

**PORT OF OSWEGO**  
AUTHORITY



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

**Monday, February 7, 2022**

**5:30 pm**

**AGENDA**

**Regular Meeting –**

**1. Call to Order**

**2. Motion 02-07-2201: To approve the Minutes of January 4, 2022 (Exhibit A)**

**3. Administrative Operational Report: (Exhibit B)**

**4. Administrative Financial Reports: (A) Primary and (B) Subsidiary**

**A. Motion 02-07-2202: To accept December Primary Financial Reports: (Exhibit C-1)**

- Cash Position**
- Balance Sheet**
- Income Statement**

**B. Motion 02-07-2203: To accept December Subsidiary Financial Reports: (Exhibit C-2)**

- Monthly Bills**
- Accounts Payable**
- Accounts Receivable**
- Loan Summary**
- Schedule of Assets**
- Sales Report**
- Project Summary**

**5. Chairman's Report**

**6. Committee Reports**

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

**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.

7. Old Business

8. New Business

- **Motion 02-07-2204** Resolution classifying a certain project as an unlisted action pursuant to the State Environmental Quality Review Act, declaring the Authority Lead Agency for purposes of an uncoordinated review thereunder, determining that the action will not have a significant effect on the environment, and authorizing the execution and delivery of a lease agreement with PCL Properties, LLC. (Exhibit D – Business Confidential)
- **Motion 02-07-2205** Resolution classifying a certain project as an unlisted action pursuant to the State Environmental Quality Review Act, declaring the Authority’s intent to act as Lead Agency for purposes of a coordinated review of the project under SEQRA and further intent to implement and complete all responsibilities of that office, and authorizing the execution and delivery of agreements to use and/or occupy property along trucking route to facilitate the windmill project. (Exhibit E)
- **Motion 02-07-2206** Resolution to authorize the Executive Director to apply for an Economic Development Administration (EDA) grant for the Phase 2 track improvements and portable ship conveyor. (Exhibit F)
- **Motion 02-07-2207** Resolution to authorize the Executive Director to sign a 2 year lease agreement renewal with Novelis for the continued use of the Wellness Center. (Exhibit G – Business Confidential)
- **Motion 02-07-2208** Resolution to authorize the Executive Director to attend the Transportation GO Conference in Milwaukee, on March 3-4; where the Executive Director has been asked to be a guest speaker.

9. **Motion 02-07-22** : To move to executive session to discuss ILA contract negotiations.

10. **Motion 02-07-22** : To resume regular session.

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

**Motion 02-07-22** : To

12. **Motion 02-07-22** : To adjourn the regular monthly meeting

**Next Regular Monthly Board Meeting is scheduled for  
March 7, 2022**

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.

# Exhibit A

**PORT OF OSWEGO AUTHORITY**  
**Regular Meeting January 4, 2022**

**CALL TO ORDER** (at 5:33pm)

Francis Enwright – Chairperson (video), Constance Cosemento – Vice-Chairperson, Ranjit Dighe - Secretary/Treasurer, John Kares Smith, Thomas Schneider (video), William Scriber - Executive Director

**APPROVAL OF MINUTES**

**Motion 01-04-2201** – Mr. Kares Smith made a motion to approve minutes of the December 7, 2021 meeting. The motion was seconded by Mr. Dighe. Motion passed 5-0.

**FINANCIAL REPORTS**

**Motion 01-04-2202** – Mr. Schneider made a motion to approve the Primary Financial Reports for the month of November. The motion was seconded by Mr. Kares Smith. Motion passed 5-0.

**Motion 01-04-2203** – Mr. Schneider made a motion to approve the Subsidiary Financial Reports for the month of November. The motion was seconded by Mr. Kares Smith. Motion passed 5-0.

**EXECUTIVE SESSION**

**Motion 01-04-2204** – Mr. Schneider made a motion to enter into Executive Session to discuss ILA contract fact findings at 6:09pm. The motion was seconded by Mr. Kares Smith. Motion Passed 5-0.

**Motion 01-04-2205** – Mr. Schneider made a motion to resume Regular Session at 6:35pm. The motion was seconded by Mr. Kares Smith. Motion Passed 5-0.

**ACTIONS FROM EXECUTIVE SESSION**

**Motion 01-04-2206** – Mr. Schneider made a motion that the Board authorizes the Executive Director to enter into an engagement letter with Steve Wilson, of Young Sommer LLC, to provide professional advice regarding a proposed Power Purchase Agreement (PPA) between the Port of Oswego Authority and ACADIA Energy Corporation. The motion was seconded by Mr. Kares Smith. Motion Passed 5-0.

**ADJOURN**

**Motion 01-04-2207** – Mr. Kares Smith made a motion to adjourn the meeting at 6:36pm. The motion was seconded by Mr. Enwright. Motion Passed 5-0.

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Ranjit Dighe, Secretary

# Exhibit B



## Administrative Report Topics – January 2022

William W. Scriber, Executive Director

- Economic impacts of the Vestas/Bluestone Wind Farm Project for the Oswego Community. (attached)
- Monthly operations update. (*attached*)
- Update on projects.
- GE has approached the port to handle a majority of their 2022 Green Energy Windmill project.
- Ongoing communication with the City of Oswego & various property owners on a new Green Energy Windmill project route. Have engaged the Fitzgibbons Real Estate Agency to spearhead it.
- New Museum – working cooperatively with the County of Oswego on an application to the Economic Development Administration (EDA) to construct a new Museum and Oswego Welcome Center at the Goble Dry Dock Marina. (Attached)
- Have been invited to speak about the Great Lakes Grain Market & Transportation options at the Transportation Go Conference in Milwaukee on March 3-4. (Attached)



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## **Economic Impacts of the Vestas/Bluestone Wind Farm Project for the Oswego Community**

### **Background**

The Port of Oswego's operations generate business revenue, direct and indirect, which benefits the Oswego community and New York State. The Port's business activities include raw material supply (aluminum), agricultural product shipments, windmill projects, rail loading-unloading, warehousing, and heavy lift projects. This business activity results in local employment, purchase of supplies, rental of equipment, and other economic benefits. Beyond these direct impacts, the Port's activities have various follow-on benefits throughout the local economy.

