



Niagara Frontier Transportation Authority  
Serving Buffalo Niagara

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EGL10180715/13 4/21/13

May 9, 2013

Mr. Robert M. Graber  
Clerk  
Erie County Legislature  
25 Delaware Avenue  
Buffalo, New York 14202

**Re: NFTA Board Minutes**

Dear Mr. Graber:

Enclosed, for your information and files, please find a copy of the Minutes from the Niagara Frontier Transportation Authority's Board Meeting held on March 28, 2013.

Very truly yours,

A handwritten signature in black ink, appearing to read "D. State", is written over a horizontal line.

David J. State  
General Counsel

DJS:lf

Enclosure



**NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
 NIAGARA FRONTIER TRANSIT METRO SYSTEM, INC.  
 REGULAR BOARD MEETING  
 MARCH 28, 2013 12:30 PM  
 MINUTES**

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<b>1. REGULAR BOARD MEETING - MARCH 28, 2013 - MINUTES</b>	
A. CALL TO ORDER	3
B. SPECIAL BUSINESS	
C. APPROVAL OF MINUTES (February 28, 2013)	
D. EXECUTIVE DIRECTOR'S REPORT	4
<b>2. NFTA CORPORATE REPORT</b>	<b>5</b>
A. Audit and Governance Committee Report (Howard Zemsky)	
B. Consolidated Financial (Debbie Leous)	
C. Corporate Resolutions (Kim Minkel)	
1) Adoption of Revised Operating and Capital Budgets, Niagara Frontier Transportation Authority and NFTA Metro System, Inc., Fiscal Year 2013-2014	8
2) Adoption of Five Year Operating and Capital Plans for the Niagara Frontier Transportation Authority and NFTA Metro System, Inc., Fiscal Years Ending March 31, 2014 through March 31, 2018	29
3) Mission Statement	40
4) Authorization for Agreement, Environmental Field Sampling and Laboratory Testing Services, NFTA	41
5) Authorization for Agreement, Debt Collection Services, TAPD	45
6) Authorization for Agreement, Rider Communication System, TAPD	48
7) Authorization for Agreement, Lawson Environment Upgrade and Implementation, NFTA	49
<b>3. AVIATION BUSINESS GROUP REPORT</b>	<b>52</b>
A. Aviation Committee Report (Adam Perry)	
B. Financial Update (Adam Perry)	
C. Business Update (Adam Perry)	
D. Aviation Resolutions (Kim Minkel)	
1) Authorization for Agreement, Airside Pavement Maintenance, NFIA	55
2) Authorization for Adoption of Airline Incentive Program, NFIA	57
3) Approval of Landing Fee Tariff, BNIA	63
4) Authorization for Agreement, Advertising Space, BNIA and NFIA	67
5) Authorization for Agreement, FIDS Integrated Solutions, BNIA and NFIA	71
6) Authorization for Change Order No. 2 and Final. Sealand Contractors Corporation, Runway 10L-28R Mill and Overlay, NFIA	74
<b>4. SURFACE TRANSPORTATION BUSINESS GROUP REPORT</b>	<b>80</b>
A. Surface Transportation Committee Report (Eunice Lewin)	
B. Financial Update (Tom George)	
C. Business Update (Tom George)	

D. Surface Transportation Resolutions (Kim Minkel)	
1) Authorization for Maintenance Agreement, Trapeze Software Group, Inc.	83
2) Authorization for Procurement, Transit Bus Bicycle Racks, Metro	85
3) Authorization for Agreements, Embedded Rail Replacement and Precast Panels and Construction Monitoring Services, LRRT	87
4) Authorization of Payment to NSYDOT, Bus Loop Parking, MTC	90
<b>5. PROPERTY RISK/MANAGEMENT GROUP REPORT</b>	91
A. Property/Risk Management Committee Report (Peter Demakos)	
B. Financial Update (Dave State)	
C. Business Update (Dave State)	
D. Property Development Resolutions (Kim Minkel)	
1) Authorization for Permit, Buffalo Triathlon Club, Inc.	94
2) Authorization for Lease Agreement Amendment, Westmatic Corporation, 485 Cayuga Road	95
<b>6. GENERAL COUNSEL'S REPORT (David State)</b>	
<b>7. EXECUTIVE SESSION</b>	
<b>8. ADJOURNMENT</b>	96

**1. CALL TO ORDER**

**A. Meeting Called to Order**

Chairman Zemsky called the meeting to order at approximately 12:34 p.m.

**B. Approval of Minutes of the NFTA Regular Board Meeting held on February 28, 2013**

It was moved by Commissioner Sloma, seconded by Commissioner Demakos, that the Minutes of the February 28, 2013, Regular Board Meeting of the Niagara Frontier Transportation Authority and Niagara Frontier Transit Metro System, Inc., be accepted and approved.

**AYES: ZEMSKY, SLOMA, DEMAKOS, LEWIN, CROCE,  
DURAND, GURNEY, PERRY**

**NOES: NONE**

**D. Executive Director's Report:**

Executive Director Kimberley Minkel acknowledged the following staff members for exemplary service; Lisa Piecki was nominated as Intern Supervisor of the Year by UB for her outstanding dedication and guidance, Chief George Gast was nominated for the 22<sup>nd</sup> Annual Community Service Awards by the Erie County Law Enforcement Foundation and the Engineering Department received a Quality Management award for the 10L28R project as one of the largest asphalt projects. She also updated the Board that the Niagara Falls Control Tower will remain open and acknowledged Congressman Chris Collin's letter of support and attorney Mary Perla's efforts on this project.

**2. NFTA CORPORATE REPORT**

- A. Audit and Governance Committee Report (Howard Zemsky)
- B. Consolidated Financial (Debbie Leous)
- C. Corporate Resolutions (Kim Minkel)

**Corporate Resolutions**

- i. Niagara Frontier Transportation Authority, Acceptance of Corporate Resolutions 2. C. (1) through 2. C. (7)
1. Adoption of Revised Operating and Capital Budgets, Niagara Frontier Transportation Authority and Niagara Frontier Transit Metro System, Inc., Fiscal Year 2013-2014
2. Adoption of Five Year Operating and Capital Plans for the Niagara Frontier Transportation Authority and NFTA Metro System, Inc., Fiscal Years Ending March 31, 2014 through March 31, 2018
3. Mission Statement
4. Authorization for Agreement, Frontier Technical Associates, Inc., Environmental Field Sampling and Laboratory Testing Services, NFTA
5. Authorization for Agreement, National Recovery Agency, Debt Collection Services, TAPD
6. Authorization for Agreement, Noble Supply & Logistics, Rider Communication System, TAPD
7. Authorization for Agreement, Lawson Environment Upgrade and Implementation, TeamAbsolute, NFTA

**CORPORATE:**

2. C. (i) **Niagara Frontier Transportation Authority, Acceptance of Corporate Resolutions 2. C. (1) through 2. C. (7)**

The Executive Director advised that Items 2. C. (1) through 2. C. (7) have been discussed with the Board of Commissioners of the NFTA, and the Board is unanimously in favor of all subject Resolutions.

Whereupon, it was moved by Commissioner Sloma, seconded by Commissioner Lewin, that the following Resolution be adopted:

“**RESOLVED**, that the Resolutions of the Niagara Frontier Transportation Authority, identified as numbers 2. C. (1) through 2. C. (7) and dated March 28, 2013 as set forth herein, be and hereby are accepted and approved in their entirety.”

**AYES: ZEMSKY, SLOMA, DEMAKOS, LEWIN, CROCE, GURNEY, PERRY\***

**ABSTENTION: PERRY [\*Item 2. C. 4 only]**

**NOES: NONE**

**ADOPTED**

**CORPORATE:**

2. C. (1) **Adoption of Revised Operating and Capital Budgets, Niagara Frontier Transportation Authority and NFT Metro System, Inc., Fiscal Year 2013-2014**

**RECOMMENDATION:** Staff recommends that the Board adopt the revised Operating and Capital Budgets for the NFTA and NFT Metro System, Inc. for the Fiscal Year ending March 31, 2014. The consolidated budget for FYE'14 is \$204.3 million.

**INFORMATION:** On December 17, 2012, the Board passed the Budget for 2013-2014. We have updated the budget assumptions noted below based on more current information and we are presenting a revised balanced budget.

Revenues are decreasing \$510,520 primarily due to lower cost compensatory BNIA revenues and decreased property rental income expected from 485 Cayuga.

Operating Assistance (excluding New York State Operating Assistance) is increasing \$1,423,398 due to higher Erie County Sales Tax, mortgage recording tax and 88c funds, based on more recent trends.

Expenses are increasing \$202,629 primarily the result of higher NFTA/Metro personnel benefits costs based on adjusted pension and health insurance estimates, and increasing electric utility costs based on revised consultant estimates, partially offset by decreased BNIA maintenance and repairs expenses, based on more recent trends.

Central administration capital spending is decreasing \$440,000 due to revised costs for our time capture and management project. BNIA capital costs decreased \$400,000 with the removal of the parking signage upgrade/replacement project, which was completed in FYE 13 at a lower cost.

Non-operating items are increasing \$1,550,250 primarily the result of higher Metro capital/other reserve funding, partially offset by increasing passenger facility charges and lower BNIA net bond debt service costs.

**"RESOLVED**, that the Revised Operating and Capital Budgets of the NFTA and NFT Metro System, Inc., for the fiscal year ending March 31, 2014, be and are hereby adopted as provided herein."

**NFTA CONSOLIDATED  
KEY ITEM REPORT  
FYE 14 BUDGET VS. FYE 13 FORECAST**

	<b>FYE 13 BUDGET</b>	<b>FYE 13 FORECAST</b>	<b>FYE 14 BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
Operating Revenues	104,899,381	104,401,861	105,187,023	785,362	0.8%
Operating Assistance	<u>94,355,378</u>	<u>95,997,810</u>	<u>99,125,668</u>	<u>3,127,858</u>	<u>3.3%</u>
Total Oper Revs & Asst	199,254,759	200,399,471	204,312,691	3,913,220	2.0%
Personnel Services	133,563,777	131,617,320	136,916,772	5,299,452	4.0%
Other Operating Expense	<u>44,491,103</u>	<u>44,119,410</u>	<u>46,055,433</u>	<u>1,936,023</u>	<u>4.4%</u>
Total Operating Expenses	178,054,880	175,736,730	182,972,205	7,235,475	4.1%
Operating Income/(Loss)	<u>21,199,879</u>	<u>24,662,741</u>	<u>21,340,486</u>	<u>-3,322,255</u>	<u>-13.5%</u>
Non-operating/Capital	<u>-21,199,879</u>	<u>-23,582,192</u>	<u>-21,340,486</u>	<u>2,241,706</u>	<u>-9.5%</u>
Net Surplus/(Deficit)	<u>0</u>	<u>1,080,549</u>	<u>0</u>	<u>-1,080,549</u>	<u>-100.0%</u>

**FYE 13 BUDGET VS. FYE 13 FORECAST  
Net Surplus/(Deficit)**

	<b>FYE 13 BUDGET</b>	<b>FYE 13 FORECAST</b>	<b>VARIANCE</b>	<b>%</b>
BNIA	2,449,044	2,458,724	9,681	0.4%
NFIA	-1,356,774	-1,583,899	-227,125	16.7%
Metro	-473,020	452,812	925,832	-195.7%
Transportation Centers	-565,375	-677,985	-112,610	19.9%
Property Development	-65,827	430,897	496,725	-754.6%
Central Admin	<u>12,000</u>	<u>0</u>	<u>-12,000</u>	<u>-100.0%</u>
NFTA Combined	0	1,080,549	1,080,549	n/a

**FYE 14 BUDGET VS. FYE 13 FORECAST  
Net Surplus/(Deficit)**

	<b>FYE 13 FORECAST</b>	<b>FYE 14 BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
BNIA	2,458,724	2,715,315	256,591	10.4%
NFIA	-1,583,899	-1,686,110	-102,211	6.5%
Metro	452,812	-17,570	-470,382	-103.9%
Transportation Centers	-677,985	-926,011	-248,025	36.6%
Property Development	<u>430,897</u>	<u>-85,624</u>	<u>-516,521</u>	<u>-119.9%</u>
NFTA Combined	1,080,549	0	-1,080,549	-100.0%

**NFTA/METRO**  
**2012/13 ANNUAL FORECAST**  
**VS**  
**2013/14 ANNUAL BUDGET**

	<b>FY 11-12</b>	<b>FY 12-13</b>	<b>FY 12-13</b>	<b>FY 13-14</b>		
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>FORECAST</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
<b>OPERATING REVENUES</b>						
Passenger Fares	32,523,832	36,665,539	36,665,539	37,481,523	815,984	2.2%
Airport Fees & Services	16,208,172	16,822,910	16,816,900	17,143,801	326,901	1.9%
Boat Harbor Fees	1,016,245	1,001,000	1,139,800	1,054,500	-85,300	-7.5%
Rental Income	13,409,475	13,825,150	13,927,254	13,876,364	-50,890	-0.4%
Concessions/Commissions	29,293,917	30,655,283	29,953,200	29,499,817	-453,383	-1.5%
Retail Sales	341,910	310,000	371,000	350,000	-21,000	-5.7%
Resales & Rebillings	1,697,889	1,717,842	1,648,278	1,663,586	15,308	0.9%
Other Operating Revenues	<u>3,838,983</u>	<u>3,901,657</u>	<u>3,879,690</u>	<u>4,117,432</u>	<u>237,742</u>	<u>6.1%</u>
<b>TOTAL OPERATING REVENUES</b>	<b>98,330,423</b>	<b>104,899,381</b>	<b>104,401,661</b>	<b>105,187,023</b>	<b>785,362</b>	<b>0.8%</b>
<b>OPERATING ASSISTANCE</b>						
Local	4,099,996	4,100,000	4,100,000	4,100,000	0	0.0%
Erie County Sales Tax	17,804,546	18,643,500	18,643,500	19,301,745	658,245	3.5%
Mortgage Tax	6,784,404	7,200,000	8,200,000	8,763,130	563,130	6.9%
Local - 88c Funds	8,971,000	4,012,971	4,012,971	4,750,000	737,029	18.4%
Peace Bridge	200,000	200,000	200,000	200,000	0	0.0%
State - Local Match	4,100,000	4,100,000	4,100,000	4,100,000	0	0.0%
State - MTOAF	24,809,000	25,263,300	25,263,300	25,263,300	0	0.0%
State - Sec 9 ACM	44,544	52,000	52,000	52,000	0	0.0%
State - DMTTF	7,569,000	8,935,300	8,935,300	8,935,300	0	0.0%
State - Additional Fund	5,529,000	6,628,000	6,628,000	6,628,000	0	0.0%
State - Equity Adjustment - Partial	0	0	0	2,245,463	2,245,463	n/a
State - Sec 9 PMA	1,221,381	1,271,377	1,314,452	1,263,877	-50,575	-3.8%
State - Paratransit	212,500	246,250	233,562	209,923	-23,639	-10.1%
Federal - Sec 18	49,000	48,000	54,100	55,700	1,600	3.0%
Federal - Sec 9 ACM	361,216	416,000	416,000	416,000	0	0.0%
Federal - PMA	9,771,021	10,171,021	10,515,629	10,111,021	-404,608	-3.8%
Federal - Paratransit	1,700,000	1,970,000	1,884,496	1,679,380	-205,116	-10.9%
Federal - New-Freedom Initiative	250,736	100,000	150,000	100,000	-50,000	-33.3%
Federal - JARC	323,733	100,000	200,000	100,000	-100,000	-50.0%
Federal Operating Assistance	780,579	693,330	630,000	240,000	-390,000	-61.9%
Federal - K-9 Cops - BNIA	200,499	0	242,500	242,500	0	0.0%
Federal - K-9 Cops - Metro	120,500	0	152,000	152,000	0	0.0%
Federal - FBI/Other	0	187,000	60,000	200,000	140,000	233.3%
Federal - DEA Expenditures	17,152	0	10,000	0	-10,000	-100.0%
Federal - DEA OT Reimbursement	<u>420,000</u>	<u>16,329</u>	<u>0</u>	<u>16,329</u>	<u>16,329</u>	<u>n/a</u>
<b>TOTAL OPERATING ASSISTANCE</b>	<b>95,339,807</b>	<b>94,355,378</b>	<b>95,997,810</b>	<b>99,125,668</b>	<b>3,127,858</b>	<b>3.3%</b>
<b>TOTAL REVENUES &amp; OPERATING ASST</b>	<b>193,670,230</b>	<b>199,254,759</b>	<b>200,399,471</b>	<b>204,312,691</b>	<b>3,913,220</b>	<b>2.0%</b>

**NFTA/METRO**  
**2012/13 ANNUAL FORECAST**  
**VS**  
**2013/14 ANNUAL BUDGET**

	<b>FY 11-12</b>	<b>FY 12-13</b>	<b>FY 12-13</b>	<b>FY 13-14</b>	<b>VARIANCE</b>	<b>%</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>FORECAST</b>	<b>BUDGET</b>		
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	133,216,967	133,563,777	131,617,320	136,916,772	5,299,452	4.0%
Maintenance & Repairs	16,640,518	17,764,329	17,947,527	18,149,734	202,207	1.1%
Transit Fuel/Power	8,859,720	9,220,723	8,550,000	8,565,077	15,077	0.2%
Utilities	5,241,829	5,391,271	4,941,011	5,617,336	676,325	13.7%
Insurance & Injuries	4,118,310	4,069,791	4,275,487	4,243,989	-31,498	-0.7%
Safety & Security	11,581,191	10,102,584	10,856,725	12,017,919	1,161,194	10.7%
General Business/Other	21,245,624	22,199,385	21,650,485	22,693,046	1,042,561	4.8%
Administrative Cost Reallocation	0	0	0	0	0	n/a
Costs Transferred to Capital Projects	-1,898,466	-2,727,793	-2,000,781	-2,051,758	-50,977	2.5%
Inter Division Reimbursement	<u>-22,146,184</u>	<u>-21,529,187</u>	<u>-22,101,044</u>	<u>-23,179,910</u>	<u>-1,078,866</u>	<u>4.9%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>176,869,509</u></b>	<b><u>178,054,880</u></b>	<b><u>175,736,730</u></b>	<b><u>182,972,205</u></b>	<b><u>7,235,475</u></b>	<b><u>4.1%</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>16,810,721</b>	<b>21,199,879</b>	<b>24,662,741</b>	<b>21,340,486</b>	<b>-3,322,256</b>	<b>-13.5%</b>
<b>NON-OPERATING ITEMS</b>						
Bond Debt Service	-14,339,986	-14,336,111	-14,140,166	-13,856,777	283,389	-2.0%
Operating Expense Reserve & R&R Rsv	-56,396	-293,519	-361,686	-211,723	149,963	-41.5%
Debt Service - Glycol Collection	-300,415	-300,417	-300,417	-294,733	5,684	-1.9%
Property Management Debt Service	-221,675	-205,833	-205,833	0	205,833	-100.0%
Debt Service - Noresco	-646,694	-646,694	-741,993	-646,694	95,299	-12.8%
NFIA Contribution (Excluding Debt Svc)	-1,592,775	-1,356,774	-1,583,899	-1,686,110	-102,211	6.5%
BNIA Contribution (Excluding Debt Svc)	1,592,775	1,356,774	1,583,899	1,686,110	102,211	6.5%
NFIA Contribution - Debt Service	-2,084,688	-2,092,371	-2,092,371	-2,092,371	0	0.0%
BNIA Contribution - Debt Service	2,084,688	2,092,371	2,092,371	2,092,371	0	0.0%
NFIA Contribution - Debt Svc Entlmt Appl	0	0	0	1,000,000	1,000,000	n/a
Metro Capital/Other Reserve Funding	0	0	-3,773,000	-2,245,463	1,527,537	-40.5%
ADF NFIA Debt Service Funding	1,000,000	1,000,000	1,000,000	1,000,000	0	0.0%
ADF Refunding	0	-2,921,013	-2,921,013	0	2,921,013	-100.0%
Debt Service	-2,084,688	-2,092,371	-2,092,371	-2,092,371	0	0.0%
Property Acquisition	46,500	0	0	0	0	n/a
Intercompany Transfer - Metro	-643,984	-677,647	-625,000	-1,637,000	-1,012,000	161.9%
Intercompany Transfer - Transpo Ctrs	643,984	677,647	625,000	637,000	12,000	1.9%
Intercompany Transfer - BNIA	0	0	0	1,000,000	1,000,000	n/a
Prior Period Adjustment	-413,399	0	0	0	0	n/a
Interest Income	116,170	187,000	85,000	100,000	15,000	17.6%
Entitlements	1,000,000	0	0	0	0	n/a
PFC	<u>2,691,920</u>	<u>2,691,920</u>	<u>2,691,920</u>	<u>2,525,920</u>	<u>-166,000</u>	<u>-6.2%</u>
<b>TOTAL NON-OPERATING ITEMS</b>	<b><u>-13,208,663</u></b>	<b><u>-16,917,038</u></b>	<b><u>-20,759,559</u></b>	<b><u>-14,721,841</u></b>	<b><u>6,037,718</u></b>	<b><u>-29.1%</u></b>
<b>NET INCOME/(LOSS)</b>	<b>3,602,058</b>	<b>4,282,841</b>	<b>3,903,182</b>	<b>6,618,645</b>	<b>2,715,463</b>	<b>69.6%</b>
<b>LESS: DIRECT CAPITAL</b>	<b>3,081,744</b>	<b>4,282,841</b>	<b>2,822,633</b>	<b>6,618,645</b>	<b>3,796,012</b>	<b>134.5%</b>
<b>LESS: INDIRECT CAPITAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>n/a</b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>520,314</u></b>	<b><u>0</u></b>	<b><u>1,080,549</u></b>	<b><u>0</u></b>	<b><u>-1,080,549</u></b>	<b><u>-100.0%</u></b>

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
FY 2013-14 OPERATING BUDGET AND CAPITAL PLAN  
VS.  
FY 2012-13 OPERATING FORECAST AND CAPITAL PLAN**

