

**OGDENSBURG BRIDGE & PORT AUTHORITY
BOARD MEETING
THURSDAY, FEBRUARY 12, 2026**

- I. Meeting to be Called to Order by Chair Vernon D. Burns at 5:00 PM.
- II. Letters and Communications to the Board.
- III. Approval of Board Minutes
 - A. January 8, 2026 Annual Board Meeting Minutes
- IV. Reports
 - A. Presentation and Reports
 - 1. Committee Reports
 - i. Personnel Committee
 - 2. Reports
 - i. Financial Reports
 - ii. Bridge Traffic Report
 - iii. Airport Activity Report
 - iv. Airport Event Report
 - v. Port Activity Report
 - vi. Economic Development Report, Including Building Occupancy
- V. Unfinished Business
- VI. Business Items
 - A. General Administration
 - 1. Approval of Phase 1 of Strategic Upgrades to the OBPA Toll System
 - 2. Approval of New Maintenance Proposal with E-Transit for Toll Booth Hardware & Software
 - B. Ogdensburg International Bridge
 - 1. Approval of Supplemental Agreement No.3 – Federal Aid Local Project Agreement (PIN 7754.28) for the OBPA Bridge Maintenance and Rehabilitation Project
 - C. Commerce Park
 - None
 - D. Ogdensburg International Airport
 - 1. Approval of McFarland-Johnson, Inc. Design Proposal, Task Order No. 07, for Engineering and Design Services for the Ogdensburg International Airport Water Main Extension Project (AIRNY PIN 7A03.02, NYS Contract No. K007644
 - 2. Approval of Grant Offer with the New York State Department of Transportation to Construct Terminal Renovation and Expansion: Bid Package Phase 2.
 - 3. Approval of Grant Offer with the New York State Department of Transportation to Construct Terminal Renovation and Expansion

4. Approval of Grant Offer with the New York State Department of Transportation to Construct Terminal Renovation and Expansion: Bid Packages Phase 2.

- E. Port of Ogdensburg
None
- F. New York & Ogdensburg Railroad
None
- G. Border Station
None
- H. Other Such Matters
1.

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

VIII. Next Meeting Dates:

March 12, 2026	Thursday	5:00 PM _____	(Proposed)
April 9, 2026	Thursday	5:00 PM _____	(Proposed)
May 14, 2026	Thursday	5:00 PM _____	(Proposed)
June 11, 2026	Thursday	5:00 PM _____	(Proposed)
July 9, 2026	Thursday	5:00 PM _____	(Proposed)
August 13, 2026	Thursday	5:00 PM _____	(Proposed)
September 10, 2026	Thursday	5:00 PM _____	(Proposed)
October 8, 2026	Thursday	5:00 PM _____	(Proposed)
November 12, 2026	Thursday	5:00 PM _____	(Proposed)
December 10, 2026	Thursday	5:00 PM _____	(Proposed)

IX. Adjournment.

Dated: February 12, 2026



Patricia Nisco
Chief Financial Officer

Board of Directors:

Mr. Vernon D. "Sam" Burns, Chair
Ms. Megan J.M. Whitton, Vice Chair

Ms. Nicole Terminelli, Treasurer

Ms. Jennifer Quirk-Pickman, Secretary
Mr. David King, Member
Ms. Toni Squires, Member
Ms. Diana Para, Member

Staff:

Mr. Steven J. Lawrence, Executive Director
Ms. Patricia Nisco, Chief Financial Officer

Mr. Anthony Adamczyk, Dir. of Economic Development.

Mr. James Chase, Director of Operations
Mr. Charlie Garrelts, Airport Manager
Ms. Susan Davis, Airport Event Coordinator
Ms. Andrea Loran, Executive Accountant

Press:

Mr. Tom Graser, WDT
Ms. Monica Sandreszki, North Country Public Radio
Ms. Dawn Merz, Radio Station WNCQ/WPAC

Mr. Jimmy Lawton, North Country Now
Mr. Jim Levin, Community Broadcasters

OGDENSBURG BRIDGE & PORT AUTHORITY

ANNUAL BOARD MEETING

THURSDAY, JANUARY 8, 2026

The Annual meeting of the Board of Directors of the Ogdensburg Bridge and Port Authority was held in the Great Room conference room at the Ogdensburg International Airport on Thursday, January 8, 2026, at 5:00 PM.

The following were present:

Vernon D. Burns, Chairperson
Megan J. M. Whitton, Vice-Chairperson
Jennifer Quirk-Pickman, Secretary
Nicole Terminelli, Treasurer
Toni Squires, Member

ALSO: Jennifer Granzow, Counsel
Steven J. Lawrence, Executive Director
Anthony Adamczyk, Director of Economic Development
James D. Chase, Director of Operations
Susan Davis, Airport Event Coordinator
Charlie Garrelts, Airport Manager
Andrea Loran, Executive Accountant
Patricia A. Nisco, Chief Financial Officer

ABSENT: David D. King, Member
Diana Para, Member

I. Board Chair Vernon D. Burns called the meeting to order at 5:04 PM.

II. Letters and Communications to the Board.

III. Approval of Board Minutes:
December 2025

On a motion made by Jennifer Quirk-Pickman, seconded by Megan J.M. Whitton, the meeting minutes were approved.

IV. Report from Nominating Committee

Election of Officers

On a motion by Jennifer Quirk-Pickman, seconded by Megan J.M. Whitton, it was moved that the following slate of officers be elected:

Chairperson – Vernon D. Burns
Vice Chairperson – Megan J.M. Whitton
Treasurer – Nicole Terminelli
Assistant Treasurer – David King
Secretary – Jennifer Quirk-Pickman
Assistant Secretary – Toni Squires
Member – Diana Para

Designation of Staff:

Executive Director – Steven J. Lawrence
Chief Financial Officer – Patricia Nisco

A vote was called

AYES: Nicole Terminelli
Jennifer Quirk-Pickman
Vernon D. Burns
Megan J.M. Whitton

MOTION CARRIED

On a motion by Jennifer Quirk-Pickman, seconded by Megan J.M. Whitton, it was moved that Other Appointments be named:

Counsel: Wladis Law Firm (U.S.); Gowling Lafleur Henderson LLP (Canada)

Newspapers for Legal Notices: Watertown Daily Times

Banks: Community Bank, N.A., M&T Bank N.A., Key Bank, Tompkins Trust, Watertown

Savings Bank, RBC (Royal Bank of Canada) and other Full-Service Commercial

Institutions

A voice vote was called. All in favor.

MOTION CARRIED

V. Reports

Presentations and Reports:

1. Committee Reports
None
2. Reports

Financial Report

- Highlights from the Balance Sheet – Statement of Financial Position: Accounts Receivable Regular is \$333,405; 96% of A/R either current or 1-30 days. Grants Receivable are \$5m. Construction in Progress is at \$27,216,276 with the largest construction in progress still the airport revitalization project at \$22,375,339. The Airport EA PH 1 Drainage & Terminal Area is still open at \$2,167,617; the Port-Dock Wall Expansion is just getting underway at \$795,782 and the childcare engineering and design phase is \$437,401. Accounts Payable Regular is at \$247,322. Project Accounts Payable is \$1.5m will be paid as soon as grants receivable are received. The top five restricted bank accounts are Royal Bank of Canada, Community Bank, N.A. and Wilmington Trust. The top ten regular accounts payable invoices have all been paid.
- Highlights from the Budget to Actual Report as of November, income sources under budget: toll revenue from the reduction in traffic crossing the bridge; event

space income was down as the great room was not finished on time & income was budgeted to come in earlier; salt revenue did not come into the Port as budgeted, the salt deliveries were more spread out than anticipated.

- Maintenance expenses at the airport, the largest one being the runway striping and new wells drilled at the FBO. Commerce Park Maintenance Expense continues to reflect the spring brush removal that was not budgeted, and repairs were made to the roof on Building 3. Maintenance Expense in the Bridge line includes replacing fins on the boiler at a cost of \$27,000. Debt service is right on target. Overages in employee benefit expenses occurred because the OBPA received and paid the NYSLRS invoice a month earlier than originally thought.

Bridge Traffic Report

- Executive Director, Steven J. Lawrence, reported that bridge traffic remains well below 2019 and 2024 levels largely due to tariff and border issues. Toll revenues continue to trend below budget projections.
- Loss of revenue for calendar year 2025 is \$975,925 using 2019 comparison.

Airport Activity Report

- Airport Manager Charlie Garrelts reported that December saw 34 flights, as one was diverted and a rescue flight came up the next day as well as the regularly scheduled flight.
- Completion rate remains at 100% as there have been no canceled flights. Almost 2,100 enplanements in December even with the weather issues, nothing was delayed greater than one hour.
- Year to date, almost 16,000 enplanements. Forecasting 1,200 enplanements for January compared to last January with 470, December 2024 with 700 and December 2023 with 400.
- The Raleigh leg is doing very well. In March, tickets sales for the Raleigh Durham flights are currently 75% full. In May, Tuesday, Wednesday and Saturday flights through RDU to Tampa, Fort Meyers and Orlando and on Tuesdays New Orleans.

Airport Event Report

- Event Coordinator Susie Davis reported that the Great Room continues to come together. The furniture has arrived and the first event will be the Child Care Roundtable on Thursday, January 15.
- People have been coming in for site tours, and the St. Lawrence County Tourism Director would like to hold their Wine, Beer and Craft Fair there as well as their annual dinner. The Psychic Fair will be moving from Canton to the OGS Great Room for their March and November events.

Port Activity Report

- Director of Operations James Chase reported 615 outbound trucks, 6 inbound railcars, and one inbound vessel, totaling 41,006 tons in cargo.

- The last salt vessel was received on December 22 with 18,000 tons of highway salt for an annual total of 116,595 tons.
- At month end, there is 76,846 tons of salt on site and 22,250 tons of highway salt and grain loaded, twice the volume of November.
- There were a few days in December when over 2,000 tons were moved and there have already been some days in January that over 3,000 tons have moved.

Economic Development Report

- Director of Economic Development, Anthony Adamczyk, reported building occupancy is at 95% And the new Café tenant should be in full operation by next month.

VI Unfinished Business
1. None

VII Business Items

- a. General Administration
None
- b. Ogdensburg International Bridge
None
- c. Commerce Park
None

d. Ogdensburg International Airport

1. Approval of RFP #2025-09 Award and Great Room Café Lease Agreement with O'Rita's Roasters LLC. On a motion from Toni Squires, seconded by Megan J.M. Whitton, it was,

RESOLVED, that the Executive Director is hereby authorized and directed to award under RFP #2025-09 the OGS Great Room Café food service concession to O'Rita's Roasters LLC, a certified Minority Business Enterprise (MBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE), and to execute a Lease Agreement with O' Rita's Roasters LLC for the operation of the Great Room Café and nonexclusive event catering at the Ogdensburg International Airport for a three (3) year term commencing on March 1, 2026 and terminating on February 28, 2029 at the following rates, exclusive of utilities:

Year	Monthly Rent	Annual Rent	Percentage of Gross Revenue
1	\$2,750.00	\$33,000.00	0%
2	\$2,750.00	\$33,000.00	10%
3	\$3,000.00	\$36,000.00	15%

AND BE IT FURTHER RESOLVED that O' Rita's Roasters LLC is also granted the first option to provide catering services for events that occur in the Great Room.