In connection with the Bluestone Wind Farm project under development by Bluestone Wind, LLC, a wholly owned subsidiary of Northland Power Inc., the Port of Oswego has been selected to receive windmill components from Vestas and to assist with their transport to the installation location. With its selection for this upcoming onshore wind project, the Port of Oswego is now in a distinguished category of important renewable energy supply chain stakeholders. This will help place the Oswego community in the position to be a valuable player in advancing New York's commitment to renewable energy. With the renewable energy supply chain currently in the building stage, it is therefore highly beneficial to the broader community for the Port of Oswego to become part of the exclusive group of ports that can handle an entire modern size wind project from start to finish.

### **Job Impacts Overall**

A 2018 study concluded that 209 jobs in New York were supported by cargo moving through the Port of Oswego.<sup>1</sup>

- *Of the 209 jobs, 106 jobs were directly generated by the port cargo and vessel activity at the port terminals.*
- *As a result of the local and regional purchases by those 106 individuals holding the direct jobs, an additional 72 induced jobs were supported in the regional economy.*
- *31 indirect jobs were supported by \$4.6 million of regional purchases by businesses supplying services at the port terminals at the Port of Oswego.*

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<sup>1</sup> **Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region** was published on July 18, 2018. (The report is available at [www.greatlakesseaway.org](http://www.greatlakesseaway.org)). (Marlin Associates of Lancaster, Pennsylvania).

## 2022 Windmill Project Impacts

While the full economic impact of any project is hard to predict in advance due to the large number of variables, we are able to develop reasonable estimates of the benefits of this **15 week** windmill project based on past projects and actual budget projections. The following estimates are for one windmill project and the direct spending and economic impact for the Oswego area.

<b>Direct Jobs</b>	<b>Positions</b>	<b>Direct Economic Impact</b>
Longshoremen:	18 jobs full/part time	\$480,360.00
Supervision:	3 jobs	\$68,500.00
<b>Indirect</b>		
Transport escorts:	4 jobs	\$48,000.00
Transportation/Trucking:	8 jobs	\$90,000.00
Cranes:	3-4 jobs	\$154,000.00
<b>Total:</b>	<b><u>37</u></b>	<b><u>\$840,860</u></b>

### Local Purchases/Rentals

Equipment	\$50,000.00	
Forklifts	\$50,000.00	
Cranes	\$1,000,000.00	
<b>Total:</b>		<b><u>\$1,100,000.00</u></b>

### Food/Hotel

Hotels:	700-950 hotel nights x \$125.00 per night	\$87,500.00-\$118,750.00
Food:		\$45,500.00
<b>Total:</b>		<b><u>\$133,000.00 to \$164,250.00</u></b>

**Anticipated Total Project Local Impact: \$2,073,860.00 to \$2,105,110.00**





TO: BOARD OF DIRECTORS  
 FROM: George Lloyd  
 SUBJECT: December 2021 Activity Report

Totals						
	# In	# Out	Total # In/Out	MT In	MT Out	Total MT In/Out
Trucks	90	153	243	2223.807	4720.795	6944.602
Railcars	0	0	0	0.000	0.000	0.000
Vessels	3	0	3	12647.062	0.000	12647.062

	Company	ST	MT	In/Out	Mode	#
Potash	Nutrien Ag Solutions	4908.12	4452.568	Inbound	Vessel	1
	Nutrien Ag Solutions	0.00	0.000	Inbound	Railcar	0
	Nutrien Ag Solutions	177.28	160.826	Outbound	Trucks	5
Grain	Anderson's	2451.33	2223.807	Inbound	Trucks	78
	Anderson's	0.00	0.000	Outbound	Trucks	0
	Anderson's	0.00	0.000	Outbound	Railcar	0
	Anderson's	0.00	0.000	Outbound	Vessel	0
Aluminum	Marubeni	3746.84	3399.113	Inbound	Vessel	1
	Marubeni	0.00	0.000	Inbound	Railcar	0
	Marubeni	2016.32	1829.173	Outbound	Trucks	57
	Trafigura	881.08	799.313	Inbound	Vessel	1
	Trafigura	0.00	0.000	Inbound	Trucks	0
	Trafigura	0.00	0.000	Inbound	Railcar	0
	Trafigura	1060.16	961.760	Outbound	Trucks	30
	Glencore	0.00	0.000	Inbound	Vessel	0
	Glencore	0.00	0.000	Outbound	Trucks	0
	Glencore	0.00	0.000	Inbound	Railcar	0
	Glencore	0.00	0.000	Inbound	Trucks	0
	Goldman	0.00	0.000	Inbound	Vessel	0
	Goldman	0.00	0.000	Inbound	Railcar	0
	Goldman	0.00	0.000	Inbound	Trucks	0
	Goldman	1076.64	976.711	Outbound	Trucks	34
	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	3302.91	2996.384	Inbound	Vessel	2
	IXM	0.00	0.000	Inbound	Trucks	0
IXM	0.00	0.000	Inbound	Railcar	0	
IXM	0.00	0.000	Outbound	Trucks	0	
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	1101.95	999.684	Inbound	Vessel	1
Mercuria	258.40	234.422	Inbound	Trucks	12
Mercuria	873.39	792.325	Outbound	Trucks	27
Mercuria	0.00	0.000	Outbound	Railcar	0
Mercuria	0.00	0.000	Inbound	Railcar	0
	21854.43	19826.086			249



# Budget Narrative

The Port of Oswego, County of Oswego and the City of Oswego, NY are jointly undertaking this tourism project to capitalize on an existing marina that is currently being reconstructed by the Port of Oswego using \$1 million of non-federal funds, located in Oswego, New York on Lake Ontario.

The Maritime Museum, Welcome Center and Public Events Facility will provide Oswego with an anchor tourism and public use facility that will attract visitors to the area and can also serve as community event space.

In addition, there is a proposal being brought forward by Congressman Katko to establish Oswego as a focal point for a Lake Ontario National Marine Sanctuary, for which this facility could also be used to support those needs.

The Port of Oswego retained C&S Engineers, Inc. to perform conceptual planning and budgeting for the facility. This resulted in an anticipated project cost of \$13,000,000. A detailed breakdown of this estimate is provided in ED-900C Preliminary Engineering Report.

Matching funds that are being provided through non-federal dollars include:

Port of Oswego: \$ [REDACTED]

Oswego County: \$ [REDACTED]

City of Oswego: \$ [REDACTED]

This results in a federal grant request of \$10,000,000.

In addition the City of Oswego/New York State recently completed \$10 million of surrounding park and waterfront improvements in the area proposed for this project.