<b>BUSINESS CENTER</b>	<b>FYE 13 BUDGET</b>	<b>FYE 13 FORECAST</b>	<b>FYE 14 BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
<b>SURFACE TRANSPORTATION GROUP</b>					
<b>METRO CONSOLIDATED</b>					
Operating Revenues & Asst	130,739,788	132,185,930	136,542,543	4,356,613	3.3%
Operating Expenses	<u>127,451,470</u>	<u>125,321,675</u>	<u>130,717,964</u>	<u>5,396,288</u>	<u>4.3%</u>
Net Income/(Loss)	3,288,318	6,864,255	5,824,579	-1,039,675	-15.1%
Non-operating Items:					
Metro Capital/Other Reserve Funding	0	-3,773,000	-2,245,463	1,527,537	-40.5%
Debt Service - Noresco	-309,524	-404,823	-309,524	95,299	-23.5%
Intercompany Transfer	-677,647	-625,000	-1,637,000	-1,012,000	161.9%
Direct Capital	2,383,242	1,409,385	1,349,675	-59,710	-4.2%
Indirect Capital	<u>390,926</u>	<u>199,235</u>	<u>300,488</u>	<u>101,253</u>	<u>50.8%</u>
Total Capital	<u>2,774,168</u>	<u>1,608,620</u>	<u>1,650,163</u>	<u>41,543</u>	<u>2.6%</u>
Net Surplus/(Deficit)	-473,020	452,812	-17,570	-470,382	-103.9%
<b>TRANSPORTATION CENTERS</b>					
Operating Revenues	1,830,897	1,652,000	1,678,630	26,630	1.6%
Operating Expenses	<u>2,552,532</u>	<u>2,453,413</u>	<u>2,611,102</u>	<u>157,689</u>	<u>6.4%</u>
Net Income/(Loss)	-721,635	-801,413	-932,472	-131,059	16.4%
Non-operating Items:					
Debt Service - Noresco	-64,037	-64,037	-64,037	0	0.0%
Intercompany Transfer	677,647	625,000	637,000	12,000	1.9%
Direct Capital	416,941	416,941	535,441	118,500	28.4%
Indirect Capital	<u>40,409</u>	<u>20,594</u>	<u>31,061</u>	<u>10,466</u>	<u>50.8%</u>
Total Capital	<u>457,350</u>	<u>437,535</u>	<u>566,502</u>	<u>128,966</u>	<u>29.5%</u>
Net Surplus/(Deficit)	-565,375	-677,985	-926,011	-248,025	36.6%
<b>TOTAL SURFACE TRANSPORTATION</b>					
Operating Revenues & Asst	132,570,685	133,837,930	138,221,173	4,383,243	3.3%
Operating Expenses	<u>130,004,001</u>	<u>127,775,088</u>	<u>133,329,066</u>	<u>5,553,978</u>	<u>4.3%</u>
Net Income/(Loss)	2,566,684	6,062,842	4,892,107	-1,170,735	-19.3%
Non-operating Items:					
Metro Capital/Other Reserve Funding	0	-3,773,000	-2,245,463	1,527,537	-40.5%
Debt Service - Noresco	-373,561	-468,860	-373,561	95,299	-20.3%
Intercompany Transfer	0	0	-1,000,000	-1,000,000	n/a
Direct Capital	2,800,183	1,826,326	1,885,116	58,790	3.2%
Indirect Capital	<u>431,335</u>	<u>219,830</u>	<u>331,548</u>	<u>111,719</u>	<u>50.8%</u>
Total Capital	<u>3,231,518</u>	<u>2,046,156</u>	<u>2,216,664</u>	<u>170,509</u>	<u>8.3%</u>
Net Surplus/(Deficit)	-1,038,395	-225,173	-943,581	-718,408	319.0%

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY**  
**FY 2013-14 OPERATING BUDGET AND CAPITAL PLAN**  
**VS.**  
**FY 2012-13 OPERATING FORECAST AND CAPITAL PLAN**

BUSINESS CENTER	FYE 13 BUDGET	FYE 13 FORECAST	FYE 14 BUDGET	VARIANCE	%
<b>AIRPORT BUSINESS GROUP</b>					
<b>BNIA</b>					
Operating Revenues & Asst	58,895,392	58,958,322	58,863,733	-94,589	-0.2%
Operating Expenses	<u>38,437,730</u>	<u>38,449,817</u>	<u>39,903,354</u>	<u>1,453,537</u>	<u>3.8%</u>
Net Income/(Loss)	20,457,662	20,508,505	18,960,379	-1,548,126	-7.5%
Non-operating Items:					
Bond Debt Service	-14,336,111	-14,140,166	-13,856,777	283,389	-2.0%
Operating Expense Reserve & R&R Rsv	-293,519	-361,686	-211,723	149,963	-41.5%
NFIA Contribution (Excluding Debt Svc)	-1,356,774	-1,583,899	-1,686,110	-102,211	6.5%
NFIA Contribution - Debt Service	-2,092,371	-2,092,371	-2,092,371	0	0.0%
NFIA Contribution - Debt Svc Entlmnt Appl	0	0	1,000,000	1,000,000	n/a
ADF Refunding	-2,921,013	-2,921,013	0	2,921,013	-100.0%
ADF NFIA Debt Service Funding	1,000,000	1,000,000	1,000,000	0	0.0%
Debt Service - Glycol Collection	-300,417	-300,417	-294,733	5,684	-1.9%
Debt Service - Noresco	-273,133	-273,133	-273,133	0	0.0%
Interest Income	175,000	85,000	100,000	15,000	17.6%
Entitlements	0	0	0	0	n/a
PFC	2,691,920	2,691,920	2,525,920	-166,000	-6.2%
Intercompany Transfer	0	0	1,000,000	1,000,000	n/a
Direct Capital	0	0	3,223,850	3,223,850	n/a
Indirect Capital	<u>302,199</u>	<u>154,016</u>	<u>232,288</u>	<u>78,272</u>	<u>50.8%</u>
Total Capital	<u>302,199</u>	<u>154,016</u>	<u>3,456,138</u>	<u>3,302,122</u>	<u>2144.0%</u>
Net Surplus/(Deficit)	2,449,044	2,458,724	2,715,315	256,591	10.4%
<b>NFIA</b>					
Operating Revenues & Asst	2,283,284	1,529,633	1,771,174	241,541	15.8%
Operating Expenses	<u>4,861,752</u>	<u>4,595,394</u>	<u>4,944,616</u>	<u>349,222</u>	<u>7.6%</u>
Net Income/(Loss)	-2,578,468	-3,065,761	-3,173,442	-107,681	3.5%
Non-operating Items:					
Debt Service	-2,092,371	-2,092,371	-2,092,371	0	0.0%
BNIA Contribution (Excluding Debt Svc)	1,356,774	1,583,899	1,686,110	102,211	6.5%
BNIA Contribution - Debt Service	2,092,371	2,092,371	2,092,371	0	0.0%
Direct Capital	66,129	66,896	145,777	78,881	117.9%
Indirect Capital	<u>68,951</u>	<u>35,141</u>	<u>53,000</u>	<u>17,859</u>	<u>50.8%</u>
Total Capital	<u>135,080</u>	<u>102,037</u>	<u>198,777</u>	<u>96,740</u>	<u>94.8%</u>
Net Surplus/(Deficit)	-1,356,774	-1,583,899	-1,686,110	-102,211	6.5%
<b>TOTAL AIRPORT BUSINESS GROUP</b>					
Operating Revenues & Asst	61,178,676	60,487,955	60,634,907	146,952	0.2%
Operating Expenses	<u>43,299,483</u>	<u>43,045,211</u>	<u>44,847,970</u>	<u>1,802,759</u>	<u>4.2%</u>
Net Income/(Loss)	17,879,193	17,442,744	15,786,937	-1,655,807	-9.5%
Non-operating Items:					
Bond Debt Service	-14,336,111	-14,140,166	-13,856,777	283,389	-2.0%
Operating Expense Reserve & R&R Rsv	-293,519	-361,686	-211,723	149,963	-41.5%
NFIA Contribution (Excluding Debt Svc)	-1,356,774	-1,583,899	-1,686,110	-102,211	6.5%
NFIA Contribution - Debt Service	-2,092,371	-2,092,371	-2,092,371	0	0.0%
NFIA Contribution - Debt Svc Entlmnt Appl	0	0	1,000,000	1,000,000	n/a
ADF Refunding	-2,921,013	-2,921,013	0	2,921,013	-100.0%
ADF NFIA Debt Service Funding	1,000,000	1,000,000	1,000,000	0	0.0%
Debt Service - Glycol Collection	-300,417	-300,417	-294,733	5,684	-1.9%
Debt Service - Noresco	-273,133	-273,133	-273,133	0	0.0%
Interest Income	175,000	85,000	100,000	15,000	17.6%
Entitlements	0	0	0	0	n/a
PFC	2,691,920	2,691,920	2,525,920	-166,000	-6.2%
Intercompany Transfer	0	0	1,000,000	1,000,000	n/a
Debt Service	-2,092,371	-2,092,371	-2,092,371	0	0.0%
BNIA Contribution (Excluding Debt Svc)	1,356,774	1,583,899	1,686,110	102,211	6.5%
BNIA Contribution - Debt Service	<u>2,092,371</u>	<u>2,092,371</u>	<u>2,092,371</u>	<u>0</u>	<u>0.0%</u>
Direct Capital	66,129	66,896	3,369,627	3,302,731	4937.1%
Indirect Capital	<u>371,151</u>	<u>189,157</u>	<u>285,288</u>	<u>96,131</u>	<u>50.8%</u>
Total Capital	<u>437,280</u>	<u>256,053</u>	<u>3,654,915</u>	<u>3,398,862</u>	<u>1327.4%</u>
Net Surplus/(Deficit)	1,092,269	874,825	1,029,205	154,380	17.6%

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY**  
**FY 2013-14 OPERATING BUDGET AND CAPITAL PLAN**  
**VS.**  
**FY 2012-13 OPERATING FORECAST AND CAPITAL PLAN**

BUSINESS CENTER	FYE 13 BUDGET	FYE 13 FORECAST	FYE 14 BUDGET	VARIANCE	%
<b>PROPERTY DEVELOPMENT</b>					
Operating Revenues & Asst	4,608,739	4,979,086	4,605,782	-373,304	-7.5%
Operating Expenses	<u>3,854,737</u>	<u>3,821,931</u>	<u>3,944,340</u>	<u>122,409</u>	<u>3.2%</u>
Net Income/(Loss)	754,002	1,157,155	661,442	-495,713	-42.8%
Non-operating Items:					
Property Mgmt Debt Service	-205,833	-205,833	0	205,833	-100.0%
Direct Capital	502,250	463,473	661,172	197,699	42.7%
Indirect Capital	<u>111,747</u>	<u>56,952</u>	<u>85,895</u>	<u>28,943</u>	<u>50.8%</u>
Total Capital	<u>613,997</u>	<u>520,425</u>	<u>747,067</u>	<u>226,642</u>	<u>43.5%</u>
Net Surplus/(Deficit)	-65,827	430,897	-85,625	-516,522	-119.9%
<b>CENTRAL ADMINISTRATION</b>					
Operating Revenues & Asst	896,659	1,094,500	850,829	-243,671	-22.3%
Operating Expenses	<u>896,659</u>	<u>1,094,500</u>	<u>850,829</u>	<u>-243,671</u>	<u>-22.3%</u>
Net Income/(Loss)	0	0	0	0	n/a
Non-operating Items:					
Interest Income	12,000	0	0	0	n/a
Direct Capital	914,232	465,938	702,731	236,793	50.8%
Indirect Capital	<u>-914,232</u>	<u>-465,938</u>	<u>-702,731</u>	<u>-236,793</u>	<u>50.8%</u>
Total Capital	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
Net Surplus/(Deficit)	12,000	0	0	0	n/a
<b>CONSOLIDATED</b>					
Operating Revenues & Asst	199,254,759	200,399,471	204,312,691	3,913,220	2.0%
Operating Expenses	<u>178,054,880</u>	<u>175,736,730</u>	<u>182,972,205</u>	<u>7,235,475</u>	<u>4.1%</u>
Net Income/(Loss)	21,199,879	24,662,741	21,340,486	-3,322,255	-13.5%
Non-operating Items:					
Bond Debt Service	-14,336,111	-14,140,186	-13,856,777	283,389	-2.0%
Operating Expense Reserve & R&R Rsv	-293,519	-361,686	-211,723	149,963	-41.5%
NFIA Contribution (Excluding Debt Svc)	-1,356,774	-1,583,899	-1,686,110	-102,211	6.5%
NFIA Contribution - Debt Service	-2,092,371	-2,092,371	-2,092,371	0	0.0%
NFIA Contribution - Debt Svc Entimnt Appl	0	0	1,000,000	1,000,000	n/a
ADF Refunding	-2,921,013	-2,921,013	0	2,921,013	-100.0%
ADF NFIA Debt Service Funding	1,000,000	1,000,000	1,000,000	0	0.0%
Debt Service - Glycol Collection	-300,417	-300,417	-294,733	5,684	-1.9%
Debt Service - Noresco	-646,694	-741,993	-646,694	95,299	-12.8%
Interest Income	187,000	85,000	100,000	15,000	17.6%
Entitlements	0	0	0	0	n/a
PFC	2,691,920	2,691,920	2,525,920	-166,000	-6.2%
Debt Service	-2,092,371	-2,092,371	-2,092,371	0	0.0%
BNIA Contribution (Excluding Debt Svc)	1,356,774	1,583,899	1,686,110	102,211	6.5%
BNIA Contribution - Debt Service	2,092,371	2,092,371	2,092,371	0	0.0%
Metro Capital/Other Reserve Funding	0	-3,773,000	-2,245,463	1,527,537	-40.5%
Property Mgmt Debt Service	-205,833	-205,833	0	205,833	-100.0%
Direct Capital	4,282,794	2,822,633	6,618,646	3,796,013	134.5%
Indirect Capital	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
Total Capital	<u>4,282,794</u>	<u>2,822,633</u>	<u>6,618,646</u>	<u>3,796,013</u>	<u>134.5%</u>
Net Surplus/(Deficit)	0	1,080,549	0	-1,080,549	-100.0%

NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
(\$000's)

	METRO		SURFACE		AIRPORT		CENTRAL ADMIN	FYE14 CONSOLE TOTAL	FYE13 ADOPTED BUDGET	VARIANCE	%
	CTRS	GROUP SUBTOTAL	BNIA	NFA	BUSN GROUP SUBTOTAL	PROP DEV					
<b>REVENUES &amp; ASSISTANCE</b>											
Operating Revenues	0	0	17,050	94	17,144	0	0	17,144	16,823	321	1.9%
Airport Fees & Services	37,482	0	0	0	0	0	0	37,482	36,866	616	2.2%
Passenger Fares	0	0	0	0	0	0	0	1,055	1,001	54	5.3%
Boat Harbor Fees	0	1,650	9,208	178	9,385	2,841	0	13,876	13,825	51	0.4%
Rental Income	0	22	28,119	1,299	29,418	61	0	29,500	30,855	-1,155	-3.8%
Concessions/Commissions	0	0	0	0	0	350	0	350	310	40	12.9%
Retail Sales	0	5	1,308	52	1,361	298	0	1,664	1,718	-54	-3.2%
Resales & Rebillings	788	3	3,181	147	3,327	2	0	4,117	3,902	218	5.5%
Other Operating Revenues	38,268	1,679	58,864	1,771	60,635	4,605	0	105,187	104,899	288	0.3%
<b>Operating Assistance</b>											
Local	4,100	0	0	0	0	0	0	4,100	4,100	0	0.0%
Erie County Sales Tax	19,302	0	0	0	0	0	0	19,302	18,644	658	3.5%
Mortgage Tax	8,763	0	0	0	0	0	0	8,763	7,200	1,563	21.7%
Local - 88c Funds	4,750	0	0	0	0	0	0	4,750	4,013	737	18.4%
Peace Bridge	200	0	0	0	0	0	0	200	200	0	0.0%
State - Local Match	4,100	0	0	0	0	0	0	4,100	4,100	0	0.0%
State - MTOAF	25,263	0	0	0	0	0	0	25,263	25,263	0	0.0%
State - Sec 9 ACM	52	0	0	0	0	0	0	52	52	0	0.0%
State - DMTTF	8,935	0	0	0	0	0	0	8,935	8,935	0	0.0%
State - Additional Fund	6,628	0	0	0	0	0	0	6,628	6,628	0	0.0%
State - Equity Adjustment - Partial	2,245	0	0	0	0	0	0	2,245	0	2,245	n/a
State - Sec 9 PMA	1,284	0	0	0	0	0	0	1,284	1,271	13	1.0%
State - Paratransit	210	0	0	0	0	0	0	210	246	-36	-14.8%
Federal - Sec 18	56	0	0	0	0	0	0	56	49	7	13.7%
Federal - Sec 9 ACM	416	0	0	0	0	0	0	416	416	0	0.0%
Federal - PMA	10,111	0	0	0	0	0	0	10,111	10,171	-60	-0.8%
Federal - Paratransit	1,679	0	0	0	0	0	0	1,679	1,970	-291	-14.8%
Federal - New-Freedom Initiative	100	0	0	0	0	0	0	100	100	0	0.0%
Federal - JARC	100	0	0	0	0	0	0	100	100	0	0.0%
Federal Operating Assistance	0	0	0	0	0	0	0	0	0	0	0.0%
Federal - K-9 Cops - BNIA	0	0	0	0	0	0	240	240	693	-453	-65.4%
Federal - K-9 Cops - Metro	0	0	0	0	0	0	243	243	0	243	n/a
Federal - FBI/Other	0	0	0	0	0	0	152	152	0	152	n/a
Federal - DEA OT Reimbursement	0	0	0	0	0	0	200	200	187	13	7.0%
Total Operating Assistance	98,275	0	58,864	1,771	60,635	4,605	851	99,128	94,355	4,770	5.1%
<b>TOTAL OPERATING REV &amp; ASST</b>	<b>138,543</b>	<b>1,679</b>	<b>58,864</b>	<b>1,771</b>	<b>60,635</b>	<b>4,605</b>	<b>851</b>	<b>204,313</b>	<b>199,255</b>	<b>5,058</b>	<b>2.5%</b>

NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
(\$000's)

	METRO	TRANSF CTRS	SURFACE TRANSF GROUP SUBTOTAL	BNIA	NFIA	AIRPORT BUSN GROUP SUBTOTAL	PROP DEV	CENTRAL ADMIN	FYE14 CONSOL TOTAL	FYE13 ADOPTED BUDGET	VARIANCE	% VARIANCE
<b>OPERATING EXPENSES (Excluding Depreciation)</b>												
Personnel Services	88,725	1,233	89,958	14,273	1,838	16,111	703	30,145	136,917	133,564	3,353	2.5%
Maintenance & Repairs	7,037	244	7,281	9,025	838	9,862	437	569	18,150	17,764	385	2.2%
Transit Fuel/Power	8,565	0	8,565	0	0	0	0	0	8,565	9,221	-656	-7.1%
Utilities	1,883	368	2,251	2,368	353	2,720	580	67	5,617	5,391	226	4.2%
Insurance & Injunes	3,337	23	3,360	457	124	580	148	158	4,244	4,070	174	4.3%
Safety & Security	175	0	175	999	52	1,051	0	77	1,302	920	383	41.6%
General Business/Other	11,981	77	12,058	6,667	689	7,356	835	2,443	22,693	22,199	494	2.2%
Administrative Cost Reallocation												
Administrative Cost	4,220	436	4,657	3,263	744	4,007	1,206	-9,870	0	0	0	n/a
Police Cost	5,059	310	5,368	5,004	308	5,312	35	0	10,716	9,183	1,533	16.7%
Costs Transferred to Cap'l Projects	-85	0	-85	-128	0	-128	0	-1,838	-2,052	-2,728	676	-24.8%
Inter Division Reimbursement	-180	-78	-259	-2,024	0	-2,024	0	-20,898	-23,180	-21,529	-1,651	7.7%
<b>TOTAL OPERATING EXPENSES</b>	<b>130,718</b>	<b>2,611</b>	<b>133,329</b>	<b>39,903</b>	<b>4,945</b>	<b>44,848</b>	<b>3,944</b>	<b>851</b>	<b>182,972</b>	<b>178,055</b>	<b>4,917</b>	<b>2.8%</b>
<b>OPERATING INCOME/(LOSS)</b>	<b>5,825</b>	<b>-932</b>	<b>4,892</b>	<b>18,960</b>	<b>-3,173</b>	<b>15,787</b>	<b>661</b>	<b>0</b>	<b>21,340</b>	<b>21,200</b>	<b>141</b>	<b>0.7%</b>
<b>NON-OPERATING ITEMS</b>												
Bond Debt Service	0	0	0	-13,857	0	-13,857	0	0	-13,857	-14,336	479	-3.3%
Operating Expense Reserve & R&R Rsv	0	0	0	-212	0	-212	0	0	-212	-294	82	-27.9%
Debt Service - Glycol Collection	0	0	0	-295	0	-295	0	0	-295	-300	6	-1.9%
Property Management Debt Service	0	0	0	0	0	0	0	0	0	-206	206	-100.0%
Debt Service - Noreasco	-310	-64	-374	-273	0	-273	0	0	-647	-647	0	0.0%
NFIA Contribution (Excluding Debt Service)	0	0	0	-1,686	0	-1,686	0	0	-1,686	-1,357	-329	24.3%
BNIA Contribution (Excluding Debt Svc)	0	0	0	0	1,686	1,686	0	0	1,686	1,357	329	24.3%
NFIA Contribution - Debt Service	0	0	0	-2,092	0	-2,092	0	0	-2,092	-2,092	0	0.0%
BNIA Contribution - Debt Service	0	0	0	0	2,092	2,092	0	0	2,092	2,092	0	0.0%
NFIA Contribution - Debt Svc Enlmtm Appl	0	0	0	1,000	0	1,000	0	0	1,000	0	1,000	n/a
ADF NFIA Debt Service Funding	0	0	0	1,000	0	1,000	0	0	1,000	1,000	0	0.0%
ADF Refunding	0	0	0	0	0	0	0	0	0	-2,921	2,921	-100.0%
Debt Service	0	0	0	0	-2,092	-2,092	0	0	-2,092	-2,092	0	0.0%
Metro Capital/Other Reserve Funding	-2,245	0	-2,245	0	0	0	0	0	-2,245	0	-2,245	n/a
Intercompany Transfer - Metro	-1,637	0	-1,637	0	0	0	0	0	-1,637	-678	-959	141.6%
Intercompany Transfer - Tr Centers	0	637	637	0	0	0	0	0	637	678	-41	-6.0%
Intercompany Transfer - BNIA	0	0	0	1,000	0	1,000	0	0	1,000	n/a	1,000	n/a
Interest Income	0	0	0	100	0	100	0	0	100	187	-87	-46.5%
PFC	0	0	0	2,526	0	2,526	0	0	2,526	2,692	-166	-6.2%
<b>TOTAL NON-OPERATING ITEMS</b>	<b>-4,192</b>	<b>573</b>	<b>-3,619</b>	<b>-12,789</b>	<b>1,686</b>	<b>-11,103</b>	<b>0</b>	<b>0</b>	<b>-14,722</b>	<b>-16,917</b>	<b>2,195</b>	<b>-13.0%</b>
<b>NET INCOME/(LOSS)</b>	<b>1,633</b>	<b>-360</b>	<b>1,273</b>	<b>6,171</b>	<b>-1,487</b>	<b>4,684</b>	<b>661</b>	<b>0</b>	<b>6,619</b>	<b>4,283</b>	<b>2,336</b>	<b>54.5%</b>
<b>LESS: DIRECT CAPITAL</b>	<b>1,350</b>	<b>535</b>	<b>1,885</b>	<b>3,224</b>	<b>146</b>	<b>3,370</b>	<b>661</b>	<b>703</b>	<b>6,619</b>	<b>4,283</b>	<b>2,336</b>	<b>54.5%</b>
<b>LESS: INDIRECT CAPITAL</b>	<b>300</b>	<b>31</b>	<b>332</b>	<b>232</b>	<b>53</b>	<b>285</b>	<b>86</b>	<b>-703</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>n/a</b>
<b>NET SURPLUS/(DEFICIT)</b>	<b>-18</b>	<b>-326</b>	<b>-344</b>	<b>2,715</b>	<b>-1,686</b>	<b>1,029</b>	<b>-86</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>n/a</b>