A vote was called

AYES: Jennifer Quirk-Pickman
Vernon D. Burns
Megan J.M. Whitton
Toni Squires
Nicole Terminelli

MOTION CARRIED

2. Approval to Purchase Runway De-icing Materials. On a motion from Megan J.M. Whitton, seconded by Jennifer Quirk-Pickman, it was

RESOLVED, that the Airport Manager is hereby authorized and directed to execute a Purchase Order with NewDeal for Runway De-icing Materials a cost not to exceed \$10,552.64.

A vote was called

AYES: Vernon D. Burns
Megan J.M. Whitton
Toni Squires
Nicole Terminelli
Jennifer Quirk-Pickman

MOTION CARRIED

e. Port of Ogdensburg

None

f. New York & Ogdensburg Railroad

None

g. Border Station

None

h. Other Such Matters

1. Approval of Airport Security Agreement. On a motion from Jennifer Quirk-Pickman, seconded by Nicole Terminelli, it was

RESOLVED, that the Executive Director is hereby authorized and directed to execute a contract with the City of Ogdensburg to provide Law Enforcement Officer services at the Ogdensburg International Airport for the period January 1, 2026, through December 31, 2026; and be it,

FURTHER RESOLVED, that services will be provided for \$20,000 per month for two (2) FTE LEOs, with any additional hours billed at \$57.69 per hour; and be it,

FURTHER RESOLVED, that the Ogdensburg City Police shall participate in Airport Operational training provided at the expense of the City of Ogdensburg pursuant to CFR 1542.221; and be it,

FURTHER RESOLVED, the Ogdensburg City Police shall participate in a four-hour training session on Airport-specific topics conducted by and at the expense of the Ogdensburg Bridge and Port Authority.

A vote was called

AYES: Megan J.M. Whitton
Toni Squires
Nicole Terminelli
Jennifer Quirk-Pickman
Vernon D. Burns

MOTION CARRIED

2. Approval of State Mandated Officer Appointments. On a motion from Toni Squires, seconded by Megan J.M. Whitton, it was

RESOLVED, that the Board of Directors of the Ogdensburg Bridge and Port Authority does hereby authorize and approve the following appointments for the period January 1, 2026 through December 31, 2026:

<i>Officer Title</i>	<i>Appointed Officer</i>
Contracting Officer	Executive Director
Liaison, Office of Prevention of Domestic Violence	Executive Director
Internal Control Officer	Board Action of March 4, 2019
Minority Women/Business Enterprise Officer	Chief Financial Officer
Ethics Officer	Executive Director
Data Coordinator	Chief Financial Officer
Records Access Officer	Executive Coordinator
Service-Disabled Veteran-Owned Business Officer	Chief Financial Officer
Sustainability Coordinator	Director of Operations

A vote was called

AYES: Toni Squires
Nicole Terminelli
Jennifer Quirk-Pickman
Vernon D. Burns
Megan J.M. Whitton

MOTION CARRIED

3. Approval of Change Order 001 with Energy Solutions Inc. On a motion from Nicole Terminelli, seconded by Toni Squires, it was

RESOLVED, that the Board of the Ogdensburg Bridge and Port Authority hereby authorizes and approves Change Order No. 001 with Energy Solutions Inc, in an amount not to exceed \$4,990.00 to be issued to Energy Solutions Inc, with such amount to be drawn from Allowance #1 of the Gateway Improvements Terminal Renovations Project, identified as NYSDOT PIN 7903.

BE IT FURTHER RESOLVED, that the Executive is authorized to take any and all actions necessary to execute this Change Order and ensure its proper incorporation into the project documentation.

A vote was called

AYES: Nicole Terminelli
Jennifer Quirk-Pickman
Vernon D. Burns
Megan J.M. Whitton
Toni Squires

MOTION CARRIED

Executive Director Steven J. Lawrence officially, and publicly, announced that April 10th will be his last day at the Ogdensburg Bridge & Port Authority as he will be retiring.

IX Next Meeting Date

The next Board meeting was proposed for Thursday, February 12, 2026 at 5:00 PM.

Susan will poll the Board to see if we have a quorum.

X Adjournment

On a motion by Jennifer Quirk-Pickman, seconded by Toni Squires, the meeting adjourned at 6:13 PM.

Jennifer Quirk-Pickman
Secretary

Vernon D. Burns
Chairperson

OGDENSBURG BRIDGE & PORT AUTHORITY
STATEMENT OF FINANCIAL POSITION
as of December 31, 2025

Current Assets:

Cash - Checking Accounts	\$ 111,927	
Cash - Reserves & Other Restricted Accounts	10,187,016	①
Cash - Security Deposits	153,749	
Accounts Receivable - Regular	281,440	
Grants Receivable	5,291,389	
Investments	-	
Inventories	12,908	
Prepaid Expenses	272,562	
Total Current Assets	<u>\$ 16,310,991</u>	

Fixed Assets:

Land & Land Improvements	\$ 48,424,249
Buildings & Building Improvements	108,711,370
Machinery & Equipment	8,946,184
Vehicles	2,018,770
Furniture & Fixtures	142,506
Signage	181,132
Bond Issuance Costs - 2017 Series	157,054
Total Fixed Assets	<u>\$ 168,581,265</u>
Less Accumulated Depreciation	<u>(88,098,671)</u>
Net Fixed Assets	<u>\$ 80,482,594</u>

Other Assets:

1,193,640

Construction in Progress

\$ 27,637,404 ②

TOTAL ASSETS \$ 125,624,629

Current Liabilities:

Accounts Payable - Regular	148,105	③
Accounts Payable - All Project A/P	1,837,895	
Current Portion of Long Term Debt	\$ 978,426	
Accrued Expenses	22,741,882	
Total Current Liabilities	<u>25,706,308</u>	

Other General Liabilities

2,726,978

Long Term Liabilities

Long Term Portion of Long Term Debt	7,193,418
Total Long Term Liabilities	<u>7,193,418</u>

Capital

89,997,924

TOTAL LIABILITIES 125,624,629

0

①	Restricted Accounts - Top 5 Bank Accounts	
	Royal Bank of Canada Investment	6,194,046
	Consolidated Reserve Fund - CBNA	2,214,028
	Debt Service Reserve Fund - Wilmington Trust	576,211
	M&T Bond Reserve Funds	377,097
	Tompkins Trust - Security Deposit	338,703
		<u>9,700,084</u>
	8 Additional Restricted Bank Accounts share the balance	486,932
②	Construction in Progress - Top 4 Projects	
	Airport Revitalization Project	22,696,903
	Airport EA PH 1 Drainage & Terminal Area	2,259,594
	Port - Dock Wall Expansion	803,369
	CIP - Building Construction (Childcare Bldg)	437,401
		<u>26,197,268</u>
	6 Additional Projects share the balance	1,440,136
③	Regular Accounts Payable - Top 7-10 Vendors	
	Ascent Aviation	77,102.26
	National Grid	16,980.86
	Credit Card Statements	16,812.03
	Global Industrial	5,585.10
	Energy 5	4,990.00
	MX Fuels	3,277.82
	Vertiv	2,602.71
	Liberty Utilities	2,428.58
	Trudeau Sand & Gravel	2,093.59
		<u>131,873</u>
	30 +/- Additional Vendors share the balance	16,232

OGDENSBURG BRIDGE & PORT AUTHORITY: DECEMBER 2025 BUDGET TO ACTUAL

	Monthly Budget	Monthly Actual	Over/ (Under)	YTD Budget	YTD Actual	Over/ (Under)
INCOME						
Bridge Revenue	313,491	270,151	(43,340)	2,871,173	2,470,787	(400,386)
Airport Revenue	25,469	54,933	29,464	263,372	559,054	295,682
Airport Revenue - Fuel Sales	21,143	21,885	742	207,916	250,170	42,254
Airport Revenue - Event Space	2,200	0	(2,200)	10,800	0	(10,800)
Commerce Park Campus Revenue	75,832	88,802	12,970	682,480	829,799	147,319
Marine Terminal (Port) Revenue	90,125	184,733	94,608	1,040,016	1,113,216	73,200
Marine Terminal - Interest Income	0	28,514	28,514	0	256,314	256,314
Railroad Revenue	0	0	0	0	24,794	24,794
TOTAL INCOME	528,260	649,018	120,758	5,075,757	5,504,133	428,376

EXPENSES

BRIDGE EXPENSE						
Salary Expense	116,681	195,129	78,448	1,158,615	1,179,789	21,174
Employee Benefits	263,651	49,830	(213,821)	725,189	617,911	(107,278)
Maintenance Expense	7,445	18,286	10,841	71,415	112,315	40,900
Bridge Maintenance Expense	0	1,051	1,051	82,989	43,411	(39,578)
Utility Expense	8,450	5,722	(2,728)	66,547	62,441	(4,106)
General Expenses	45,025	46,788	1,763	405,249	450,938	41,229
Legal Expense	9,750	81,122	71,372	108,500	332,846	224,346
TOTAL BRIDGE EXPENSES	451,002	397,928	(53,074)	2,618,504	2,799,651	176,687

AIRPORT EXPENSE

Salary Expense	47,887	68,708	20,821	403,605	397,069	(6,536)
Employee Benefits	63,730	15,287	(48,443)	186,438	205,950	19,512
Maintenance Expense	5,500	37,571	32,071	50,500	138,167	87,667
Fuel Sales Expense	10,532	77,102	66,570	125,870	142,245	16,375
Utility Expense	12,980	4,409	(8,571)	81,630	56,912	(24,718)
General Expenses	56,082	43,087	(12,995)	504,738	418,136	(86,602)
Interest Expense	0	11,866	11,866	28,875	106,371	77,496
Legal Expense	8,500	0	(8,500)	72,500	11,363	(61,137)
Event Space Expense	1,420	0	(1,420)	2,840	0	(2,840)
TOTAL AIRPORT EXPENSES	206,630	258,030	51,400	1,456,996	1,476,213	19,217

OGDENSBURG BRIDGE and PORT AUTHORITY
BRIDGE TRAFFIC FIGURES & COMPARISONS
CALENDAR YEAR 2026

	Auto Crossings		All Other Crossings		Total Crossings		Revenue	
	2026	2019	2026	2019	2026	2019	2026	2019
January 1								
-								
January 31	26,160	35,667	4,338	6,234	30,498	41,901	\$59,676.25	\$104,184.25
		-26.65%		-30.41%		-27.21%		

	Auto Crossings		All Other Crossings		Total Crossings		Revenue	
	2026	2025	2026	2025	2026	2025	2026	2025
January 1								
-								
January 31	26,160	33,841	4,338	5,635	30,498	39,476	\$59,676.25	\$89,303.75
		-22.70%		-23.02%		-22.74%		