## Transportation Go!

**TRANSPORTATION GO!** is the premier conference for soybean and grain transportation and trade issues in the Upper Midwest. Formerly known as the Northern Commodity Transportation Conference (NCTC), this event brings in the industry's top stakeholders, from boots-on-the-ground commodity growers and organizations to traders and shippers of specialty crops. This highly engaging conference provides in-depth discussions on the global supply chain and how it affects the vital movement of agricultural products domestically and around the world. The event will be held March 3-4 at the Hyatt Regency in Milwaukee, Wisconsin, home to the Port of Milwaukee, one of the gateways to the St. Lawrence Seaway.

Hotel information can be found online at [transportationgo.com](http://transportationgo.com) and in your confirmation email and must be made individually through the [Hyatt Regency website](#).

\*If you are prompted to create a new account within our registration system, make sure to click on EVENTS once you have created your account and complete the registration process.

\*If our system recognizes your email, it will prompt you to do a change/request a new password. Please complete the steps to change your password and then proceed to EVENTS to complete the registration process.

[Register to Attend](#)

## Accommodation Details

Hotel accommodations can be found at the Hyatt Regency Hotel - Milwaukee Wisconsin



# Exhibit E

## APPROVING RESOLUTION

The Port of Oswego Authority (the "Authority") held a Regular Meeting of its Board of Directors (the "Board") on February 7, 2022, at 5:30 pm.

The meeting was called to order by the Chairman of the Board and, upon roll being duly called, the following members were present: \_\_\_\_\_.

The following resolution was offered by \_\_\_\_\_ and seconded by \_\_\_\_\_, and the Board of Directors of the Port (the "Board") adopted the following resolution:

RESOLUTION CLASSIFYING A CERTAIN PROJECT AS AN UNLISTED ACTION PURSUANT TO THE STATE ENVIRONMENTAL QUALITY REVIEW ACT, DECLARING THE AUTHORITY'S INTENT TO ACT AS LEAD AGENCY FOR PURPOSES OF A COORDINATED REVIEW OF THE PROJECT UNDER SEQRA AND FURTHER INTENT TO IMPLEMENT AND COMPLETE ALL RESPONSIBILITIES OF THAT OFFICE, AND AUTHORIZING THE EXECUTION AND DELIVERY OF AGREEMENTS TO USE AND/OR OCCUPY PROPERTY ALONG TRUCKING ROUTE TO FACILITATE WINDMILL PROJECT

**WHEREAS**, the Authority was established pursuant to Public Authorities Law ("PAL") Article 6, Title 2 (the "Enabling Act") of the State of New York (the "State") as a public benefit corporation and State Authority with purposes and powers as set forth within the Enabling Act; and

**WHEREAS**, pursuant to and in accordance with the Enabling Act, the Authority will temporarily store and stage for transport windmill components received by ship for the Vestas/Bluestone Wind Farm Project which will require minor improvements to be completed along the transport route departing from the Port to reach their destination.

**WHEREAS**, the transport route extends along the following course: beginning at Mitchell Street from the south end of the Port's Fitzgibbons site, then progressing east along Mitchell Street to County Route 1, then continuing east along County Route 1, then south along County Route 29 to New York State Route 104 where components will proceed on to their final destination.

**WHEREAS**, temporary improvements will be completed at five (5) locations along the transport route by the Port both within the highway right-of-way boundary and adjacent private property to provide clear, level and stabilized areas for transport of windmill components.

**WHEREAS**, pursuant to Article 8 of the Environmental Conservation Law of the State of New York, as amended, and the regulations of the Department of Environmental Conservation of the State of New York promulgated thereunder (collectively referred to hereinafter as "SEQRA"),

the Authority is required to make a determination with respect to the environmental impact of any “action” (as defined by SEQRA) to be taken by the Authority; and

**WHEREAS**, to aid the Authority in determining whether the action described above may have a significant adverse impact upon the environment, the Authority prepared a Short Environmental Assessment Form (the “SEAF”), a copy of which is on file at the office of the Authority.

**NOW, THEREFORE**, be it resolved by the members of the Board of Directors of the Port of Oswego Authority, as follows:

**Section 1.** Pursuant to the Enabling Act, the Port's public purpose is to further commerce and industry, environmental protection, aesthetics, health, welfare, safety, recreational opportunities, and historical appreciation in the Oswego port district.

**Section 2.** Based upon an examination of the materials provided with respect to the proposed transport route for the Vestas/Bluestone Wind Farm Project and the criteria contained in 6 NYCRR §617.7(c), the Authority makes the following findings and determinations pursuant to SEQRA:

- (a) The action constitutes an “Unlisted Action” (as said quoted term is defined in SEQRA); and
- (b) The Agency intends to declare itself “Lead Agency” (as said quoted term is defined in SEQRA) to undertake a coordinated review pursuant to SEQRA.

In addition to the foregoing, and based on all information presented and the information set forth herein, the Authority makes the additional following findings and determinations:

- (a) C&S Companies, as engineering consultants to the Authority, are hereby authorized to work with the Authority and others to conduct a coordinated review pursuant to SEQRA in connection with the Vestas/Bluestone Wind Farm Project, with the findings of such review to be duly reported to the Authority; and
- (b) The Executive Director is hereby authorized to negotiate, execute, and deliver agreements with private property owners and other relevant parties relating to the use and/or occupancy of the highway right-of-way boundary and adjacent private property along the transport route to complete the temporary improvements to facilitate the project.

**Section 3.** No covenant, stipulation, obligation, or agreement contained in this Resolution or any Document referred to herein shall be deemed to be the covenant, stipulation, obligation, or agreement of any member, officer, agent, or employee of the Authority in his or her individual capacity. Neither the members nor officers of the Authority, nor any person executing any documents referred to above on behalf of the Authority, shall be liable thereon or be subject to any personal liability or accountability by reason of the execution or delivery thereof.

**Section 4.** Bousquet Holstein PLLC, as counsel to the Authority, is hereby authorized to work with the Authority and others to prepare, for submission to the Chairman and/or Executive Director, all Documents necessary to carry out the intent of this Resolution.

**Section 5.** The Secretary and/or Executive Director of the Authority is hereby authorized to distribute copies of this Resolution and do such further things or perform such acts as may be necessary or convenient to implement the provisions of this Resolution.

