

OGDENSBURG BRIDGE & PORT AUTHORITY

BOARD MEETING

THURSDAY, FEBRUARY 10, 2022

A meeting of the Board of Directors of the Ogdensburg Bridge and Port Authority was held in the Board Room of the Administration Building on Thursday, February 10, 2022 at 4:00 PM.

The following were present:

Vernon D. Burns, Chairperson
Megan J. M. Whitton, Vice-Chairperson
Christopher B. T. Coffin, Treasurer
Jennifer Quirk-Pickman, Assistant Treasurer
Toni Kennedy, Member

ALSO: Jennifer Granzow, Counsel
Steven J. Lawrence, Executive Director
Patricia A. Nisco, Chief Financial Officer
Stephanie L. Saracco, Airport Manager

ABSENT: David D. King, Secretary
Nicole Terminelli, Assistant Secretary

- I. Board Chair Burns called the meeting to order at 4:08 PM.
- II. Letters and Communications to the Board. There were some news articles pertaining to the Authority.
- III. Approval of Board Minutes. On a motion by Jennifer Quirk-Pickman, seconded by Megan J. M. Whitton, the minutes from the January 13, 2022 meeting were approved by voice vote.
- IV. Reports
Presentation and Reports:

Christopher B. T. Coffin asked that Chief Financial Officer Patricia A. Nisco give a report on the Income/Expense report. Chief Financial Officer Patricia A. Nisco gave a brief overview of the financials. Ms. Nisco noted that the Authority will be paying

\$100,000 toward the \$285,000 NYSLRS invoice in the coming week. Jennifer Quirk-Pickman reported that the Personnel Committee met on January 7, 2022 in Executive Session to discuss wage scales and salaries. The Bridge Traffic, Airport Activity/Occupancy, Building Occupancy, and Port Activity reports were discussed briefly. Board Chair Vernon D. Burns noted that bridge crossings are still significantly lower than what had been anticipated. Executive Director Steven J. Lawrence agreed and added that the decrease in truck traffic is troubling. Airport Manager Stephanie L. Saracco reported that SkyWest has had to cancel several of their scheduled flights. Ms. Saracco expects to receive the bids for the Essential Air Service soon. Board Chair Vernon D. Burns asked for a Facilities Committee meeting to be scheduled to discuss the bids. Mr. Burns also stated that SkyWest should understand they still need to provide service under the EAS contract and that the Authority hopes that they would do everything they can to provide flights.

V. Unfinished Business.
There was none.

VI. Business Items.

A. General Administration (None)

B. Ogdensburg-Prescott International Bridge

1. Approval of Supplement Lease Agreement No. 3 with Demers, Inc. Staff has negotiated Lease Agreement Supplement No. 3 with Demers, Inc. for 120 square feet of office space in Room 201A of the Bridge Administration Building for a one-year period from February 1, 2022 through January 31, 2023, at a rate of \$140 per month including utilities. All other terms and conditions of the original Lease Agreement shall remain in full force and effect and are hereby ratified and

affirmed. On a motion by Christopher B. T. Coffin, seconded by Jennifer Quirk-Pickman, it was,

RESOLVED, that the Executive Director is hereby authorized and directed to execute Lease Agreement Supplement No. 3 with Demers, Inc. for 120 square feet of office space in Room 201A of the Bridge Administration Building for a one-year period from February 1, 2022 through January 31, 2023 at a rate of \$140 per month including utilities, and be it;

FURTHER RESOLVED, that all other terms and conditions of the original Lease Agreement shall remain in full force and effect and are hereby ratified and affirmed.

A vote was called.

AYES: Toni Kennedy
Jennifer Quirk-Pickman
Christopher B. T. Coffin
Vernon D. Burns
Megan J. M. Whitton

MOTION CARRIED

C. Commerce Park

1. Approval of Lease Supplement No. 9 with T-Base Communications. The Authority has prepared Lease Supplement No. 9 with T-Base Communications USA Inc. for 1,061 square feet of space in Building #4 in Commerce Park for the period January 1, 2022, through December 31, 2022. The rate associated with this agreement is \$6.50 per square foot per year. In addition, heat and light utilities are included in this supplemental agreement. All terms and conditions concerning insurance pertinent to the leased space shall be stipulated in the original Lease Agreement. Staff recommends approval of this supplemental agreement. On a motion by Christopher B. T. Coffin, seconded by Megan J. M. Whitton, it was,

RESOLVED, that the Executive Director is hereby authorized and directed to execute Lease Supplement No. 9 with T-Base Communications USA Inc. for

1,061 square feet of space in Building #4 in Commerce Park for the period January 1, 2022, through December 31, 2022. The rate associated with this agreement is \$6.50 per square foot per year; and be it,

FURTHER RESOLVED, that heat and light utilities are included in this supplemental agreement; and be it,

FURTHER RESOLVED, that all terms and conditions concerning insurance pertinent to the leased space shall be stipulated in the original Lease Agreement.

A vote was called.

AYES: Jennifer Quirk-Pickman
Christopher B. T. Coffin
Vernon D. Burns
Megan J. M. Whitton
Toni Kennedy

MOTION CARRIED

2. Approval of Supplemental Lease Agreement No. 7 with West End Asset

Management. Staff has negotiated Lease Agreement Supplement No.7 with West End Asset Management for 500 square feet of office space in Suite C of Commerce Park Campus Building 1 for a two-year period from January 1, 2022 through December 31, 2023 at a rate of \$300 per month including utilities. All other terms and conditions of the original Lease Agreement shall remain in full force and effect and are hereby ratified and affirmed. On a motion by Megan J. M. Whitton, seconded by Jennifer Quirk-Pickman, it was,

RESOLVED, that the Executive Director is hereby authorized and directed to execute Lease Agreement Supplement No. 7 with West End Asset Management for 500 square feet of office space in Suite C of Commerce Park Campus Building 1 for a two-year period from January 1, 2022 through December 31, 2023 at a rate of \$300 per month including utilities, and be it;

FURTHER RESOLVED, that all other terms and conditions of the original Lease Agreement shall remain in full force and effect and are hereby ratified and affirmed.

A vote was called.

AYES: Christopher B. T. Coffin
Vernon D. Burns
Megan J. M. Whitton
Toni Kennedy
Jennifer Quirk-Pickman

MOTION CARRIED

D. Ogdensburg International Airport (None)

E. Port of Ogdensburg (None)

F. Other Such Matters

1. Approval of Wage Schedules. To reflect the annual change in minimum wage and the expiration of wage scales previously approved, the Authority's pay scales for seasonal bridge crewmembers, seasonal maintenance summer help, and part time/relief toll collectors require updating. Attached are the three pay scale schedules. Staff recommends approval of these pay scales effective April 1, 2022.

On a motion by Megan J. M. Whitton, seconded by Christopher B. T. Coffin, it was,

RESOLVED, that the Executive Director is hereby authorized and directed to implement the attached three pay scale schedules for seasonal bridge crewmembers, seasonal maintenance summer help, and part time/relief toll collectors; and be it,

FURTHER RESOLVED, that these scales be approved for implementation on April 1, 2022.

A vote was called.

AYES: Vernon D. Burns
Megan J. M. Whitton
Toni Kennedy
Jennifer Quirk-Pickman
Christopher B. T. Coffin

MOTION CARRIED

2. Approval of Management/Confidential Salary Schedule for Administrative Assistants. The Management/Confidential Compensation Policy, as approved at

the October 7, 2021 Board Meeting, states the annual adjustment factor for salaries will be set annually by the Ogdensburg Bridge & Port Authority Board of Directors at the November Board meeting each year. It is recommended by the Personnel Committee that a 3.5% Cost of Living Adjustment be extended to Management/Confidential Administrative Assistants for 2022. This increase will be retroactive to the 1st of January 2022. Christopher B. T. Coffin asked what impact this would have on the budget. Chief Financial Officer Patricia A. Nisco answered that 2% had been budgeted for, so this would not make much of a difference. On a motion by Christopher B. T. Coffin, seconded by Megan J. M. Whitton, it was,

RESOLVED, that the Board of Directors of the Ogdensburg Bridge & Port Authority approves a 3.5% Cost of Living Adjustment for Management/Confidential Administrative Assistants for 2022; and be it,

FURTHER RESOLVED, that the increase will be retroactive to January 1, 2022.

A vote was called.