Monthly
Income
Loss

Month	Auto Crossings		All Other Crossings		Total Crossings		Revenue		Monthly Income Loss
	2026	2019	2026	2019	2026	2019	2026	2019	
December									\$0.00
November									\$0.00
October									\$0.00
September									\$0.00
August									\$0.00
July									\$0.00
June									\$0.00
May									\$0.00
April									\$0.00
March									\$0.00
February									\$0.00
January	26,160	35,667	4,338	6,234	30,498	41,901	\$59,676.25	\$104,184.25	\$44,508.00
TOTALS	26,160	35,667	4,338	6,234	30,498	41,901	\$59,676.25	\$104,184.25	0

Loss of Revenue for Calendar Year \$44,508.00



Passenger Activity Report
 January - December 2026
 Breeze Airway

	Flights	Enplaned	Flt. Load	Non Rev.	Completion	On Time Performance	Flt. Load	Deplaned	Non Rev.	Total
BREEZE										
January	30	1,471	36%	0	93%	75%	38%	1,550	0	3,021
February										
March										
April										
May										
June										
July										
August										
September										
October										
November										
December										
2026 Total	30	1,471	36%	0			36%	1,550	0	3,021
2025 Total	382	16,184								
2024 Total	498	6,109								
2023 Total	511	5,322								
2022 Total	519	7,872								
2021 Total	613	10,292								
2020 Enplanements with Allegiant			8,944							
2019 Enplanements with Allegiant			22,438							

Minimum Monthly Passenger Count to Reach
 10,000 Enplanements in a Year 833



Ogdensburg Bridge and Port Authority
January Port Activity

	# of units	Sum of Tonnage
Vessels		
Inbound	-	
Outbound		
Trucks		
Inbound		
Outbound	1,108	33,595
Rail		
Inbound	5	490
Outbound		
Grand Total	1,113	34,085

Annual Summary

Salt		
Outbound		169353
Inbound		116595.1
Grain		
Outbound		7739
Inbound		6670



OGDENSBURG BRIDGE & PORT AUTHORITY
BUILDING OCCUPANCY REPORT
 February 12, 2026

Commerce Park Campus

<i>Building</i>	<i>% Occupied</i>	<i>Total SF</i>	<i>Available</i>	<i>Occupied</i>	<i>Tenant</i>
1	98%	30,000	750	7,356	Lincare
				5,708	6482228 Canada Inc.
				3,626	Oburg Parcel Service / AB Tech.
				1,650	Med-Eng
				1,217	Bluebird at Commerce Park
				424	Miracle Ear / Quality Hearing
				300	West End Asset Management
				211	KDM Analytics
				8,758	Non-Rentable
3	88%	15,000	1,773	7,971	Strader-Ferris
				4,860	AN Deringer
				256	5G Technologies USA
				140	Non-Rentable
4	67%	20,000	6,577	4,892	T-Base Communications
				3,566	6482228 Canada Inc.
				2,324	Day Automation
				1,516	DASNY
				850	Matrix Instruments
				275	Non-Rentable
6	100%	30,000	0	28,825	Strader-Ferris
				1,175	Non-Rentable
11	100%	40,000	0	20,000	Strader-Ferris
				20,000	Frank Ralphs, Inc.
12	100%	11,200	0	8,776	T-Base Communications
				2,424	NYS Legal Service
14	100%	24,000	0	23,220	Med-Eng
				780	Non-Rentable
	95%	170,200	9,100	161,100	

Bridge Administration Building

<i>Suite</i>	<i>% Occupied</i>	<i>Total SF</i>	<i>Available</i>	<i>Occupied</i>	<i>Tenant</i>
BAB	98%	5,316	120		
103				536	OBPA Economic Development
104				1,054	SUNY IT
201A			120	0	Vacant
201B				140	Cortech/Penski
201C				368	OBPA Executive Director
204				1,689	Stephens Media Group
205				207	Griffith/Lambert
206				182	Griffith/Lambert
207A				170	Dan Dodge
207B				220	Mack Global Engineering
208				158	Barbara Pleet
209				180	Knudsen Systems
210				292	Glenda Jones
	98%	5,316	240	5,196	

Port of Ogdensburg

<i>Building</i>	<i>% Occupied</i>	<i>Total SF</i>	<i>Available</i>	<i>Occupied</i>	<i>Tenant</i>
P2	100%	30,000	0	30,000	Compass Minerals/Thawrox
P3	100%	20,000	0	19,607	Ingredion - Grain Storage 393 NYOG Office
P4	100%	15,000	0	15,000	Corning
P5	33%	40,000	26,667	13,333	Ingredion - Grain Storage
P6	40%	20,000	12,000	8,000	Port Operations
P8	100%	23,000	0	23,000	Compass Minerals/Thawrox
Yard	100%	43,560	0	43,560	Steel Beam Storage
	80%	191,560	38,667	152,893	

Ogdensburg International Airport

<i>Building</i>	<i>% Occupied</i>	<i>Total SF</i>	<i>Available</i>	<i>Occupied</i>	<i>Tenant</i>
Terminal	100%	10,800	0	10,800	TSA/Trego-Dugan
Hangar	100%	3,672	0	3,672	OGS Equipment Storage
GSE	100%	6,324	0	3,162	Trego-Dugan 3,162 OGS Equipment Storage
T-Hangar	82%	11,550	2,072		
1				1,036	Robertson
2				1,108	Richardson
3				1,036	Proven
4				1,036	Weston
5			1,036	0	Vacant
6				1,036	Bogardus
7				1,036	Kelly
8				1,036	Tate
9				1,108	Oudheusden
10			1,036	0	Vacant
				1,046	Mechanical / Operations Storage
	94%	32,346	4,144	30,274	

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 12, 2026 BOARD MEETING**

Agenda Item A. General Administration

1. Approval of Phase 1 of Strategic Upgrades to the OBPA Toll System

REPORT:

The toll system of the Ogdensburg Bridge & Port Authority has had minimal upgrades since it was installed in 2015 by Etransit. To save money, some pieces of equipment for the toll system were taken from the old toll system and merged into the Etransit system.

The original December 2025 proposal with options for a phased approach all in total was \$492,625.00. Subsequently, the January 2026 submission proposed combining five options from the original proposal into a first phase of the upgrade process for a total cost of \$249,487.50. This phase one would address many of the most critical upgrades necessary for the toll system.

Staff has reviewed the original and phase one option of the proposal from Etransit to upgrade the Authority's toll system. Contingent upon receiving funding, staff recommend approving the Phase One Strategic Update of its toll system engaging Etransit.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to engage Etransit to complete the Phase One Strategic Update to its toll system for a cost not to exceed \$249,487.50.

INITIATOR / PREPARER Andrea Loran /Patricia Nisco

APPROVED BY:



MOTION MADE BY _____

Unanimous

Yes

No

SECONDED BY _____

Abstained



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www.etransit.us

December 2, 2025

Patricia Nisco
Chief Financial Officer
OGDENSBURG BRIDGE AND PORT AUTHORITY
1 Bridge Plaza
Ogdensburg, New York 13669

Dear Ms. Nisco,

Sub: Proposal for phased upgrade of the Toll System at OBPA.

Overview:

We are pleased to submit the following proposal in response to your request for E-transit to provide phased upgrades to the Toll System at OBPA. This proposal describes E-transit services for specifying, furnishing, and installing all necessary software and hardware solutions in each phase of the upgrade.

Background:

OBPA initially procured its current Toll Collection System from E-Transit in 2015. To extend service life and realize cost savings, many of the deployed components were re-purposed from the prior system, which had been operational prior to 2002.

This system has been in continuous, 24/7 revenue collection operation for over ten (10) years.

As the system and its underlying infrastructure have aged, we have observed performance fluctuations directly attributable to the degradation of aging equipment. To ensure continued reliability and efficiency, OBPA Management has requested that E-Transit undertake a comprehensive upgrade of the Toll System.

OBPA intends to proceed with this upgrade in a phased manner, aligning the project milestones with its internal budgetary decisions.

OBPA Toll System Review:

The E-Transit system was originally designed for exceptional accuracy and reliability. However, the passage of time has led to lifecycle obsolescence and a critical lack of spare availability for key system components and infrastructure. This is currently resulting in performance degradation and security vulnerabilities. To ensure continued system reliability and to promptly remediate data security concerns, the replacement of the existing aging hardware must be prioritized.

The following is a listing of critical components, their obsolescence status, and the corresponding failure impact on the Toll System.

Toll System Component	Impact of Failure	Compatibility of Spare Parts Available	Originally Installed	Notes
Lane Electronics Cabinet (4)				
Power Supplies	Yellow	Brand New Available	2015	
Opto22 Snap IO system	Yellow	Used market only	2015	
Relays	Yellow	Brand New Available	2015	
Circuit Breaker	Yellow	Brand New Available	2015	
Fiber to Ethernet Converter (2)	Yellow	Brand New Available	?	
Lanes 2 and 3				
Booth Under Counter Equipment (Lanes 2 and 3)				
Ethernet to RS232 Converter	Yellow	Brand New Available	2015	
Loop Detector	Red	Brand New Available	2015	
WebPower Switch	Red	Brand New Available	2015	
Fiber to Ethernet Converter	Yellow	Brand New Available	?	
Ethernet Switch	Yellow	Brand New Available	2015	
Power Supplies	Yellow	Brand New Available	2015	
Booth Countertop Equipment (Lanes 2 and 3)				
Touchscreen	Green	Brand New Available	2025	Recently replaced in 2025
Toll Terminal Controller	Red	Used market only	2015	
Barcode Reader	Red	Used market only	2015	
Receipt Printer	Red	Used market only	2015	
Prox Reader	Red	Used market only	2000s	Re-used from previous toll system
Credit Card Reader	Green	N/A	?	Supplied by OBPA and not integrated into the toll system
UPS	Red	Brand New Available	?	

PC Workstation (Collector Deposit Station)	Red	Used market only	2015	Recently refurbished to Win10, but runs software based on Win7
Roadway Equipment (Lanes 2 and 3)				
Traffic Light	Green	Brand New Available	2000s	
Patron Fare Display	Yellow	Used market only	2015	
In Ground Loop (4)	Red	Brand New Available	2000s	Failing in more than one lane. Re-used from previous toll system
In Ground Treadle	Red	Brand New Available	2000s	Has been failed/failing for some time in more than one lane. Re-used from previous toll system
NVR Camera	Yellow	Used market only		
Lanes 1 and 4				
Outdoor Enclosure Equipment (Lanes 1 and 4)				
Power Supplies	Yellow	Brand New Available	2015	
Relays	Yellow	Brand New Available	2015	
Booth Under Counter Equipment (Lanes 1 and 4)				
Ethernet to RS232 Converter	Yellow	Brand New Available	2015	
Loop Detector	Red	Brand New Available	2015	
WebPower Switch	Red	Brand New Available	2015	
Fiber to Ethernet Converter	Yellow	Brand New Available	?	
Ethernet Switch	Yellow	Brand New Available	2015	
Power Supplies	Yellow	Brand New Available	2015	
UPS	Red	Brand New Available	?	
Booth Countertop Equipment (Lanes 1 and 4)				
Touchscreen	Green	Brand New Available	2025	Recently replaced
Toll Terminal Controller	Red	Used market only	2015	
Barcode Reader	Red	Used market only	2015	
Receipt Printer	Red	Used market only	2015	

Credit Card Reader	Yellow	N/A	?	Supplied by OBPA and not integrated into the toll system
Roadway Equipment (Lanes 1 and 4)				
Patron Fare Display	Yellow	Used market only	2015	
In Ground Loop	Red	Brand New Available	2000s	These would be replaced alongside the in-ground loop installation. Re-used from previous toll system
In Ground Treadle	Red	Brand New Available	2000s	These would be replaced alongside the in-ground loop installation. Re-used from previous toll system
Prox Reader	Red	Used market only	2000s	Re-used from previous toll system
Barrier Gate	Red	Used market only	2000s	Re-used from previous toll system
Administration Building				
Host Server	Red	Used market only	2015	
NVR Server	Red	Used market only	2015	
Network Switches	Red	Brand New Available	2015	
UPS	Red	Brand New Available	2015	
Lane Controllers (4)	Red	Used market only	2015	
Synology Backup NAS	Red	Used market only	2015	
Laser Printer	Yellow	Brand New Available	2015	
IP KVM Switch	Red	Used market only	2015	
Gateway Computer	Red	Used market only	2015	
Web Power Switches (3)	Red	Brand New Available	2015	
PC Workstations (3)	Red	Used market only	2015	
Lane Software Applications	Red	Supported and deprecated	2015	
Lane Controller Operating System	Red	Unsupported / Deprecated	2015	RHEL 5 is at End-of-Life (EOL). No longer receives essential security patches, leaving the system highly vulnerable to exploitation. (The latest stable version is RHEL 10).