**Section 6.** This Resolution shall take effect immediately. A copy of this Resolution, together with the attachments hereto, shall be placed on file in the office of the Authority where the same shall be available for public inspection during business hours.

The question of the adoption of the foregoing resolution was duly put to vote on a roll call, which resulted as follows:

**AYE**

**NAY**

The foregoing Resolution was thereupon declared duly adopted.

# Short Environmental Assessment Form

## Part 1 - Project Information

### Instructions for Completing

**Part 1 – Project Information.** The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

<b>Part 1 – Project and Sponsor Information</b>				
Port of Oswego Authority				
Name of Action or Project: Truck route for the transport of windmill components departing from the Port of Oswego for the Bluestone Wind Farm project				
Project Location (describe, and attach a location map): Truck route departing from Port of Oswego's Fitzgibbons site using Mitchell Street to County Rte 1 to County Rte 29 to reach NYS Rte 104				
Brief Description of Proposed Action: The Vestas/Bluestone Wind Farm Project will be using the Port of Oswego to receive windmills. Components will be received by ship and then stored temporarily at the Port prior to being staged for transport. Once ready for delivery, components will depart by truck from the southernmost end of the Port's Fitzgibbons site following a route along Mitchell Street to County Route 1 to County Route 29 to reach NYS Route 104 where components will proceed on to their final destination. This route is located in the City of Oswego and Town of Scriba. At nearly 250 feet in length, windmill blades dictate the geometry and clearance requirements along the route and will require a minor degree of improvements to be made at five (5) locations along the route both within the highway right-of-way boundary and adjacent private property to provide clear, level and stabilized areas. Improvements will consist of temporary localized widening and stabilization of existing paved roadways with gravel fill and relocation of signage, fencing, hydrants, etc. to accommodate the wheel path of the truck and trailer combination. A minimal amount of vegetation and other physical obstructions will require removal to eliminate obstructions preventing clear passage of windmill blade overhang.				
Name of Applicant or Sponsor: Port of Oswego Authority		Telephone: 315-343-4503 E-Mail: wscrubber@portoswego.com		
Address: 1 East 2nd Street				
City/PO: Oswego		State: New York	Zip Code: 13126	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>	YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: NYSDOT Highway Work Permit, City of Oswego Application for Use of Public Space, Oswego County Approval of Proposed Improvements			NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action? b. Total acreage to be physically disturbed? c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?			_____ 2.4 acres _____ 1.2 acres _____ 0 acres	
4. Check all land uses that occur on, are adjoining or near the proposed action:				
<input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural (non-agriculture) <input checked="" type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban)				
<input checked="" type="checkbox"/> Forest <input checked="" type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):				
<input type="checkbox"/> Parkland				

5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	NO <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ Project has no need to connect into a water supply. _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ Project has no need to connect to a wastewater utility _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic 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 b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	NO <input type="checkbox"/> <input type="checkbox"/>	YES <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	+
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____	NO <input type="checkbox"/> <input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> <input type="checkbox"/>	



# **Exhibit A**

**Location Map and Preliminary Plans**

**Locations 1 through 5**





**B1 KEY PLAN**

**LEGEND**  
 --- TRUCK ROUTE  
 → DIRECTION OF TRAFFIC

**A1 GENERAL NOTES**

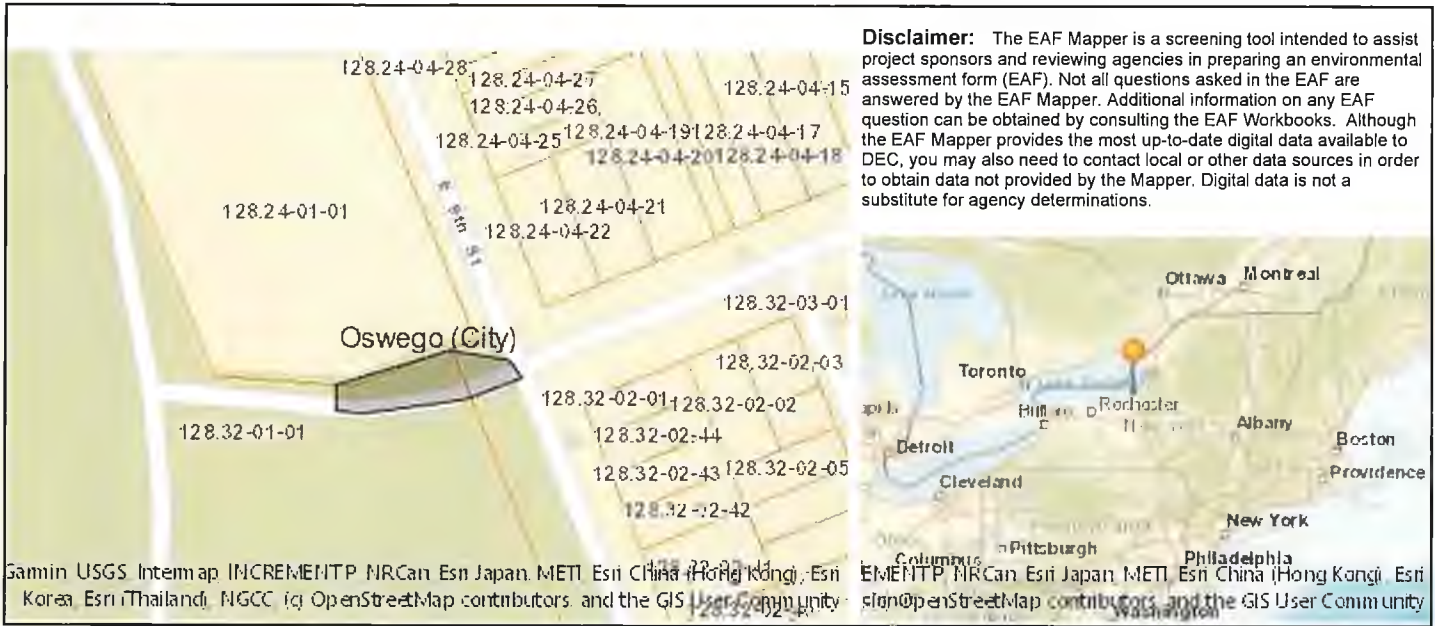
ALL WORK SHALL BE IN ACCORDANCE WITH THE PORT OF OSWEGO AUTHORITY'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF PORT FACILITIES. THE PORT OF OSWEGO AUTHORITY'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF PORT FACILITIES ARE AVAILABLE ON THE PORT OF OSWEGO AUTHORITY'S WEBSITE AT WWW.PORTOSWEGO.NY.GOV. THE PORT OF OSWEGO AUTHORITY'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF PORT FACILITIES ARE SUBJECT TO CHANGE WITHOUT NOTICE. THE PORT OF OSWEGO AUTHORITY'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF PORT FACILITIES ARE SUBJECT TO CHANGE WITHOUT NOTICE. THE PORT OF OSWEGO AUTHORITY'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF PORT FACILITIES ARE SUBJECT TO CHANGE WITHOUT NOTICE.