AYES: Megan J. M. Whitton
Toni Kennedy
Jennifer Quirk-Pickman
Christopher B. T. Coffin
Vernon D. Burns

MOTION CARRIED

3. Approval of Management/Confidential Salary Schedule for Executive Director, Chief Financial Officer & Airport Manager. The Management/Confidential Compensation Policy, as approved at the October 07, 2021 Board Meeting, states the annual adjustment factor for salaries will be set annually by the Ogdensburg Bridge & Port Authority Board of Directors at the November Board Meeting each year. It is recommended by the Personnel Committee that a 10% salary increase

be extended to Management/Confidential positions of: Executive Director, Chief Financial Officer, and Airport Manager for 2022. This increase will be retroactive to the 1st of January 2022. On a motion by Jennifer Quirk-Pickman, seconded by Toni Kennedy, it was,

RESOLVED, that the Board of Directors of the Ogdensburg Bridge & Port Authority approves a 10% salary increase be extended to Management/Confidential positions of: Executive Director, Chief Financial Officer, and Airport Manager for 2022; and be it,


FURTHER RESOLVED, that increase will be retroactive to January 1, 2022.


A vote was called.

AYES: Toni Kennedy
Jennifer Quirk-Pickman
Christopher B. T. Coffin
Vernon D. Burns
Megan J. M. Whitton

MOTION CARRIED

The next meeting date was confirmed for Thursday, March 10, 2022 at 4:00 PM. Executive Director Steven J. Lawrence stated that there was a need for Executive Session under Section 105 § 1d and §1h of the Open Meetings Law. On a motion by Jennifer Quirk-Pickman, seconded by Megan J. M. Whitton, the meeting moved into Executive Session at 5:10 PM. On a motion by Jennifer Quirk-Pickman, seconded by Christopher B. T. Coffin, the meeting resumed at 5:25 PM. Executive Director Steven J. Lawrence stated that there was no action to be taken out of the Executive Session. On a motion by Megan J. M. Whitton, seconded by Jennifer Quirk-Pickman, the meeting adjourned at 5:25 PM.


Megan J. M. Whitton
Vice-Chairperson


Vernon D. Burns
Chairperson

OGDENSBURG BRIDGE AND PORT AUTHORITY
BOARD MEETING
THURSDAY, FEBRUARY 10, 2022 – 4:00 PM

- I. Meeting Called to Order by Chairperson Vernon D. Burns at 4:00 PM.
- II. Letters and Communications to the Board.
- III. Approval of Board Minutes:
 - January 13, 2022
- IV. Reports
 - Presentations and Reports:
 - 1. Committee Reports:
 - a) Finance Committee
 - b) Personnel Committee
 - 2. Reports:
 - a) Income/Expense Report
 - b) Bridge Traffic Report
 - c) Airport Activity/Occupancy Report
 - d) Port Activity Report
 - e) Building Occupancy Report
 - f) Industrial/Commercial Prospect Report
- V. Unfinished Business. None.
- VI. Business Items.
 - A. General Administration
 - None
 - B. Ogdensburg-Prescott International Bridge
 - 1. Approval of Supplemental Lease Agreement No. 3 with Demers, Inc.
 - C. Commerce Park
 - 1. Approval of Lease Supplement No. 9 with T-Base Communications
 - 2. Approval of Supplemental Lease Agreement No. 7 with West End Asset Management
 - D. Ogdensburg International Airport
 - None
 - E. Port of Ogdensburg
 - None
 - F. Other Such Matters

VII. Concluding Comments from Citizens, Board Members, and/or Authority Staff.

VIII. Next Meeting Dates:

March 10, 2022	Thursday	4:00 PM	_____	(Proposed)
April 7, 2022	Thursday	4:00 PM	_____	(Proposed)
May 12, 2022	Thursday	4:00 PM	_____	(Proposed)
June 9, 2022	Thursday	4:00 PM	_____	(Proposed)
July 14, 2022	Thursday	4:00 PM	_____	(Proposed)
August 18, 2022	Thursday	4:00 PM	_____	(Proposed)
September 15, 2022	Thursday	4:00 PM	_____	(Proposed)
October 13, 2022	Thursday	4:00 PM	_____	(Proposed)
November 10, 2022	Thursday	4:00 PM	_____	(Proposed)
December 15, 2022	Thursday	4:00 PM	_____	(Proposed)

IX. Adjournment

Dated: February 7, 2022



Steven J. Lawrence
Executive Director

/amg

Ccs

Board of Directors:

Mr. Vernon D. "Sam" Burns, Chairperson
Ms. Megan J. M. Whitton, Vice Chair
Mr. Christopher B. T. Coffin, Treasurer
Mr. David King, Secretary
Ms. Jennifer Quirk-Pickman, Member
Ms. Nicole Terminelli, Member
Ms. Toni Kennedy, Member

Staff:

Mr. Steven J. Lawrence, Executive Director
Ms. Patricia A. Nisco, CFO
Ms. Stephanie Saracco, Airport Manager
Mr. Robert F. Mujica, Jr., Division of the Budget
Ms. Karen Persichilli Keogh, Secretary to the Governor

Press:

Mr. Tom Graser, WDT
Ms. Monica Sandreczki, North. Country Public Radio
Ms. Dawn Merz, Radio Station WNCQ/WPAC
Mr. Keith Benman, WWNY TV-7
Mr. Jimmy Lawton, North Country Now
Mr. Jim Leven, Community Broadcasters

OGDENSBURG BRIDGE & PORT AUTHORITY
STATEMENT OF FINANCIAL POSITION
as of December 31, 2021

ASSETS: Things that OBPA OWNS

Current Assets:

Cash - Checking Accounts	\$	239,654	
Cash - Reserves & Other Restricted Accounts		1,287,600	①
Cash - Security Deposits		5,647	
Accounts Receivable		323,506	
Grants Receivable		22,370	
Investments		-	
Inventories		50,510	
Prepaid Expenses		25,719	
Total Current Assets	\$	1,955,006	

Fixed Assets:

Land & Land Improvements	\$	46,678,770	
Buildings & Building Improvements		89,277,544	
Machinery & Equipment		7,492,913	
Vehicles		1,494,752	
Furniture & Fixtures		142,506	
Signage		181,132	
Bond Issuance Costs - 2017 Series		200,883	
Total Fixed Assets	\$	145,468,500	
Less Accumulated Depreciation		<u>(69,267,211)</u>	
Net Fixed Assets	\$	76,201,289	

Other Assets:

1,492,959

Construction in Progress

\$ 30,127,321 ②

TOTAL ASSETS \$ 109,776,575

LIABILITIES: Things OBPA OWES

Current Liabilities:

Accounts Payable - Regular	1,064,174	③
Accounts Payable - NYS Retirement	285,124	
Accounts Payable - NYS TIGER & Bridge Repair	125,332	
Current Portion of Long Term Debt	\$ 701,518	
Accrued Expenses	22,939,930	
Total Current Liabilities	<u>25,116,078</u>	

Other General Liabilities

(120,024)

Long Term Liabilities

Long Term Portion of Long Term Debt	10,100,390	④
Total Long Term Liabilities	<u>10,100,390</u>	

Capital

74,680,132

TOTAL LIABILITIES 109,776,575

(0)

①	Restricted Accounts - Top 5 Bank Accounts	
	Debt Service Reserve Fund - Wilmington Trust	499,795
	Tompkins Trust Security Reserve Deposit	313,568
	M&T Deposit-Bond Payment Reserve Funds	276,401
	Consolidated Reserve Fund - CBNA	170,136
	Parking Lot Operations - MAPCO Account	17,591
		<u>1,277,491</u>
	8 Additional Restricted Bank Accounts share the balance	10,109
②	Construction in Progress - Top 4 Projects	
	TIGER Grant Painting/Rehab Project	19,259,036
	Harbor Deepening Project	7,171,877
	MASLF	1,883,001
	Airport Entitlement Grant - Equipment	707,729
		<u>29,021,642</u>
	8 Additional Projects share the balance	1,105,679
③	Regular Accounts Payable - Top 6 Vendors	
	Greenman-Pederson, Inc. (GPI) Bridge Repair Project	299,776
	MB Companies	128,361
	E-Transit - Maintenance Fees	87,150
	The Wladis Law Firm	64,139
	McFarland Johnson	60,719
	Baseline King - MALSF Project	58,506
		<u>698,650</u>
	105 Additional Vendors share the balance	365,524
④	Long Term Debt - Top 5 Debt Instruments	
	Taxable Bond - 2017 Series (Airport)	6,085,000
	Mortgage - Tompkins Trust (Majority Airport)	2,778,689
	Term Loan w/ CBNA (Used to be LOC - Airport)	444,856
	Line of Credit - Tompkins Trust (Originally - Airport)	280,000
	Term Loan - Tompkins Trust (Airport)	190,000
		<u>9,778,545</u>
	4 Additional Debts share the balance	321,845