Lane Controller Software Applications	Red	Supported and deprecated	2015	The original application (built in 2015 for RHEL 5) will be deprecated in the future version of RHEL
NVR Operating System	Red	Unsupported / Deprecated	2015	Approaching EOL. No longer receives essential security patches, leaving the system highly vulnerable to exploitation. (The latest stable version is Windows 11).
NVR Applications	Red	Supported and deprecated	2015	Approaching EOL. No longer receives essential security patches, leaving the system highly vulnerable to exploitation. (The latest stable version is Windows 11). Furthermore, the original application (built in 2015 for Windows 7) will cease to function past the Windows 10 lifecycle.
Touchscreen Controller Operating System	Red	Unsupported / Deprecated	2015	RHEL 5 is at End-of-Life (EOL). No longer receives essential security patches, leaving the system highly vulnerable to exploitation. (The latest stable version is RHEL 10).
Touchscreen Controller Software Applications	Red	Supported and deprecated	2015	The original application (built in 2015 for RHEL 5) will be deprecated in the future version of RHEL

Host Server Operating System	Red	Unsupported / Deprecated	2015	RHEL 5 is at End-of-Life (EOL). No longer receives essential security patches, leaving the system highly vulnerable to exploitation. (The latest stable version is RHEL 10).
Host Toll System Applications	Red	Unsupported / Deprecated	2015	The original application (built in 2015 for RHEL 5) will be deprecated in the future version of RHEL
Etransit Toll Audit Desktop Application	Red	Supported and deprecated	2015	The original application (built in 2015 for Windows 7) will cease to function past the Windows 10 lifecycle.
Toll System Reports	Red	Unsupported / Deprecated	2015	The original application (built in 2015 for Windows 7) will cease to function past the Windows 10 lifecycle.
Toll System 3rd Party Database	Red	Unsupported / Deprecated	2015	Database version from 2015 is at End-of-Life (EOL). No longer receives essential security patches, leaving the system highly vulnerable to exploitation. (The latest stable version is 15.0.xC1).

Critical Software Obsolescence and Security Risk

The current system is operating with highly vulnerable components, relying on both End-of-Life (EOL) computer hardware and obsolete software.

Specifically, the system utilizes:

- Red Hat Enterprise Linux 5 (RHEL 5)
- Windows 10 (and underlying toll applications originally built for Windows 7)
- Database Version from 2015

Mandate for Operating System Upgrades

It is critically important to phase out these older operating systems and transition to current, supported releases. This upgrade is necessitated by significant advancements in modern software capabilities and the increasing sophistication of cybersecurity threats.

Operating System	Status & Risk	Required Action
RHEL 5	End-of-Life (EOL). No longer receives essential security patches, leaving the system highly vulnerable to exploitation. (The latest stable version is RHEL 10).	Immediate upgrade to a supported version.
Windows 10	Approaching EOL. Lacks the robust, modern security architectures and features found in current OSs (e.g., Windows 11). Furthermore, the original Toll Audit Desktop application (built in 2015 for Windows 7) will cease to function past the Windows 10 lifecycle.	Hardware and OS refresh to Windows 11-compatible environments.

Remaining on older operating systems prevents security patches, optimization, and risks instability, as new Windows software requires updated frameworks and legacy Linux kernels may not support modern hardware. To ensure the system maintains peak performance and eliminates these intermittent issues, replacement of this outdated equipment is **critical**.

A description of the integral toll system components requiring modernization are detailed below:

- Physical Infrastructure: In-Ground Loop Vehicle Detector and Treadles:** The current Toll system was installed in 2015 re-using the existing in ground loop and treadles. Over time, with the impacts of the Northern NY weather and wear and tear of vehicle traffic, the performance of the vehicle detector loops and treadles have become inconsistent. This is a critical piece of the toll system and is directly tied to system performance and auditability. It is crucial this toll system component is brought up to reliable working standards to ensure system accuracy.
- Host server and applications:** The host server and its applications are the heart of the toll system. It communicates with all lanes to download lane configuration files, toll rate data, comprehensive tag status files and incremental tag status files to provide update customer account balances. It receives transaction data from each lane controller and processes them for storage in the database. The Host interacts with all other applications in the toll system to facilitate their functionalities.
- Lane Controller and applications:** The Lane Controller is responsible for processing all transactions in the lane, following the specified OBPA business rules. It works directly with the Host server to provide the lane software with up-to-date account balances, capture all transaction details and more. It is designed to continue working even with network outages to the Host System. Once the network connection is restored, it transmits all transaction data back to the server for processing.

- **Toll Terminal controller and applications:** The toll terminal controls the collector workstation's GUI (Graphic User Interface) on the touch screen and communicates directly with the lane controller.
- **Etransit Toll Audit desktop application:** GUI Application that runs in the user workstations. This robust application provides the capability to perform:
 - Customer account management
 - Cash management, from the collector count outs in the lane through the bank deposit
 - Traffic management
 - Generate system reports (including account, traffic, revenue and system reports)
 - Audit toll system and collector performance
 - Toll audit reports
 - Executive Management Reports
 - Revenue Reconciliation

The Etransit tolling platform streamlines operations by tracking every transaction and dollar of revenue, while simultaneously managing customer accounts and lane activity. This data is leveraged to ensure accountability through a deposit auditing process that measures collector performance and highlights overages or shortages. The system's reporting capabilities and user-specific access controls make it an efficient, reliable and secure toll system management tool.

- **NVR server and applications:** The NVR server collects IP video from cameras and stores the video. Generally, most toll agencies size this for retention of 90 to 180 days, however we can scale this to meet OBPA preferences.

Strategic Phased Upgrade Approach

We have developed a budget-conscious strategy that prioritizes the upgrade of the most critical components.

Incremental upgrades are the most strategic choice for existing systems, offering a low-risk, high-flexibility approach that ensures the system remains modern and compliant. In essence, this phased approach provides for a low-risk, high-flexibility strategy that ensures the system remains modern and compliant without subjecting the agency to the shock and financial gamble of a "big bang" replacement.

- **Financial Advantage:** This approach maximizes the return on existing infrastructure and code, avoiding the high cost and risk of a full-scale replacement. A full replacement often includes hidden expenses like complete data migration, extensive user training, and significant system downtime.
- **Budget Management:** It allows the investment to be spread over multiple budget cycles, effectively converting large one-time Capital Expenditures (CapEx) into more manageable Operational Expenditures (OpEx).

Outline of Recommended Upgrades and Phased Options

E-Transit has developed a list of recommended tasks for upgrading the OBPA Toll System, logically separated into incremental options. This allows the agency to align modernization with its budgetary decisions and preferred risk tolerance.

Option Listing	Price (\$)
Option #1: Host Server (2 qty) Only Upgrade	\$22,575.00
Option #2: Lane Controller PC (4qyt), Collector Deposit Station PC (1 qty) and Toll Terminal PC (4 qty) Hardware Only Upgrade	\$9,350.00
Option #3: Toll Collection System (TCS) Admin Building Infrastructure Hardware Only Upgrade	\$28,450.00
Option #4: Host Server OS, Host Server Database, NVR Server OS, Lane Controller PC Server OS, Toll Terminal Controller PC OS, Admin PC Workstation OS, and Collector Deposit PC Workstation OS Upgrade	\$6,350.00
Option #5: Roadway Equipment Upgrade in Lanes 1, 2, 3 and 4	\$78,400.00
Option #6: Host Server E-Transit Toll Software Upgrade for tighter revenue reconciliation and revenue auditing	\$217,500.00
Option #7: ITV3000 Digital Video Auditing System: Digital Video Audit System (DVAS) for visual revenue reconciliation and revenue auditing	\$90,000.00
Option #8: Migrate away from Trip-based "Bonus "accounts to cash-based accounts.	\$40,000.00
Total	\$492,625.00
Recommended Future ("wish list") Functionality to enhance to OBPA Toll System performance:	FUTURE

Below is the detail listing of each of the options:

Option #1: Host Server (2 qty) Only Upgrade

- Server Hardware ONLY is replaced with custom redundant Dell PowerEdge R/T550 or better, in a Primary and Secondary Server configuration, to provide high availability.

Legacy Components Retained (Risk Highlighted)

The following software and systems will be copied onto the new server hardware and will remain in use:

- Operating System (OS): The existing Red Hat Enterprise Linux Version 5 will be migrated and retained.
- Database: The IBM Informix database, deployed in 2015, will be migrated and retained.

- Core Applications:
 - Server Toll System software remains the same.
 - E-Transit Lane Controller Software Application remains the same.
 - E-Transit Toll Management software remains the same.

Critical Risk Note: Retaining the Server Toll System software without updates is necessitated by potential RHEL operating system version incompatibilities across the overall toll system environment.

Option #2: Lane Controller PC (4qty), Collector Deposit Station PC (1 qty) and Toll Terminal PC (4 qty) Hardware Only Upgrade

- Deploy a single redundant small form factor PC to act as both Lane Controller PC and Toll Terminal PC Hardware ONLY
- Remove the Lane Controller PCs from Admin building
- Collector Deposit Station PC Workstation

Legacy Components Retained (Risk Highlighted)

The following software and systems will be copied onto the new server hardware and will remain in use:

- Operating System (OS): The existing Red Hat Enterprise Linux Version 5 will be migrated and retained.
- Collector Deposit Station PC Workstation Operating System (OS): The existing Windows 10 will be migrated and retained.
- Core Applications (no updates deployed as this could lead to RHEL operating system version incompatibilities across systems):
 - E-Transit Lane Controller Software Application remains the same.
 - E-Transit Toll Management software remains the same.
 - E-Transit Toll Collector Deposit Application remains the same.

Critical Risk Note: Retaining the Lane Controller software application without updates is necessitated by potential RHEL operating system version incompatibilities across the overall toll system environment.