<p>CGS Companies          CGS Engineers, Inc.          499 Oak Street, Suite 200          Oswego, New York 13126          Tel: 315.338.6600          Fax: 315.338.6601          www.cgs.com</p>	<p><b>PRELIMINARY</b>          NOT FOR CONSTRUCTION</p>	<p>Port of Oswego Authority          Castalooop</p>	<p><b>PORT OF OSWEGO AUTHORITY          CASTALOOOP WINDMILL          TRUCK ROUTING          ***PRELIMINARY PLANS***</b></p>	<p>DATE: 07/20/2011</p> <p>PROJECT: CASTALOOOP WINDMILL</p> <p>SCALE: AS SHOWN</p> <p>DESIGNER: [Name]</p> <p>CHECKER: [Name]</p> <p>APPROVER: [Name]</p> <p>DATE: 07/20/2011</p>
				<p>KEY PLAN AND GENERAL NOTES</p> <p>G-001</p>

# **Exhibit B**

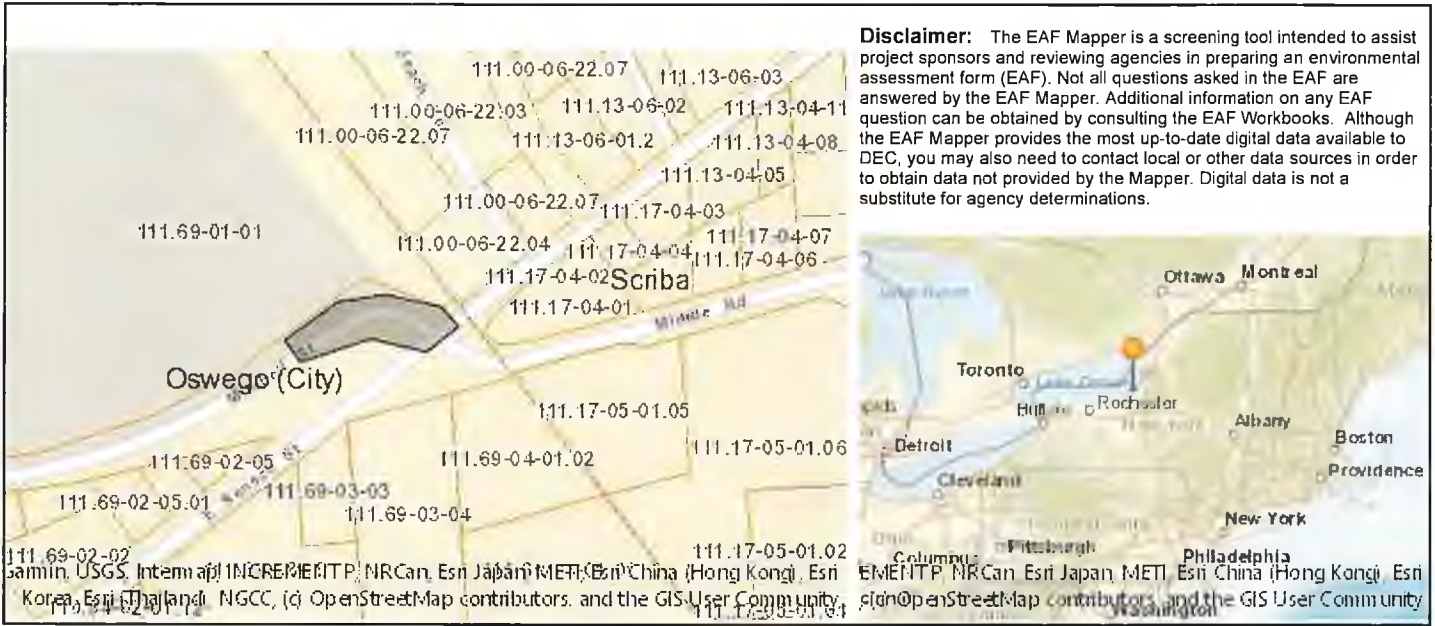
**NYSDEC Environmental Assessment Form  
(EAF) Mapper Results**

**Locations 1 through 5**



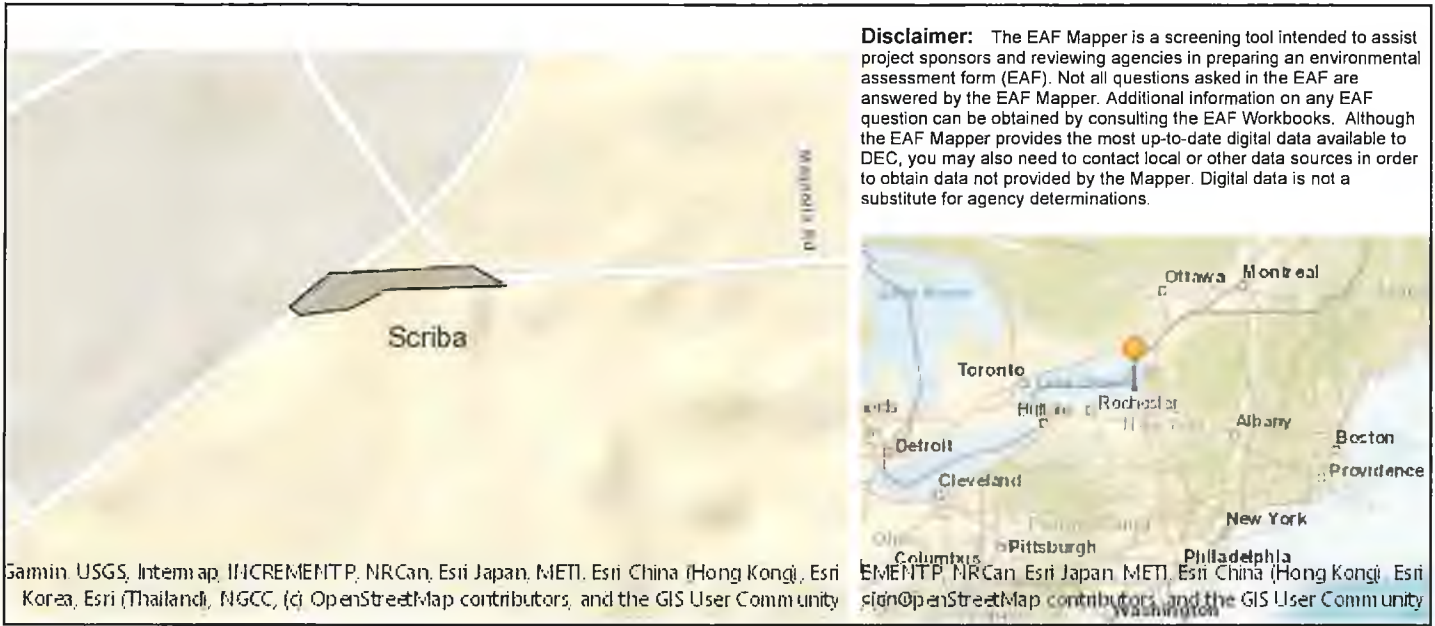
Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	Yes
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	No
Part 1 / Question 15 [Threatened or Endangered Animal]	Yes
Part 1 / Question 15 [Threatened or Endangered Animal - Name]	Lake Sturgeon
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	Yes