**METRO CONSOLIDATED**

2012/13 ANNUAL FORECAST

VS

2013/14 ANNUAL BUDGET

	FY 11-12 ACTUAL	FY 12-13 BUDGET	FY 12-13 FORECAST	FY 13-14 BUDGET	VARIANCE	%
<b>REVENUES &amp; ASSISTANCE</b>						
<b>Operating Revenues</b>						
Passenger Fares	32,523,832	38,865,539	38,865,539	37,481,523	815,984	2.2%
Other Operating Revenues	<u>608,352</u>	<u>615,530</u>	<u>617,081</u>	<u>786,181</u>	<u>169,100</u>	<u>27.4%</u>
<b>Total Revenues</b>	<b>33,132,184</b>	<b>37,281,069</b>	<b>37,282,820</b>	<b>38,267,704</b>	<b>985,084</b>	<b>2.6%</b>
<b>Operating Assistance</b>						
Local	4,089,998	4,100,000	4,100,000	4,100,000	0	0.0%
Erie County Sales Tax	17,804,548	18,843,500	18,643,500	19,301,745	658,245	3.5%
Mortgage Tax	8,784,404	7,200,000	8,200,000	8,783,130	563,130	6.9%
Local - 88c Funds	8,971,000	4,012,971	4,012,971	4,750,000	737,029	18.4%
Peace Bridge	200,000	200,000	200,000	200,000	0	0.0%
State - Local Match	4,100,000	4,100,000	4,100,000	4,100,000	0	0.0%
State - MTOAF	24,809,000	25,283,300	25,283,300	25,283,300	0	0.0%
State - Sec 9 ACM	44,544	52,000	52,000	52,000	0	0.0%
State - DMTTF	7,589,000	8,935,300	8,935,300	8,935,300	0	0.0%
State - Additional Fund	5,529,000	6,628,000	6,628,000	6,628,000	0	0.0%
State - Equity Adjustment - Partial	0	0	0	2,245,483	2,245,483	n/a
State - Sec 9 PMA	1,221,381	1,271,377	1,314,452	1,263,877	-50,575	-3.8%
State - Paratransit	212,500	248,250	233,562	209,923	-23,639	-10.1%
Federal - Sec 18	49,000	49,000	54,100	55,700	1,600	3.0%
Federal - Sec 9 ACM	361,218	416,000	416,000	416,000	0	0.0%
Federal - PMA	9,771,021	10,171,021	10,515,829	10,111,021	-404,808	-3.8%
Federal - Paratransit	1,700,000	1,970,000	1,884,496	1,679,380	-205,118	-10.9%
Federal - New-Freedom Initiative	250,736	100,000	150,000	100,000	-50,000	-33.3%
Federal - JARC	<u>323,733</u>	<u>100,000</u>	<u>200,000</u>	<u>100,000</u>	<u>-100,000</u>	<u>-50.0%</u>
<b>Total Operating Assistance</b>	<b><u>93,801,077</u></b>	<b><u>93,458,719</u></b>	<b><u>94,903,310</u></b>	<b><u>98,274,839</u></b>	<b><u>3,371,529</u></b>	<b><u>3.6%</u></b>
<b>TOTAL OPER REVS &amp; ASST</b>	<b>128,933,261</b>	<b>130,739,788</b>	<b>132,185,930</b>	<b>136,542,543</b>	<b>4,356,613</b>	<b>3.3%</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	87,045,887	87,088,172	85,400,000	86,725,440	3,325,440	3.9%
Maintenance & Repairs	6,748,891	6,717,071	6,788,000	7,037,359	251,359	3.7%
Transit Fuel/Power	8,859,720	9,220,723	8,550,000	8,565,077	15,077	0.2%
Utilities	1,886,179	1,942,811	1,658,555	1,882,877	226,322	13.7%
Insurance & Injuries	3,197,935	3,183,577	3,444,000	3,336,861	-107,339	-3.1%
Safety & Security	5,455,207	3,851,057	4,510,000	5,233,380	723,380	18.0%
General Business/Other	11,284,356	11,780,778	11,395,980	11,981,479	585,519	5.1%
Administrative Cost Reallocation	3,750,443	3,860,791	3,842,670	4,220,441	377,770	9.8%
Costs Transferred to Capital Projects	-134,311	0	-90,000	-85,000	5,000	-5.6%
Inter Division Reimbursement	<u>-55,202</u>	<u>-173,510</u>	<u>-173,510</u>	<u>-179,750</u>	<u>-6,240</u>	<u>3.6%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>128,018,905</u></b>	<b><u>127,451,470</u></b>	<b><u>125,321,875</u></b>	<b><u>130,717,964</u></b>	<b><u>5,396,288</u></b>	<b><u>4.3%</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>-1,085,644</b>	<b>3,288,318</b>	<b>8,864,255</b>	<b>5,824,579</b>	<b>-1,039,875</b>	<b>-15.1%</b>
<b>NON-OPERATING ITEMS</b>						
Metro Capital/Other Reserve Funding	0	0	-3,773,000	-2,245,463	1,527,537	-40.5%
Debt Service - Noresco/Other	-309,524	-309,524	-404,823	-309,524	95,299	-23.5%
Prior Period Revenue Adjustment	-413,399	0	0	0	0	n/a
Intercompany Transfer	<u>-643,984</u>	<u>-677,847</u>	<u>-625,000</u>	<u>-1,637,000</u>	<u>-1,012,000</u>	<u>181.9%</u>
<b>TOTAL NON-OPERATING ITEMS</b>	<b><u>-1,366,907</u></b>	<b><u>-987,171</u></b>	<b><u>-4,802,823</u></b>	<b><u>-4,181,987</u></b>	<b><u>610,838</u></b>	<b><u>-12.7%</u></b>
<b>NET INCOME/(LOSS)</b>	<b><u>-2,452,551</u></b>	<b><u>2,301,147</u></b>	<b><u>2,061,432</u></b>	<b><u>1,632,592</u></b>	<b><u>-428,839</u></b>	<b><u>-20.8%</u></b>
<b>LESS: DIRECT CAPITAL</b>	<b>1,783,178</b>	<b>2,383,242</b>	<b>1,409,385</b>	<b>1,349,875</b>	<b>-59,710</b>	<b>-4.2%</b>
<b>LESS: INDIRECT CAPITAL</b>	<b><u>259,636</u></b>	<b><u>390,928</u></b>	<b><u>199,235</u></b>	<b><u>300,488</u></b>	<b><u>101,253</u></b>	<b><u>50.8%</u></b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-4,495,365</u></b>	<b><u>-473,020</u></b>	<b><u>452,812</u></b>	<b><u>-17,570</u></b>	<b><u>-470,382</u></b>	<b><u>-103.9%</u></b>

**TRANSPORTATION CENTERS****2012/13 ANNUAL FORECAST**

VS

**2013/14 ANNUAL BUDGET**

	<b>FY 11-12</b>	<b>FY 12-13</b>	<b>FY 12-13</b>	<b>FY 13-14</b>		
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>FORECAST</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
<b>OPERATING REVENUES</b>						
Rental Income	1,596,557	1,762,992	1,625,000	1,650,000	25,000	1.5%
Concessions/Commissions	19,600	63,130	20,000	21,630	1,630	8.2%
Retail Sales	0	0	0	0	0	n/a
Resales & Rebillings	4,500	4,775	4,500	4,500	0	0.0%
Other Operating Revenues	0	0	2,500	2,500	0	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>1,620,657</b>	<b>1,830,897</b>	<b>1,652,000</b>	<b>1,678,630</b>	<b>26,630</b>	<b>1.6%</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	1,142,614	1,168,896	1,135,000	1,232,590	97,590	8.6%
Maintenance & Repairs	207,268	221,827	260,000	243,753	-16,247	-6.2%
Utilities	381,522	356,315	335,000	387,918	32,918	9.8%
Insurance & Injuries	26,134	22,205	22,205	22,950	745	3.4%
Safety & Security	322,699	364,300	305,000	309,561	4,561	1.5%
General Business/Other	57,405	46,371	74,000	76,823	2,823	3.8%
Administrative Cost Reallocation	387,674	399,081	397,208	436,257	39,049	9.8%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	-71,254	-26,463	-75,000	-78,750	-3,750	5.0%
<b>TOTAL OPERATING EXPENSES</b>	<b>2,454,062</b>	<b>2,552,532</b>	<b>2,453,413</b>	<b>2,611,102</b>	<b>157,689</b>	<b>6.4%</b>
<b>OPERATING INCOME/(LOSS)</b>	<b>-833,405</b>	<b>-721,635</b>	<b>-801,413</b>	<b>-932,472</b>	<b>-131,059</b>	<b>16.4%</b>
<b>NON-OPERATING ITEMS</b>						
Debt Service - Noresco	-64,037	-64,037	-64,037	-64,037	0	0.0%
Intercompany Transfer	643,984	677,647	625,000	637,000	12,000	1.9%
<b>TOTAL NON-OPERATING ITEMS</b>	<b>579,947</b>	<b>613,610</b>	<b>560,963</b>	<b>572,963</b>	<b>12,000</b>	<b>2.1%</b>
<b>NET INCOME/(LOSS)</b>	<b>-253,458</b>	<b>-108,025</b>	<b>-240,450</b>	<b>-359,509</b>	<b>-119,059</b>	<b>49.5%</b>
<b>LESS: DIRECT CAPITAL</b>	<b>431,582</b>	<b>416,941</b>	<b>416,941</b>	<b>535,441</b>	<b>118,500</b>	<b>28.4%</b>
<b>LESS: INDIRECT CAPITAL</b>	<b>26,838</b>	<b>40,409</b>	<b>20,594</b>	<b>31,061</b>	<b>10,466</b>	<b>50.8%</b>
<b>NET SURPLUS/(DEFICIT)</b>	<b>-711,878</b>	<b>-565,375</b>	<b>-677,985</b>	<b>-926,011</b>	<b>-248,025</b>	<b>36.6%</b>

**BNIA**      G.lfy14 budget/rollup - forecast vs budget 2-13-13  
**2012/13 ANNUAL FORECAST**  
**VS**  
**2013/14 ANNUAL BUDGET**

	FY 11-12 ACTUAL	FY 12-13 BUDGET	FY 12-13 FORECAST	FY 13-14 BUDGET	VARIANCE	%
<b>REVENUES AND ASSISTANCE</b>						
<b>Operating Revenues</b>						
Airport Fees & Services	16,122,887	16,706,297	16,780,000	17,049,751	269,751	1.6%
Rental Income	8,724,184	8,923,396	9,056,000	9,206,406	150,406	1.7%
Concessions/Commissions	28,179,214	28,683,394	28,673,425	28,118,720	-554,705	-1.9%
Resales & Rebillings	1,376,321	1,396,678	1,329,821	1,308,355	-21,466	-1.6%
Other Operating Revenues	<u>3,125,117</u>	<u>3,185,627</u>	<u>3,119,076</u>	<u>3,180,501</u>	<u>61,425</u>	<u>2.0%</u>
<b>Total Revenues</b>	<b>57,527,723</b>	<b>58,895,392</b>	<b>58,958,322</b>	<b>58,863,733</b>	<b>-94,589</b>	<b>-0.2%</b>
<b>Operating Assistance</b>						
Federal	<u>3,853</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
<b>TOTAL OPERATING REVENUES &amp; ASST</b>	<b>57,531,576</b>	<b>58,895,392</b>	<b>58,958,322</b>	<b>58,863,733</b>	<b>-94,589</b>	<b>-0.2%</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	13,466,589	14,073,397	13,920,631	14,272,649	352,018	2.5%
Maintenance & Repairs	7,993,464	9,020,650	9,077,953	9,025,444	-52,509	-0.6%
Utilities	1,986,120	2,036,614	2,018,446	2,367,882	349,436	17.3%
Insurance & Injuries	464,331	465,196	444,903	456,701	11,798	2.7%
Safety & Security	5,395,229	5,452,176	5,648,878	6,002,767	353,889	6.3%
General Business/Other	6,361,902	6,503,685	6,443,867	6,667,347	223,480	3.5%
Administrative Cost Reallocation	2,899,226	2,984,528	2,970,521	3,262,551	292,030	9.8%
Costs Transferred to Capital Projects	-124,058	-108,207	-118,412	-128,373	-9,961	8.4%
Inter Division Reimbursement	<u>-1,810,831</u>	<u>-1,990,309</u>	<u>-1,956,970</u>	<u>-2,023,614</u>	<u>-66,644</u>	<u>3.4%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b>36,631,972</b>	<b>38,437,730</b>	<b>38,449,817</b>	<b>39,903,354</b>	<b>1,453,537</b>	<b>3.8%</b>
<b>OPERATING INCOME/(LOSS)</b>	<b>20,899,604</b>	<b>20,457,662</b>	<b>20,508,505</b>	<b>18,960,379</b>	<b>-1,548,126</b>	<b>-7.5%</b>
<b>NON-OPERATING ITEMS</b>						
Bond Debt Service	-14,339,986	-14,336,111	-14,140,166	-13,856,777	283,389	-2.0%
Operating Expense Reserve & R&R Rsv	-56,396	-293,519	-361,686	-211,723	149,963	-41.5%
NFIA Contribution (Excluding Debt Svc)	-1,592,775	-1,356,774	-1,583,899	-1,686,110	-102,211	6.5%
NFIA Contribution - Debt Service	-2,084,688	-2,092,371	-2,092,371	-2,092,371	0	0.0%
NFIA Contribution - Debt Svc Entlmnt Appl	0	0	0	1,000,000	1,000,000	n/a
ADF Refunding	0	-2,921,013	-2,921,013	0	2,921,013	-100.0%
ADF NFIA Debt Service Funding	1,000,000	1,000,000	1,000,000	1,000,000	0	0.0%
Debt Service - Glycol Collection	-300,415	-300,417	-300,417	-294,733	5,684	-1.9%
Debt Service - Noresco	-273,133	-273,133	-273,133	-273,133	0	0.0%
Interest Income	114,806	175,000	85,000	100,000	15,000	17.6%
Entitlements	1,000,000	0	0	0	0	n/a
PFC	2,691,920	2,691,920	2,691,920	2,525,920	-166,000	-6.2%
Intercompany Transfer	0	0	0	1,000,000	1,000,000	n/a
<b>TOTAL NON-OPERATING ITEMS</b>	<b>-13,840,667</b>	<b>-17,706,418</b>	<b>-17,895,765</b>	<b>-12,788,927</b>	<b>5,106,838</b>	<b>-28.5%</b>
<b>NET INCOME/(LOSS)</b>	<b>7,058,937</b>	<b>2,751,243</b>	<b>2,612,740</b>	<b>6,171,453</b>	<b>3,558,712</b>	<b>136.2%</b>
<b>LESS: DIRECT CAPITAL*</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,223,850</b>	<b>3,223,850</b>	<b>n/a</b>
<b>LESS: INDIRECT CAPITAL</b>	<b>200,708</b>	<b>302,199</b>	<b>154,016</b>	<b>232,288</b>	<b>78,272</b>	<b>50.8%</b>
<b>NET SURPLUS/(DEFICIT)</b>	<b>6,858,229</b>	<b>2,449,044</b>	<b>2,458,724</b>	<b>2,715,315</b>	<b>256,591</b>	<b>10.4%</b>

\* - FYE12 actual includes \$833,159 in direct capital spending funded with capital reserve funds. FYE13 forecast includes \$753,373 funded with capital reserve funds. FYE14 budgeted capital spending funded with our BNIA ADF account as capital reserve funds have been depleted.

**NFIA**  
**2012/13 ANNUAL FORECAST**  
**VS**  
**2013/14 ANNUAL BUDGET**

	<b>FY 11-12</b>	<b>FY 12-13</b>	<b>FY 12-13</b>	<b>FY 13-14</b>	<b>VARIANCE</b>	<b>%</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>FORECAST</b>	<b>BUDGET</b>		
<b>OPERATING REVENUES</b>						
Airport Fees & Services	85,285	116,613	36,900	94,050	57,150	154.9%
Rental Income	181,906	204,822	135,409	179,050	43,641	32.2%
Concessions/Commissions	1,036,330	1,842,759	1,199,775	1,298,967	99,192	8.3%
Retail Sales	0	0	0	0	0	n/a
Resales & Rebillings	18,853	18,590	19,116	52,357	33,241	173.9%
Other Operating Revenues	<u>90,514</u>	<u>100,500</u>	<u>138,433</u>	<u>146,750</u>	<u>8,317</u>	<u>6.0%</u>
<b>TOTAL OPERATING REVENUES</b>	<b>1,412,888</b>	<b>2,283,284</b>	<b>1,529,633</b>	<b>1,771,174</b>	<b>241,541</b>	<b>15.8%</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	1,556,298	1,891,758	1,751,758	1,838,251	86,493	4.9%
Maintenance & Repairs	935,903	939,333	929,011	836,460	-92,551	-10.0%
Utilities	354,208	363,751	334,527	352,596	18,069	5.4%
Insurance & Injuries	99,499	101,912	102,383	123,604	21,221	20.7%
Safety & Security	309,210	330,398	291,447	360,311	68,864	23.6%
General Business/Other	752,452	813,635	630,868	688,994	58,126	9.2%
Administrative Cost Reallocation	661,502	680,965	677,769	744,400	66,631	9.8%
Costs Transferred to Capital Projects	-89,258	-260,000	-112,369	0	112,369	-100.0%
Inter Division Reimbursement	<u>-2,194</u>	<u>0</u>	<u>-10,000</u>	<u>0</u>	<u>10,000</u>	<u>-100.0%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>4,577,620</u></b>	<b><u>4,861,752</u></b>	<b><u>4,595,394</u></b>	<b><u>4,944,616</u></b>	<b><u>349,222</u></b>	<b><u>7.6%</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>-3,164,732</b>	<b>-2,578,468</b>	<b>-3,065,761</b>	<b>-3,173,442</b>	<b>-107,681</b>	<b>3.5%</b>
<b>NON-OPERATING ITEMS</b>						
Debt Service	-2,084,688	-2,092,371	-2,092,371	-2,092,371	0	0.0%
BNIA Contribution (Excluding Debt Svc)	1,592,775	1,356,774	1,583,899	1,686,110	102,211	6.5%
BNIA Contribution - Debt Service	<u>2,084,688</u>	<u>2,092,371</u>	<u>2,092,371</u>	<u>2,092,371</u>	<u>0</u>	<u>0.0%</u>
<b>TOTAL NON-OPERATING ITEMS</b>	<b><u>1,592,775</u></b>	<b><u>1,356,774</u></b>	<b><u>1,583,899</u></b>	<b><u>1,686,110</u></b>	<b><u>102,211</u></b>	<b><u>6.5%</u></b>
<b>NET INCOME/(LOSS)</b>	<b>-1,571,957</b>	<b>-1,221,694</b>	<b>-1,481,862</b>	<b>-1,487,333</b>	<b>-5,471</b>	<b>0.4%</b>
<b>LESS: DIRECT CAPITAL</b>	50,807	66,129	66,896	145,777	78,881	117.9%
<b>LESS: INDIRECT CAPITAL</b>	<u>45,794</u>	<u>68,951</u>	<u>35,141</u>	<u>53,000</u>	<u>17,859</u>	<u>50.8%</u>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-1,668,559</u></b>	<b><u>-1,356,774</u></b>	<b><u>-1,583,899</u></b>	<b><u>-1,686,110</u></b>	<b><u>-102,211</u></b>	<b><u>6.5%</u></b>