Option #3: Toll Collection System (TCS) Admin Building Infrastructure Hardware Only Upgrade

- Deploy latest Managed network switches and firewalls to combat network security vulnerabilities and cybersecurity issues.
- Remove the existing unmanaged network switches, routers and firewalls from admin buildings
- Implement a robust network connectivity topology by segmenting Toll system network between Admin building workstations, Admin building servers and toll booths

- Rackmount UPS to provide 15-minute stand-by power to all equipment in the rack
- Synology Backup NAS
- Laser Printer
- IP KVM Switch
- Gateway Computer
- Web Power Switches (3)
- PC Workstations (3)

Legacy Components Retained (Risk Highlighted)

The following software and systems will be copied onto the new server hardware and will remain in use:

- PC Workstation Operating System (OS): The existing Windows 10 will be migrated and retained.
- Core Applications (no updates deployed as this could lead to Windows operating system version incompatibilities across systems):
 - E-Transit Toll Audit Desktop Application remains the same.
 - E-Transit Toll Management software remains the same.

Critical Risk Note: Retaining the Lane Controller and Workstation toll software applications without updates is necessitated by potential Windows and RHEL operating system version incompatibilities across the overall toll system environment.

Option #4: Host Server OS, Host Server Database, NVR Server OS, Lane Controller PC Server OS, Toll Terminal Controller PC OS, Admin PC Workstation OS, and Collector Deposit PC Workstation OS Upgrade

- NVR Server Operating system will be upgraded with the latest Win 11 OS and all latest security patches will be installed.
- NVR system software will be upgraded to Win 11 64-bit version.
- PC Workstations Operating system will be upgraded with the latest Win 11 OS and all latest security patches will be installed.
- PC Workstations E-transit Toll Audit Desktop software application will be upgraded to Win 11 64-bit version.
- PC Workstations E-transit Toll Audit Desktop Reporting application will be upgraded to Win 11 64-bit version.
- Host Server Operating System (OS) will be upgraded to the latest RHEL 10 and all latest security patches will be installed.
- Lane Controller Server Operating System (OS) will be upgraded to the latest RHEL 10 and all latest security patches will be installed.

- Toll Terminal Controller Server Operating System (OS) will be upgraded to the latest RHEL 10 and all latest security patches will be installed.
- Collector Deposit PC Workstations (Toll Booth) Operating system will be installed with the latest Win 11 OS and all latest security patches will be installed.
- Collector Deposit PC Workstations (Toll Booth) E-transit Collector Deposit Desktop software application will be upgraded to Win 11 64-bit version.

Legacy Software features and functionalities are Retained, but upgraded to run on the latest Operating systems.

- Core Applications:
 - E-Transit Toll Audit Desktop Application, same functionality, runs on Win 11
 - E-Transit Toll Audit Desktop Reports Application, same functionality, runs on Win 11
 - E-Transit Toll Collector Deposit Application, same functionality, runs on Win 11
 - E-Transit Lane Controller Application, same functionality, runs on RHEL 10
 - E-Transit Touch Screen Application, same functionality, runs on RHEL 10
 - E-Transit Toll Management software, same functionality, runs on RHEL 10

Option #5: Roadway Equipment Upgrade in Lanes 1, 2, 3 and 4

- Deploy latest Patron Fare Display and upgrade necessary drivers/interface in the Lane Controller Toll System Application
- Deploy latest Barrier Gate (lanes 1, and 4) and upgrade necessary drivers/interface in the Lane Controller Toll System Application
- Install New In-Ground Loops (All lanes): Install compatible Loop Detector and upgrade necessary drivers/interface in the Lane Controller Toll System Application
- Install New Barcode readers (All lanes) and upgrade necessary drivers/interface in the Lane Controller Toll System Application
- Install New Receipt printers (All lanes) and upgrade necessary drivers/interface in the Lane Controller Toll System Application
- Install New Prox readers (All lanes) and upgrade necessary drivers/interface in the Lane Controller Toll System Application
- Install New UPS (All lanes) to provide 15-minute standby power to all lane equipment.
- Install New Fiber to Ethernet Converter, WebPower Switch, managed Ethernet Switch, Power Supplies, Ethernet to RS232 Converter, Relays (All lanes)

Option #6: Host Server E-Transit Toll Software Upgrade for tighter revenue reconciliation and revenue auditing

- Host server E-Transit Toll Software features and functionalities are upgraded:
 - Address System Performance and Reliability issues that OBPA management is currently facing.
 - Enhanced Security and auditing capability:
 - Updated User Roles and permissions provide access and block various features and modules of the desktop application based on management-set permissions with greater detail. Ex. Restrict or allow specific users to read-only/edit/delete permissions. This prevents unauthorized users from accessing or deleting records outside of their role.
 - CSR User Activity Log – This feature tracks the application usage by every user, including what queries were made, any replenishments or credits applied, deletion of records, etc.
 - New Customized Reports
 - “Dashboard” view of the present day’s CSR activity in the back-office and the lane. This dashboard would provide a summary of # of accounts opened, amount\$ of replenishments for the day, revenue realized, traffic crossed etc.
 - Database optimization to facilitate faster report generation and back-office functionality.
 - Transaction Review – This feature provides the ability to make adjustments on a transaction level, if needed. This provides greater granularity to any adjustments made. Currently any adjustments would be made on the shift level for the collector. This is on the individual transaction level. Note: All adjustments would be recorded by the CSR User Activity module.
 - E-Transit Lane Controller Software Application will be upgraded to meet any compatibility issues to support the latest E-Transit Toll Collection System Host Server Application.
 - On-Site Training

Option #7: ITV3000 Digital Video Auditing System: Digital Video Audit System (DVAS) for visual revenue reconciliation and revenue auditing

- Adding additional new cameras to the ITV3000 Digital Video Auditing System. New DVAS Cameras (up to 4 per lane) to provide multiple camera views of the approaching vehicles, collector activity while processing the vehicle and vehicle crossings.
- **DVAS Data Acquisition server and applications:** The NVR server also collects transaction and real-time discrete sensor data from all lanes over the network and processes it to store in the database. It provides the video and transaction data for the auditors to perform Toll Audit reconciliation operations using the ITV-3000 GUI application. This system allows auditors to monitor and review every transaction, including every toll system button pressed by the collector, alongside video through the DVAS GUI application.

- **DVAS GUI application:** ITV-3000 GUI Application that runs in the Auditor workstations. For enhanced monitoring and review, the system captures and links all transaction data, including the collector's specific button inputs, with corresponding DVAS video footage for auditor access. It provides query capability to view video based on various vehicle transaction information (such as class, axles, ETC tag number, lane, plaza, date/time range, etc.). The DVAS playback displays video, data and animated discrete sensor data in an informative manner providing the ability to audit the toll system and the collector performance.

Option #8: Migrate away from Trip-based “Bonus “accounts to cash-based accounts.

- Retire Green, Yellow, Red trip-based prox cards, instead use barcode tags
- Install high-speed, outdoor-rated barcode readers for self-scan operations in the toll lanes and eliminate dependence on legacy prox cards. This removes the need for legacy Prox card readers – high-speed fault-tolerant outdoor Barcode reading technology is much improved since 2015, has become mainstream, making it possible to fully rely on barcode tags for vehicle identification.
- OBPA can setup each barcode tag by payment type and then assign exact toll amount to be charged for that payment type.
- The barcode of the scanned tag (self-scan or collector assisted) is enough for the lane controller to know the amount to charge for that vehicle.
- Eliminate bonus dollars “adjustments” to streamline Toll audit revenue reconciliation
- OBPA executive management can track the exact amount charged for the vehicle instead of converting trips to revenue and them offset it by the bonus dollars given at the sale of that prox card to customer.

Recommended Future (“wish list”) Functionality to enhance to OBPA Toll System performance:

1. **Credit Card Integration (NEW):** Integrating secure, PCI-compliant credit card processing directly with the toll system provides numerous operational advantages. These benefits include faster transaction processing, streamlined reporting, and the crucial ability to accept modern payment methods such as EMV chip cards, traditional swipe, and NFC/contactless payments (including Apple Pay, Google Pay, and others).
 - The Payment Card Industry Data Security Standard (PCI DSS) compliance is critical because it establishes a mandatory baseline of security controls for all entities that process, store, or transmit cardholder data. Adherence to these standards is essential for protecting sensitive consumer data from theft and fraud, which in turn builds and maintains customer trust in your business. Failure to comply can result in severe consequences, including hefty fines levied by card brands, the revocation of payment processing privileges, and significant reputational damage following a data breach.
2. **Plaza Supervisor GUI application (NEW):** While not part of the current system, this Etransit toll system component is a GUI Application that runs in the Plaza Supervisor workstations. This application serves as a system monitoring solution, offering real-time visibility into the operational status of the lanes. It tracks real-time device status, sensor

activity, and transaction data. This comprehensive monitoring significantly enhances insight into overall system performance and the current condition of the equipment.

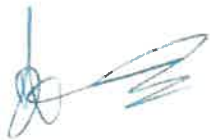
3. **Customer Website (NEW):** Customer Website with the ability to view account balance, replenish, print receipts, print reports, manage tags and more. Customers can self-manage their account to re-charge their accounts and setup for auto-replenishment when balance reaches designated amount.
 - o Customer Website:
 - Mobile Friendly
 - Customers can print receipts from past replenishments
 - Customers can request, enable and disable tags through the website
 - Customers can turn on and off notifications (SMS, Email)
 - Customers can change their auto-replenishment payment method
 - Customers can change their auto-replenishment payment \$ amount
 - Multiple report options (including additional reports that can be added) – Customers can create custom dated reports, see tag listings and if they are enabled or disabled, etc.
 - Web Usage Tracking – A security feature that shows the last time the user was logged in. This information is also available to be accessed through the desktop application.
4. **Customer notification (NEW):** Email and SMS alerts, customers receive low balance and other important account notifications

Next Steps

E-Transit appreciates the opportunity to present these tailored options for the modernization of the OBPA Toll System. Each phase is designed to manage risk and provide maximum financial flexibility. We are ready to schedule a follow-up session to discuss the details of these options, answer any questions, may even find more synergy and price savings in combining a few options, and assist your management team in selecting the optimal upgrade path that meets both your operational and financial requirements.

We thank the OBPA for the opportunity to submit this proposal and look forward to partnering with you on this essential system modernization.

Sincerely,



Dharmender Dhanwada
Vice-President
E-Transit, Inc

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 12, 2026 BOARD MEETING**

Agenda Item A. General Administration

2. Approval of New Maintenance Proposal with E-transit for Toll Booth Hardware & Software

REPORT:

The maintenance contract that the Ogdensburg Bridge & Port Authority has with E-transit for maintenance at the toll booth (hardware & software) expired on the 31st of March 2023. The Authority has been paying the 2023 rate monthly since then.