Location 1



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	No
Part 1 / Question 15 [Threatened or Endangered Animal]	Yes
Part 1 / Question 15 [Threatened or Endangered Animal - Name]	Least Bittern, Pied-billed Grebe
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	Yes

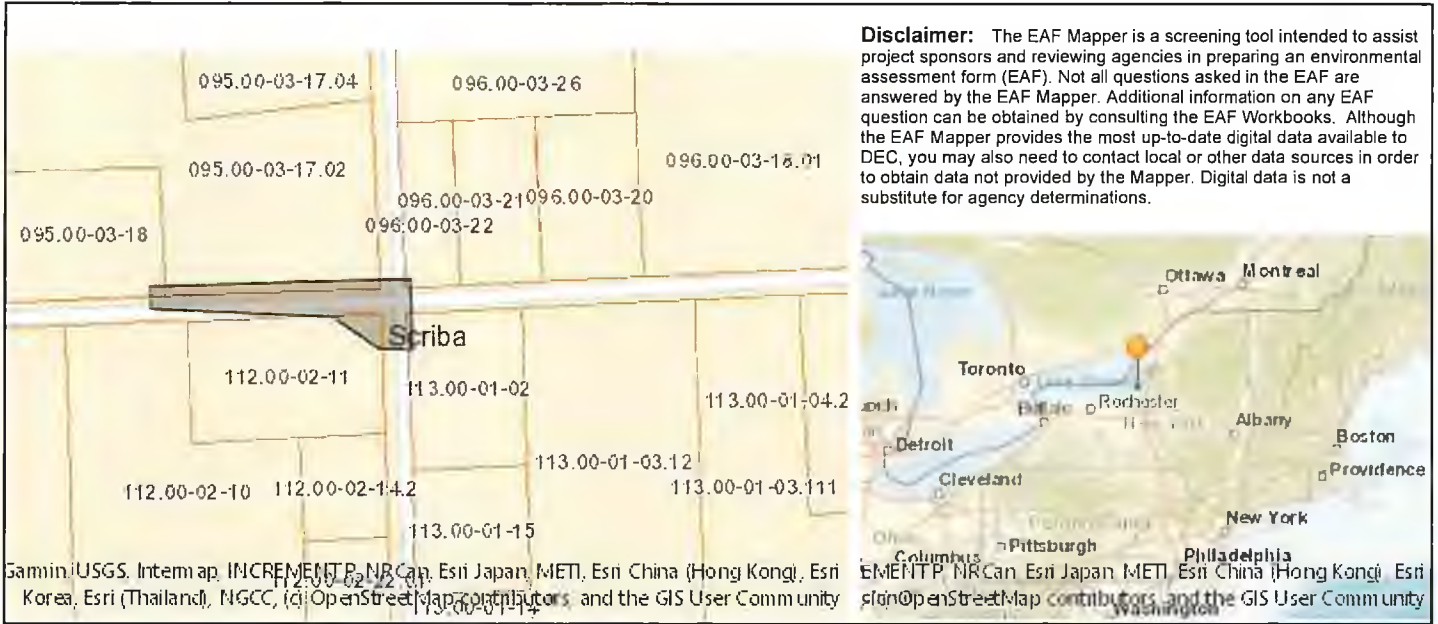
**Location 2**



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	Yes
Part 1 / Question 20 [Remediation Site]	Yes