**PROPERTY DEVELOPMENT****2012/13 ANNUAL FORECAST**

VS

**2013/14 ANNUAL BUDGET**

	<b>FY 11-12 ACTUAL</b>	<b>FY 12-13 BUDGET</b>	<b>FY 12-13 FORECAST</b>	<b>FY 13-14 BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
<b>OPERATING REVENUES</b>						
Boat Harbor Fees	1,016,245	1,001,000	1,139,800	1,054,500	-85,300	-7.5%
Rental Income	2,906,828	2,933,940	3,110,845	2,840,908	-269,937	-8.7%
Concessions/Commissions	58,773	66,000	60,000	60,500	500	0.8%
Retail Sales	341,910	310,000	371,000	350,000	-21,000	-5.7%
Resales & Rebillings	298,215	297,799	294,841	298,374	3,533	1.2%
Other Operating Revenues	<u>15,000</u>	<u>0</u>	<u>2,600</u>	<u>1,500</u>	<u>-1,100</u>	<u>-42.3%</u>
<b>TOTAL OPERATING REVENUES</b>	<b>4,636,971</b>	<b>4,608,739</b>	<b>4,979,086</b>	<b>4,605,782</b>	<b>-373,304</b>	<b>-7.5%</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	647,133	690,731	680,000	702,622	22,622	3.3%
Maintenance & Repairs	412,625	451,250	455,262	437,250	-18,012	-4.0%
Utilities	570,646	624,301	532,768	579,562	46,794	8.8%
Insurance & Injuries	122,373	142,471	135,469	148,053	12,584	9.3%
Safety & Security	29,108	34,153	35,000	35,000	0	0.0%
General Business/Other	791,453	808,219	885,000	835,435	-49,565	-5.6%
Administrative Cost Reallocation	1,072,069	1,103,612	1,098,432	1,206,418	107,986	9.8%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>-3,335</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>3,642,072</u></b>	<b><u>3,854,737</u></b>	<b><u>3,821,931</u></b>	<b><u>3,944,340</u></b>	<b><u>122,409</u></b>	<b><u>3.2%</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>994,899</b>	<b>754,002</b>	<b>1,157,155</b>	<b>661,442</b>	<b>-495,713</b>	<b>-42.8%</b>
<b>NON-OPERATING ITEMS</b>						
Property Management Debt Service	-221,675	-205,833	-205,833	0	205,833	-100.0%
Property Acquisition	<u>46,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
<b>TOTAL NON-OPERATING ITEMS</b>	<b><u>-175,175</u></b>	<b><u>-205,833</u></b>	<b><u>-205,833</u></b>	<b><u>0</u></b>	<b><u>205,833</u></b>	<b><u>-100.0%</u></b>
<b>NET INCOME/(LOSS)</b>	<b>819,724</b>	<b>548,169</b>	<b>951,322</b>	<b>661,442</b>	<b>-289,880</b>	<b>-30.5%</b>
<b>LESS: DIRECT CAPITAL</b>	<b>208,984</b>	<b>502,250</b>	<b>463,473</b>	<b>661,172</b>	<b>197,699</b>	<b>42.7%</b>
<b>LESS: INDIRECT CAPITAL</b>	<b><u>74,217</u></b>	<b><u>111,747</u></b>	<b><u>56,952</u></b>	<b><u>85,895</u></b>	<b><u>28,943</u></b>	<b><u>50.8%</u></b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>536,523</u></b>	<b><u>-65,827</u></b>	<b><u>430,897</u></b>	<b><u>-85,625</u></b>	<b><u>-516,522</u></b>	<b><u>-119.9%</u></b>

**EXECUTIVE - NFTA**  
**2012/13 ANNUAL FORECAST**  
**VS**  
**2013/14 ANNUAL BUDGET**

	FY 11-12 ACTUAL	FY 12-13 BUDGET	FY 12-13 FORECAST	FY 13-14 BUDGET	VARIANCE	%
<b>OPERATING ASSISTANCE</b>						
Federal Operating Assistance	776,726	693,330	630,000	240,000	-390,000	-61.9%
Federal - K-9 Cops - BNIA	200,499	0	242,500	242,500	0	0.0%
Federal - K-9 Cops - Metro	120,500	0	152,000	152,000	0	0.0%
Federal - FBI/Other	0	187,000	60,000	200,000	140,000	233.3%
Federal - DEA Expenditures	17,152	0	10,000	0	-10,000	-100.0%
Federal - DEA OT Reimbursement	<u>420,000</u>	<u>16,329</u>	<u>0</u>	<u>16,329</u>	<u>16,329</u>	<u>n/a</u>
<b>TOTAL OPERATING ASSISTANCE</b>	<b>1,534,877</b>	<b>896,659</b>	<b>1,094,500</b>	<b>850,829</b>	<b>-243,671</b>	<b>-22.3%</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	14,118,261	12,740,525	13,234,662	14,004,400	769,738	5.8%
Maintenance & Repairs	144,095	160,397	185,500	184,400	-1,100	-0.6%
Utilities	34,995	38,219	33,551	35,225	1,674	5.0%
Insurance & Injuries	185,912	154,390	126,487	155,980	29,493	23.3%
Safety & Security	69,738	70,500	66,400	76,900	10,500	15.8%
General Business/Other	354,402	400,345	389,710	399,215	9,566	2.5%
Costs Transferred to Capital Projects	-50,996	-747,690	-230,000	-243,000	-13,000	5.7%
Inter Division Reimbursement	<u>-11,521,089</u>	<u>-10,275,863</u>	<u>-11,044,331</u>	<u>-11,865,088</u>	<u>-820,757</u>	<u>7.4%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>3,315,318</u></b>	<b><u>2,540,823</u></b>	<b><u>2,761,979</u></b>	<b><u>2,748,093</u></b>	<b><u>-13,886</u></b>	<b><u>-0.5%</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>-1,780,441</b>	<b>-1,644,164</b>	<b>-1,667,479</b>	<b>-1,897,264</b>	<b>-229,785</b>	<b>13.8%</b>
<b>LESS: DIRECT CAPITAL</b>	<b>473,569</b>	<b>206,332</b>	<b>1,631</b>	<b>98,300</b>	<b>96,669</b>	<b>5927.0%</b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-2,254,010</u></b>	<b><u>-1,850,496</u></b>	<b><u>-1,669,110</u></b>	<b><u>-1,995,564</u></b>	<b><u>-326,454</u></b>	<b><u>19.6%</u></b>

**EXECUTIVE - METRO**  
**2012/13 ANNUAL FORECAST**  
**VS**  
**2013/14 ANNUAL BUDGET**

	FY 11-12 ACTUAL	FY 12-13 BUDGET	FY 12-13 FORECAST	FY 13-14 BUDGET	VARIANCE	%
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	151,213	157,711	155,000	164,417	9,417	6.1%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	0	0	0	0	0	n/a
Insurance & Injuries	1,912,014	1,805,050	2,060,000	2,021,000	-39,000	-1.9%
Safety & Security	0	0	0	0	0	n/a
General Business/Other	928,326	953,405	963,866	1,023,694	59,828	6.2%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>-55,374</u>	<u>-173,510</u>	<u>-170,000</u>	<u>-179,750</u>	<u>-9,750</u>	<u>5.7%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>2,936,179</u></b>	<b><u>2,742,656</u></b>	<b><u>3,008,866</u></b>	<b><u>3,029,361</u></b>	<b><u>20,495</u></b>	<b><u>0</u></b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-2,936,179</u></b>	<b><u>-2,742,656</u></b>	<b><u>-3,008,866</u></b>	<b><u>-3,029,361</u></b>	<b><u>-20,495</u></b>	<b><u>0</u></b>

**EEO/DIVERSITY DEVELOPMENT**

2012/13 ANNUAL FORECAST

VS

2013/14 ANNUAL BUDGET

	FY 11-12 ACTUAL	FY 12-13 BUDGET	FY 12-13 FORECAST	FY 13-14 BUDGET	VARIANCE	%
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	327,939	332,259	332,259	345,082	12,823	3.9%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	0	0	0	0	0	n/a
Insurance & Injuries	0	0	0	0	0	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	21,152	26,950	26,950	26,950	0	0.0%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	0	0	0	0	0	n/a
<b>TOTAL OPERATING EXPENSES</b>	<b><u>349,091</u></b>	<b><u>359,209</u></b>	<b><u>359,209</u></b>	<b><u>372,032</u></b>	<b><u>12,823</u></b>	<b><u>3.6%</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>-349,091</b>	<b>-359,209</b>	<b>-359,209</b>	<b>-372,032</b>	<b>-12,823</b>	<b>3.6%</b>
<b>LESS: DIRECT CAPITAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>n/a</b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-349,091</u></b>	<b><u>-359,209</u></b>	<b><u>-359,209</u></b>	<b><u>-372,032</u></b>	<b><u>-12,823</u></b>	<b><u>3.6%</u></b>

**GENERAL COUNSEL**  
**2012/13 ANNUAL FORECAST**  
**VS**  
**2013/14 ANNUAL BUDGET**

	<b>FY 11-12</b>	<b>FY 12-13</b>	<b>FY 12-13</b>	<b>FY 13-14</b>	<b>VARIANCE</b>	<b>%</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>FORECAST</b>	<b>BUDGET</b>		
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	970,280	967,879	975,000	1,076,918	101,918	10.5%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	0	0	0	0	0	n/a
Insurance & Injuries	0	0	0	0	0	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	90,568	161,600	136,000	146,400	10,400	7.6%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>-348,139</u>	<u>-405,223</u>	<u>-405,223</u>	<u>-440,990</u>	<u>-35,767</u>	<u>8.8%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>712,709</u></b>	<b><u>724,256</u></b>	<b><u>705,777</u></b>	<b><u>782,328</u></b>	<b><u>76,551</u></b>	<b><u>10.8%</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>-712,709</b>	<b>-724,256</b>	<b>-705,777</b>	<b>-782,328</b>	<b>-76,551</b>	<b>10.8%</b>
<b>LESS: DIRECT CAPITAL</b>	<u>0</u>	<u>0</u>	0	<u>0</u>	<u>0</u>	<u>n/a</u>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-712,709</u></b>	<b><u>-724,256</u></b>	<b><u>-705,777</u></b>	<b><u>-782,328</u></b>	<b><u>-76,551</u></b>	<b><u>10.8%</u></b>

**ENGINEERING**  
**2012/13 ANNUAL FORECAST**  
**VS**  
**2013/14 ANNUAL BUDGET**

	<b>FY 11-12 ACTUAL</b>	<b>FY 12-13 BUDGET</b>	<b>FY 12-13 FORECAST</b>	<b>FY 13-14 BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	1,765,102	1,749,962	1,662,000	1,738,345	76,345	4.6%
Maintenance & Repairs	10,775	10,000	10,000	10,000	0	0.0%
Utilities	3,184	3,035	2,904	2,991	87	3.0%
Insurance & Injuries	85	0	0	0	0	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	45,513	43,500	55,000	56,325	1,325	2.4%
Costs Transferred to Capital Projects	-1,301,949	-1,410,000	-1,200,000	-1,300,000	-100,000	8.3%
Inter Division Reimbursement	<u>-248,202</u>	<u>-221,000</u>	<u>-252,000</u>	<u>-260,000</u>	<u>-8,000</u>	<u>3.2%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>274,508</u></b>	<b><u>175,497</u></b>	<b><u>277,904</u></b>	<b><u>247,661</u></b>	<b><u>-30,243</u></b>	<b><u>-10.9%</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>-274,508</b>	<b>-175,497</b>	<b>-277,904</b>	<b>-247,661</b>	<b>30,243</b>	<b>-10.9%</b>
<b>LESS: DIRECT CAPITAL</b>	<b><u>0</u></b>	<b><u>1,000</u></b>	<b><u>0</u></b>	<b><u>31,300</u></b>	<b><u>31,300</u></b>	<b><u>n/a</u></b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-274,508</u></b>	<b><u>-176,497</u></b>	<b><u>-277,904</u></b>	<b><u>-278,961</u></b>	<b><u>-1,057</u></b>	<b><u>0.4%</u></b>

**PUBLIC AFFAIRS - NFTA**

**2012/13 ANNUAL FORECAST**

**VS**

**2013/14 ANNUAL BUDGET**

	<b>FY 11-12 ACTUAL</b>	<b>FY 12-13 BUDGET</b>	<b>FY 12-13 FORECAST</b>	<b>FY 13-14 BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	762,198	836,476	850,000	873,000	23,000	2.7%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	740	881	994	1,023	29	2.9%
Insurance & Injuries	0	0	0	0	0	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	28,311	33,172	32,000	33,725	1,725	5.4%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>-78,017</u>	<u>-76,774</u>	<u>-77,000</u>	<u>-78,275</u>	<u>-1,275</u>	<u>1.7%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>713,232</u></b>	<b><u>793,755</u></b>	<b><u>805,994</u></b>	<b><u>829,473</u></b>	<b><u>23,479</u></b>	<b><u>2.9%</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>-713,232</b>	<b>-793,755</b>	<b>-805,994</b>	<b>-829,473</b>	<b>-23,479</b>	<b>2.9%</b>
<b>LESS: DIRECT CAPITAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>470</b>	<b>470</b>	<b>n/a</b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-713,232</u></b>	<b><u>-793,755</u></b>	<b><u>-805,994</u></b>	<b><u>-829,943</u></b>	<b><u>-23,949</u></b>	<b><u>3.0%</u></b>

**PUBLIC AFFAIRS - METRO**

**2012/13 ANNUAL FORECAST**

**VS**

**2013/14 ANNUAL BUDGET**

	<b>FY 11-12 ACTUAL</b>	<b>FY 12-13 BUDGET</b>	<b>FY 12-13 FORECAST</b>	<b>FY 13-14 BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	144,568	106,140	80,000	98,068	18,068	22.6%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	0	0	0	0	0	n/a
Insurance & Injuries	0	0	0	0	0	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	126,114	113,273	117,000	115,775	-1,225	-1.0%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>270,682</u></b>	<b><u>219,413</u></b>	<b><u>197,000</u></b>	<b><u>213,843</u></b>	<b><u>16,843</u></b>	<b><u>8.5%</u></b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-270,682</u></b>	<b><u>-219,413</u></b>	<b><u>-197,000</u></b>	<b><u>-213,843</u></b>	<b><u>-16,843</u></b>	<b><u>8.5%</u></b>

**HUMAN RESOURCES - NFTA**

2012/13 ANNUAL FORECAST

VS

2013/14 ANNUAL BUDGET

	FY 11-12 ACTUAL	FY 12-13 BUDGET	FY 12-13 FORECAST	FY 13-14 BUDGET	VARIANCE	%
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	664,116	610,756	620,000	707,010	87,010	14.0%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	0	0	0	0	0	n/a
Insurance & Injuries	0	0	0	0	0	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	294,526	267,000	267,000	270,999	3,999	1.5%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>-324,574</u>	<u>-257,405</u>	<u>-260,000</u>	<u>-266,066</u>	<u>-6,066</u>	<u>2.3%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>634,068</u></b>	<b><u>620,351</u></b>	<b><u>627,000</u></b>	<b><u>711,943</u></b>	<b><u>84,943</u></b>	<b><u>13.5%</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>-634,068</b>	<b>-620,351</b>	<b>-627,000</b>	<b>-711,943</b>	<b>-84,943</b>	<b>13.5%</b>
<b>LESS: DIRECT CAPITAL</b>	<u>939</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-635,007</u></b>	<b><u>-620,351</u></b>	<b><u>-627,000</u></b>	<b><u>-711,943</u></b>	<b><u>-84,943</u></b>	<b><u>13.5%</u></b>

**HUMAN RESOURCES - METRO**

2012/13 ANNUAL FORECAST

VS

2013/14 ANNUAL BUDGET

	FY 11-12 ACTUAL	FY 12-13 BUDGET	FY 12-13 FORECAST	FY 13-14 BUDGET	VARIANCE	%
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	140,056	136,545	136,545	144,612	8,067	5.9%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	0	0	0	0	0	n/a
Insurance & Injuries	0	0	0	0	0	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	366,753	294,904	297,500	304,065	6,565	2.2%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>-84,024</u>	<u>-67,328</u>	<u>-67,328</u>	<u>-69,280</u>	<u>-1,952</u>	<u>2.9%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>422,785</u></b>	<b><u>364,121</u></b>	<b><u>366,717</u></b>	<b><u>379,397</u></b>	<b><u>12,680</u></b>	<b><u>3.5%</u></b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-422,785</u></b>	<b><u>-364,121</u></b>	<b><u>-366,717</u></b>	<b><u>-379,397</u></b>	<b><u>-12,680</u></b>	<b><u>3.5%</u></b>

**FINANCE & ADMINISTRATION - NFTA**  
**2012/13 ANNUAL FORECAST**  
**VS**  
**2013/14 ANNUAL BUDGET**

	<b>FY 11-12</b>	<b>FY 12-13</b>	<b>FY 12-13</b>	<b>FY 13-14</b>	<b>VARIANCE</b>	<b>%</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>FORECAST</b>	<b>BUDGET</b>		
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	3,429,086	3,621,956	3,525,000	3,723,319	198,319	5.6%
Maintenance & Repairs	187,697	243,801	243,801	375,068	131,267	53.8%
Utilities	24,235	25,344	26,266	27,262	996	3.8%
Insurance & Injuries	42,041	40	40	40	0	0.0%
Safety & Security	0	0	0	0	0	n/a
General Business/Other	1,126,314	1,314,130	1,314,130	1,509,293	195,163	14.9%
Costs Transferred to Capital Projects	-189,429	-200,896	-250,000	-294,385	-44,385	17.8%
Inter Division Reimbursement	<u>-313,078</u>	<u>-292,630</u>	<u>-307,000</u>	<u>-311,231</u>	<u>-4,231</u>	<u>1.4%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>4,306,866</u></b>	<b><u>4,711,745</u></b>	<b><u>4,552,237</u></b>	<b><u>5,029,366</u></b>	<b><u>477,129</u></b>	<b><u>10.5%</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>-4,306,866</b>	<b>-4,711,745</b>	<b>-4,552,237</b>	<b>-5,029,366</b>	<b>-477,129</b>	<b>10.5%</b>
<b>NON-OPERATING ITEMS</b>						
Interest Income	<u>1,364</u>	<u>12,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
<b>NET INCOME/(LOSS)</b>	<b>-4,305,502</b>	<b>-4,699,745</b>	<b>-4,552,237</b>	<b>-5,029,366</b>	<b>-477,129</b>	<b>10.5%</b>
<b>LESS: DIRECT CAPITAL</b>	<b><u>132,685</u></b>	<b><u>706,900</u></b>	<b><u>464,307</u></b>	<b><u>572,661</u></b>	<b><u>108,354</u></b>	<b><u>23.3%</u></b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-4,438,187</u></b>	<b><u>-5,406,645</u></b>	<b><u>-5,016,544</u></b>	<b><u>-5,602,027</u></b>	<b><u>-585,483</u></b>	<b><u>11.7%</u></b>

**FINANCE & ADMINISTRATION - METRO**  
**2012/13 ANNUAL FORECAST**  
**VS**  
**2013/14 ANNUAL BUDGET**

	<b>FY 11-12</b>	<b>FY 12-13</b>	<b>FY 12-13</b>	<b>FY 13-14</b>	<b>VARIANCE</b>	<b>%</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>FORECAST</b>	<b>BUDGET</b>		
<b>OPERATING EXPENSES (Excl. Depr.)</b>						
Personnel Services	1,374,693	1,290,678	1,322,678	1,433,951	111,273	8.4%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	24,275	21,940	22,706	23,388	682	3.0%
Insurance & Injuries	0	0	0	0	0	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	1,001,444	946,101	940,000	924,154	-15,846	-1.7%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>-304,397</u>	<u>-246,643</u>	<u>-246,643</u>	<u>-259,355</u>	<u>-12,712</u>	<u>5.2%</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>2,096,015</u></b>	<b><u>2,012,076</u></b>	<b><u>2,038,741</u></b>	<b><u>2,122,138</u></b>	<b><u>83,397</u></b>	<b><u>4.1%</u></b>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>-2,096,015</u></b>	<b><u>-2,012,076</u></b>	<b><u>-2,038,741</u></b>	<b><u>-2,122,138</u></b>	<b><u>-83,397</u></b>	<b><u>4.1%</u></b>

**CORPORATE:**

2. C. (2) **Adoption of Five Year Operating and Capital Plans for the Niagara Frontier Transportation Authority and NFT Metro System, Inc., Fiscal Years Ending March 31, 2014 through March 31, 2018**

**RECOMMENDATION:** Staff recommends that the Board adopt the attached Five Year Operating and Capital Plans for the NFTA and NFT Metro System, Inc. for the fiscal years ending March 31, 2014 through March 31, 2018.

**INFORMATION:** The Public Authorities Reform Act of 2009 requires Authorities to provide a four-year financial plan and Section 1299 of the Public Authorities Law requires a five-year financial plan. Presented herein is the five-year plan that will satisfy both requirements.

In our five-year plan we used the following assumptions:

**REVENUES:**

- No fare increases
- Metro passenger fares increasing based on additional riders primarily from the employment growth at the Medical Campus
- BNIA concessions and commissions increasing 1% annually, based on enplanement growth projections
- NFIA concessions and commissions annual compounded increase equal to 3%, with FYE 16 assuming a 20% parking fee increase
- Property Development rental income consistent subsequent to FYE 15 reinstatement of \$256k decrease in 485 Cayuga rents
- Assumes the NFTA no longer owns and operates the boat harbor or outer harbor property

**OPERATING ASSISTANCE:**

- Erie County Sales Tax average annual compounded increase equal to 2.3% based on five year historical trend
- Mortgage tax average annual compounded increase equal to 2.2% based on the anticipated annual average residential home price growth rate
- 88c funds, while anticipated to increase 2.2% yearly, are being used for capital projects with no availability of funds for operating assistance.