OGDENSBURG BRIDGE & PORT AUTHORITY: DECEMBER 2021 BUDGET TO ACTUAL

	Monthly Budget	Monthly Actual	Over/ (Under)	YTD Budget	YTD Actual	Over/ (Under)
INCOME						
Bridge Revenue	166,605	224,731	58,126	1,454,433	1,812,224	357,791
Airport Revenue	28,948	37,832	8,884	222,099	339,991	117,892
Airport Revenue - Fuel Sales	9,300	17,053	7,753	126,414	303,301	176,887
Industrial Park Campus Revenue	72,175	76,367	4,192	655,646	677,022	21,376
Marine Terminal (Port) Revenue	143,173	119,412	(23,761)	535,917	1,437,658	901,741
Railroad Revenue	0	0	0	25,000	8,388	(16,612)
Wind Turbine Revenue	0	0	0	1,035,121	0	(1,035,121)
TOTAL INCOME	420,201	475,395	55,194	4,054,630	4,578,584	523,954

EXPENSES

BRIDGE EXPENSE						
Salary Expense	76,315	95,792	19,477	763,170	813,157	49,987
Employee Benefits	254,332	231,100	(23,232)	639,803	521,346	(118,457)
Maintenance Expense	5,527	6,027	500	64,739	75,888	11,149
Bridge Maintenance Expense	324	42	(282)	19,102	14,555	(4,547)
Utility Expense	7,926	7,625	(301)	91,715	58,343	(33,372)
General Expenses	25,877	35,092	9,215	349,336	451,245	101,909
Interest Expense	16,142	6,911	(9,231)	40,475	49,398	8,923
Legal Expense	8,992	15,069	6,077	80,925	76,617	(4,308)
TOTAL BRIDGE EXPENSES	395,435	397,658	2,223	2,049,265	2,060,548	11,283

AIRPORT EXPENSE

Salary Expense	21,300	28,045	6,745	213,010	251,492	38,482
Employee Benefits	56,085	58,595	2,510	143,873	141,637	(2,236)
Maintenance Expense	1,794	5,243	3,449	16,144	118,781	102,637
Fuel Sales Expense	0	31,093	31,093	45,000	176,692	131,692
Utility Expense	6,143	7,262	1,119	49,142	50,891	1,749
General Expenses	16,005	107,502	91,497	224,065	459,917	235,852
Interest Expense	51,512	44,785	(6,727)	463,604	407,419	(56,185)
Legal Expense	6,425	21,792	15,367	57,825	81,704	23,879
TOTAL AIRPORT EXPENSES	159,264	304,318	145,054	1,212,662	1,688,532	475,870

INDUSTRIAL PARK EXPENSE

Salary Expense	476	1,096	620	4,768	4,165	(603)
Employee Benefits	263	117	(146)	2,631	706	(1,778)
Maintenance Expense	1,896	618	(1,278)	17,301	20,061	2,761

	Monthly Budget	Monthly Actual	Over/ (Under)	YTD Budget	YTD Actual	Over/ (Under)
Utility Expense	3,683	1,473	(2,210)	58,185	27,132	(31,053)
General Expenses	3,410	5	(3,405)	30,689	23,594	(7,095)
Interest Expense	250	0	(250)	2,250	1,866	(384)
TOTAL INDUSTRIAL PARK EXPENSES	9,978	3,309	(6,669)	115,823	77,524	(38,152)
MARINE TERMINAL (PORT) EXPENSE						
Salary Expense	25,600	19,237	(6,363)	230,400	208,073	(22,327)
Employee Benefits	30,273	53,910	23,637	96,499	141,444	56,131
Maintenance Expense	2,652	6,999	4,347	33,150	127,266	94,116
Utility Expense	5,378	2,498	(2,880)	46,401	34,950	(11,451)
General Expenses	18,559	28,925	10,366	169,351	146,455	(22,896)
Interest Expense	0	0	0	0	731	731
Legal Expense	0	0	0	0	10,524	10,524
TOTAL MARINE TERMINAL EXPENSES	82,462	111,569	29,107	575,801	669,443	104,828
WIND TURBINE EXPENSE						
Salary Expense	19,165	0	(19,165)	268,304	0	(268,304)
Maintenance Expense	34,147	0	(34,147)	478,060	0	(478,060)
General Expenses	21,428	0	(21,428)	300,000	0	(300,000)
Interest Expense	2,500	0	(2,500)	22,500	10,036	(12,464)
TOTAL WIND TURBINE EXPENSES	77,240	0	(77,240)	1,068,864	10,036	(1,058,828)
RAILROAD EXPENSES	0	0	0	0	5,825	5,825
BORDER STATION EXPENSES	0	0	0	0	16,703	16,703
TOTAL EXPENSES	724,379	816,854	92,475	5,022,415	4,528,612	(493,804)
OPERATING INCOME (Net Gain/(Loss))	(304,178)	(341,459)		(967,785)	49,972	
CARES ACT Reimbursements	0	271,901	271,901	850,000	1,121,943	271,943
OPERATING INCOME (Net Gain/(Loss))	(304,178)	(69,558)		(117,785)	1,171,915	
Principal-Current Portion of Long Term Debt	83,795	59,837	(23,958)	754,157	612,874	(141,283)
2.5% Non Reimbursed OBPA Grant Portion	13,047	12,134	(913)	117,427	24,555	(92,872)
OPERATING INCOME (Net Gain/(Loss))	(401,020)	(141,528)		(989,369)	534,487	



Airport Occupancy Report

Facility	Total SF	Airport	Rentable	Occupant	Expiration	Rate	
ARFF/FBO		100%	0%	OBPA	N/A		
Conventional Hangar	3672 interior		3668 3.5 S.F.	OBPA SITA	N/A 5/6/22 renewed annually	\$500 mo	
GSE Building	5978 interior	2989	2989	Skywest OBPA	3/31/2024	\$1,500 mo.	
T-Hangars	11550 exteior	956 S.F.	10,594 Hangar #1 Hangar #2 Hangar #3 Hangar #4 Hangar #5 Hangar #6 Hangar #7 Hangar #8 Hangar #9 Hangar #10	Robertson Frank Richardson Fred Proven Jim Phillips Mark Mueller Pete Bogardus Steven Williams Bird Tate Jr. unoccupied Frank Richardson	9/30/2022 7/31/2021 8/31/2022 9/30/2022 8/31/2022 8/31/2022 6/14/2022 12/31/2021 4/19/2021	\$215 mo \$215 mo \$215 mo \$215 mo \$215 mo \$215 mo \$215 mo \$215 mo \$215 mo	
		478 478		OBPA OBPA			
Terminal Building	10800		440 558 2913 5919 126	TSA Skywest Public/Utility Per Turn/Public Concession	N/A 3/31/2024 3/31/2024 unoccupied		

Updated 2/4/2022



Passenger Activity Report
2022

	Flights	Enplaned	Flt. Load	Non Rev.	Flt. Load	Deplaned	Non Rev.	Total
Jan	45	608	27%	19	28%	620	23	1270
Feb								
March								
April								
May								
June								
July								
Aug								
Sept								
Oct								
Nov								
Dec								
2022 Total	45	608	27%	19	28%	620	23	1270
2021 Total	613	10292						
2020 Total:	548	4279						
2019 Total:	806	12115						

2020 Enplanements with Allegiant 8944
 2019 Enplanements with Allegiant 22438

	Flights	Enplaned	Flt. Load	Deplaned	Total
2020	41	4665	64%	4774	9439
2019	84	11268	76%	17561	28829

**January
Salt Log**

Date	North American	Morton	ARS	Comments
3-Jan	1588.45		226.42	7 Thaw/50 white/7 ARS
4-Jan	1774.83		424.39	7 Thaw/53 white/13 ARS
5-Jan	2242.44	32.31	358.83	21Thaw/57white/1 Morton/11ARS
6-Jan	1833.71	21.33		14Thaw/45white/1 Morton
7-Jan	1226.18			9 thaw/ 29 white
10-Jan	1835.93	42.6		7 thaw/ 51 white/ 2 Morton
11-Jan	1805.27			7 thaw/ 51 white
12-Jan	1717.98		208.35	4 thaw/ 49 white/ 6 ARS
13-Jan	1330.07	65.21	136.81	1 thaw/39 white/2Morton/4 ARS
14-Jan	2018.41	34.09	385.98	16 thaw/ 52 white/1 Morton/ 14 ARS
18-Jan	2006.91		370.35	11 thaw/54 white/ 15 ARS
19-Jan	1979.88	32.96	230.82	2thaw/62white/1Morton/9ARS
20-Jan	1865.64		452.25	4thaw/ 54 white/18 ARS
21-Jan	1221.49	19.83	331.87	8thaw/32white/1Morton/ 15 ARS
24-Jan	1301.13	40.49	680.51	6thaw/41 white/2Morton/28 ARS
25-Jan	1616.81		615.68	8thaw/48white/23 ARS
26-Jan	1850.44	21.9	580.22	8thaw/51white/1Morton/21ARS
27-Jan	1251.44	47.48	449.51	4thaw/38white/2Morton/ 16 ARS
28-Jan	1094.4	44.06	432.85	7thaw/26white/2Morton/15ARS
31-Jan	1505		571.45	9thaw/36white/21ARS
TOTAL	33066.41	402.26	6456.29	

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 10, 2022 BOARD MEETING**

Agenda Item B. Ogdensburg-Prescott International Bridge
1. Approval of Lease Agreement Supplement No. 3 with Demers, Inc.