The Authority, under separate resolution, is seeking approval for upgrades to the toll system. In conjunction with the upgrades, E-transit has supplied an updated maintenance contract for OBPA's toll system. The new five (5) year contract beginning the 1st of March 2026 states a \$4,729.85 per month or \$56,758.19 annual maintenance fee for year one, with a 4.2% annual adjustment for the subsequent four years. The first-year increase is \$364.26 more than the OBPA has been paying E-transit.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to engage E-transit for a period from March 01, 2026 - February 28, 2031 to provide maintenance support for the Authority's toll system with a first-year rate of \$4,729.85 per month and annual increases of 4.2%.

INITIATOR / PREPARER Patricia Nisco

APPROVED BY:



MOTION MADE BY _____

Unanimous

Yes

No

SECONDED BY _____

Abstained _____



408 East Fourth Street, Suite 204
Bridgeport, PA 19405 USA
Phone: +1 610-270-9950

January 28, 2026

Patricia Nisco
Chief Financial Officer
OGDENSBURG BRIDGE AND PORT AUTHORITY
1 Bridge Plaza
Ogdensburg, New York 13669

Sub: **Revised Proposal – OBPA International Bridge Toll System
Maintenance (Contract Term 3/1/2026–2/28/2031)**

Dear Ms. Nisco,

Thank you for the opportunity to submit a revised proposal for the OBPA International Bridge Toll System Maintenance Contract. As requested, outlined below is our first follow-up to the proposal originally submitted on 1/28/2026, revised to reflect the negotiated lower annual costs.

EXECUTIVE SUMMARY

The following section outlines E-Transit's revised proposal for maintenance services for the OBPA International Bridge Toll System. This revision incorporates cost-saving measures requested by OBPA to reduce the fixed annual expenditure while maintaining the service framework and protections of the existing agreement.

PROPOSED SERVICE AGREEMENT

Contract Term

March 1, 2026 through February 28, 2031 (five years, covering Years 11-15 of system lifecycle)

This proposal retains all terms, conditions, insurance requirements, liability provisions, and operational procedures established in the March 25, 2018 Agreement, with the exception of the specific pricing and scope adjustments noted below.

Pricing Structure

The proposed rates apply the 4.2% annual adjustment established under the prior agreement.

On-Site Visit Adjustment (cost reduction): To lower the base annual cost, the allowance for five (5) on-site man-days per year has been removed. Instead, on-site visits will be billed only when requested and approved at the established rate of \$900.00 per man-day, with associated travel and per-diem expenses billed at cost.

Schedule of Costs

Description	Age of the Toll System	Start Date	End Date	Yearly Rate
Proposed Base Term, year 1	11	3/1/2026	2/28/2027	\$56,758.19
Proposed Base Term, year 2	12	3/1/2027	2/29/2028	\$59,142.03
Proposed Base Term, year 3	13	3/1/2028	2/28/2029	\$61,626.00
Proposed Base Term, year 4	14	3/1/2029	2/28/2030	\$64,214.29
Proposed Base Term, year 5	15	3/1/2030	2/28/2031	\$66,911.29

E-Transit is excited to continue our partnership with OBPA, and we appreciate the opportunity to support the continued reliable operation of the toll system.

Please let me know if you have any questions, or if you would like this revised proposal issued as a formal redline against the prior agreement.

Sincerely,



Dharmender Dhanwada

President

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 12, 2026, BOARD MEETING**

Agenda Item B. Ogdensburg International Bridge

1. Approval of Supplemental Agreement No.3 – Federal Aid
Local Project Agreement (PIN 7754.28) for the OBPA Bridge
Maintenance and Rehabilitation Project

REPORT:

The Ogdensburg Bridge & Port Authority has received a Supplemental Agreement No. 3 from the New York State Department of Transportation and the Federal Highway Administration for the OBPA Bridge Maintenance and Rehabilitation Project (PIN 7754.28). The total project funding is \$11,052,620.00. This resolution authorizes the implementation and the non-federal funding of \$750,000.00 for project design work, representing 100% of the federal- and state-aid eligible costs, and appropriates those funds accordingly. The total federal cost is \$11,052,620.00

WHEREAS, a Project for the OBPA - Bridge Maintenance and Rehabilitation, P.I.N. 775428 ("the Project") is eligible for funding under Title 23 U.S. Code, as amended, subject to the terms of Supplemental Agreement No. 3 as shown in the Schedule A of this agreement.

WHEREAS, the Board of Directors desires to advance the Project,

NOW, THEREFORE, the Ogdensburg Bridge and Port Authority Board, duly convened does hereby,

RESOLUTION:

RESOLVE, that the Ogdensburg Bridge and Port Authority hereby approves the above-subject project; and it is hereby further;

RESOLVED, that the Ogdensburg Bridge and Port Authority Board of Directors hereby authorizes the Executive Director of the Ogdensburg Bridge and Port Authority to pay in the first instance 100% of the federal and non-federal share of the cost of \$750,000.00 for the Project or portions thereof; and it is further;

RESOLVED, that the sum of the \$750,000 is hereby appropriated from the Ogdensburg Bridge and Port Authority's Capital Budget and made available to cover the cost of participation in the above a phase of the Project; and it is further;

RESOLVED that in the event the full federal and non-federal share costs of the project exceeds the amount appropriated above, the Ogdensburg Bridge and Port Authority Board of Directors shall convene as soon as possible to appropriate said excess amount immediately upon the notification by the Executive Director thereof, and it is further;

RESOLVED, that the Executive Director of the Ogdensburg Bridge and Port Authority be and is hereby named as the Responsible Local Official (RLO) for the Ogdensburg Bridge and Port

Authority and is authorized to execute all necessary Agreements, certifications or reimbursement requests for the Federal Aid on behalf of the Ogdensburg Bridge and Port Authority Board of Directors with the New York State Department of Transportation in connection with the advancement or approval of the Project and providing for the administration of the Project and the Authority's first instance funding of project costs and permanent funding of the local share of federal-aid and state-aid eligible Project costs and all Project costs within appropriations therefore that are not so eligible, and it is further;

RESOLVED, that a certified copy of this resolution be filed with the New York State Commissioner of Transportation by attaching it to any necessary Agreement in connection with the Project, and it is further;

RESOLVED, this Resolution shall take effect immediately.

INITIATOR/PREPARER: James Chase

APPROVED 

MOTION PASSED BY: _____

Unanimous: Yes No

SECONDED BY: _____ Abstained By: _____

STATE OF NEW YORK)

)ss:

COUNTY OF ST. LAWRENCE)

I, Vernon Burns, Chairperson of the Ogdensburg Bridge and Port Authority of the State of New York, do hereby certify by such Board at a legally convened meeting held on February 12, 2026, on file as part of the Minutes of such meeting, and that the same is a true copy thereof, and the whole of such original. I further certify that the full Board consists of seven members and that five of such members were present at such meeting and that five of such members voted in favor of the above Resolution.

Vernon Burns
OGDENSBURG BRIDGE & PORT AUTHORITY

(S E A L)

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 12, 2026 BOARD MEETING**

Agenda Item D. Ogdensburg International Airport

- 1. Approval of McFarland-Johnson, Inc. Design Proposal, Task Order No. 07, for Engineering and Design Services for the Ogdensburg International Airport Water Main Extension Project (AIRNY PIN 7A03.02, NYS Contract No. K007644**

REPORT:

The Ogdensburg Bridge and Port Authority owns and operates the Ogdensburg International Airport and recently constructed a water main extension in conjunction with the Airport Terminal Building expansion to support current and future airport development.

The water main extension is approximately 3,500 linear feet in length, beginning in proximity to the existing Terminal Building, extending southwest along New York State Route 812, and terminating in proximity to the proposed Snow Removal Equipment (SRE) Building.

The Authority requires professional engineering design services related to this water main extension to support project documentation, regulatory compliance, and future facility development.


McFarland-Johnson Inc. has submitted Design Proposal Task Order No. 07 to provide these engineering design services under AIRNY 2024 Grant, in a total amount not to exceed Ninety-Eight Thousand Eight Hundred Twenty-Seven Dollars (\$98,827).

The project is funded through the New York State Department of Transportation Aviation Capital Infrastructure Program (AIRNY), Project Identification Number 7A03.02

RESOLUTION:

RESOLVED, that the Board of Directors of the Ogdensburg Bridge and Port Authority hereby approves McFarland-Johnson, Inc. Design Proposal Task Order No. 07 for engineering design services associated with the Ogdensburg International Airport water main extension project, in an amount not to exceed \$98,827, under the AIRNY 2024 Grant PIN 7A03.02, and

BE IT FURTHER RESOLVED that the Executive Director is hereby authorized to execute Task Order No. 07 and any related documents necessary to carry out this resolution, subject to funding availability and compliance with all applicable state and program requirements.

INITIATOR/PREPARER: Steven Lawrence APPROVED BY: 

MOTION PASSED BY: _____ Unanimous: Yes No

SECONDED BY: _____ Abstained By: _____

**TASK ORDER
AUTHORIZATION
NO. 7**

Resolution # _____
Approval Date _____
PIN # _____
FAA AIP # _____
MJ Project # 19151.07

PROJECT: Five-Year Consultant Services Contract for Ogdensburg International Airport

DATE OF ISSUANCE: February 2, 2026

PROJECT DESCRIPTION: The items of work to be accomplished under this Task Order include the following and are further described on the attached Exhibit A - Scope of Services.

- Engineering design services for a water main extension that was recently constructed as part of the Terminal Building expansion. The water main extension is approximately 3,500 linear feet starting in proximity to the existing Terminal Building and extending southwest along NY-812 and ending in proximity to the proposed SRE building.

METHOD OF COMPENSATION: Lump Sum as detailed in attached Exhibit "B"

THIS TASK ORDER AMOUNT NO. 7

DAYS OR DATES TO COMPLETE THIS TASK ORDER

\$ 98,827

180 Days (6 months) from NTP

The Agreement for Professional Engineering Services between Ogdensburg Bridge and Port Authority and McFarland-Johnson, Inc., for Professional Services at Ogdensburg International Airport, five-year period, dated December 20, 2023, shall govern all TASK ORDERS executed under this Assignment, unless modified in writing and agreed to by CONSULTANT and SPONSOR.

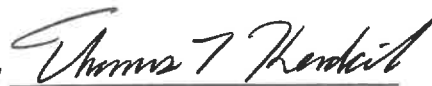
ACCEPTED:

APPROVED:

McFarland Johnson, Inc.

Ogdensburg Bridge and Port Authority

by



Thomas Kendrick, PE
Chief Executive Officer, Engineering

by

Steven Lawrence
Executive Director

EXHIBIT A

TASK ORDER No. 07

SCOPE OF SERVICES

FOR

**OGDENSBURG BRIDGE AND PORT AUTHORITY
OGDENSBURG INTERNATIONAL AIRPORT
ST. LAWRENCE COUNTY, NY**

ENGINEERING DESIGN SERVICES

FOR

SNOW REMOVAL EQUIPMENT (SRE) BUILDING – WATER MAIN EXTENSION

PROJECT DESCRIPTION

The project involves an extension of a recently constructed water main that was installed as part of the Terminal Building expansion. The existing water main is owned and maintained by the airport and currently terminates in an area adjacent to the recently constructed Terminal Building. This extension will connect at that point, extend southwest toward NY-812, continue parallel and along NY-812, then extend easterly towards the proposed SRE building (planned for construction in 2026). The proposed installation will be within the airport's property and in areas that will primarily minimize impacts to airport operations and potential underground conflicts. In the present design, the project calls for the construction of approximately 3,500 linear feet of mostly 8-inch diameter HDPE water main and associated fittings. Refer to the attached Sketch Plan (Fig-01) showing the anticipated location of the proposed water main.