- New York State Operating Assistance (non- local match) remains flat, with equity request shown as a means to balance the budget along with any other local operating assistance
- Federal/State Preventative Maintenance Assistance remains frozen at FYE 14 levels in an effort to meet growing Metro capital needs

**EXPENSES:**

- Assumes the NFTA no longer owns and operates the boat harbor or outer harbor property
- NFTA and Metro health insurance increasing 8.2% and 6.4% annually, respectively, based on five year trend
- Diesel fuel prices increasing 3.1% for each year, based on five year historical trend
- Workers' compensation annual increase of 15%, five year trend reflects a lower rate, however, the workers' compensation entitlement changes warrant a higher progression
- Other expense increases vary based on multi-year trends and outlooks

**NON-OPERATING/CAPITAL**

- Metro capital includes the leasing of 24 big buses per year instead of purchasing
- Metro capital includes the lease financing of all remaining escalators in the rail line that would be completed over an estimated 3 year period. Cost savings of bidding the escalators as one project is approximately \$8 million, and would achieve additional savings in maintenance and parts procurement.
- Property Management capital is increasing \$2.1 million in FYE 15 primarily due to 485 Cayuga Road projects. BNIA capital includes \$660k in FYE'15 primarily due to the replacing of the 245 Cayuga Road parking lot
- Assumes the NFTA no longer owns and operates the boat harbor or outer harbor property
- NFIA debt service expiring in FYE 16
- BNIA interest increasing from \$100k in FYE'13 to \$2,000k in FYE'18, anticipating a return to more normalized interest rates

The deficits in FYE'14 through FYE'18 are either eliminated or significantly mitigated as we continue to seek additional low cost power, local and state assistance, and if necessary route adjustments.

**"RESOLVED**, that the Board hereby adopt the five year Operating and Capital Plans for the Niagara Frontier Transportation Authority and NFT Metro System, Inc., for the fiscal years ending March 31, 2014 through March 31, 2018 as described hereinabove."

**NFTA COMBINED  
KEY ITEM REPORT  
FIVE YEAR PLAN FYE14 - FYE18**

	FYE 14 BUDGET	FYE 15 PROJ	FYE 16 PROJ	FYE 17 PROJ	FYE 18 PROJ
Operating Revenues	105,187,023	108,323,244	110,742,406	113,786,692	114,986,898
Operating Assistance	<u>99,125,668</u>	<u>92,718,634</u>	<u>93,371,537</u>	<u>93,889,272</u>	<u>98,765,353</u>
Total Oper Revs & Asst	204,312,691	201,041,878	204,113,943	207,675,964	213,752,251
Personnel Services	136,916,772	141,694,665	146,847,684	153,398,695	160,412,353
Other Operating Expense	<u>46,055,433</u>	<u>47,351,284</u>	<u>48,692,791</u>	<u>50,099,888</u>	<u>51,563,666</u>
Total Operating Expenses	182,972,205	189,045,949	195,540,475	203,498,583	211,976,019
Operating Income/(Loss)	<u>21,340,486</u>	<u>11,995,929</u>	<u>8,573,468</u>	<u>4,177,381</u>	<u>1,776,232</u>
Non-operating/Capital	<u>(21,340,486)</u>	<u>(19,990,997)</u>	<u>(15,565,966)</u>	<u>(13,447,873)</u>	<u>(11,849,759)</u>
Net Surplus/(Deficit)	<u>0</u>	<u>(7,995,069)</u>	<u>(6,992,498)</u>	<u>(9,270,492)</u>	<u>(10,073,527)</u>

**FIVE YEAR PLAN FYE14 - FYE18  
NET SURPLUS/(DEFICIT)**

	FYE 14 BUDGET	FYE 15 PROJ	FYE 16 PROJ	FYE 17 PROJ	FYE 18 PROJ
BNIA	2,715,315	3,612,229	4,992,316	5,852,170	5,958,786
NFIA	(1,686,110)	(1,871,058)	(1,602,140)	(2,043,134)	(1,668,197)
Metro	(17,570)	(7,307,828)	(9,365,679)	(12,576,332)	(13,804,202)
Transportation Centers	(926,011)	(1,190,237)	(1,323,069)	(1,063,644)	(1,059,017)
Property Development	<u>(85,624)</u>	<u>(1,238,175)</u>	<u>306,073</u>	<u>560,447</u>	<u>499,103</u>
NFTA Combined	<u>0</u>	<u>(7,995,069)</u>	<u>(6,992,498)</u>	<u>(9,270,492)</u>	<u>(10,073,527)</u>

**SUMMARY AND PLAN OF ACTION  
ITEMS TO BALANCE THE FIVE YEAR PLAN**

Low Cost NYPA Power	0	1,800,000	1,800,000	1,800,000	1,800,000
Add'l State and/or Local Asst and/or Route Reductions	<u>0</u>	<u>8,000,000</u>	<u>8,000,000</u>	<u>8,000,000</u>	<u>8,000,000</u>
<b>NET SURP/(DEF) w/AMENDMENTS</b>	0	1,804,931	2,807,502	529,508	(273,527)
Improve Authority Liquidity	<u>0</u>	<u>(1,804,931)</u>	<u>(2,807,502)</u>	<u>(529,508)</u>	<u>0</u>
<b>NET SUPPLUS/(DEFICIT)</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>(273,527)</u>

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
FINANCIAL STATEMENT  
FYE 2014 - FYE 2018**

	<b>FYE 14 BUDGET</b>	<b>FYE 15 PROJ</b>	<b>FYE 16 PROJ</b>	<b>FYE 17 PROJ</b>	<b>FYE 18 PROJ</b>
<b>OPERATING REVENUES &amp; ASSISTANCE</b>					
<b>Operating Revenues</b>					
Airport Fees & Services	17,143,801	18,008,865	18,424,017	19,450,229	19,763,857
Boat Harbor Fees	1,054,500	1,088,244	1,123,068	1,159,008	1,196,094
Passenger Fares	37,481,523	38,609,523	39,526,023	40,677,523	40,677,523
Rental Income	13,876,364	14,452,863	14,763,285	15,082,635	15,411,176
Concessions/Commissions	29,499,817	29,903,524	30,478,198	30,816,586	31,159,163
Retail Sales	350,000	360,850	372,036	383,569	395,460
Resales & Rebillings	1,663,586	1,678,682	1,728,469	1,779,749	1,832,568
Other Operating Revenues	<u>4,117,432</u>	<u>4,220,693</u>	<u>4,327,310</u>	<u>4,437,394</u>	<u>4,551,056</u>
<b>Total Operating Revenues</b>	<b>105,187,023</b>	<b>108,323,244</b>	<b>110,742,406</b>	<b>113,786,692</b>	<b>114,986,898</b>
<b>Operating Assistance</b>					
Local	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000
Erie County Sales Tax	19,301,745	19,745,685	20,199,836	20,664,432	21,139,714
Mortgage Tax	8,763,130	8,955,919	9,152,949	9,354,314	9,560,109
Local - 88c Funds	4,750,000	0	0	0	4,193,178
Peace Bridge	200,000	200,000	200,000	200,000	200,000
State - Local Match	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000
State - MTOAF	25,263,300	25,263,300	25,263,300	25,263,300	25,263,300
State - Sec 9 ACM	52,000	52,000	52,000	52,000	52,000
State - DMTTF	8,935,300	8,935,300	8,935,300	8,935,300	8,935,300
State - Additional General Fund	6,628,000	6,628,000	6,628,000	6,628,000	6,628,000
State - Equity Adjustment - Partial	2,245,463	0	0	0	0
State - Sec 9 PMA	1,263,877	1,263,877	1,263,877	1,263,877	1,263,877
State - Paratransit	209,923	209,923	209,923	209,923	209,923
Federal - Sec 18	55,700	57,400	59,122	60,896	62,723
Federal - Sec 9 ACM	416,000	416,000	416,000	416,000	416,000
Federal - PMA	10,111,021	10,111,021	10,111,021	10,111,021	10,111,021
Federal - Paratransit	1,679,380	1,679,380	1,679,380	1,679,380	1,679,380
Federal - New-Freedom Initiative	100,000	50,000	50,000	0	0
Federal - JARC	100,000	100,000	100,000	0	0
Federal Operating Assistance	240,000	240,000	240,000	240,000	240,000
Federal - K-9 Cops - BNIA	242,500	242,500	242,500	242,500	242,500
Federal - K-9 Cops - Metro	152,000	152,000	152,000	152,000	152,000
Federal - FBI/Other	200,000	200,000	200,000	200,000	200,000
Federal - DEA Expenditures	0	0	0	0	0
Federal - DEA OT Reimbursement	<u>16,329</u>	<u>16,329</u>	<u>16,329</u>	<u>16,329</u>	<u>16,329</u>
<b>Total Operating Assistance</b>	<b><u>99,125,668</u></b>	<b><u>92,718,634</u></b>	<b><u>93,371,537</u></b>	<b><u>93,889,272</u></b>	<b><u>98,765,353</u></b>
<b>TOTAL REVENUES &amp; OPERATING ASST</b>	<b>204,312,691</b>	<b>201,041,878</b>	<b>204,113,943</b>	<b>207,675,964</b>	<b>213,752,251</b>

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
FINANCIAL STATEMENT  
FYE 2014 - FYE 2018**

	<b>FYE 14 BUDGET</b>	<b>FYE 15 PROJ</b>	<b>FYE 16 PROJ</b>	<b>FYE 17 PROJ</b>	<b>FYE 18 PROJ</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>					
Personnel Services	136,916,772	141,694,665	146,847,684	153,398,695	180,412,353
Maintenance & Repairs	18,149,734	18,855,546	19,508,947	20,185,769	20,886,874
Transit Fuel/Power	8,565,077	8,660,197	8,752,984	8,843,201	8,930,600
Utilities	5,617,336	5,785,856	5,959,432	6,138,215	6,322,361
Insurance & Injuries	4,243,989	4,287,496	4,331,719	4,376,633	4,422,252
Safety & Security	12,017,919	12,482,498	12,974,104	13,494,533	14,045,719
General Business/Other	22,693,046	23,533,723	24,492,648	25,515,406	26,593,773
Administrative Cost Reallocation	0	0	0	0	0
Costs Transferred to Capital Projects	(2,051,758)	(2,135,009)	(2,223,374)	(2,317,214)	(2,416,908)
Inter Division Reimbursement	<u>(23,179,910)</u>	<u>(24,119,024)</u>	<u>(25,103,669)</u>	<u>(26,136,656)</u>	<u>(27,221,006)</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>182,972,205</u></b>	<b><u>189,045,949</u></b>	<b><u>195,540,475</u></b>	<b><u>203,498,583</u></b>	<b><u>211,978,019</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>21,340,486</b>	<b>11,995,929</b>	<b>8,573,468</b>	<b>4,177,381</b>	<b>1,776,232</b>
<b>NON-OPERATING ITEMS</b>					
Bond Debt Service	(13,856,777)	(13,877,748)	(13,875,287)	(13,909,379)	(13,833,470)
Operating Expense Reserve & R&R Rsv	(211,723)	(160,163)	(142,354)	(8,536)	61,344
NFIA Contribution (Excluding Debt Svc)	(1,686,110)	(1,871,058)	(1,602,140)	(2,043,134)	(1,668,197)
NFIA Contribution - Debt Service	(2,092,371)	(1,424,097)	0	0	0
NFIA Contribution - Debt Svc Entimnt Appl	1,000,000	1,000,000	0	0	0
Metro Capital/Other Reserve Funding	(2,245,463)	0	0	0	0
ADF NFIA Debt Service Funding	1,000,000	1,000,000	0	0	0
Debt Service - Glycol Collection	(294,733)	(288,597)	(287,064)	(284,850)	(276,942)
Debt Service - Noresco	(646,694)	(646,694)	(646,694)	(646,694)	(646,694)
Interest Income	100,000	400,000	800,000	1,600,000	2,000,000
Entitlements	0	0	0	0	0
PFC	2,525,920	2,525,920	2,525,920	2,525,920	2,525,920
Debt Service	(2,092,371)	(1,424,097)	0	0	0
BNIA Contribution (Excluding Debt Svc)	1,886,110	1,871,058	1,602,140	2,043,134	1,668,197
BNIA Contribution - Debt Service	2,092,371	1,424,097	0	0	0
Intercompany Transfer	0	0	0	0	0
Property Management Debt Service	0	0	0	0	0
<b>TOTAL NON-OPERATING ITEMS</b>	<b><u>(14,721,841)</u></b>	<b><u>(11,471,379)</u></b>	<b><u>(11,625,479)</u></b>	<b><u>(10,723,540)</u></b>	<b><u>(10,169,843)</u></b>
<b>NET INCOME/(LOSS)</b>	<b>6,618,646</b>	<b>524,549</b>	<b>(3,052,011)</b>	<b>(6,546,159)</b>	<b>(8,393,611)</b>
Less: Direct Capital	6,618,646	8,519,618	3,940,487	2,724,333	1,679,916
Less: Indirect Capital	0	0	0	0	0
<b>NET SURPLUS/(DEFICIT)</b>	<b>0</b>	<b><u>(7,995,069)</u></b>	<b><u>(6,992,498)</u></b>	<b><u>(9,270,492)</u></b>	<b><u>(10,073,527)</u></b>

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
SURFACE TRANSPORTATION GROUP  
METRO CONSOLIDATED FINANCIAL STATEMENT  
FYE 2014 - FYE 2018**

	<b>FYE 14 BUDGET</b>	<b>FYE 15 PROJ</b>	<b>FYE 16 PROJ</b>	<b>FYE 17 PROJ</b>	<b>FYE 18 PROJ</b>
<b>REVENUES &amp; ASSISTANCE</b>					
<b>Operating Revenues</b>					
Passenger Fares	37,481,523	38,609,523	39,526,023	40,677,523	40,677,523
Other Operating Revenues	<u>786,181</u>	<u>786,181</u>	<u>786,181</u>	<u>786,181</u>	<u>786,181</u>
<b>Total Revenues</b>	<b>38,267,704</b>	<b>39,395,704</b>	<b>40,312,204</b>	<b>41,463,704</b>	<b>41,463,704</b>
<b>Operating Assistance</b>					
Local	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000
Erie County Sales Tax	19,301,745	19,745,685	20,199,838	20,664,432	21,139,714
Mortgage Tax	8,763,130	8,955,919	9,152,949	9,354,314	9,560,109
Local - 88c Funds	4,750,000	0	0	0	4,193,178
Peace Bridge	200,000	200,000	200,000	200,000	200,000
State - Local Match	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000
State - MTOAF	25,263,300	25,263,300	25,263,300	25,263,300	25,263,300
State - Sec 9 ACM	52,000	52,000	52,000	52,000	52,000
State - DMTTF	8,935,300	8,935,300	8,935,300	8,935,300	8,935,300
State - Additional General Fund	6,628,000	6,628,000	6,628,000	6,628,000	6,628,000
State - Equity Adjustment - Partial	2,245,463	0	0	0	0
State - Sec 9 PMA	1,263,877	1,263,877	1,263,877	1,263,877	1,263,877
State - Paratransit	209,923	209,923	209,923	209,923	209,923
Federal - Sec 18	55,700	57,400	59,122	60,896	62,723
Federal - Sec 9 ACM	416,000	416,000	416,000	416,000	416,000
Federal - PMA	10,111,021	10,111,021	10,111,021	10,111,021	10,111,021
Federal - Paratransit	1,679,380	1,679,380	1,679,380	1,679,380	1,679,380
Federal - New-Freedom Initiative	100,000	50,000	50,000	0	0
Federal - JARC	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>0</u>	<u>0</u>
<b>Total Operating Assistance</b>	<b>98,274,839</b>	<b>91,867,806</b>	<b>92,520,708</b>	<b>93,038,443</b>	<b>97,914,524</b>
<b>TOTAL REVENUES &amp; OPERATING ASST</b>	<b>136,542,543</b>	<b>131,263,509</b>	<b>132,832,912</b>	<b>134,502,147</b>	<b>139,378,228</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>					
Personnel Services	88,725,440	92,208,880	95,269,234	99,622,675	104,300,517
Maintenance & Repairs	7,037,359	7,304,779	7,582,360	7,870,490	8,169,569
Transit Fuel/Power	8,565,077	8,660,197	8,752,984	8,843,201	8,930,600
Utilities	1,882,877	1,939,363	1,997,544	2,057,471	2,119,195
Insurance & Injuries	3,336,661	3,366,691	3,396,991	3,427,564	3,458,412
Safety & Security	5,233,380	5,438,261	5,655,650	5,886,402	6,131,438
General Business/Other	11,981,479	12,435,687	12,914,870	13,420,635	13,954,706
Administrative Cost Reallocation	4,220,441	4,075,470	4,248,923	4,436,890	4,641,046
Costs Transferred to Capital Projects	(85,000)	(88,638)	(92,529)	(96,702)	(101,180)
Inter Division Reimbursement	<u>(179,750)</u>	<u>(187,443)</u>	<u>(195,672)</u>	<u>(204,497)</u>	<u>(213,985)</u>
<b>TOTAL OPERATING EXPENSES</b>	<b>130,717,964</b>	<b>135,153,047</b>	<b>139,530,355</b>	<b>145,264,129</b>	<b>151,390,338</b>
<b>OPERATING INCOME/(LOSS)</b>	<b><u>5,824,579</u></b>	<b><u>(3,889,538)</u></b>	<b><u>(6,697,443)</u></b>	<b><u>(10,761,982)</u></b>	<b><u>(12,012,109)</u></b>
<b>NON-OPERATING ITEMS</b>					
Metro Capital/Other Reserve Funding	(2,245,463)	0	0	0	0
Debt Service - Noresco/Other	(309,524)	(309,524)	(309,524)	(309,524)	(309,524)
Intercompany Transfer	<u>(1,637,000)</u>	<u>(645,490)</u>	<u>(654,265)</u>	<u>(663,550)</u>	<u>(673,323)</u>
<b>TOTAL NON-OPERATING ITEMS</b>	<b>(4,191,987)</b>	<b>(955,014)</b>	<b>(963,809)</b>	<b>(973,074)</b>	<b>(982,847)</b>
<b>NET INCOME/(LOSS)</b>	<b><u>1,632,592</u></b>	<b><u>(4,844,553)</u></b>	<b><u>(7,661,252)</u></b>	<b><u>(11,735,057)</u></b>	<b><u>(12,994,956)</u></b>
<b>LESS: DIRECT CAPITAL</b>	1,349,675	2,039,038	1,555,021	781,593	749,564
<b>LESS: INDIRECT CAPITAL</b>	<u>300,488</u>	<u>424,237</u>	<u>149,406</u>	<u>59,682</u>	<u>59,682</u>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>(17,570)</u></b>	<b><u>(7,307,828)</u></b>	<b><u>(9,365,679)</u></b>	<b><u>(12,576,332)</u></b>	<b><u>(13,804,202)</u></b>

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
SURFACE TRANSPORTATION GROUP  
TRANSPORTATION CENTERS FINANCIAL STATEMENT  
FYE 2014 - FYE 2018**

	<b>FYE 14 BUDGET</b>	<b>FYE 15 PROJ</b>	<b>FYE 16 PROJ</b>	<b>FYE 17 PROJ</b>	<b>FYE 18 PROJ</b>
<b>OPERATING REVENUES</b>					
Rental Income	1,650,000	1,671,450	1,693,179	1,715,190	1,737,488
Concessions/Commissions	21,630	21,630	21,630	21,630	21,630
Retail Sales	0	0	0	0	0
Resales & Rebillings	4,500	4,635	4,774	4,917	5,065
Other Operating Revenues	<u>2,500</u>	<u>2,500</u>	<u>2,500</u>	<u>2,500</u>	<u>2,500</u>
<b>TOTAL OPERATING REVENUES</b>	<b>1,678,630</b>	<b>1,700,215</b>	<b>1,722,083</b>	<b>1,744,237</b>	<b>1,766,682</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>					
Personnel Services	1,232,590	1,282,444	1,335,289	1,391,379	1,450,996
Maintenance & Repairs	243,753	253,016	262,630	272,610	282,969
Utilities	367,918	378,956	390,324	402,034	414,095
Insurance & Injuries	22,950	23,639	24,348	25,078	25,830
Safety & Security	309,561	322,098	335,401	349,521	364,516
General Business/Other	76,823	79,128	81,502	83,947	86,465
Administrative Cost Reallocation	436,257	421,272	439,201	458,631	479,734
Costs Transferred to Capital Projects	0	0	0	0	0
Inter Division Reimbursement	<u>(78,750)</u>	<u>(81,939)</u>	<u>(85,323)</u>	<u>(88,916)</u>	<u>(92,730)</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>2,611,102</u></b>	<b><u>2,678,612</u></b>	<b><u>2,783,371</u></b>	<b><u>2,894,284</u></b>	<b><u>3,011,875</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>(932,472)</b>	<b>(978,397)</b>	<b>(1,061,288)</b>	<b>(1,150,047)</b>	<b>(1,245,193)</b>
<b>NON-OPERATING ITEMS</b>					
Debt Service - Noresco	(64,037)	(64,037)	(64,037)	(64,037)	(64,037)
Intercompany Transfer	<u>637,000</u>	<u>645,490</u>	<u>654,285</u>	<u>663,550</u>	<u>673,323</u>
<b>TOTAL NON-OPERATING ITEMS</b>	<b>572,963</b>	<b>581,453</b>	<b>590,247</b>	<b>599,513</b>	<b>609,286</b>
<b>NET INCOME/(LOSS)</b>	<b><u>(359,509)</u></b>	<b><u>(396,944)</u></b>	<b><u>(471,041)</u></b>	<b><u>(550,534)</u></b>	<b><u>(635,907)</u></b>
<b>LESS: DIRECT CAPITAL</b>	535,441	749,441	836,584	506,941	416,941
<b>LESS: INDIRECT CAPITAL</b>	<u>31,061</u>	<u>43,852</u>	<u>15,444</u>	<u>6,169</u>	<u>6,169</u>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>(926,011)</u></b>	<b><u>(1,190,237)</u></b>	<b><u>(1,323,069)</u></b>	<b><u>(1,063,644)</u></b>	<b><u>(1,059,017)</u></b>