REPORT:

Staff has negotiated Lease Agreement Supplement No. 3 with Demers, Inc. for 120 square feet of office space in Room 201A of the Bridge Administration Building for a one-year period from February 1, 2022 through January 31, 2023 at a rate of \$140 per month including utilities.

All other terms and conditions of the original Lease Agreement shall remain in full force and effect and are hereby ratified and affirmed.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to execute Lease Agreement Supplement No. 3 with Demers, Inc. for 120 square feet of office space in Room 201A of the Bridge Administration Building for a one-year period from February 1, 2022 through January 31, 2023 at a rate of \$140 per month including utilities, and be it;

FURTHER RESOLVED, that all other terms and conditions of the original Lease Agreement shall remain in full force and effect and are hereby ratified and affirmed.

INITIATOR/PREPARER: Patricia Nisco/A.M. Grabetz APPROVED BY: 

MOTION PASSED BY: _____ Unanimous: Yes No

SECONDED BY: _____ Abstained By: _____

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 10, 2022 BOARD MEETING**

Agenda Item C. Commerce Park

2. Approval of Lease Agreement Supplement No. 7 with West End Asset Management

REPORT:

Staff has negotiated Lease Agreement Supplement No.7 with West End Asset Management for 500 square feet of office space in Suite C of Commerce Park Campus Building 1 for a two-year period from January 1, 2022 through December 31, 2023 at a rate of \$300 per month including utilities.

All other terms and conditions of the original Lease Agreement shall remain in full force and effect and are hereby ratified and affirmed.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to execute Lease Agreement Supplement No. 7 with West End Asset Management for 500 square feet of office space in Suite C of Commerce Park Campus Building 1 for a two-year period from January 1, 2022 through December 31, 2023 at a rate of \$300 per month including utilities, and be it;

FURTHER RESOLVED, that all other terms and conditions of the original Lease Agreement shall remain in full force and effect and are hereby ratified and affirmed.

INITIATOR/PREPARER: Patricia Nisco/A.M. Grabetz APPROVED BY: _____



MOTION PASSED BY: _____

Unanimous: Yes No

SECONDED BY: _____

Abstained By: _____

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 10, 2022, BOARD MEETING**

Agenda Item C. Commerce Park

1. Approval of Lease Supplement No. 9 with T-Base Communications

REPORT:

The Authority has prepared a Lease Supplement No. 9 with T-Base Communications USA Inc. for 1,061 square feet of space in Building #4 in Commerce Park for the period January 1, 2022, through December 31, 2022. The base rate associated with this agreement is \$6.50 per square foot per year.

In addition, heat and light utilities are included in this supplemental agreement.

All terms and conditions concerning insurance pertinent to the leased space shall be stipulated in the original Lease Agreement.

Staff recommends approval of this supplemental agreement.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to execute Lease Supplement No. 9 with T-Base Communications USA Inc. for 1,061 square feet of space in Building #4 in Commerce Park for the period January 1, 2022, through December 31, 2022. The base rate associated with this agreement is \$6.50 per square foot per year; and be it,

FURTHER RESOLVED, that heat and light utilities are included in this supplemental agreement; and be it,

FURTHER RESOLVED, that all terms and conditions concerning insurance pertinent to the leased space shall be stipulated in the original Lease Agreement.

INITIATOR/PREPARER: Steve Lawrence/ Anne Marie Grabetz APPROVED BY: 

MOTION PASSED BY: _____ Unanimous: Yes No

SECONDED BY: _____ Abstained By: _____

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 10, 2022 BOARD MEETING**

Agenda Item F. Other Such Matters
1. Approval of Wage Schedules

REPORT:

To reflect the annual change in minimum wage and the expiration of wage scales previously approved, the Authority's pay scales for seasonal bridge crewmembers, seasonal maintenance summer help, and part time/relief toll collectors require updating. Attached are the three pay scale schedules.

Staff recommends approval of these pay scales effective April 1, 2022.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to implement the attached three pay scale schedules for seasonal bridge crewmembers, seasonal maintenance summer help, and part time/relief toll collectors; and be it,

FURTHER RESOLVED, that these scales be approved for implementation on April 1, 2022.

INITIATOR/PREPARER: Patricia Nisco/A.M. Grabetz APPROVED BY: _____

MOTION PASSED BY: _____ Unanimous: Yes No

SECONDED BY: _____ Abstained By: _____

**OGDENSBURG BRIDGE & PORT AUTHORITY
WAGE SCALES EFFECTIVE 01 APRIL 2022**

Wages will increase in subsequent years on the 1st of April each year

BRIDGE CREWMEMBER WAGE SCHEDULE

	Hourly Rate 2022	Hourly Rate 2023	Hourly Rate 2024	Hourly Rate 2025
Grade 9-S	\$25.00	\$25.50	\$26.00	\$26.50

PART TIME/RELIEF TOLL COLLECTORS WAGE SCHEDULE

Hourly Rate 2022	Hourly Rate 2023	Hourly Rate 2024	Hourly Rate 2025
\$16.50	\$16.75	\$17.00	\$17.25

SEASONAL PART-TIME MAINTENANCE STAFF WAGE SCHEDULE

Wage rates will follow The Minimum Wage Act (Article 19 of the New York State Labor Law) as posted annually. The 2022 hourly wage rate is \$15.00 per hour.

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 10, 2022 BOARD MEETING**

Agenda Item F. Other Such Matters

2. Approval of Management/Confidential Salary Schedule for Administrative Assistants

REPORT:

The Management/Confidential Compensation Policy, as approved at the October 07, 2021 Board Meeting, states the annual adjustment factor for salaries will be set annually by the Ogdensburg Bridge & Port Authority Board of Directors at the November Board Meeting each year.

It is recommended by the Personnel Committee that a 3.5% Cost of Living Adjustment be extended to Management/Confidential Administrative Assistants for 2022. This increase will be retroactive to the 1st of January 2022.

RESOLUTION:

RESOLVED, that the Board of Directors of the Ogdensburg Bridge & Port Authority approves a 3.5% Cost of Living Adjustment for Management/Confidential Administrative Assistants for 2022; and be it,

FURTHER RESOLVED, that increase will be retroactive to January 1, 2022.

INITIATOR/PREPARER: Patricia Nisco/A.M. Grabetz APPROVED BY: _____

MOTION PASSED BY: _____ Unanimous: Yes No

SECONDED BY: _____ Abstained By: _____

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 10, 2022 BOARD MEETING**

Agenda Item F. Other Such Matters

3. Approval of Management/Confidential Salary Schedule for Executive Director, Chief Financial Officer & Airport Manager

REPORT:

The Management/Confidential Compensation Policy, as approved at the October 07, 2021 Board Meeting, states the annual adjustment factor for salaries will be set annually by the Ogdensburg Bridge & Port Authority Board of Directors at the November Board Meeting each year.

It is recommended by the Personnel Committee that a 10% salary increase be extended to Management/Confidential positions of: Executive Director, Chief Financial Officer, and Airport Manager for 2022. This increase will be retroactive to the 1st of January 2022.

RESOLUTION:

RESOLVED, that the Board of Directors of the Ogdensburg Bridge & Port Authority approves a 10% salary increase be extended to Management/Confidential positions of: Executive Director, Chief Financial Officer, and Airport Manager for 2022; and be it,

FURTHER RESOLVED, that increase will be retroactive to January 1, 2022.

INITIATOR/PREPARER: Patricia Nisco/A.M. Grabetz APPROVED BY: _____

MOTION PASSED BY: _____ Unanimous: Yes No

SECONDED BY: _____ Abstained By: _____

https://www.nny360.com/magazines/nnybusiness/topstories/nny-q-a-airport-expansion-and-goals-soar/article_016843df-0e30-5854-94da-dae407668568.html

NNY Q&A: Airport expansion and goals soar

By TOM GRASER

tgraser@wdt.net

Jan 19, 2022



Ogdensburg Bridge and Port Authority Executive Director Steve Lawrence stands in the baggage claim area at Ogdensburg International Airport. Christopher Lenney/NNY Business

Significant upgrades are needed at the Ogdensburg International Airport if it wants to remain competitive and attract passengers from the region, including Canada, according to the recent application for \$20 million submitted to the state Department of Transportation.