The project design will be performed under the direction and supervision of a Registered Professional Engineer, licensed in the State of New York. The design will conform to New York State Department of Health (NYSDOH), New York State Department of Environmental Conservation (NYSDEC), and local codes. The project will be prepared for public bidding in accordance with New York State Municipal Law.

SCOPE OF WORK

McFarland-Johnson, Inc. (CONSULTANT) shall provide the following professional services under this contract as related to the above-described project including the preparation of preliminary and final design, specifications, assistance in bidding, and opinion of probable construction cost.

The project will be completed by the Ogdensburg Bridge and Port Authority (SPONSOR), with grant assistance from the New York State Department of Transportation (NYSDOT).

1. ADMINISTRATION/PROJECT MANAGEMENT

The following items of work shall be accomplished on behalf of the SPONSOR under the category of Administration/Project Management:

- A. Discussions with the FAA to review their programming and design standards and to become knowledgeable of the data that is already available for the project.
- B. Coordination and liaison efforts between the SPONSOR and the grantor agencies, general correspondence, preparation of special reports necessary for the project development.
- C. Procurement of a geotechnical investigation necessary for completion of the work to be done under this contract. This includes the preparation of the necessary subcontract documents, negotiation, and/or bid solicitation and award.
- D. Grant Administration (Design Phase Only)

A grant administrator will be assigned to the project to:

- Assist the SPONSOR with reimbursement requests to the funding agencies and direct deposit, if necessary.
- Assist the SPONSOR in providing any information needed to administer and closeout the design phase grant.

2. DATA COLLECTION AND PRELIMINARY DESIGN (75%)

- A. The CONSULTANT will compile existing data from previous projects at the airport, that are relevant to the project, and that might be useful in the design of the project. The existing data will be reviewed for completeness and to determine the feasibility of utilizing the data to prepare plans and specifications for the construction of the project. The existing data may include airfield pavement layouts, utility locations, and conceptual layout plans. The CONSULTANT will utilize the pertinent data and information as appropriate.
- B. Attend a pre-design meeting with the SPONSOR's representatives and representatives of the NYSDOT.
- C. The CONSULTANT will prepare preliminary Construction Documents based upon *Recommended Standards for Water Works, 2018 Edition "10 States Standards" Policies for the Review and Approval of Plans and Specifications for Public Water Supplies*. It is anticipated the information provided will include the following:
 - Cover Sheet and Location Plan
 - Construction Safety and Phasing Plan(s)
 - Erosion & Sediment Control Plan(s)
 - Water Main Alignment Plan(s) and Profile(s)

- Construction Details

- D. The Construction Safety and Phasing Plan will be prepared in accordance with FAA criteria for construction on airports. This plan will rely upon the criteria contained in FAA AC 150/5370-2G, *Operational Safety on Airports During Construction*, and current FAA Orders, as applicable. This plan will include the type and locations of barricades, the proper clearances, the appropriate temporary marking and lighting during construction, and a series of notes to be provided to the contractor relative to coordination and safety. This plan will consider access to work areas by construction equipment and trucks. Access routes will be developed which will minimize impact on airport operations and will not cause damage to existing aprons and taxiways.
- E. The CONSULTANT will prepare a Stormwater Pollution Prevention Plan (SWPPP) that addresses erosion and sediment control requirements pursuant to the NYSDEC Phase II stormwater discharge permit requirements. It is assumed that no on-site detention or runoff reduction will be required since there will be no additional impervious areas created. It is also assumed that no deviation from the regulations will be required.
- F. The CONSULTANT will prepare and submit FAA Form 7460 for airspace approvals through the FAA's Obstruction Evaluation/Airport Airspace Analysis website. This will include multiple submissions that will include the elevation of the permanent structure, as well as temporary impacts during construction due to construction equipment (cranes, excavators, trucks etc.)
- G. Submit preliminary Construction Documents to the SPONSOR for review.

3. FINAL DESIGN (100%)

- A. Finalize and submit to the FAA a construction safety and phasing plan and program that provide the necessary phasing of construction.
- B. Prepare an estimated project cost and compare with the available budget for the project. Should any discrepancy occur, the budget will be modified in consultation with the SPONSOR and FAA or the project modified to result in a project within the available budget.
- C. Attend a final project meeting with the SPONSOR's representatives, FAA representatives, and other parties as appropriate, to discuss final construction drawings. Incorporate information obtained in the final design meeting and produce 100 percent plans and specifications for submission to the SPONSOR and FAA for their review and comments
- D. Prepare a set of specifications for use in bidding and construction of the project. The FAA standard specifications will be used when possible and will be supplemented with State or CSI specifications. When special specifications are required, they will be prepared in the same format as the FAA specifications and will be assigned an identifier that distinguishes

them from the FAA specifications.

- E. Prepare a complete set of construction drawings to be used for bidding and construction. These plans will be prepared on computer generated 22" by 34" sheets. Electronic files will be provided as required. The bid set drawings will be stamped and signed by an engineer registered to practice in the State of New York (as-advertised set).
- F. Submit a design report prepared in accordance with guidance contained in the FAA's Eastern Region Sponsor's Guide, including a detailed Engineer's Opinion of Probable Construction Costs, to the SPONSOR and FAA.
- G. Assist the SPONSOR in obtaining permits, as required, to allow construction of the project. At this time, the anticipated permits required for this project are as follows:
 - NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-25-001).
 - NYSDOH Application for Approval of Plans for Public Water Supply Improvement (DOH-348).
 - State Environmental Quality Review – Environmental coordination and documentation will also be provided in accordance with the requirements of 6 NYCRR Part 617, State Environmental Quality Review (SEQR), which includes the preparation of a SEQR Short Environmental Assessment Form. A careful review of SEQR regulations will be performed along with consultation with New York State Department of Environmental Conservation (NYSDEC). It is assumed that the proposed project will be classified as Unlisted under SEQR, as there will be less than 10 acres of impact. SEQR regulations require preparation of a Short Environmental Assessment Form (SEAF) which will be prepared using the EAF Mapper. Documents necessary for SPONSOR consideration of the project under SEQR will be prepared, including Request for Lead Agency, the EAF, SEQR Findings Form, and Environmental Notice Bulletin SEQR Notice Publication Form will be prepared. The EA will contain description of the proposed action, its location, its purpose, and its potential impacts on the environment subject to SEQR.

4. BIDDING AND AWARD ASSISTANCE

- A. The CONSULTANT will prepare a bid package to reflect the specific requirements of the FAA and SPONSOR. This will include the Notice to Bidders, the standard contract form, the bidding forms, contractor assurances and questionnaire, the standard provisions and conditions, and the specifications. The bidding booklet and construction plans will be prepared and made available to prospective bidders on MJ's internet-based bid portal.
- B. The CONSULTANT will facilitate a pre-bid meeting with prospective bidders to explain the scope of the project and answer any questions. The meeting will be documented, and minutes distributed in a formal addendum. Additional addendums to the contract documents will be prepared and distributed to registered bidders by the CONSULTANT as necessary.

- C. The CONSULTANT will attend the formal bid opening. The CONSULTANT will then prepare and compile bid results into a bid proposal breakdown, certify the bid tabulation and make a recommendation of award to the SPONSOR, as well as prepare draft award letters from the SPONSOR to the lowest qualified bidder.

DESIGN ASSUMPTIONS

- Zoning or site plan review of the project plans is not required by the City of Ogdensburg.
- Based on the classification of the proposed project as a Type II Action under New York's State Environmental Quality Review (SEQR) criteria, preparation of a SEQR Environmental Assessment Form will not be required.

NOTE: This contract provides services only through the bidding and award process. A separate contract will be executed for the construction phase. The latter contract will be developed based upon the Construction Project Awarded.

PROPOSED SCHEDULE OF COMPLETION

The CONSULTANT agrees to complete the work under this phase of the Agreement in a manner satisfactory to the SPONSOR within 6 months after receiving an executed copy of this contract from the SPONSOR accompanied by a resolution from its board of directors authorizing said execution or within such extended periods as agreed to by the SPONSOR. The project is anticipated to be bid in the spring of 2026 dependent upon available funding.

SRE Building - Water Main Extension
**Ogdensburg Bridge and Port Authority
Exhibit B - Fee Schedule**
1/27/2026
FEE SUMMARY

	DESIGN / PLANNING SERVICES	CONSTRUCTION SERVICES
1. DIRECT TECHNICAL LABOR	\$26,889.00	
2. ESTIMATED OVERHEAD EXPENSES AND PAYROLL BURDEN Based on Percentage of Direct Salary Cost (exclusive of Premium Pay) with the estimated Percentage being 179.00 %	\$48,131.31	
3. SUBTOTAL OF ITEMS 1 & 2	\$75,020.31	
4. FIXED FEE / PROFIT	\$11,253.05	
5. DIRECT EXPENSES	\$562.00	
6. SUBCONSULTANT COSTS	\$11,991.00	
CME (WBE) - Geotechnical	\$11,991	
7. SUBCONTRACT COSTS - (ESTIMATE)		
8. OVERTIME PREMIUM		
9. TOTAL FEE ESTIMATE	\$98,826.36	
10. TOTAL FEE FOR ALL SERVICES		\$98,827