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
AIRPORT BUSINESS GROUP  
BNIA FINANCIAL STATEMENT  
FYE 2014 - FYE 2018**

	<b>FYE 14 BUDGET</b>	<b>FYE 15 PROJ</b>	<b>FYE 16 PROJ</b>	<b>FYE 17 PROJ</b>	<b>FYE 18 PROJ</b>
<b>OPERATING REVENUES</b>					
Airport Fees & Services	17,049,751	17,816,990	18,226,781	19,247,480	19,555,440
Rental Income	9,206,406	9,482,598	9,767,076	10,060,088	10,361,891
Concessions/Commissions	28,118,720	28,399,907	28,683,906	28,970,745	29,260,453
Resales & Rebillings	1,308,355	1,347,606	1,388,034	1,429,675	1,472,565
Other Operating Revenues	<u>3,180,501</u>	<u>3,283,762</u>	<u>3,390,379</u>	<u>3,500,463</u>	<u>3,614,125</u>
<b>TOTAL OPERATING REVENUES</b>	<b>58,863,733</b>	<b>60,330,863</b>	<b>61,456,176</b>	<b>63,208,452</b>	<b>64,264,474</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>					
Personnel Services	14,272,649	14,850,341	15,462,720	16,112,731	16,803,632
Maintenance & Repairs	9,025,444	9,323,284	9,630,952	9,948,773	10,277,083
Utilities	2,367,882	2,438,918	2,512,086	2,587,449	2,665,072
Insurance & Injuries	456,701	456,701	456,701	456,701	456,701
Safety & Security	6,002,767	6,235,395	6,481,295	6,741,339	7,016,468
General Business/Other	6,667,347	7,047,386	7,449,087	7,873,685	8,322,485
Administrative Cost Reallocation	3,262,551	3,150,483	3,284,568	3,429,874	3,587,693
Costs Transferred to Capital Projects	(128,373)	(133,572)	(139,089)	(144,944)	(151,162)
Inter Division Reimbursement	<u>(2,023,614)</u>	<u>(2,105,570)</u>	<u>(2,190,846)</u>	<u>(2,279,575)</u>	<u>(2,371,898)</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>39,903,354</u></b>	<b><u>41,263,366</u></b>	<b><u>42,947,474</u></b>	<b><u>44,726,033</u></b>	<b><u>46,606,073</u></b>
<b>OPERATING INCOME/(LOSS)</b>	<b>18,960,379</b>	<b>19,067,497</b>	<b>18,508,702</b>	<b>18,482,419</b>	<b>17,658,401</b>
<b>NON-OPERATING ITEMS</b>					
Bond Debt Service	(13,856,777)	(13,877,748)	(13,875,287)	(13,909,379)	(13,833,470)
Operating Expense Reserve & R&R Rsv	(211,723)	(160,163)	(142,354)	(8,536)	61,344
NFIA Contribution (Excluding Debt Svc)	(1,686,110)	(1,871,058)	(1,602,140)	(2,043,134)	(1,668,197)
NFIA Contribution - Debt Service	(2,092,371)	(1,424,097)	0	0	0
NFIA Contribution - Debt Svc Entlmnt Appl	1,000,000	1,000,000	0	0	0
ADF NFIA Debt Service Funding	1,000,000	1,000,000	0	0	0
Debt Service - Glycol Collection	(294,733)	(288,597)	(287,064)	(284,850)	(276,942)
Debt Service - Noresco	(273,133)	(273,133)	(273,133)	(273,133)	(273,133)
Interest Income	100,000	400,000	800,000	1,600,000	2,000,000
Entitlements	0	0	0	0	0
PFC	2,525,920	2,525,920	2,525,920	2,525,920	2,525,920
Intercompany Transfer	<u>1,000,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>TOTAL NON-OPERATING ITEMS</b>	<b>(12,788,927)</b>	<b>(12,968,876)</b>	<b>(12,854,058)</b>	<b>(12,393,112)</b>	<b>(11,464,478)</b>
<b>NET INCOME/(LOSS)</b>	<b><u>6,171,453</u></b>	<b><u>6,098,622</u></b>	<b><u>5,654,644</u></b>	<b><u>6,089,307</u></b>	<b><u>6,193,923</u></b>
<b>LESS: DIRECT CAPITAL</b>	3,223,850	2,158,442	546,832	191,000	189,000
<b>LESS: INDIRECT CAPITAL</b>	<u>232,288</u>	<u>327,950</u>	<u>115,496</u>	<u>46,137</u>	<u>46,137</u>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>2,715,315</u></b>	<b><u>3,612,229</u></b>	<b><u>4,992,316</u></b>	<b><u>5,852,170</u></b>	<b><u>5,958,786</u></b>

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
AIRPORT BUSINESS GROUP  
NFIA FINANCIAL STATEMENT  
FYE 2014 - FYE 2018**

	<b>FYE 14 BUDGET</b>	<b>FYE 15 PROJ</b>	<b>FYE 16 PROJ</b>	<b>FYE 17 PROJ</b>	<b>FYE 18 PROJ</b>
<b>OPERATING REVENUES</b>					
Airport Fees & Services	94,050	191,875	197,236	202,749	208,417
Rental Income	179,050	201,907	206,122	210,448	214,889
Concessions/Commissions	1,298,967	1,421,487	1,712,162	1,763,711	1,816,580
Resales & Rebillings	52,357	19,116	19,116	19,116	19,116
Other Operating Revenues	<u>146,750</u>	<u>146,750</u>	<u>146,750</u>	<u>146,750</u>	<u>146,750</u>
<b>TOTAL OPERATING REVENUES</b>	<b>1,771,174</b>	<b>1,981,135</b>	<b>2,281,386</b>	<b>2,342,774</b>	<b>2,405,752</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>					
Personnel Services	1,838,251	1,952,926	2,054,891	2,139,548	2,229,436
Maintenance & Repairs	836,460	929,804	948,698	968,159	988,204
Utilities	352,596	363,174	374,069	385,291	396,850
Insurance & Injuries	123,604	127,312	131,131	135,065	139,117
Safety & Security	360,311	371,120	382,254	393,722	405,533
General Business/Other	688,994	632,414	651,386	670,928	691,056
Administrative Cost Reallocation	744,400	718,831	749,424	782,578	818,587
Costs Transferred to Capital Projects	0	0	0	0	0
Inter Division Reimbursement	0	0	0	0	0
<b>TOTAL OPERATING EXPENSES</b>	<b>4,944,616</b>	<b>5,095,581</b>	<b>5,291,853</b>	<b>5,475,291</b>	<b>5,668,783</b>
<b>OPERATING INCOME/(LOSS)</b>	<b>(3,173,442)</b>	<b>(3,114,446)</b>	<b>(3,010,467)</b>	<b>(3,132,517)</b>	<b>(3,263,031)</b>
<b>NON-OPERATING ITEMS</b>					
Debt Service	(2,092,371)	(1,424,097)	0	0	0
BNIA Contribution (Excluding Debt Svc)	1,686,110	1,871,058	1,602,140	2,043,134	1,668,197
BNIA Contribution - Debt Service	<u>2,092,371</u>	<u>1,424,097</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>TOTAL NON-OPERATING ITEMS</b>	<b>1,686,110</b>	<b>1,871,058</b>	<b>1,602,140</b>	<b>2,043,134</b>	<b>1,668,197</b>
<b>NET INCOME/(LOSS)</b>	<b><u>(1,487,333)</u></b>	<b><u>(1,243,388)</u></b>	<b><u>(1,408,327)</u></b>	<b><u>(1,089,383)</u></b>	<b><u>(1,594,834)</u></b>
<b>LESS: DIRECT CAPITAL</b>	145,777	552,843	167,460	943,224	62,836
<b>LESS: INDIRECT CAPITAL</b>	<u>53,000</u>	<u>74,827</u>	<u>26,352</u>	<u>10,527</u>	<u>10,527</u>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>(1,686,110)</u></b>	<b><u>(1,871,058)</u></b>	<b><u>(1,602,140)</u></b>	<b><u>(2,043,134)</u></b>	<b><u>(1,668,197)</u></b>

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
PROPERTY DEVELOPMENT FINANCIAL STATEMENT  
FYE 2014 - FYE 2018**

	<b>FYE 14 BUDGET</b>	<b>FYE 15 PROJ</b>	<b>FYE 16 PROJ</b>	<b>FYE 17 PROJ</b>	<b>FYE 18 PROJ</b>
<b>OPERATING REVENUES</b>					
Boat Harbor Fees	1,054,500	1,088,244	1,123,068	1,159,006	1,196,094
Rental Income	2,840,908	3,096,908	3,096,908	3,096,908	3,096,908
Concessions/Commissions	60,500	60,500	60,500	60,500	60,500
Retail Sales	350,000	360,850	372,036	383,569	395,460
Resales & Rebillings	298,374	307,325	316,545	326,041	335,823
Other Operating Revenues	<u>1,500</u>	<u>1,500</u>	<u>1,500</u>	<u>1,500</u>	<u>1,500</u>
<b>TOTAL OPERATING REVENUES</b>	<b>4,605,782</b>	<b>4,915,327</b>	<b>4,970,557</b>	<b>5,027,525</b>	<b>5,086,285</b>
<b>OPERATING EXPENSES (Excl. Depr.)</b>					
Personnel Services	702,622	731,130	761,354	793,439	827,547
Maintenance & Repairs	437,250	450,368	463,879	477,795	492,129
Utilities	579,562	596,949	614,857	633,303	652,302
Insurance & Injuries	148,053	152,495	157,069	161,782	166,635
Safety & Security	35,000	36,418	37,922	39,518	41,213
General Business/Other	835,435	872,178	886,952	913,890	941,646
Administrative Cost Reallocation	1,206,418	1,164,978	1,214,560	1,268,291	1,326,649
Costs Transferred to Capital Projects	0	0	0	0	0
Inter Division Reimbursement	0	0	0	0	0
<b>TOTAL OPERATING EXPENSES</b>	<b>3,944,340</b>	<b>4,004,515</b>	<b>4,136,593</b>	<b>4,288,017</b>	<b>4,448,121</b>
<b>OPERATING INCOME/(LOSS)</b>	<b><u>661,442</u></b>	<b><u>910,812</u></b>	<b><u>833,964</u></b>	<b><u>739,508</u></b>	<b><u>638,164</u></b>
<b>NON-OPERATING ITEMS</b>					
Property Management Debt Service	0	0	0	0	0
Property Acquisition/Sale	0	0	0	0	0
<b>TOTAL NON-OPERATING ITEMS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NET INCOME/(LOSS)</b>	<b><u>661,442</u></b>	<b><u>910,812</u></b>	<b><u>833,964</u></b>	<b><u>739,508</u></b>	<b><u>638,164</u></b>
<b>LESS: DIRECT CAPITAL</b>	661,172	2,027,719	485,183	162,000	122,000
<b>LESS: INDIRECT CAPITAL</b>	<u>85,895</u>	<u>121,269</u>	<u>42,708</u>	<u>17,060</u>	<u>17,060</u>
<b>NET SURPLUS/(DEFICIT)</b>	<b><u>(85,625)</u></b>	<b><u>(1,238,175)</u></b>	<b><u>306,073</u></b>	<b><u>560,447</u></b>	<b><u>499,103</u></b>

**CORPORATE:**

2. C. (3) **Mission Statement**

**RECOMMENDATION:** Staff recommends that the Board formally adopt the mission statement that was developed as part of the NFTA's Strategic Plan.

**INFORMATION:** Section 2824-a of the Public Authorities Law requires public authorities to develop and adopt a mission statement prior to March 31 each year and post the mission statement on their website. Our mission statement, presented below, was last reviewed and approved by the Board on March 26, 2012.

**MISSION STATEMENT**

The Niagara Frontier Transportation Authority is a multi-modal entity encompassing a skilled and dedicated workforce. We are firmly committed to providing safe, efficient and professional transportation services that enhance the quality of life in the Buffalo Niagara region in a manner consistent with the needs of our customers.

Aviation: serves as a catalyst for economic growth by maintaining cost effective, customer oriented, efficient airports to attract and retain comprehensive and competitive air transportation services.

Surface: enhance the quality of life of residents and visitors by providing the highest level of safe, clean, affordable, responsive, and reliable transportation through a coordinated and convenient bus and rail system.

Property: manage and develop the NFTA owned real property to optimize the generation of self-supporting discretionary revenue to support our transportation businesses while fostering economic growth.

Support services: proactively provide high quality, coordinated, innovative, technological, cost-effective support service solutions for our internal and external stakeholders.

**FUNDING:** No funding is required.

**"RESOLVED,** that the Board hereby adopt the Mission Statement of the Niagara Frontier Transportation Authority as described hereinabove."

**CORPORATE:**

2. C. (4) **Authorization for Agreement, Frontier Technical Associates, Inc., Environmental Field Sampling and Laboratory Testing Services, NFTA**

**RECOMMENDATION:** Staff recommends that the Board authorize a three-year Agreement with Frontier Technical Associates, Inc. for environmental field sampling and laboratory testing services with an estimated annual cost of \$40,520 for the first year, \$41,537 in the second and \$42,574 in the third year. The Agreement may be renewed for two additional contract years for \$43,611 in year four and \$44,648 in year five, at the sole discretion of the NFTA.

**INFORMATION:** The NFTA and NFTA Metro have local, state, and federal environmental permits that require regular environmental monitoring including water, soil and waste analysis. This includes bimonthly sewer testing for Frontier Garage and semi-annual storm water monitoring for both the Niagara Falls International Airport (NFIA), and the South Park facilities. Additional sampling is also required at all locations whenever new waste streams are generated in order to profile the waste for disposal.

Most of the environmental sampling is conducted at the Buffalo Niagara International Airport (BNIA), which has a State Pollutant Discharge Elimination System (SDPES) permit requiring at least 72 sampling events a year. BNIA also has a permit with the Town of Cheektowaga and the Buffalo Sewer Authority for a Town of Cheektowaga/Buffalo Pollutant Discharge Elimination System (TC/BPDES) permit.

A Request for Proposal was developed for sampling and analytical services to support the requirements above. Proposals were reviewed and evaluated based upon qualifications, background, project approach, availability and cost. Seven proposals were received from:

Core Environmental Consultants, Buffalo, NY  
Empire Geo Services, Inc., Hamburg, NY  
Frontier Technical Associates Inc., Clarence, NY  
Liro Engineers, Inc., Buffalo, NY  
Milherst Construction, Inc. Clarence Center, NY  
Shaw Environmental, Inc., Monroeville, PA  
TVGA Consultants, Buffalo, NY

The evaluation team of the Director, HSEQ, Buffalo Niagara Airport Airfield Superintendent and Assistant Manager, Procurement ranked Frontier Technical Associates, Inc. the highest based upon the evaluation criteria. Frontier Technical is highly qualified and capable of performing the required services and has performed similar services for the Authority for more than ten years in a satisfactory manner.

**FUNDING:** Funding for this service is included within the annual operating budgets of NFTA and NFT Metro System, Inc.

**“RESOLVED,** that the Board hereby authorizes an Agreement with Frontier Technical Associates, Inc., for environmental field sampling and laboratory testing services as described above; and

**BE IT FURTHER RESOLVED,** that the Executive Director, her designee and/or the Chairman, be and are hereby authorized to execute an Agreement with Frontier Technical Associates, Inc., for the terms as described above; and

**BE IT FURTHER RESOLVED,** that said Agreement shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

**BE IT FURTHER RESOLVED,** that the Chief Financial Officer, be and she is hereby authorized to make payments under said Agreement upon certification by the Director, HSEQ, that such payments are in order.”



- ENVIRONMENTAL FIELD SAMPLING AND LABORATORY TESTING

Year 3	\$28,324.00	\$36,463.70	\$30,811.20	\$40,864.54	\$36,344.00	\$52,768.00	\$97,251.91
Year 4	\$29,111.00	\$36,463.70	\$31,111.20	\$42,090.47	\$37,743.00	\$52,769.00	\$97,906.59
Year 5	\$29,898.00	\$40,189.55	\$31,411.20	\$43,363.19	\$38,057.00	\$52,769.00	\$98,561.26
<b>TOTAL - SCHEDULED TESTS</b>	<b>\$141,640.00</b>	<b>\$183,008.95</b>	<b>\$154,056.40</b>	<b>\$194,696.14</b>	<b>\$182,034.00</b>	<b>\$215,843.00</b>	<b>\$486,915.28</b>
<b>UNSCHEDULED TESTS</b>							
Year 1	\$13,750.00	\$8,750.00	\$15,000.00	\$12,500.00	\$14,500.00	\$11,250.00	\$36,672.50
Year 2	\$14,000.00	\$8,750.00	\$15,000.00	\$12,875.00	\$14,500.00	\$11,250.00	\$36,672.50
Year 3	\$14,250.00	\$9,250.00	\$16,250.00	\$13,262.50	\$14,750.00	\$11,250.00	\$36,672.50
Year 4	\$14,500.00	\$9,250.00	\$16,250.00	\$13,660.00	\$15,000.00	\$11,250.00	\$36,672.50
Year 5	\$14,750.00	\$9,750.00	\$17,500.00	\$14,070.00	\$15,000.00	\$11,250.00	\$36,672.50
<b>TOTAL - ANNUAL UNSCHEDULED TESTS</b>	<b>\$71,250.00</b>	<b>\$45,750.00</b>	<b>\$80,000.00</b>	<b>\$66,367.50</b>	<b>\$73,750.00</b>	<b>\$56,250.00</b>	<b>\$183,362.50</b>
(250 ESTIMATED HOURS ANNUALLY)							
<b>GRAND TOTAL</b>	<b>\$212,890.00</b>	<b>\$228,758.95</b>	<b>\$234,056.40</b>	<b>\$261,063.64</b>	<b>\$255,784.00</b>	<b>\$272,093.00</b>	<b>\$670,277.78</b>

**CORPORATE:**

2. C. (5) **Authorization for Agreement, National Recovery Agency, LLC, Debt Collection Services, TAPD**

**RECOMMENDATION:** Staff recommends that the Board authorize an Agreement with National Recovery Agency, LLC as the provider for debt collection services for Notices of Violations.

**INFORMATION:** The NFTA police and ticket inspectors are authorized to issue Notice of Violations (NOVs) for a variety of violations including parking and fare evasion. In fiscal year 2012 we issued 4,019 NOVs that were deemed valid totaling \$193,285 before late charges. 1,094 were paid and \$48,033 was collected. Approximately 75% of the NOVs remained outstanding and with late fees the value totaled \$690,063 unpaid.

In an effort to increase collection of NOV revenue, staff issued a Request for Proposal for services of a professional collection agency with appropriate staff, collection tools such as ability to accept electronic payments, ability to conduct skip traces, multi shift staffing actively calling and adhering to federal and state collection laws.

Seven agencies submitted proposals from which three were selected in the competitive range for presentations. The selection team consisted of the Chief of Police, Manager of Accounting Services, Senior Counsel, and the Manager of Procurement. The proposals were evaluated based on the following criteria:

- 40% Qualifications and Experience
- 30% Project Approach/Methods and Compliance
- 30% Compensation

National Recovery Group scored the highest with cost being the differentiating factor. They have extensive government collection experience, trained, certified and multilingual staff, secure internet-based web portal technology and real time data and their multiple facilities are structured to support collection nationwide in all time zones.

The cost of these services will be between 7-9% of collected fines. The percentage is based on the age of the violation at time of referral which will be 25 days after payment is due. The term of the contract will be two years with the NFTA having the right to extend the contract for three one-year terms.

**FUNDING:** No funding is required.

**“RESOLVED,** that the Board hereby authorizes an Agreement with National Recovery Agency, for debt collection services for Notices of Violation at a cost of 7-9% of collected fines as described above; and

**BE IT FURTHER RESOLVED**, that the Executive Director, her designee and/or the Chairman, be and are hereby authorized to execute an Agreement with National Recovery Services, at a cost of 7-9% of the collected fines as described above; and

**BE IT FURTHER RESOLVED**, that said Agreement shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

**BE IT FURTHER RESOLVED**, that the Chief Financial Officer, be and she is hereby authorized to make payments under said Agreement upon certification by the Chief of Police, that such payments are in order.”

RFP 4225 Debt Collection

RFP DOCUMENTS REQUIRED (Completed by Procurement)	NRA Group Harrisburg, PA	Sunrise Credit Services Farmingdale, NY	Pioneer Arcade, NY	NAFS Williamsville NY	Capital Mgmt Services Bflo, Ny	Fortitude Daphne, AL	Security Credit Buffalo, NY
Non-Collusive Cert	x	x	x	x	x	x	x
Disclosure of Prior Non-rep Determinations	x	x	x	x	x	x	x
Cover Letter	x	x	x	x	x	x	x
Description of services	x	x	x	x	x	x	x
Mgmt & Staff Qualifications	x	x	x	x	x	x	x
Resumes	x	x	x	x	x	x	x
References	x	x	x	x	x	x	x
Cost Proposal	x	x	x	x	x	x	x

SELECTION CRITERIA (Completed by Team)		COMPETITIVE RANGE (Rate on a scale of 1 - 10, with 10 being the highest) Team Consensus						
Qualifications and experience	40%	8.00	8.00	8.00	4.00	4.00	3.00	5.00
Project approach, methods, compliance with requirements	30%	8.00	8.00	7.00	2.00	4.00	3.00	6.00
Compensation	30%	10.00	5.51	3.80	9.23	5.00	9.49	5.75
<b>RATING</b>		8.60	7.25	6.44	4.97	4.30	4.95	5.53
<b>Cost Proposals</b>								
Year 1		17.00%	15.00%	21.00%	<1 yr 12%	30.00%	15.00%	1st ref 19.95%
Year 2		17.00%	15.00%	21.00%	<2 yr 15%		15.00%	2nd ref 24.95%
Year 3		16.50%	15.00%	21.00%	<5 yr 18%		15.00%	3rd ref 33.33%
Year 4		16.50%	15.00%	21.00%	>5 yr 20%		17.00%	
Year 5		16.00%	15.00%	21.00%			17.00%	
<b>AVG</b>		16.6%	15%	21%	16.25%	30%	15.8%	26.07%
<b>BAFO</b>								
Referral at 15 days		7.0%	14.0%	21.0%				
Referral at 45 days		8.0%	14.5%	21.0%				
Referral at 75 days		9.0%	15.0%	21.0%				
<b>AVG %</b>		8.0%	14.5%	21.0%				
		(Percentages hold for duration of agreement.)						