Steven J. Lawrence, the executive director of the Ogdensburg Bridge and Port Authority, sat down with NNY Business to talk about the future of the airport as it comes out of the pandemic.

Mr. Lawrence has been part of the OBPA since 2001, when he signed on as a facility manager. In 2008 he was named director of operations and took the reins as executive director in March of 2020 just in time to navigate the authority through the pandemic and the accompanying closure of the Canadian border.



NNYB: What's the situation right now at the airport. How many flights are going in and out?

LAWRENCE: We have 12 flights a week with Sky West which is our EAS Airline, that's Essential Air Service. Sky West flies into Dulles in Washington. Two days it's just one flight and then the other five days there's two flights.

NNYB: Now that the Canadian border is open has traffic at the airport improved?

LAWRENCE: It has only slightly because for one thing, we don't have the flights directly to Florida at this time of year, but people can access them anywhere in the country, with a flight from Ogdensburg to Washington to wherever – Nashville, Orlando, Miami, Denver. And, the prices are pretty reasonable, but currently, we don't have a direct flight to the south, to Florida and warmer climates.

NNYB: Recently you applied for a \$20 million grant. What will that do for the airport?

LAWRENCE: What we're trying to do is to expand the airport facilities to include space that will take care of the airport, but also when it's not use, it would be a community space for gatherings or any number of things. The community space would be like a multipurpose room. You've probably been to weddings at large hotels where they have dividing walls. And you could actually have two weddings or three or whatever. That would be kind of what we're shooting for. You could scale the space when you've had a conference or a seminar, And then you could pull that out on the weekend

and you'd have a show, an art show, a trade show, or flower and garden shows. The idea would be to combine the space so that when it's not being used strictly for the airport, that you can bring the community in.

NNYB: The community space aside, will this also help with the operation of the airport?

LAWRENCE: Oh definitely. Currently, the airport manager has space over on the general aviation side, not in the airport, because things are just so small. We had to give up space to the airlines and things like that. So we'd move the manager back, but also, we could have a conference room that you could use for operations meetings. We're going to upgrade the baggage area. And try to make that passenger experience seamless to where it's more enjoyable to go out of our airport.

NNYB: Are there other uses for the space?

LAWRENCE: Oh, yeah. For example, probably four or five years ago, you'd think I was crazy, if I said you needed to have a pop up clinic for the community, that you could totally isolate like they did at SUNY Potsdam. Or say there was an ice storm or something where you needed to open up for a few days and you turn that into a community shelter to get through some kind of troubling time, whether it's weather or some kind of disaster.

NNYB: Part of the plan is to have a more modern passenger experience?

LAWRENCE: If you travel now, everything's touchless, from ticketing to baggage to bathrooms. You have HVAC systems that filter air and bring in fresh air. In the parking lots, you have EV chargers, and then to reduce our carbon footprint some of the operations might require solar panels, or the reuse of rainwater. One thing we might do would be where you come in and get off the planes, it's kind of a plaza area, we'd heat the concrete to 40 degrees. It takes care of the majority of snow so passengers don't have to walk through slush.

NNYB: Do you think making all these upgrades would help to lure back a low cost carrier like Allegiant?

LAWRENCE: Definitely. It's amenities and facilities that they don't have to apologize for. Low cost carriers have a different model than the legacy carriers like United or American. Some of the airports they go into are alternate airports, and generally those aren't the most used. But the idea

would be to modernize so that whether it's a Spirit, Allegiant or Frontier that they want to come back here they know for a small regional airport it's in pretty nice shape

NNYB: What do you think the likelihood is of another one coming back is? Allegiant did pretty well when they were here.

LAWRENCE: In January and February of 2020, we were on track to have our best year for passenger enplanements. So things were really going well, and then just all of that, went off a cliff, right? One thing Canadian fliers like that I know from talking to a lot of people, is that once you cross into here, crossing from over the bridge, you're clear. So if you want to go to Chicago, or you want to go west and you're in Ottawa, you probably fly into Toronto and then you land in Chicago, you've got to go through customs. So you can take out one step by coming here and just, so you just do Customs at the bridge, you just say I'm going to fly out of Ogdensburg and once you're here you go through security and you're done. So it's a lot less cumbersome. It's not standing in lines with your bags and your carry-ons and everything. I think it turns out to be a plus, I mean, it's kind of a remote thing to advertise.

NNYB: How important is the general aviation side of the airport?

LAWRENCE: It's important because we sell a lot of fuel. And if you get a reputation for handling executive jets, it's lucrative.

NNYB: Is the general aviation doing as well or better or worse than during the pandemic?

LAWRENCE: It was down, but it's rebounded. Fuel sales have been very good, which is an important thing and we manage to stay competitive.

NNYB: We've talked previously about how the OBPA is a basically an economic development agency for the region. How does the airport fit in with your other operations?

LAWRENCE: If we were looking for a corporate client or someone that's interested in, a building or building a building in the commerce park, we can point to the airport. You can get flights out of here to the rest of the world fairly quickly, It's kind of your welcoming, to the area, when people come into an area and you're flying that's the first thing you see and you get an impression from that. So, with our grant we've talked about probably putting on the wall a map of the St. Lawrence River from the thousand Islands all the way up through or, working with the Remington or Fort de la

Presentation for installments to introduce people to the area. We want to try to present a welcoming facility, so people that fly in have a good impression. We are working harder to make the commerce park a lot more welcoming. We have a walking trail. We are working on a childcare facility. If you are working there you can walk in a safe manner on the trail or bike, or run or whatever. During your break you can go visit your child at the childcare. I just think that makes for better employees. And I think, too, that's what corporations are looking for. So we're trying to improve things in the area that will attract more businesses.

Thomas Graser

St. Lawrence/Franklin County Editor

Slowly self-propelled. Two-time cancer survivor. Nearly 30-year newspaper veteran.

https://www.nny360.com/top_stories/local-group-eyeing-obpa-land-for-dog-park-board-air-concerns/article_b44c5a6f-9997-5fac-8c4e-f3d416c5f758.html

Local group eyeing OBPA land for dog park; board air concerns

By ANDY GARDNER
agardner@wdt.net
Jan 15, 2022



The proposed location for the Maple City Dog Park on Ogdensburg Bridge and Port Authority land. Provided photo

OGDENSBURG — The Ogdensburg Bridge and Port Authority board on Thursday evening heard from a local woman who is trying to open a dog park and is eyeing OBPA land.

Colleen Kilroy, from a group that has named itself Maple City Dog Park, said the group has set up a board of directors and is pursuing nonprofit status from the Internal Revenue Service. But, she said, “first and foremost, we need a location, a plot of land.”

Ms. Kilroy said the group is looking at charging a small fee to use the park, payable when one goes through a registration process. She said they would only allow “healthy, vaccinated dogs” on the premises.



“We’re going to kind of screen the dogs ... Not every dog is appropriate for a dog park,” she said.

Ms. Kilroy said the park would be enclosed by a chain link fence at least 6 feet tall, and there would be an airlock-style entry to go in and out.

To enter, a dog owner would open a gate, close it behind them, then go through a second gate to get into the park. Exit would be vice versa. She said this is to prevent dogs from escaping through an open gate.

There would also be separate, designated areas for large dogs and small dogs, she said.

OBPA board members aired their concerns about the proposal and didn’t take any formal action on the matter.

Board member Jennifer Quirk-Pickman said she believes the proposed system would “attract just responsible dog owners.” However, she was concerned about how the park’s rules would be enforced.

“Where is the responsibility and accountability? ... (for example) a dog is aggressive, someone is bitten, someone is not picking up their waste,” Ms. Quirk-Pickman said. “I know your board is not going to be there policing it. Who’s going to be responsible for accountability?”

Ms. Kilroy said the park would be covered by liability insurance and it would be a “self-policing kind of park.”

“If people are paying to use this park, they’re going to be taking the time to take care of it,” she said.

OBPA Executive Director Steven J. Lawrence said he would have to see “more than just a chain link fence” before he’s comfortable with it.

“I would probably want to see a beginning phase that brings you to an operational standpoint where everybody feels comfortable in it,” he said.

“We want to have it as functional as possible before we open it,” Ms. Kilroy replied.

Board member Toni Kennedy asked if the group has an alternative location in case the OBPA proposal doesn’t fly. Ms. Kilroy said her board is also looking at a “small plot by the community garden by Fort La Presentation.”

Ms. Kennedy also asked if the Maple City Dog Park organization had begun fundraising.