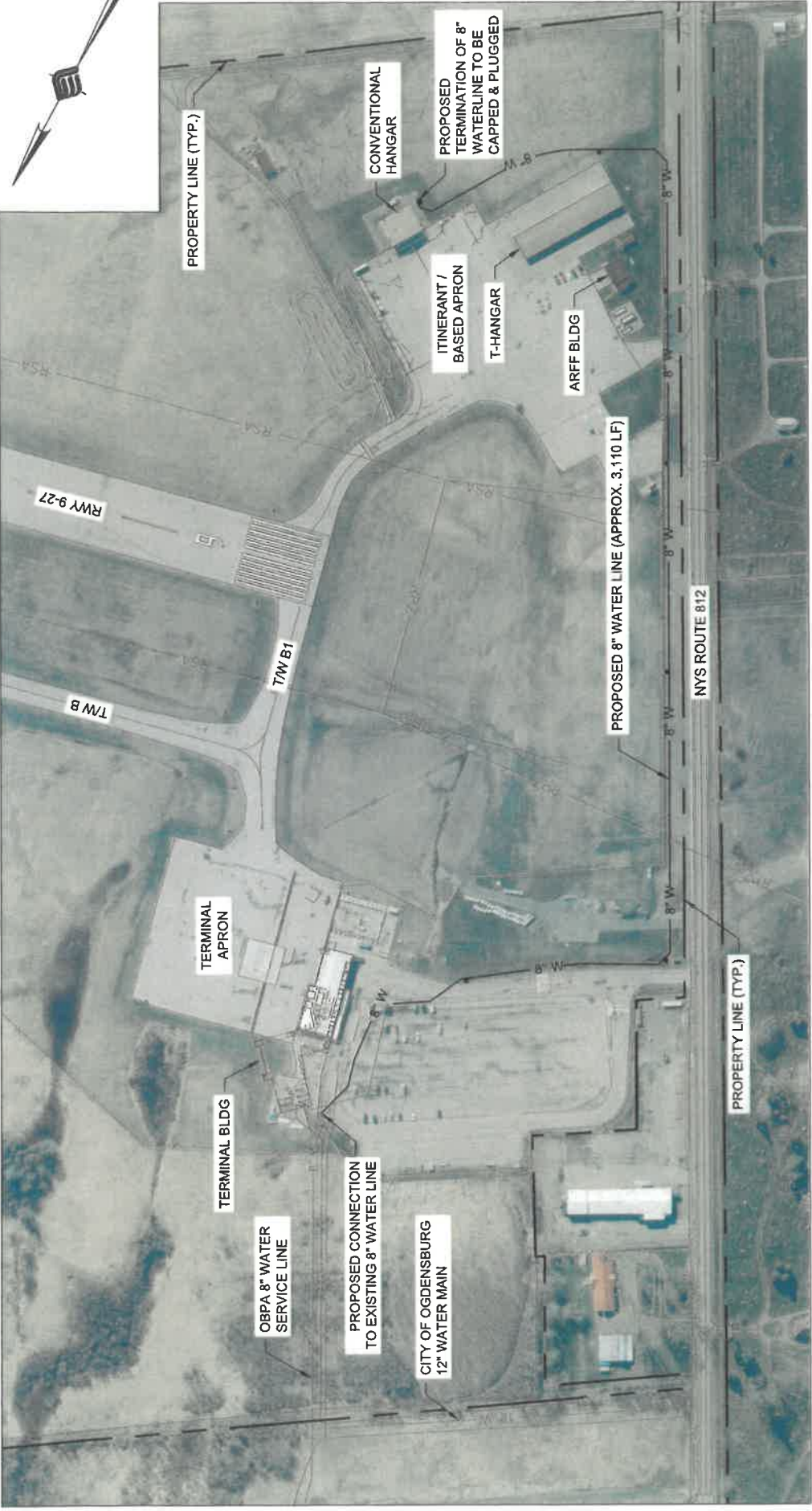
NOTE: Authorized hours worked in excess of forty per week are subject to a premium time charge

SRE Building - Water Main Extension
**Ogdensburg Bridge and Port Authority
Exhibit B - Fee Schedule**
1/27/2026
DIRECT COSTS

	DESIGN / PLANNING SERVICES	CONSTRUCTION SERVICES
Travel Related Costs:		
Vehicle Cost Plus Fuel	\$562	
Lodging and Meals		
Per Diem		
Reproduction		
CADD Plots		
Prints		
Photocopies		
Photo Costs		
Telephone/Fax:		
Postage/Delivery		
Miscellaneous		

\$562

\$562



McFARLAND JOHNSON
 90 EAST AVENUE
 SARATOGA SPRINGS, NEW YORK 12858

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT SUPERVISION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR PROFESSIONAL SURVEYOR, TO REPRODUCE OR ALTER IN ANY MANNER THE STAMP OR SEAL OF ANY LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR WITHOUT THEIR SIGNATURE, THE DATE OF THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

OGDENSBURG INTERNATIONAL AIRPORT
 OGDENSBURG, NEW YORK
SKETCH PLAN
PROPOSED WATERLINE EXTENSION

SCALE: 1"=200'
 DRAWN: OMH
 CHECKED: OMH
 DESIGN: OMH
 PROJECT:
 DATE: SEPTEMBER 2015

FIG-01
 OF 1

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 12, 2026, BOARD MEETING**

Agenda Item D. Ogdensburg International Airport

2. Approval of Grant Offer with the New York State Department of Transportation to Construct Terminal Renovation and Expansion: Bid Package Phase 2.

REPORT:

The New York State Department of Transportation (NYSDOT) is requesting that the Ogdensburg Bridge and Port Authority receive Board approval to execute a NYSDOT PIN 7903.16 grant offer. In anticipation of the NYSDOT grant offer, it is requested that the Board approve the Executive Director to sign the FY-2024 Grant Application - BIL AIG Grant Offer to the Ogdensburg Bridge and Port Authority in the amount of \$12,500.00 to construct Terminal Renovation and Expansion: Bid Package Phase 2 as listed below:

Project Description:

Expansion of existing Passenger Terminal. Building - Design - Renovation of existing Passenger Terminal Building - Design

Financing participation is as follows:

Federal Aviation Administration (95%)	\$ 475,000.00
New York State Department of Transportation (2.5%)	\$ 12,500.00
Ogdensburg Bridge and Port Authority (2.5%)	<u>\$ 12,500.00</u>
	\$ 500,000.00

Staff requests Board approval to accept this Grant Offer agreement with the New York State Department of Transportation upon receipt of Grant offer.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to execute a Grant Offer with the New York State Department of Transportation to accept the OGS FY-2024 BIL AIG Grant Offer to the Ogdensburg Bridge and Port Authority in the amount of \$12,500.00 to construct Terminal Renovation and Expansion: Bid Package Phase 2 as listed below:

Project Description:

Expansion of existing Passenger Terminal. Building - Design - Renovation of existing Passenger Terminal Building - Design

Financing participation is as follows:

Federal Aviation Administration (95%)	\$ 475,000.00
New York State Department of Transportation (2.5%)	\$ 12,500.00
Ogdensburg Bridge and Port Authority (2.5%)	<u>\$ 12,500.00</u>
	\$ 500,000.00

INITIATOR/PREPARER: Steve Lawrence

APPROVED BY: 

MOTION PASSED BY: _____ Unanimous: Yes No

SECONDED BY: _____ Abstained By: _____

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 12, 2026, BOARD MEETING**

Agenda Item D. Ogdensburg International Airport

3. Approval of Grant Offer with the New York State Department of Transportation to Construct Terminal Renovation and Expansion

REPORT:

The New York State Department of Transportation (NYSDOT) is requesting that the Ogdensburg Bridge and Port Authority receive Board approval to execute a NYSDOT PIN 7903.17 grant offer. In anticipation of the NYSDOT grant offer, it is requested that the Board approve the Executive Director to sign the NYSDOT FY-2024 Entitlement Funds Grant Offer to the Ogdensburg Bridge and Port Authority in the amount of \$52,632.00 to construct Terminal Renovation and Expansion: Bid Package Phase as listed below:

Project Description:

Expand the existing terminal by 1,424 Renovation of Existing Hold Room feet, including Holding room area and baggage access - Phase I Construction - Reconstruct 2,496 feet of the existing terminal, including Holding room and public bathrooms - Phase I Construction

Financing participation is as follows:

Federal Aviation Administration (95%)	\$2,000,000.00
New York State Department of Transportation (2.5%)	\$ 52,632.00
Ogdensburg Bridge and Port Authority (2.5%)	<u>\$ 52,532.00</u>
	\$2,105,264.00

The OBPA approved the FAA Entitlement Grant offer of \$2,105,264.00 at the August 8, 2024 Board Meeting.

Staff requests Board approval to accept this Grant Offer agreement with the New York State Department of Transportation upon receipt of Grant offer.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to execute a Grant Offer PIN 7903.17 with the New York State Department of Transportation to accept the NYSDOT FY-2024 Entitlement Funds Grant Offer to the Ogdensburg Bridge and Port Authority in the amount of \$52,632.00.00 to construct Terminal Renovation and Expansion: Bid Package Phase 1 as listed below:

Project Description:

Expand the existing terminal by 1,424 Renovation of Existing Hold Room feet, including Holding room area and baggage access - Phase I Construction - Reconstruct 2,496 feet of the existing terminal, including Holding room and public bathrooms - Phase I Construction

Financing participation is as follows:

Federal Aviation Administration (95%)	\$2,000,000
New York State Department of Transportation (2.5%)	\$ 52,632
Ogdensburg Bridge and Port Authority (2.5%)	<u>\$ 52,532</u>
	\$2,105,264

The OBPA approved the FAA Entitlement Grant offer of \$2,000,000.00 at the August 8, 2024 Board Meeting.

INITIATOR/PREPARER: Steve Lawrence APPROVED BY: 

MOTION PASSED BY: _____ Unanimous: Yes _____ No _____

SECONDED BY: _____ Abstained By: _____

**OGDENSBURG BRIDGE & PORT AUTHORITY
FEBRUARY 12, 2026, BOARD MEETING**

Agenda Item D. Ogdensburg International Airport

4. Approval of Grant Offer with the New York State Department of Transportation to Construct Terminal Renovation and Expansion: Bid Packages Phase 2.

REPORT:

The New York State Department of Transportation (NYSDOT) is requesting that the Ogdensburg Bridge and Port Authority receive Board approval to execute a NYSDOT grant offer PIN 7903.18. In anticipation of the NYSDOT grant offer, it is requested that the Board approve the Executive Director to sign the FY-2024 Grant Application – BIL AIG Grant Offer to the Ogdensburg Bridge and Port Authority in the amount of \$67,502.00 to construct Terminal Renovation and Expansion: Bid Package Phase 2 as listed below:

Project Description:

Expand the existing terminal by 3,508 feet, including ticket lobby, baggage screening, and baggage claim - Phase 2 Construction - Reconstruct 3,625 feet of the existing terminal, including ticket lobby, baggage screening, and baggage claim - Phase 2 Construction.

Financing participation is as follows:

Federal Aviation Administration (95%)	\$2,565,051.00
New York State Department of Transportation (2.5%)	\$ 67,502.00
Ogdensburg Bridge and Port Authority (2.5%)	<u>\$ 67,502.00</u>
	\$2,700,054.00

The OBPA approved the FAA Entitlement Grant offer of \$2,700,054.00 at the August 8, 2024 Board Meeting.

Staff requests Board approval to accept this Grant Offer agreement with the New York State Department of Transportation upon receipt of Grant offer.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to execute a Grant Offer with the New York State Department of Transportation to accept the OGS FY-2024 BIL AIG Grant Offer PIN 7903.18 to the Ogdensburg Bridge and Port Authority in the amount of \$67,502.00 to construct Terminal Renovation and Expansion: Bid Package 1 and 2 as listed below:

Project Description:

Expand the existing terminal by 3,508 feet, including ticket lobby, baggage screening, and baggage claim - Phase 2 Construction - Reconstruct 3,625 feet of the existing terminal, including ticket lobby, baggage screening, and baggage claim - Phase 2 Construction.

Financing participation is as follows:

Federal Aviation Administration (95%)	\$2,565,051.00
New York State Department of Transportation (2.5%)	\$ 67,502.00
Ogdensburg Bridge and Port Authority (2.5%)	<u>\$ 67,502.00</u>
	\$2,700,054.00

The OBPA approved the FAA Entitlement Grant offer of \$2,700,054.00 at the August 8, 2024 Board Meeting.

Staff requests Board approval to accept this Grant Offer agreement with the New York State Department of Transportation upon receipt of Grant offer.

INITIATOR/PREPARER: Steve Lawrence APPROVED BY: 

MOTION PASSED BY: _____ Unanimous: Yes No

SECONDED BY: _____ Abstained By: _____