**CORPORATE:**

2. C. (6) **Authorization for Agreement, Noble Supply & Logistics, Rider Communication System, TAPD**

**RECOMMENDATION:** Staff recommends that the Board authorize a twelve month contract for the ELERTS Silver package Transit Police rider communication system and the ELERTS setup and provisioning package from Noble Supply & Logistics, Rockland, Massachusetts 02370.

**INFORMATION:** ELERTS EPIC allows dispatchers and transit police to manage reports from riders and other security data feeds through an intuitive Transit Command Console and offers dispatchers and transit police two-way communication with rider's smart phones. BOLO alerts may be sent to riders including a photo to help locate a missing person or a person of interest. With the ELERTS app on their phone, transit riders are empowered to quickly and discretely send reports to transit police. If a cell signal or WiFi is not available, reports are queued to be sent when a signal is detected.

This contract is available on GSA and as such it is not required to be bid.

ELERTS Silver package Transit Police rider communication system:	\$39,965.95
ELERTS setup and provisioning package:	\$24,951.32
Total:	\$64,917.27

**FUNDING:** Funding for the above request is found in the FY 2014 NFTA budget.

**“RESOLVED,** that the Board hereby authorizes an Agreement with Noble Supply & Logistics, for a rider communication system at a cost of \$64,917.27 as described above; and

**BE IT FURTHER RESOLVED,** that the Executive Director, her designee and/or the Chairman, be and are hereby authorized to execute an Agreement with Noble Supply & Logistics, for the total amount of \$64,917.27; and

**BE IT FURTHER RESOLVED,** that said Agreement shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

**BE IT FURTHER RESOLVED,** that the Chief Financial Officer, be and she is hereby authorized to make payments under said Agreement upon certification by the Chief of Police, that such payments are in order.”

**CORPORATE:**

2. C. (7) **Authorization for Agreement, Lawson Environment Upgrade and Implementation, TeamAbsolute, NFTA**

**RECOMMENDATION:** Staff recommends that the Board authorize the NFTA to accept the proposal submitted by TeamAbsolute (Roseville, Minnesota) to provide implementation services to upgrade the current Lawson System Foundation 9.0.0.0 to 9.0.1 and Lawson Environment 9.0.0.0 to 9.0.1, and technical training, for an amount not to exceed \$103,200.00.

**INFORMATION:** The Lawson Software Corporation will no longer support the operations of our Lawson Application 9.0.0.6 and Lawson Environment 9.0.0.4 Human Resources Payroll System software application effective October 2013. The project team prepared Request for Proposal No. 4273 to solicit the services of an experienced consultant with both Lawson application and technical expertise to lead and manage the NFTA through the upgrade the Lawson application.

The NFTA publicly advertised and solicited Request for Proposals for the upgrade; three responsive proposals were received. The Evaluation Team comprised of the following: the Procurement Manager, Director of Human Resources, Manager MIS, Manager, Accounting Services, MIS Application Support Specialist and a Senior Analyst Programmer evaluated proposals from Xerox Software Corporation, CIBER, Inc. and TeamAbsolute.

TeamAbsolute was selected as the best vendor to implement the Lawson System Foundation and Lawson Environment upgrade. This vendor offers a money back guarantee if the NFTA is not satisfied with the implementation.

The deliverables of Request for Proposal No. 4273 are as follows:

1. An upgrade to the most current version of Lawson Application 9.0.1
2. An upgrade to the current Lawson System Foundation 9.0.1
3. The data migration/upgrade of Lawson system data.
4. Lawson Administrator, Application Support and End User Training.

**FUNDING:** This project is included in the NFTA Capital Budget for FY 2012-13.

**“RESOLVED,** that the Board hereby authorizes an Agreement with TeamAbsolute, for implementation services to upgrade the Lawson system and software for an amount not-to-exceed \$103,200.00; and

**BE IT FURTHER RESOLVED**, that the Executive Director, her designee and/or the Chairman, be and are hereby authorized to execute an Agreement with TeamAbsolute, for a cost not-to-exceed \$103,200.00; and

**BE IT FURTHER RESOLVED**, that said Agreement shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

**BE IT FURTHER RESOLVED**, that the Chief Financial Officer, be and she is hereby authorized to make payments under said Agreement upon certification by the Manager, MIS, that such payments are in order.”

RFP 4273 Lawson Upgrade

3/28/2013

RFP DOCUMENTS REQUIRED (Completed by Procurement)	TEAMabsolute Roseville, MN	ciber Indianapolis, IN	xerox Dallas, TX
Cover Letter	X	X	X
Description of services	X	X	X
Firm, Mgmt & Staff Qualifications	X	X	X
References	X	X	X
Itemized Cost Proposal	X	X	X
Non-Collusive Cert	X	X	X
Disclosure of Prior Non-rep Determinations	X	X	X
Bidder's/Proposer's Affirmation & Certification	X	X	X
<b>SELECTION CRITERIA</b> (Completed by Team)			
Qualifications & Experience - Demonstrated ability in the industry, references, organization of the team, management procedures. Depth of knowledge of key personnel in critical areas. 40%	8.50	8.50	4.00
Technical Criteria - Compliance with technical requirements. Approach, methodology and tools for planning, migration, and conversion of data to new Lawson release and platform. 30%	9.00	8.00	4.00
Cost - 30%	5.88	5.77	10.00
<b>TOTAL</b>	<b>7.86</b>	<b>7.53</b>	<b>5.80</b>
<b>Cost</b>			
Services	\$91,200.00	\$96,960.00	\$50,600.00
Expenses	\$12,000.00	\$8,200.00	\$10,120.00
<b>TOTAL</b>	<b>\$103,200.00</b>	<b>\$105,160.00</b>	<b>\$60,720.00</b>

**3. AVIATION BUSINESS GROUP REPORT**

- A. Aviation Committee Report
- B. Financial Update
- C. Business Update
- D. Resolutions

**Aviation Resolutions**

- i. Niagara Frontier Transportation Authority, Acceptance of Aviation Resolutions 3. D. (1) through 3. D. (6)
1. Authorization for Agreement, Accadia Site Contracting, Inc., Airside Pavement Maintenance, NFIA
2. Authorization for Adoption of Airline Incentive Program, NFIA
3. Approval of Landing Fee Tariff, BNIA
4. Authorization for Agreement, Lamar Advertising Company, Advertising Space, BNIA and NFIA
5. Authorization for Agreement, Flightview, Inc., FIDS Integrated Solutions, BNIA, NFIA
6. Authorization for Change Order No. 2 and Final, Sealand Contractors Corporation, Runway 10L-28R Mill and Overlay, NFIA

**AVIATION:**

**3. D. (i) Niagara Frontier Transportation Authority, Acceptance of Aviation Resolutions 3. D. (1) through 3. D. (6)**

The Executive Director advised that Items 3. D. (1) through 3. D. (6) have been discussed with the Board of Commissioners of the NFTA, and the Board is unanimously in favor of all subject Resolutions.

Whereupon, it was moved by Commissioner Perry, seconded by Commissioner Gurney, that the following Resolution be adopted:

**“RESOLVED**, that the Resolutions of the Niagara Frontier Transportation Authority, identified as numbers 3. D. (1) through 3. D. (6) and dated March 28, 2013 as set forth herein, be and hereby are accepted and approved in their entirety.”

**AYES: ZEMSKY, SLOMA, DEMAKOS, LEWIN, CROCE, DURAND, GURNEY, PERRY**

**NOES: NONE**

**ADOPTED**

**AVIATION:**

**3. D. (1) Authorization for Agreement, Accadia Site Contracting, Inc., Airside Pavement Maintenance, NFIA**

**RECOMMENDATION:** Staff recommends that the Board award the subject construction contract to Accadia Site Contracting, Inc. for the total bid amount of \$137,614.88.

**INFORMATION:** Foreign Object Debris (FOD) is the result of deterioration of pavement on taxiways and runways and is a safety hazard to aircraft. This project corrects pavement areas that have deteriorated and produce FOD. The pavement deterioration occurs at joints, drainage structures, and manholes. The project provides for repairs to selected areas of concrete pavement on Taxiways 'K' at the NFIA.

The project was publicly advertised in accordance with NFTA Procurement Guidelines. Eight sets of contract documents were distributed to potential prime bidders with eight responding as follows:

<b>Company</b>	<b>Total Bid Amount</b>
Accadia Site Contracting, Inc. Depew, NY Paul Marinaccio, President	\$137,614.88
Thomann Asphalt Paving Lancaster, NY John D. Thomann, President	\$160,087.00
Yarussi Construction, Inc. Niagara Falls, NY Nicholas Yarussi, President	\$165,970.00
Paul J. Gallo Contracting, Inc. Amherst, NY Paul J. Gallo, President	\$170,683.00
Surianello General Concrete Contractor, Inc. Buffalo, NY Frank D. Surianello, President	\$174,727.50
Mascaro Concrete Company Niagara Falls, NY Randall Sinatra, President	\$194,351.80
Rand & Jones Enterprises Co., Inc Buffalo, NY Joan Yang, President	\$199,957.50
American Pavement Solutions, Inc. Green Bay, WI Timothy D. Helstad, CEO	\$287,551.80

It has been determined that the low bidder, Accadia Site Contracting, Inc., has the knowledge, understanding, and ability to successfully accomplish the project work.

The NFTA Affirmative Action/EEO office has been briefed on the bid results. They are in the progress of finalizing DBE participation.

**FUNDING:** The funding source for this construction project is found in the NFIA Operating Account No. 03-0219-520-5600.

**“RESOLVED**, that the Board accepts the bid submitted by Accadia Site Contracting, Inc. for the lump sum amount of \$137,614.88, as described hereinabove; and

**BE IT FURTHER RESOLVED**, that the Executive Director, her designee and/or the Chairman, be and hereby are authorized to execute an Agreement with Accadia Site Contracting, Inc. for the lump sum amount of \$137,614.88, with terms and conditions as set forth above and as negotiated; and

**BE IT FURTHER RESOLVED**, that said Agreement shall include such terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

**BE IT FURTHER RESOLVED**, that the Chief Financial Officer be and she is hereby authorized to make payments upon the terms of the Agreement upon certification by the Director, Engineering, that such payments are in order.”

**AVIATION:**

3. D. (2) **Authorization for Adoption of Airline Incentive Program, NFIA**

**RECOMMENDATION:** Staff recommends that the Board adopt the Niagara Falls International Airport (NFIA) Incentive Program to be effective April 1, 2013 as set forth in the attachment hereto. The advertising incentives will be limited to \$200,000 including a maximum of \$100,000 for domestic destinations. Additionally, for a period up to twelve months of operations, the Authority will waive landing, terminal and apron fees for new entrant air carriers and it will waive destination-based landing fees for incumbent air carriers.

**INFORMATION:** The Authority's Air Service Development Program (Program) for Niagara Falls International Airport (NFIA) has dedicated staff and resources to create public and industry awareness of NFIA and its facilities. The Program is designed to increase air travel and promote competition at NFIA. The Program provides for the overall marketing of NFIA, targeting specific destinations, participation in travel and trade shows, conducting advertising campaigns and promotions, and engaging in direct sales meetings with travel agents/tour operators.

The Authority recognizes the value of new domestic and international air service at NFIA. The goal of the Authority Incentive Program is to attract new service to increase travel to and from NFIA and promote competition at NFIA. The Authority recognizes that efforts to attract new service and the success of new service may be dependent on whether or not the airport offers an Incentive Program. The Authority developed an Incentive Program that is an important piece of the Program. The Incentive Program will offer incentives for new entrant service and service to defined destinations not currently served at NFIA. The Incentive Program has been developed based on the goals and objectives of the Program.

The first part of the Incentive Program is directed at the provision of non-stop destination based service. Under this part there is a matching advertising component and a fee waiver component. The Authority will make a pool of cooperative advertising funds available for the promotion of destination based new service. Incumbent air carriers and new entrant air carriers may avail themselves this incentive. The Authority has determined that the Program marketing support funds are best utilized when done in partnership with the air carriers. This partnership effort maximizes the available funds for advertising or promotional campaigns, and creates a positive and supportive working relationship between the air carrier and the Authority. Cooperative promotional programs can be a significant factor in an air carrier's decision to serve a market. The success of new service can depend on the level of marketing support that the service receives. The advertising incentives will be limited to \$200,000 including a maximum of \$100,000 for domestic destinations. The second component of the destination-based part of the Incentive Program entails the waiver of landing fees. The landing fee waiver is available to incumbent air carriers and new entrant air carriers.

The second part of the Incentive Program is directed at attracting new entrant air carriers. Under this part the Authority will waive landing, terminal, and apron parking fees for new entrant air carriers for a not to exceed period of twelve months. This incentive is not dependent upon the destination of the new service.

Staff will review the Incentive Program annually and reserves the right to amend, supplement or cancel the Incentive Program. The costs associated with the NFIA Incentive Program will not be included in the BNIA airline rates and charges.

**FUNDING:** The cost of the Incentive Program will be funded using Airport Development funds.

**“RESOLVED,** that the Board hereby authorizes the adoption of the Incentive Program at the Niagara Falls International Airport effective April 1, 2013 as set forth hereinabove; and

**BE IT FURTHER RESOLVED,** that the Executive Director, her designee and/or the Chairman, be and hereby are authorized to take such actions as required to implement the Incentive Program at the Niagara Falls International Airport as set forth hereinabove.”

# NIAGARA FALLS INTERNATIONAL AIRPORT

## INCENTIVE PROGRAM

The Authority's Air Service Development Program (Program) for Niagara Falls International Airport (NFIA) has dedicated staff and resources to create public and industry awareness of NFIA and its facilities. The Program is designed to increase air travel and promote competition at NFIA. The Program provides for the overall marketing of NFIA, targeting specific destinations, participation in travel and trade shows, conducting advertising campaigns and promotions, and engaging in direct sales meetings with travel agents/tour operators.

The Authority recognizes the value of new domestic and international air service at NFIA. The goal of the Authority Incentive Program is to attract new service to increase travel to and from NFIA and promote competition at NFIA. The Authority recognizes that efforts to attract new service and the success of new service may be dependent on whether or not the airport offers an Incentive Program. The Authority developed an Incentive Program that is an important piece of the Authority's Air Service Development Program. The Incentive Program will offer incentives for new entrant service and service to defined destinations not currently served at NFIA. The following air carrier/operator Incentive Program has been developed based on the goals and objectives of the Program. The Authority will review the Incentive Program annually and reserves the right to amend, supplement or cancel the Incentive Program. The costs associated with the NFIA Incentive Program will not be included in the airline rates and charges.

### **I. Non-Stop Destination Based Incentives**

#### **A. Matching Advertising Incentive**

##### **Eligibility and Benefits**

The Authority will make a pool of cooperative advertising funds available for the promotion of destination based new service. The new service may be provided by an incumbent air carrier/operator or new entrant air carrier/operator. The Matching Advertising Incentive for a particular destination will no longer be available once two air carrier/operators serve the same destination. The new service must consist of non-seasonal regularly scheduled non-stop passenger or regularly scheduled non-stop public passenger charter service that operates a minimum of one flight per week to one of the twelve following destinations:

<b><u>Destination</u></b>	<b><u>Destination Limit</u></b>	<b><u>Duration of Incentive</u></b>
1. LA basin – LAX (Los Angeles), BUR (Burbank), SNA (Orange County), LGB (Long Beach), and ONT (Ontario)	\$50,000 per carrier	Twelve months from start of service
2. San Francisco – OAK (Oakland), SFO (San Francisco), and SJC (San Jose)	\$50,000 per carrier	Twelve months from start of service

3. MKE (Milwaukee)	\$50,000 per carrier	Twelve months from start of service
4. DEN (Denver)	\$50,000 per carrier	Twelve months from start of service
5. ALB (Albany)	\$50,000 per carrier	Twelve months from start of service
6. DFW (Dallas – Ft. Worth)	\$50,000 per carrier	Twelve months from start of service
7. Caribbean	\$75,000 per carrier	Twelve months from start of service
8. Central and South America	\$75,000 per carrier	Twelve months from start of service
9. British Isles (UK/Ireland)	\$100,000 per carrier	Twelve months from start of service
10. Mediterranean	\$100,000 per carrier	Twelve months from start of service
11. Western Europe	\$100,000 per carrier	Twelve months from start of service
12. Eastern Europe	\$100,000 per carrier	Twelve months from start of service

The matching advertising funds may be available to air carriers/operators that meet the eligibility requirements provided that money is available in the Authority matching advertising program fund. The Authority will set an annual cap on the matching advertising program fund. The Authority may pro rate the matching advertising funds in the event that more than one air carrier/operator applies for the same destination. The pro rated amount will be based upon the frequency of service that each air carrier/operator is offering to the same destination and the amount of money available in the matching advertising fund. The matching advertising program fund incentive shall be effective until the fund is exhausted.

An air carrier/operator will not be eligible for the matching advertising incentive if it had service to a listed destination and cancelled that service within the last two years of applying for the matching advertising incentive to the destination that was previously cancelled. The air carrier/operator may be eligible to apply for the matching advertising incentive for the previously cancelled destination two years after the cancellation of the service, provided that the program is still available.

An air carrier/operator is required to match the Authority's advertising incentive on an equal basis. The Authority will require proof of payment, subject to audit, prior to receipt of the Authority's advertising incentive. Fifty percent of eligible incentive dollars may be paid after six months of service and the remaining fifty percent at the end of the twelve month period.

Matching advertising funds may be used for advertising campaigns, radio, direct mail, internet marketing or other agreed upon promotions. The name "Niagara Falls International Airport" must be prominently mentioned in the form of media selected for the promotion.

The Authority reserves the right to review and approve the air carrier/operator advertising campaign to verify compliance with the requirements set forth herein. The air carrier/operator is responsible for the development of its advertising campaign.

The air carrier/operator and the Authority shall execute a letter of agreement for participation in the Incentive Program that memorializes the terms and conditions of the Incentive Program. Either party may terminate the agreement upon sixty days written notice.

## **B. Destination Based Landing Fee Waiver Incentive**

### **Eligibility and Benefits**

The Authority will waive landing fees, as set forth in the NFIA Tariff schedule, for a not to exceed period of twelve (12) consecutive months for new service to destinations identified as one through six above and for a not to exceed period of twenty-four (24) consecutive months for new service to destinations identified as seven through twelve above. The new service must consist of regularly scheduled non-stop passenger or regularly scheduled non-stop public passenger charter service that operates a minimum of one flight per week to one of the nine destinations. In the event that the air carrier/operator does not comply with these minimum requirements then it is not entitled to receive the Landing Fee Waiver.

An air carrier/operator will not be eligible for the destination based landing fee waiver incentive if it had service to a listed destination and cancelled that service within the last two years of applying for the destination based landing fee waiver incentive to the destination that was previously cancelled. The air carrier/operator may be eligible to apply for the destination based landing fee waiver incentive for the previously cancelled destination two years after the cancellation of the service, provided that the program is still available.

The air carrier/operator and the Authority shall execute a letter of agreement for participation in the Incentive Program that memorializes the terms and conditions of the Incentive Program. Either party may terminate the agreement upon sixty days written notice.

## **II. New Entrant Incentive**

### **Eligibility and Benefits**

The Authority will waive landing, terminal use, and apron parking fees set forth in the NFIA Tariff schedule for a not to exceed period of twelve (12) consecutive months for new entrant air carriers/operators.

This fee waiver shall be available only to new entrant air carriers/operators that provide regularly scheduled passenger or regularly scheduled public passenger charter service that provides a minimum of one flight per week. In the event that the new entrant does not comply with these minimum requirements then the new entrant shall not be entitled to receive the New Entrant Incentive.

The air carrier/operator and the Authority shall execute a letter of agreement for participation in the Incentive Program that memorializes the terms and conditions of the Incentive Program. Either party may terminate the agreement upon sixty days written notice.

**AVIATION:**

3. D. (3) **Approval of Landing Fee Tariff, BNIA**

**RECOMMENDATION:** Staff recommends that the Board approve the landing fee tariff for signatory scheduled passenger air carriers, air cargo carriers, and charter operators at Buffalo Niagara International Airport, (BNIA), at the rate of \$4.37 per 1,000 pounds of gross Certified Landing Weight, (GCLW), and for non-signatory carriers at the rate of \$5.46 per 1,000 pounds of GCLW. The rates will be effective April 1, 2013 through March 31, 2014 and apply to aircraft weighing in excess of 12,500 pounds when used for carrying passengers or cargo for hire.

**INFORMATION:** The landing fee rates at BNIA are adjusted annually based on formulas included in the Use and Lease Agreement between NFTA and the airline operators which will expire on March 31, 2013. The Use and lease Agreement is currently under negotiations. The rates consider NFTA cost center expenses and projections of aggregate landing weights for scheduled air carriers and air cargo carriers. The non-signatory rate equals 125% of the signatory airline rate to cover the additional administrative and overhead costs associated with providing services and maintaining the facilities for use by non-signatory airlines at BNIA.

In accordance with the Use and Lease Agreement, NFTA staff met with the airlines on March 19, 2013 to review the landing fee rate. The effective date for the tariff coincides with the new contract year dates in the Use and Lease Agreement. The new landing fee rate of \$4.37 per 1,000 pounds of gross Certified Landing Weight coincidentally represents the identical landing fee rate from the previous year.

Further, the tariff exempts all NFTA tariff fees for organizations whose sole purpose is providing humanitarian aeronautical missions at BNIA. Organizations provide free air transportation on private aircraft for patients in need of medical care. Such services are provided to ensure that individuals have equal access to specialized medical treatment regardless of geographical distance and financial status. Volunteer pilots donate their time and financial resources to provide the free service.