“This is our first step. We haven’t started fundraising yet,” Ms. Kilroy said. “We wanted to have an actual place in line first before we started asking folks for money.”

Andy Gardner

https://www.nny360.com/opinion/editorials/editorial-keep-service-going-ogdensburg-international-airport-needs-skywest-replacement/article_ba7ddd75-e117-5db9-a455-defb54428910.html

Editorial — Keep service going: Ogdensburg International Airport needs SkyWest replacement

Jan 23, 2022



Air travelers at Ogdensburg International Airport board United Express flight 5101, bound for Dulles International Airport in Virginia, on Wednesday. Christopher Lenney/Watertown Daily Times

Bringing SkyWest Airlines to the Ogdensburg International Airport several years ago was an excellent move, one that complemented the facility's growing status as a major regional hub for travel.

So the news nearly two weeks ago that SkyWest will cease being Ogdensburg's Essential Air Service carrier was indeed disappointing. Its twice-daily flight schedule to Dulles International Airport just outside of Washington, D.C., offered tremendous benefits.

In a prepared statement, SkyWest said it was leaving Ogdensburg due to “navigating staffing challenges generated by a surge in COVID-19 cases ...” The airlines further stated: “As a result of these challenges, we expect to discontinue United Express service at Ogdensburg this spring. We are working to minimize the impact to customers and our people. SkyWest ground staff at Ogdensburg will be offered various options, including transfer opportunities within the company.”

SkyWest also opted to pull its service from Plattsburgh International Airport. It’s unfortunate that the airlines is abandoning Northern New York. The problems stemming from the novel coronavirus pandemic will not last forever, and SkyWest’s decision to leave is perhaps premature.

U.S. Sen. Charles Schumer, D-N.Y., responded quickly when he heard this news. He sent a letter to U.S. Secretary of Transportation Pete Buttigieg to urge him to help identify another EAS carrier as soon as possible. He also wants the U.S. Department of Transportation to issue a hold-in order to ensure SkyWest maintains its regular schedule at Ogdensburg until a new provider is established.

“Cutting back Essential Air Service to the Ogdensburg and Plattsburgh airports is the wrong way to go for Northern New York,” Schumer said in a news release. “As the north country continues to recover from the economic impacts of the [coronavirus] pandemic and the extended closure of the northern border, maintaining consistent and reliable air service to other hubs across the [United States] is essential to the region’s recovery.”

The EAS program is vital to rural communities across the nation, including those in Northern New York. It’s the only way to entice major airlines to many smaller communities.

This federal initiative has been a lifeline to local cities and villages. It has provided transportation options to people seeking to travel to other parts of the country. It also has enhanced business opportunities by linking regions hosting a variety of companies.

“The EAS program was developed after the airline industry was deregulated in 1978. Deregulation meant airlines could decide which markets to serve and how much to charge for services,” according to a story published Wednesday by the Watertown Daily Times (<http://wdt.me/MrGBPx>). “This led to a scarcity of air service in rural communities where operating costs were higher and populations were smaller and less dense. The EAS program was put into place to guarantee air service to those underserved communities.”

It's important to find a good air carrier to replace SkyWest as soon as possible. The Ogdensburg Bridge and Port Authority has made significant improvements to the airport, and the facility has become the pre-eminent transportation hub in this region.

In 2016, the OBPA completed a \$26 million project to improve the airport. Work included a 1,200-foot extension of the airport runway as well as construction of a new terminal building and adjacent 400-space parking lot. This allowed the airport to lure airlines with larger jets, thus increasing flight options to additional destinations.

Last year, the OBPA applied for a \$20 million grant through the Upstate Airport Economic Development and Revitalization Initiative, overseen by the state Department of Transportation. These funds would be used to renovate the airport's terminal. The grant would be a worthy investment in this valuable city asset.

We appreciate Schumer's involvement in the situation with the airport. Hopefully, another provider can be named soon so that service at Ogdensburg will not be disrupted.



SkyWest service to continue until replacement found, says Stefanik

BY JEFF CHUDZINSKI
North Country This Week

OGDENSBURG – With the announcement that SkyWest will pull out of Ogdensburg airport, the North Country is left waiting to see what company will touchdown there to replace them when they leave.

Under regulations from the Essential Air Service agreements, SkyWest is legally obligated to continue service until a replacement is found.

The agreements also obligate the company to provide 90 days notice before terminating service.

SkyWest's pending departure leaves only one stable air service providing flights out of the North Country – Boutique Air in Massena.

Congresswoman Elise Stefanik played a critical role in bringing SkyWest to the Ogdensburg airport and continues to be involved as SkyWest makes plans to pull out.

The decision was announced on Jan. 12 that SkyWest would end service at Ogdensburg airport. Stefanik said she immediately took action upon the announcement.

"I reached out immediately to SkyWest, as well as the Department of Transportation and FAA to find a solution quickly for Ogdensburg," Stefanik said in a recent interview with NCTW.

Stefanik said she knows the value of the flights, having taken many herself to both Ogdensburg and Plattsburgh. SkyWest also announced on Jan. 12 they would end service to Plattsburgh in 90 days as well.

Stefanik said discussions have already started to find replacements for both Ogdensburg and Plattsburgh.

"Community feedback is absolutely essential and I have already heard from a large number of constituents regarding their concerns. Once the DOT has compiled a list of viable alternatives, community feedback will be essential. Once the communities have voiced their support, I will step in to ensure we bring the best air service possible to the North Country," Stefanik said.

The effects of COVID-19 have played a critical role at the airport as well, Stefanik said.

"Being closed for 22 months has exacerbated an already difficult time for the North Country. That is exactly why I fought so hard for the families and businesses of the North Country, to reopen the border and bring Canadians back to the area. Our local businesses rely on the support of our neighbors and the airport especially, it can't be understated," Stefanik said.

Staffing shortages have also played a huge role in the downturn of air travel, with more than 2,200 flights canceled nationwide after the start of the New Year.

Staffing also played a critical role in local air services, with Boutique Air recently announcing a change in scheduling to one plane handling all flights daily, citing crew and pilot limitations.

"We need to incentivize people to go back to work. Extended unemployment benefits have only hurt local businesses and the economy as a whole. It is definitely a crisis and one that has disproportionately affected the North Country. We are aware of the staffing issues and are working on solutions but unconstitutional mask mandates from President Biden, some that have been struck down by the Supreme Court, have only made matters worse," Stefanik said.

Stefanik said she and Congressional Republicans have worked on bipartisan solutions like direct Federal aid to assist air service and the EAS in particular.

"We need to do more to assist right now, these are critical airports to the North Country and we need to ensure they have the best possible services," Stefanik said.

Air travel has been difficult for families, between COVID restrictions, rising case numbers and the shear cost, Stefanik said.

"Families can't afford it right now, inflation is out of control and needs to be addressed. It is the worst it has been in over 40 years, since before I was even born. We need a balanced budget, that is the first step to fighting inflation," Stefanik said.

She said Democratic spending has gone out of control, in particular the Build Back Better Plan that appears destined for the scrap heap following a recent vote in the Senate that saw only 48 Senators support the bill.

"Democrats keep pushing for higher taxes to cover the spending. We have supply chain and labor issues and a weaker economy than we did under President Trump. The response from Democrats to raise taxes shows just how out of touch with voters they are," Stefanik said.

One thing is certain; SkyWest will continue service until an alternative air service is found.

"Despite everything, I am confident we can find a viable solution for the North Country and Ogdensburg airport in particular. We had a number of applicants before and I know the DOT and FAA will ensure we find the best possible service for years to come," Stefanik said.

ADVERTISEMENT

Schumer takes steps to keep air service in Ogdensburg



Ogdensburg International Airport (WWNY)

By 7 News Staff

Published: Jan. 19, 2022 at 3:02 PM EST | Updated: 18 hours ago



WATERTOWN, New York (WWNY) - U.S. Senator Chuck Schumer is going to bat for the airports in Ogdensburg and Plattsburgh.

Last week, SkyWest Airlines served 90 days notice it is [pulling out of both cities](#). A pandemic-induced slump in business is believed to be the reason.

On Wednesday, Schumer said he has launched a major push to secure a new carrier.

In the meantime, he is calling on the U.S. Department of Transportation to prohibit SkyWest from ending service until a new carrier starts up.

ADVERTISEMENT

The New York Democrat is also asking transportation officials to meet with airport officials about efforts to find a new airline.

Schumer, the senate majority leader, called both airports indispensable assets to the economic growth of their communities.