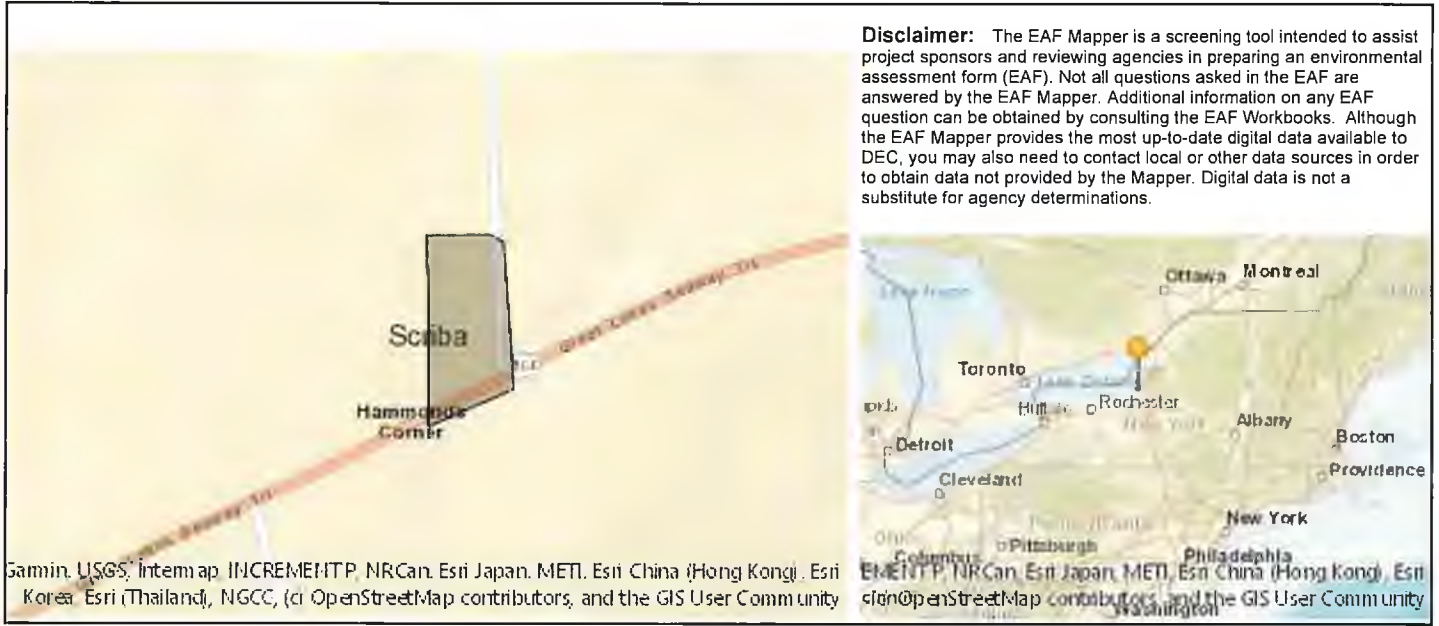
**Location 3**





Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No

**Location 4**



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No

**Location 5**

# **Exhibit D**

## **U.S. Fish & Wildlife Service National Wetland Inventory (NWI) Mapper Results**

**Locations 1 through 5**





U.S. Fish and Wildlife Service

# National Wetlands Inventory

# Location 1



February 2, 2022

### Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Source: Erin Mann, Geology, Earthstar Geographers, ONE911/EnviroGIS  
 USDA, NAD83, GRS90, DN, and the GIS User Community

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.





U.S. Fish and Wildlife Service

# National Wetlands Inventory

## Location 2



February 2, 2022

### Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.





U.S. Fish and Wildlife Service

# National Wetlands Inventory

## Location 3



February 2, 2022

### Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.





U.S. Fish and Wildlife Service

# National Wetlands Inventory

## Location 4



February 2, 2022

### Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Source: Esri, Maxar/GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.





U.S. Fish and Wildlife Service









# National Wetlands Inventory

## Location 5



February 2, 2022

### Wetlands

-  Estuarine and Marine Deepwater
-  Estuarine and Marine Wetland
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Other
-  Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Source: Esri, Maxar, DeLorme, Garmin, Geographic Names, Microsoft, NOAA, USGS, AeroGRID, IGN, and the GIS User Community

# **Exhibit E**

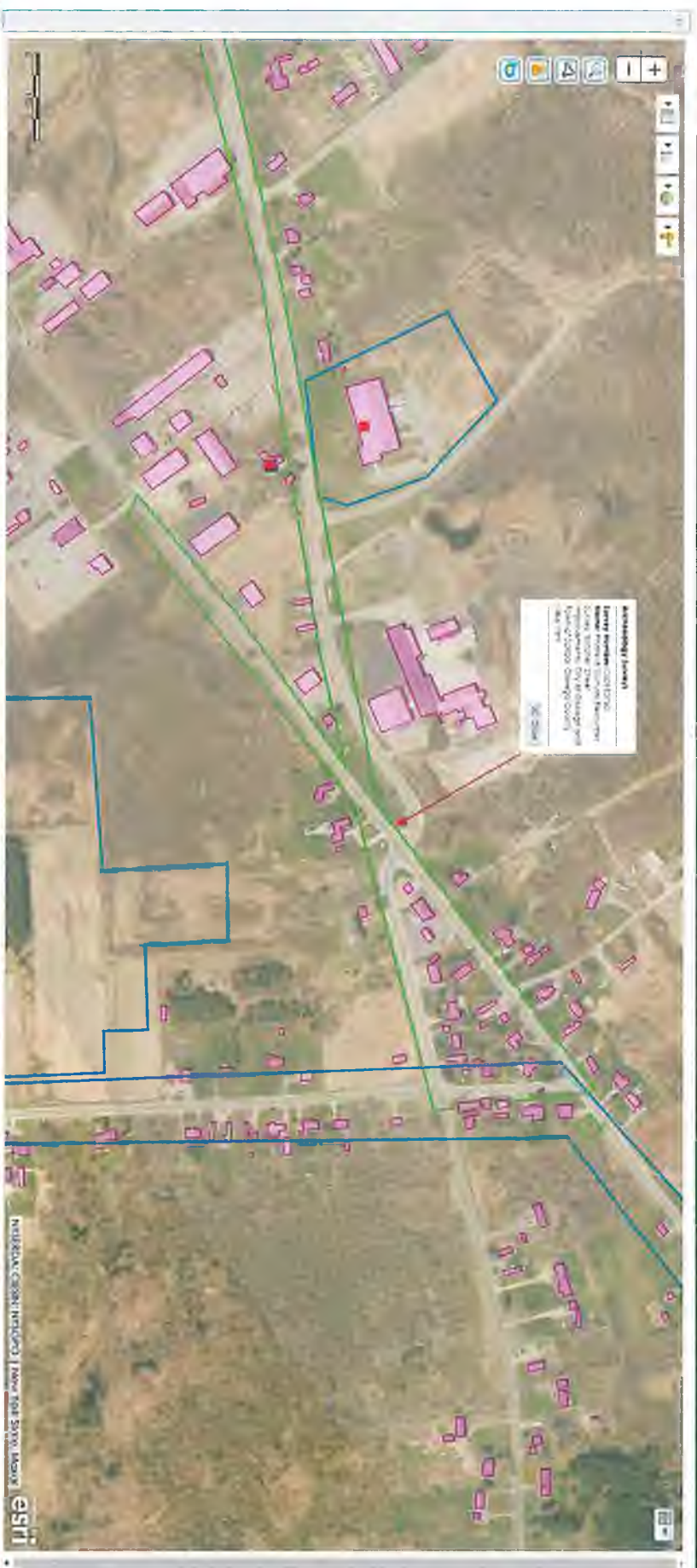
## **NYS Parks, Recreation & Historic Preservation Cultural Resource Information System Results**

**Locations 1 through 5**





Location 1



**Location 2**





Location 3



**Location 4.**





**Location 5**

# Exhibit F



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

Re: Economic Development Administration (EDA) Grant Status  
Update for 9/13/2021 POA Board Meeting

File: 301.xxx

To continue development and expansion upon the Grain Improvement Project currently nearing completion, funding opportunities have been identified that will allow the Port to pursue further improvements that did not fit within the constraints of the initial project and new needs that have been identified.

