules, regulations or other directives of any federal or state department, commission or other agency having jurisdiction, and such grant of power shall not operate to deprive any

person or corporation, private or public, of any property without due process of law.

(15) Accept gifts, grants, loans or contributions from the United States, the state of New York or an agency or instrumentality of either of them, the county of Oswego, the city of Oswego or the town of Scriba, or a person or corporation, by conveyance, bequest or otherwise, and to expend the proceeds for any purpose of the authority, and to enter into a contract with the United States, the state of New York, or an agency or instrumentality of either of them, to accept gifts, grants, loans or contributions on such terms and conditions as may be provided by law authorizing the same. The county of Oswego, the city of Oswego and the town of Scriba are hereby authorized to loan, donate or contribute any available fund to the port authority for any of its corporate purposes, and to appropriate such moneys for such purposes; but neither the county, the city nor the town may borrow money or otherwise pledge its faith and credit for the purpose of making any such loan, donation or contribution.

(16) Have power to grant and maintain a traffic bureau in connection with the operation of port facilities.

(17) Use the officers, employees, facilities and equipment of the city, with the consent of the city, and of the town, with the consent of the town, paying a proper portion of the compensation or cost.

(18) Appoint officers, agents and employees and fix and determine their qualifications, duties and compensation subject to the provisions of the civil service law of the state of New York and such rules as the civil service commission of the city of Oswego may adopt and make applicable to such authority.

(19) Designate the depositories of its moneys.

(20) Have power to do all things necessary to make Oswego harbor and its

port facilities useful and productive.

(21) Make application to the foreign-trade zones board established by an act of Congress, approved June eighteenth, nineteen hundred thirty-four, entitled "an act to provide for the establishment, operation and maintenance of foreign trade zones in ports of entry of the United States, to expedite and encourage foreign commerce, and for other purposes," for a grant to such authority of the privilege of establishing, operating and maintaining a foreign trade zone on premises owned by such authority within such city, pursuant to the provisions of such act, and if such application be granted, to accept such grant and to establish, operate and maintain such zone in accordance with law.

(22) With respect to industrial projects, to carry on any activities authorized for an industrial development agency as provided for in section eight hundred fifty-eight of the general municipal law as well as to provide for the financing of such projects pursuant to article eighteen-A of the general municipal law; provided, however, that where any of the provisions of this article are inconsistent with the provisions of section eight hundred fifty-eight of the general municipal law pertaining to industrial projects or, with respect to financing of such projects, article eighteen-A of the general municipal law, the provisions of this article shall be superceded and the provisions of such section eight hundred fifty-eight and such article eighteen-A shall apply.

PREV

SECTION 1353

[Port Of Oswego Authority \(/Legislation/Laws/PBA/1353/\)](#)

NEXT

SECTION 1354-A

[Meetings And Records Of Authority To Be Public \(/Legislation/Laws/PBA/1354-A/\)](#)