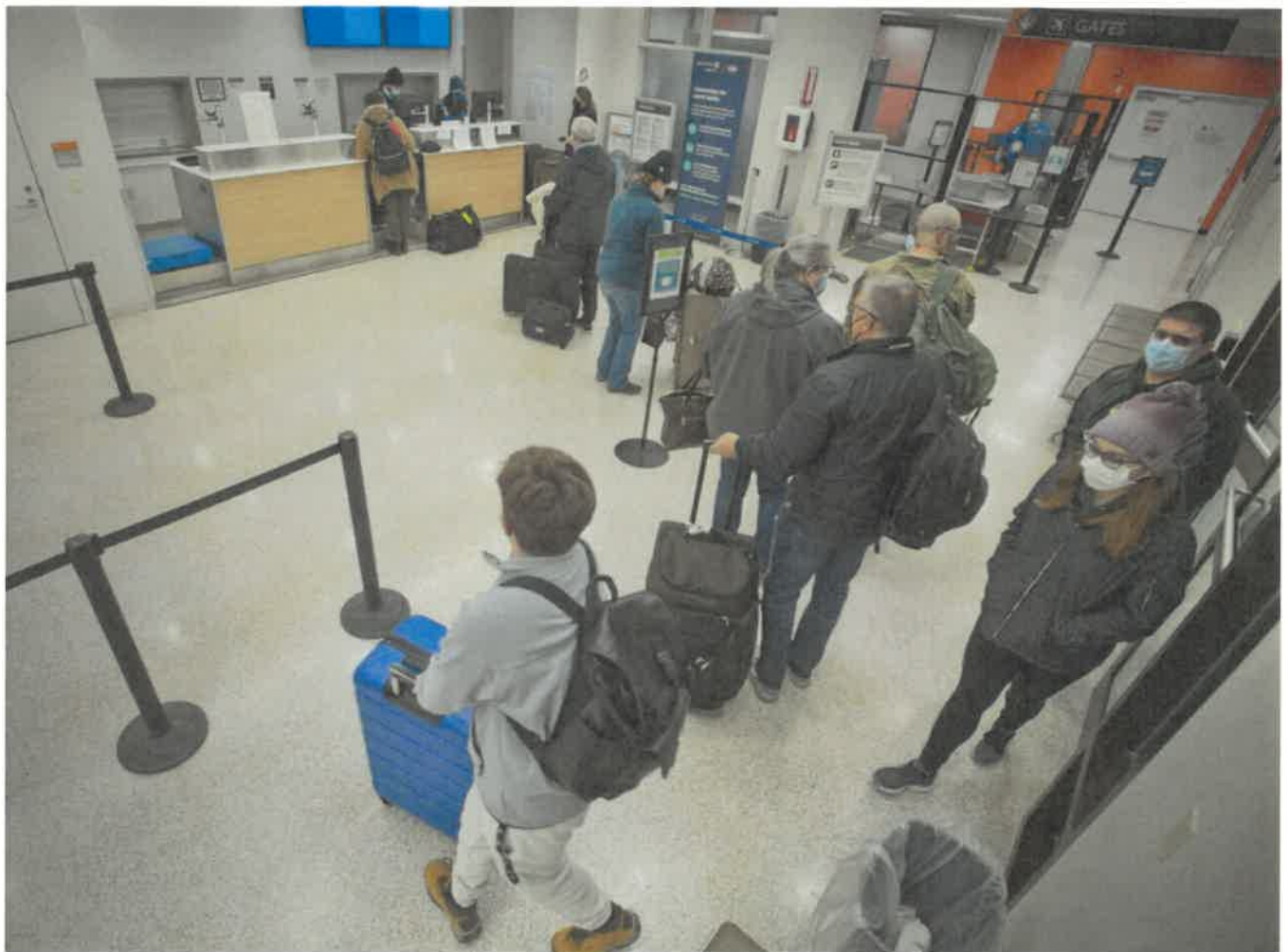
https://www.nny360.com/news/stlawrencecounty/skywest-pulling-out-of-ogdensburg-airport-flight-schedule-to-stay-the-same-until-new-eas/article_99f375f5-e10d-5aa0-ae61-74b3f20a7418.html

SkyWest pulling out of Ogdensburg airport; flight schedule to stay the same until new EAS provider found

By ANDY GARDNER

agardner@wdt.net

Jan 12, 2022

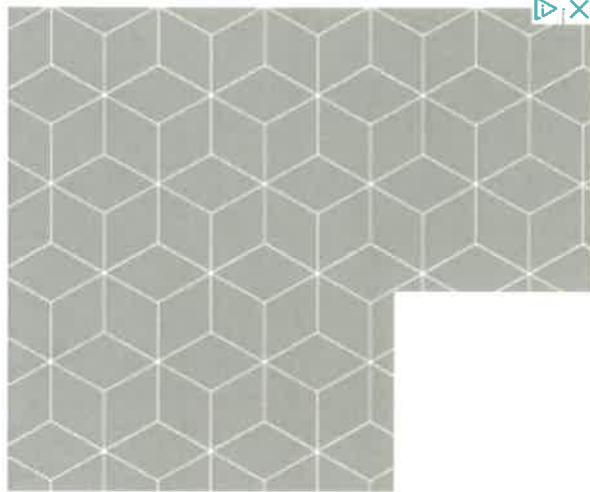


Passengers enter the queue as they arrive at Ogdensburg International Airport and wait to check in Wednesday at the SkyW ticket counter. Christopher Lenney/Watertown Daily Times

OGDENSBURG — SkyWest is leaving the Ogdensburg International Airport as its Essential Air Service provider, but flight schedules won't change until there's a new airline in place.

In response to a request for comment, SkyWest emailed a prepared statement that cites “navigating staffing challenges generated by a surge in COVID-19 cases” as the reason for departing Ogdensburg.

“As a result of these challenges, we expect to discontinue United Express service at Ogdensburg this spring,” the statement reads. “We are working to minimize the impact to customers and our people. SkyWest ground staff at Ogdensburg will be offered various options, including transfer opportunities within the company.”



The Ogdensburg Bridge and Port Authority in a prepared statement said it was given a 90-day notice on Jan. 11, so the airline is looking at stopping service in mid-April.

“Skywest is required to remain until a new service is in place at OGS,” the OBPA said. “In the interim, the current Skywest flight schedule remains the same.”

OBPA Executive Director Steven J. Lawrence said although he can’t comment on SkyWest’s reasons for leaving, there has been a substantial drop in passenger numbers since the coronavirus pandemic started in 2020.

“We’re very disappointed. We had strong passenger count numbers and support from communities across the north country and Canada,” Mr. Lawrence said in a Wednesday phone interview. He added that the Ogdensburg airport saw over 10,000 enplanements in 2021, which is below pre-pandemic levels.

He said the 2020 border closure “reduced Canadian passengers dramatically.”

“And with COVID, people just weren’t flying,” he said.

Mr. Lawrence said the Ogdensburg-Prescott International Bridge, operated by the OBPA, has also seen a dramatic decrease in crossings compared to 2019 levels.

“When we first started (the pandemic in 2020), traffic was down roughly 88% in the first part of 2020, then it went to around 82% for the last part of 2020. We’ve kind of carried that number right through until the border opened, and when the border opened it was 65% of what it should be from that month in 2019,” Mr. Lawrence said. “OBPA does know how the pandemic has affected business, travel and leisure, tourism and things like that. We also run the bridge and that’s been very hard on us with the closure. We understand what it’s like to accommodate travel and business during COVID. It’s been very difficult.”

The OBPA’s next step is to work with the U.S. Department of Transportation, which administers the Essential Air Service program, to issue a request for proposals for airlines who want to be considered for the new EAS carrier in the city.

Essential Air Service is a federal subsidy that pays airlines to fly in and out of small, rural airports, connecting them to larger hubs that they wouldn’t otherwise have access to.

“We are committed to working with all parties involved to provide our community continued air service for upcoming travel to and from Ogdensburg,” the OBPA said in its statement.

Andy Gardner

https://www.nny360.com/news/stlawrencecounty/ogdensburg-bridge-and-port-authority-board-wants-city-to-explain-security-contract-overages/article_50302ee9-bbe2-5b12-869e-5639fa647f7a.html

Ogdensburg Bridge and Port Authority board wants city to explain security contract overages

By ANDY GARDNER

agardner@wdt.net

Feb 1, 2022



Ogdensburg International Airport. Matt Curatolo/Johnson Newspapers

OGDENSBURG — The Ogdensburg Bridge and Port Authority's chief financial officer says the Ogdensburg Police Department is over their 2021-22 contracted amount for security services at Ogdensburg International Airport, and is trying to get an explanation from the city.

OBPA officials discussed the matter during their Monday Finance Committee meeting.