***Funding*** – The Port currently has a 2017 PFRAP grant for \$2.2m that was awarded for use in further development of the railroad infrastructure at the Fitzgibbons property that has not been performed to date. A request has been made to the NYSDOT with a verbal commitment received to reallocate these funds for use in association to further expand upon the Grain Improvement Project at the Port’s main East Facility.

In August 2021, a Notice of Funding Opportunity (NOFO) was issued for funding through the Economic Development Administration. Under the American Rescue Plan, the EDA has been allocated \$3B in supplemental funding to assist communities nationwide in their efforts to build back better by accelerating the economic recovery from the coronavirus pandemic and building local economies that will be resilient to future economic shocks. Under this program, our understanding from discussions with representatives from the EDA is that awards to projects are generally about 50% of the project’s value and may be upwards of 80% if the community is classified as an Opportunity Zone which many parts of Oswego County are considered. Generally, the EDA does not award funding to an applicant or project in excess of \$5m.

Based on the PFRAP funds available and whether a 50% or 80% EDA Grant contribution is considered, the magnitude of the project costs could be somewhere between \$4.4m and \$11m, however considering a \$5m maximum contribution from the EDA, an undertaken project would be in the range of \$4.4m and \$7.2m. A contribution of \$5m would cover 69% of a \$7.2m project.

**Project Scope** – An initial project scope has been identified and is being further developed to determine quantities, prioritization, feasibility, costs, etc. for the official application. Below is a list of the improvements being considered:

Equipment Acquisitions:

- Masaba Conveyor (35,000 bu/hr) for use as primary ship load conveyor
- Two (2) Forklifts (sized for efficient aluminum handling on RR box cars)
- Railcar gate opener and vibrator for handling potash cars
- Intermodal Container Filler (for grain)
- Hyster Intermodal Container Handler
- Hi-rail loader or truck for use in localized rail car switching and backup to existing Trac Mobile

Railroad Track Improvements:

- Replacement of remaining 1961 era track segments on existing 4 main tracks
- New 3<sup>rd</sup> track along either existing dockside track or dome tracks for additional storage
- New 4<sup>th</sup> track at Fitzgibbons for increased rail car storage and operability with CSX
- Upgrade select manual track switch(s) to power operated

Infrastructure Improvements:

- Rail pit for unloading of potash railcars into Dome 3 & Dome 4
- Replace 2 to 3 warehouse doors (east side at north end)
- Repair or replace hydraulic dock ramps/plates
- Correct warehouse east dock elevation with rail car deck height
- RDIF reader for warehouse for aluminum railcar handling (east side at north end)

These improvements and equipment acquisitions are critical in the Port's further ability to modernize and diversify its operations. The following describes the general reason/need why the equipment acquisitions and improvements listed above have been included:

- While the Port currently has a Masaba Conveyor, it's only rated at 20k bu/hr vs. the new silo which has a 30k bu/hour rated output capacity for ship loading. Initially, a permanent ship-loading conveyor was considered however, estimated costs for this type system are between \$8m and \$12m. A permanent conveyor would also occupy and permanently obstruct a very important area along the dock currently used for many ship loading/unloading operations besides grain. A new Masaba conveyor, rated for at least 35k bu/hr and specifically configured for ship loading from the new silo presents itself as the most practical solution. It is estimated to cost less than \$2m, will be portable so it can be removed when not in use, could be used elsewhere for other applications if necessary and does not permanently obstruct the City's view of the mouth of the river. The Port's current Masaba conveyor will be retained and used for other applications and will serve as a backup.
- Having the ability to regularly handle aluminum by rail will further allow the Port to be recognized for having the flexibility and cost competitiveness to adapt as needed. While the Port is currently efficient in handling aluminum by ship and truck, its capability to accommodate aluminum shipments by rail is antiquated and no longer configured in a manner to maximize efficiency. To

improve this, the acquisition of two (2) specialized forklifts for use on railroad boxcars, improvements to warehouse doors, hydraulic dock ramps/plates, existing dock elevation differences vs. railcar deck height and addition of an RDIF reader are proposed to be implemented at the north end of the warehouse where railcar aluminum handling would be dedicated.

- While the Port does not typically handle intermodal containers, as a port, having the ability to do so even on a limited basis is necessary. With many containers being returned overseas without a being filled with a backhaul, export grain has become a commodity commonly used to fulfill this need. With access to both the Great Lakes and CSX's new International Intermodal Terminal in Syracuse, having the ability to backfill containers with internationally exportable grain will be an attractive option for shippers looking to maximize the efficiency of their containers. To accommodate this, the Port would need to invest in an intermodal container filler device that has the capability to rotate containers on their ends so they can be loaded in a vertical position to maximize loading efficiency and container volume. An intermodal container handler would also be necessary to handle containers.
- Potash will continue to be stored in either Domes 3 or 4. While both domes are situated for ship delivery, neither has the capability for efficient delivery by rail car. A rail unloading pit would be constructed on either the east or west side of the domes, likely along a new spur track so potash could be directly unloaded and conveyed into either dome. Having this capability would allow the Port to have the flexibility to efficiently receive potash by either rail or ship.
- Rail improvements will be made to upgrade the remaining segments of 1961 era rail not replaced under the most recent rail related projects. Improvements will also look to increase storage capacity onsite by adding additional tracks at the east facility and at Fitzgibbons. This is currently being discussed as it will be necessary to handle unit train service which is desirable by Anderson for grain shipments by rail. Other rail related improvements will be to improve rail circulation and operations on site by upgrading select rail switches from being manually operated to power operated and making sure that multiple operations, i.e. grain and aluminum can be accommodated simultaneously.

**Next Steps** – The following are next step actions:

- Complete Project Scope, Estimate of Cost and Engineers Report.
- Complete and Submit Economic Development Associations grant application.
- Begin SEQRA and NEPA and Environmental Coordination. These often need to be started as the grant applications are being reviewed to show good faith on behalf of the Project Owner in progressing the project.