"Airport security is already \$10,000 to \$15,000 over the full year budget. And we do not have an answer yet as to why that is," OBPA Chief Financial Officer Patricia Nisco told the committee. That would be for the OBPA's fiscal year, April 1, 2021, to March 31, 2022.

OBPA has a contract with the city for Federal Aviation Administration-required services at the airport that covers from Jan. 1, 2021, to Dec. 31, 2023. For that, the OBPA pays \$185,000 annually, billed as \$15,416 per month, with additional time at \$48 per hour. That pays for two full-time city police officers to support daily passenger pre-flight screening and flight departure, according to the contract.

OBPA Executive Director Steven J. Lawrence on Tuesday said the authority board "just wanted to have a better understanding" of the overages.

"Sometimes they'll say there's extra hours, and we just wanted to have an explanation of that," he said.

He said the reason for not getting an answer right away could be because the city doesn't have a full time comptroller.

“All Patty did was email,” Mr. Lawrence said. “She just wants a better explanation and she’ll take that to the board.”

“It does seem it is appropriate to try to resolve it and bring it along somehow,” OBPA board member Christopher Coffin said during the Monday meeting. “It’s typical to go, let’s say peer to peer, might be chairman of the board and mayor, executive director and so forth ... I would look for some way to address this, whether we need to have a discussion at the board level or say we’re interested in having this resolved or cleared up somehow.”

The city comptroller’s office did not respond to a request for comment.

Andy Gardner

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Millions of dollars earmarked for SLC freight rail projects



Money (MGN)

By 7 News Staff

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ALBANY, New York (WWNY) - Millions of dollars are headed to St. Lawrence County to improve its freight rail infrastructure.

Governor Kathy Hochul announced \$76.4 million in funding for 38 projects across the state.

More than \$5.6 million in state grants are earmarked for St. Lawrence County for the following projects:

- \$1.833 million to the New York & Ogdensburg Railway Company toward safety and service reliability enhancements, including the rehabilitation and upgrade of a five-mile section of the track to Class 1 standards.
- \$1.111 million to the Ogdensburg Bridge and Port Authority toward the reconstruction of the East Wharf and West Wharf tracks and repairs to Terminal Warehouse No. 2.
- \$900,000 to the St. Lawrence County Industrial Development Agency toward the rehabilitation of existing track, including replacing ties, timbers, switches, rail anchors and signals.
- \$1.832 million to the St. Lawrence County Industrial Development Agency Local Development Corporation toward safety and service reliability enhancements, including the rehabilitation of the lead track and bridge over the Oswegatchie River.

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Reviving railroads in St. Lawrence County

By [Keith Benman](#)

Published: Feb. 4, 2022 at 4:43 PM EST



OGDENSBURG, New York (WWNY) - They'll be working on the railroads in St. Lawrence County. And that means they'll be able to work faster and smarter at a port, a paper mill and an aluminum smelter.

People always notice cargo movement at Ogdensburg's port. But there's a lot moving in and out by rail as well.

Now almost \$3 million in state grants will help upgrade key tracks so that they can bring "10 tons more of product in on a rail car so that you have less rail cars and then you're able to move more product for customers," said Steve Lawrence, Ogdensburg Bridge & Port Authority executive director.

The grants will also be used to put a new roof on a warehouse and to improve a rail spur running to the railroad's engine house in Norfolk. The grants were [announced by Governor Kathy Hochul Thursday](#).

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The rail projects at the port are not the only ones that will be going on in the county. The same state program will also be funding rail projects in Gouverneur and Massena.

A \$1.8 million grant will help Dunn Paper in Gouverneur reopen a rail spur to its mill. It's a \$4.5 million project in all and includes rehabilitating a bridge over the Oswegatchie River.

"The trucking situation in the country right now is tough, especially in the north country," said Matt Hartle, Dunn Paper mill manager. "So, it's definitely good for us to get more materials by rail."

It should also help take trucks off Gouverneur roads. In Massena, a \$900,000 grant will aid in improving a rail line running to Alcoa.

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The state Department of Transportation administers the grants as part of its Passenger and Freight Rail Assistance Program.

"This is a great program – having investment that serves companies that are selling products from St. Lawrence County all over the country and all over the world, and have been here a long time, and employ a great number of people," said

Patrick Kelly, St. Lawrence County Industrial Development Agency CEO.

Regional Pilot Shortage: SkyWest Looks At Schedule Reductions

By Jay Singh Published 3 days ago

SkyWest is facing challenges as a result of higher demand for pilots and a time lag in hiring and onboarding. Thus, it is seeking targeted reductions.

Regional carrier SkyWest is facing a shortage of pilots. As a result, it is looking at reducing frequencies and service as it manages staffing and allocates its pilots on more higher-yield routes and operations. SkyWest has already indicated it expects to fly fewer block hours in 2022 than 2021, but it went further and has also filed with the US Department of Transportation (DOT) to cut frequencies on some Essential Air Service (EAS) routes.

SkyWest seeks EAS reductions

SkyWest participates in the United States' Essential Air Service (EAS) program. Under this program, the DOT works with local communities to offer subsidies for air service to destinations that may otherwise not have enough demand to warrant flights from commercial airlines. Airlines offer proposals for service and, in a process that includes community stakeholders, the DOT selects an airline to provide flights and awards them a subsidy. However, this program does not allow airlines to exit markets or reduce frequencies unilaterally or without notice. As a result, SkyWest has alerted the DOT that it will be reducing the frequency of EAS service from twelve weekly round trips to ten weekly round trips for the following EAS communities:

- Alamosa, Colorado (ALS)
- Scottsbluff, Nebraska (BFF)
- Dodge City, Kansas (DDC)
- Fort Dodge, Iowa (FOD)
- Hays, Kansas (HYS)
- Laramie, Wyoming (LAR)
- North Platte, Nebraska (LBF)
- Liberal, Kansas (LBL)
- Pueblo, Colorado (PUB)
- Vernal, Utah (VEL)
- Cape Girardeau, Missouri (CGI)
- Decatur, Illinois (DEC)
- Mason City, Iowa (MCM)
- Muskegon, Michigan (MKG)
- Fort Leonard Wood, Missouri (TBN)
- International Falls, Minnesota (INL)

Separately, SkyWest will also reduce its frequency of EAS flights from 12 roundtrips per week to seven roundtrips per week in Ogdensburg (OGS) and Plattsburgh (PBG).

Broader reductions

SkyWest offered some guidance on its 2022 outlook when it provided its fourth-quarter results last week. Citing staffing challenges, the airline anticipated a reduction in its block hours in 2022 to be down around 10-15% compared to its 2021 block hours.

Robert Simmons, Chief Financial Officer at SkyWest, stated the following on the carrier's fourth-quarter earnings call:

"We expect block hour production in 2022 to be down 10 to 15% from 2021 production, related to the staffing imbalance as we focus on growing our ERJ fleet and pulling down some of our CRJ fleet. The staffing challenges related to COVID, mix, and attrition have extended our COVID transition for another year or two."

Fleet-wise, SkyWest is focused on its Embraer E175 aircraft. These higher-gauge regional jets are in high demand from major airlines, and SkyWest will be inducting nearly 50 E175s between 2022 and early 2023 for operations. At the same time, it will be managing its CRJ regional fleet, which includes the CRJ200, CRJ700, and CRJ900.

SkyWest is facing a shortage of pilots. As a result, it is devoting as many of its pilots as possible to support the flights of higher-gauge CRJ and E175 aircraft and reducing block hours on its CRJ200 aircraft. Broadly speaking, the higher-gauge aircraft provide some of the better financial returns.

The reductions in EAS cities are on CRJ200 aircraft, including on some routes operated under the United Express banner. Photo: Vincenzo Pace | Simple Flying

SkyWest's model in the context of these cuts

SkyWest operates regional jets on behalf of major airlines. Its flights from these EAS cities getting cut touch hubs for major US airlines, which offer connecting services for travelers to and from those destinations. SkyWest traditionally follows the lead of the major carriers' network planners and scheduling decisions. However, there are some markets where the airline does flying on its own accord. This is pro-rate flying, and it impacts a relatively small percentage of the airline's operations.

Nevertheless, the reductions in these operations will mostly impact customers with connecting itineraries. SkyWest did indicate that it is mainly making these reductions due to staffing and the interest of preserving operational integrity and not out of a desire to exit markets.

About The Author

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Deputy Content Manager & Lead US Journalist - Jay's extensive travels and experience with premium products has given him incredible insight into the wider landscape of commercial aviation. Cited by TIME and Intelligent Aerospace, among others, and interviewed by major outlet NPR, Jay's focus on route planning and fleet developments allow him to dig deeper into the stories behind the headlines. Based in Washington DC, United States. Follow him on social media for all his latest travel updates.

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