**FUNDING:** No funding is required.

**“RESOLVED,** that the Board hereby establishes Landing Fee Tariffs applicable to signatory scheduled passenger and air cargo carriers at the rate of \$4.37 per 1,000 pounds of Gross Certified Landing Weight, and \$5.46 per 1,000 pounds of Gross Certified Landing Weight for non-signatory carriers for use of the facilities at the Buffalo Niagara International Airport; and

**BE IT FURTHER RESOLVED,** that the above stated rates shall be effective April 1, 2013 through March 31, 2014 and apply to aircraft in excess of 12,500 pounds of Gross Certified Landing

Weight, when such aircraft are used for carrying passengers or cargo for hire.”

## BUFFALO NIAGARA INTERNATIONAL AIRPORT

TARIFF - EFFECTIVE April 1, 2013

### I. LANDING FEES

1. Scheduled passenger air carriers, air cargo carriers, and charter operators to pay \$4.37 per 1,000 lbs. of gross certificated landing weight (GCLW) for signatory carriers and \$5.46 per 1,000 of GCLW for non-signatory carriers including itinerant air carriers, air cargo carriers, and charter operators. Specialty charters, e.g., sports teams and dignitaries that are given special permission to park on the general aviation ramp/cargo ramp shall pay the landing fee set forth in this section. Any aircraft, regardless of weight, that carries passengers or cargo for hire shall pay the landing fee set forth in this section.
- \*2. Other operators or aircraft, when the aircraft is not carrying passengers or cargo for hire, are to be charged as follows:

Below 4,001	lbs. GCLW	\$5.00
4,001 - 8,000	lbs. GCLW	7.00
8,001 - 12,500	lbs. GCLW	12.00
Above 12,500	lbs. GCLW	\$1.25 per 1,000 lbs./ GCLW

\* *Does not apply to general aviation aircraft permanently based at Buffalo Niagara International Airport provided that the aircraft is not carrying passengers or cargo for hire.*

### II. PUBLIC AIRCRAFT AREA PARKING FEES

1. All aircraft - first one (1) hour parking included in landing fee.
2. Parking on NFTA public use areas after one (1) hour.

	<u>8 Hours or Fraction Thereof</u>	<u>Each 24 Hours</u>
Below 8,001 lbs. GCLW	\$ 9.00	\$15.00
8,001 - 12,500 lbs.	12.00	20.00
12,501 - 50,000 lbs. GCLW	20.00	35.00
Above 50,000 lbs. GCLW	30.00	45.00

### III. COMMERCIAL AIR CARRIER REMAIN OVERNIGHT (RON) PARKING FEES

1. All commercial air carriers to pay \$125.00 per 24 hours or fraction thereof.
2. Parking areas as designated by Director of Aviation.

IV. FUEL FLOWAGE FEES

- \*\*1. A charge of \$.05 per gallon will be made for all fuel delivered to the airport premises.
- \*\*2. A charge of \$.10 per gallon will be made for all aircraft lubricants delivered to the airport premises.

*\*\* Fee does not apply to signatory Part 121 scheduled passenger air carriers operating at the Terminal Building and signatory scheduled cargo carriers.*

V. HUMANITARIAN MISSIONS

In areas designated for public aircraft parking at Buffalo Niagara International Airport, owners assume complete responsibility for their aircraft. All fees to be waived for organizations whose sole purpose is providing humanitarian aeronautical missions at Buffalo Niagara International Airport.

**AVIATION:**

3. D. (4) **Authorization for Agreement, Lamar Advertising Company, Advertising Space, BNIA and NFIA**

**RECOMMENDATION:** Staff recommends that the Board authorize an agreement with Lamar Advertising Company, Baton Rouge, Louisiana for the sale and use of advertising space at the Buffalo Niagara International Airport (BNIA) and the Niagara Falls International Airport (NFIA) for a period of 5 years commencing May 1, 2013 for commissions and transit advertising programs guaranteeing a minimum revenue return of \$2,870,000.

**INFORMATION:** BNIA and NFIA are hosts to 5.4 million passengers annually including a significant presence of Canadian travelers. Both airports provide an attractive opportunity for advertisers to market their products and services.

The NFTA issued Request for Proposal 4274 which was advertised in accordance with NFTA procurement guidelines to solicit advertising concessions. A NFTA review team consisting of members from BNIA Administration, NFTA Legal, NFIA Operations, and the NFTA Procurement departments evaluated proposals for revenue opportunities, capital investment, marketing plan approach, and experience/qualifications. The team rated the response from Lamar Advertising Company, Baton Rouge, Louisiana (Lamar) as the highest based upon its favorable revenue proposal including the greater of \$2,750,000 in guaranteed commissions or 55% of gross revenues plus \$120,000 in Mississauga Transit advertising programs over a 5 year term. Lamar has regional and national sales offices throughout the United States and Canada which should bolster advertising opportunities beyond the local market. Lamar has also proposed to invest \$200,593 in capital expenditures to improve advertising displays throughout the contract term.

Lamar will hire a local on-site manager dedicated to BNIA/NFIA advertising to create demand in the local market as well as integrate with their other domestic and Canadian regional and national sales offices. Lamar's corporate staff will also be involved in the national and local sales effort to execute an aggressive marketing campaign, retain existing customers, and enhance the positive image of airport advertising.

**FUNDING:** No funding is required.

**“RESOLVED,** that the Board authorizes a five year Agreement with Lamar Transit Advertising for the sale and use of advertising space at the Buffalo Niagara International Airport and the Niagara Falls International Airport, as described hereinabove; and

**BE IT FURTHER RESOLVED,** that the Executive Director, her designee and/or the Chairman, be and hereby are authorized to execute a five year Agreement with Lamar Transit Advertising, with terms and conditions as set forth above and as negotiated; and

**Regular Meeting  
March 28, 2013**

**BE IT FURTHER RESOLVED**, that said Agreement shall include such terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel.”

AVIATION 3. D. (4)



**RFP 4274**  
**Airport Advertising**

<b>RFP DOCUMENTS REQUIRED</b> (Completed by Procurement)	<b>Lamar Advertising</b> <b>Baton Rouge, LA</b>	<b>Corey Airport Services</b> <b>Altanta, GA</b>
Non-Collusive Cert	X	X
Disclosure of Prior Non-responsibility	X	X
Cover Letter	X	X
Description of Services	X	X
Qualifications	X	X
References	X	X
Resumes	X	X
ST-220	X	X
Revenue to NFTA	X	X
(Completed by Team) (Rate on a scale of 1 - 10, with 10 being the highest)		
Percentage of Gross Revenue/Minimum Annual Guaranty 50%	9.70	8.33
Capital investment schedule, marketing plan, approach, DBE participation - 30%	9.00	8.00
Experience and qualifications -demonstrated ability in the industry, references, past performance, organization, management - 20%	9.00	9.00
<b>RATING</b>	<b>9.35</b>	<b>8.37</b>
<b>COST PROPOSAL</b>		
% of Gross Revenues	55.0%	62.3%
Mininum Annual Guarantee		
Per year	\$550,000	\$446,000
All five years	\$2,750,000	\$2,230,000
Media Credit Mississauga Transit	\$120,000	
<b>TOTAL</b>	<b>\$2,870,000</b>	<b>\$2,230,000</b>
Capital Investment	\$150,000	\$301,800
Unamortized Improvements	\$50,593	\$50,593

**AVIATION:**

3. D. (5) **Authorization for Agreement, Flightview, Inc., FIDS Integrated Solutions, BNIA, NFIA**

**RECOMMENDATION:** Staff recommends that the Board authorize an agreement with Flightview, Inc. to provide enhanced flight arrival /departure information within BNIA and NFIA terminal displays, BNIA and NFIA individual websites, and a variety of mobile platforms. The term of the agreement is 3 years with two 1 year options at the sole discretion of the NFTA commencing April 1, 2013. The cost of the service is \$85,000 over the 5-year term including \$15,540 annually plus a one-time \$7,300 set-up fee in the first year.

**INFORMATION** Flight Information Display Stations (FIDS) provide arrival and departure information to travelers within the BNIA and NFIA terminals as well as individual airport websites. The current data feed for BNIA will be replaced / upgraded and the service will be expanded to include automated flight information for NFIA which is currently manually generated. Additionally, all service for both airports will be expanded to accommodate various mobile web platforms with additional information available to travelers. Information will encompass flight arrivals/departures, real-time flight map and tracking, airport status, terminal information (dining, shops, terminal maps), airline information, directions to airport, ground transportation, bridge crossing wait times, customer service/contact information, and airline information.

During the fall of 2012, the NFTA issued Request for Proposal 4222 which was advertised in accordance with NFTA procurement guidelines. Two responses were received. An NFTA review team consisting of members from BNIA Business Development, BNIA Terminal, NFIA Marketing, NFTA Marketing/Public Affairs, and the Procurement Department evaluated the proposals for technical criteria, cost, and qualifications/experience. The team recommended ProDIGIQ, Inc. which received Board approval on November 26, 2012.

Subsequently, it was determined that ProDIGIQ, Inc. could not perform several key tasks which were identified in the RFP and both parties agreed to terminate their intent to pursue a contractual relationship. Accordingly, the acceptance of the proposal from ProDIGIQ, Inc. should be rescinded. During February 2013, staff requested the second proponent, Flightview, Inc. to provide a Best and Final Offer whereby Flightview, Inc. decreased its proposal cost from \$123,360 to \$85,000 pursuant to the attached rating summary. Staff recommends approval of Flightview, Inc. to provide such services.

**FUNDING:** Funding is provided in the operating budgets for BNIA and NFIA.

**“RESOLVED,** that the Board hereby rescinds its November 26, 2012 authorization of ProDIGIQ, Inc. as the entity to provide Flight Information Display Stations for the NFTA; and

**BE IT FURTHER RESOLVED**, that the Board authorizes an Agreement with Flightview, Inc., for the Flight Information Display Stations, which provide arrival and departure information to travelers at the Buffalo Niagara International Airport and the Niagara Falls International Airport for a total cost of \$85,000 over a five-year term as described above; and

**BE IT FURTHER RESOLVED**, that the Executive Director, her designee and/or the Chairman, be and hereby are authorized to execute an Agreement with Flightview, Inc., as stated hereinabove and as negotiated; and

**BE IT FURTHER RESOLVED**, that said Agreement shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

**BE IT FURTHER RESOLVED**, that the Chief Financial Officer, be and she is hereby authorized to make payments under said Agreement upon certification by the Director, Aviation, that such payments are in order.”

RFP 4222  
FIDS Integrated Solutions

RFP DOCUMENTS REQUIRED (Completed by Procurement)	RATING FOR 11/26/12 BOARD MEETING		RATING FOR 3/28/13 BOARD MEETING	
	ProDIGIQ Calabasas, CA	FlightView Inc. Newton, MA	ProDIGIQ Calabasas, CA	FlightView Inc. Newton, MA
Non-Collusive Cert		x		x
Disclosure of Prior Non-rep Determinations		x		x
Cover Letter		x		x
Description of services		x		x
Mgmt & Staff Qualifications		x		x
Resumes		x		x
References		x		x
Cost Proposal		x		x
<b>SELECTION CRITERIA</b> (Completed by Team)	(Rate on a scale of 1 - 10, with 10 being the highest) Team Consensus		(Rate on a scale of 1 - 10, with 10 being the highest) Team Consensus	
Technical Criteria: Project approach, methods, designs, systems proposed, compliance with technical spec (50%)	8.00	8.00	0.00	8.00
Cost (30%)	10.00	4.00	10.00	8.42
Qualifications and experience - demonstrated ability in the industry, references, past performance, key personnel, management/organization, warranty, delivery (20%)	7.00	9.00	0.00	9.00
<b>RATING</b>	8.40	7.00	3.00	8.33
<b>Cost Proposals</b>				
Base Cost				
Year 1	\$11,500	\$29,760	\$11,500	\$22,840
Year 2	\$9,000	\$23,400	\$9,000	\$15,540
Year 3	\$9,000	\$23,400	\$9,000	\$15,540
Year 4	\$9,900	\$23,400	\$9,900	\$15,540
Year 5	\$9,900	\$23,400	\$9,900	\$15,540
Total	\$49,300	\$123,360	\$49,300	\$85,000
<b>Base Cost Plus Optional iPhone, Android, and iPads Apps</b>				
Year 1	\$17,600	not available	\$17,600	not available
Year 2	\$12,600		\$12,600	
Year 3	\$12,600		\$12,600	
Year 4	\$14,400		\$14,400	
Year 5	\$14,400		\$14,400	
Total	\$71,600		\$71,600	

**AVIATION:**

**3. D. (6) Authorization for Change Order No. 2 and Final, Sealand Contractors Corporation, Runway 10L-28R Mill and Overlay, NFIA**

**RECOMMENDATION:** Staff recommends that the Board approve Change Order No. 2 and Final as a \$1,515,069.23 decrease to Sealand Contractors Corporation's Contract No. 12NA1001, Runway 10L-28R Mill and Overlay Project at the Niagara Falls International Airport. This will result in a final Contract value of \$14,818,173.77

**INFORMATION:** Change Order No. 2 and Final provides for the following unit price bid item quantity adjustments to reflect actual installed quantities. The Engineer made all field measurements and quantity calculations.

Item No.	Description	Unit Price	Revised Quantity	Original or Previous Quantity	Quantity Change	Amended Amount	Change Amount
012100	ALLOWANCE FOR CONTRACTOR DELAY	\$150,000.00	0.00	1.00	-1.00	\$0.00	-\$150,000.00
01220	FIELD CHANGE ALLOWANCE	\$800,000.00	0.000000	0.466879	-0.466879	\$0.00	-\$373,504.17
P-101-5.2	PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE 2" TO 11" VARIABLE DEPTH	\$3.40	99,896.06	104,735.00	-4,838.94	\$339,646.60	-\$16,452.39
P-101-5.3	MISCELLANEOUS COLD MILLING OF PORTLAND CEMENT	\$8.00	1,967.12	1,990.00	-22.88	\$15,736.96	-\$183.04
P-101-5.4	FULL DEPTH CONCRETE PAVEMENT REMOVAL	\$75.00	158.62	280.00	-121.38	\$11,896.50	-\$9,103.50
P-152-4.1	EMBANKMENT	\$12.00	1,351.25	180.00	1,171.25	\$16,215.00	\$14,055.00
P-156-5.1	SILT FENCE CONSTRUCTION	\$3.00	16,582.00	19,600.00	-3,018.00	\$49,746.00	-\$9,154.00
P-156-5.2	ENTRANCE	\$24.00	0.00	200.00	-200.00	\$0.00	-\$4,800.00
P-156-5.3	INLET PROTECTION	\$265.00	40.00	43.00	-3.00	\$10,600.00	-\$795.00
P-156-5.4	TEMPORARY SEEDING & MULCHING	\$0.28	43,669.00	85,000.00	-41,331.00	\$12,227.32	-\$11,372.68
P-215-6.1	RUBBLIZATION	\$2.05	85,643.89	85,645.00	-1.11	\$175,569.97	-\$2.27
P-215-6.2	UNSUITABLE SUBGRADE REPAIR FOR RUBBLIZATION	\$140.00	0.00	1,290.00	-1,290.00	\$0.00	-\$180,600.00
P-220-5.1	RECYCLED ASPHALT PAVEMENT MILLINGS	\$1.90	76,725.11	100,200.00	-23,474.89	\$145,777.71	-\$41,602.29
P-401-8.1a	BITUMINOUS SURFACE COURSE (PG76-22)	\$111.00	45,330.40	49,925.00	-4,594.60	\$5,031,674.40	-\$510,000.60
P-510-5.1	RIGID PAVEMENT REPAIR	\$170.00	51.44	130.00	-78.56	\$8,744.80	-\$13,355.20
P-602-5.1	BITUMINOUS MATERIAL FOR PRIME COAT	\$3.80	5,560.00	55,000.00	-49,440.00	\$21,128.00	-\$187,872.00

**Regular Meeting  
March 28, 2013**

P-603-5.1	BITUMINOUS TACK COAT	\$3.90	21,766.40	32,000.00	-10,233.60	\$84,888.96	-\$39,911.04
P-604-7.1	PREFORMED JOINT RE-SEAL FOR PCC PAVEMENT	\$6.60	22,758.00	25,205.00	-2,447.00	\$150,202.80	-\$16,150.20
P-610-5.1	STRUCTURAL PORTLAND CEMENT CONCRETE	\$500.00	36.00	65.00	-29.00	\$18,000.00	-\$14,500.00
P-620-5.1-1	AIRFIELD PAVEMENT MARKINGS - WHITE	\$0.52	160,674.17	138,200.00	22,474.17	\$83,550.57	\$11,686.56
P-620-5.1-2	AIRFIELD PAVEMENT MARKINGS - YELLOW	\$0.52	22,482.00	21,600.00	882.00	\$11,690.64	\$458.64
P-620-5.1-3	AIRFIELD PAVEMENT MARKINGS - RED	\$3.15	3,183.67	3,500.00	-316.33	\$10,028.56	-\$96.33
P-620-5.1-4	AIRFIELD PAVEMENT MARKING - BLACK	\$0.38	43,405.09	57,400.00	-13,994.91	\$16,493.93	-\$5,318.06
P-620-5.1-5	AIRFIELD PAVEMENT MARKINGS REMOVAL	\$1.40	82,783.81	93,500.00	-10,716.19	\$115,897.33	-\$15,002.66
P-620-5.1-6	TEMPORARY AIRFIELD MARKINGS - WHITE	\$1.05	23,168.16	23,800.00	-631.84	\$24,326.57	-\$63.43
P-620-5.1-7	TEMPORARY AIRFIELD MARKINGS - YELLOW	\$1.05	0.00	6,000.00	-6,000.00	\$0.00	-\$6,300.00
P-621-4.1	SAW CUT GROOVING	\$0.92	129,061.00	129,100.00	-39.00	\$118,736.12	-\$35.88
D-701-5.2	18 INCH DIAMETER RCP PIPE	\$90.00	462.00	470.00	-8.00	\$41,580.00	-\$720.00
D-701-5.3	21 INCH DIAMETER RCP PIPE	\$102.00	308.00	320.00	-12.00	\$31,416.00	-\$1,224.00
D-701-5.5	REMOVAL OF EXISTING PIPE	\$21.00	1,295.00	1,300.00	-5.00	\$27,195.00	-\$105.00
D-705-5.1	6 INCH DIAMETER PERFORATED PVC EDGE DRAIN	\$66.00	145.00	150.00	-5.00	\$9,570.00	-\$330.00
D-705-5.2	8 INCH DIAMETER PERFORATED PVC EDGE DRAIN	\$67.00	7,348.50	7,450.00	-101.50	\$492,349.50	-\$6,800.50
D-705-5.3	12 INCH DIAMETER PERFORATED PVC EDGE DRAIN	\$84.00	1,395.00	1,400.00	-5.00	\$117,180.00	-\$420.00
D-705-5.4	6 INCH DIAMETER PVC EDGE DRAIN	\$66.00	0.00	10.00	-10.00	\$0.00	-\$660.00
D-705-5.9	REMOVAL OF EXISTING EDGE DRAIN PIPE	\$12.50	7,487.50	8,150.00	-662.50	\$93,593.75	-\$8,281.25
D-751-5.2	48 INCH DIAMETER CATCH BASIN	\$1,050.00	19.46	20.00	-0.54	\$20,433.00	-\$567.00
D-751-5.3	DRAINAGE STRUCTURE REMOVAL	\$900.00	31.00	32.00	-1.00	\$27,900.00	-\$900.00
D-751-5.5	FRAME & GRATE/COVER REPLACEMENT ON EXISTING DRAINAGE & MISCELLANEOUS STRUCTURE	\$1,250.00	10.00	16.00	-6.00	\$12,500.00	-\$7,500.00
T-901-5.1	SEEDING	\$1.35	55,403.33	68,380.00	-12,976.67	\$74,794.50	-\$17,518.50
T-904-5.1	SODDING	\$5.10	11,076.99	11,780.00	-703.01	\$56,492.65	-\$3,585.35
T-905-5.1	TOPSOILING	\$30.00	8,151.30	3,500.00	4,651.30	\$244,539.00	\$139,539.00
L-103-5.1	TEMPORARY LIGHTING, SIGNS, & CIRCUITS	\$63,000.00	0.68	1.00	-0.32	\$42,840.00	-\$20,160.00

AVIATION 3. D. (6)

**Regular Meeting  
March 28, 2013**

L-108-5.1	NO 8 AWG, L-824 TYPE C CABLE, INSTALLED IN DUCT BANK OR CONDUIT	\$1.70	73,732.50	81,500.00	-7,767.50	\$125,345.25	-\$13,204.75
L-108-5.2	BARE COPPER COUNTERPOISE WIRE. INSTALLED IN SEPARATE TRENCH, INCLUDING GROUND RODS & GROUND CONNECTORS	\$6.40	16,731.00	17,770.00	-1,039.00	\$107,078.40	-\$6,497.60
L-108-5.3	NO. 6 AWG, L-824 TYPE C CABLE, INSTALLED IN DUCT BANK OR CONDUIT	\$1.85	0.00	4,350.00	-4,350.00	\$0.00	-\$8,047.50
L-108-5.4	REMOVE EXISTING CABLE FROM CONDUIT OR DUCT	\$1.10	16,179.50	25,000.00	-8,820.50	\$17,797.45	-\$9,702.55
L-110-5.1	1 - 2" PVC CONDUIT, DIRECT BURIED	\$8.00	16,837.50	17,800.00	-962.50	\$134,700.00	-\$7,700.00
L-110-5.3	2 - 2" PVC CONDUIT, CONCRETE ENCASED	\$27.00	664.00	725.00	-61.00	\$17,928.00	-\$1,647.00
L-112-5.1	1 - 2" PVC CONDUIT, DIRECTIONAL BORE	\$36.00	335.00	1,150.00	-815.00	\$12,060.00	-\$29,340.00
L-112-5.2	2 - 2" PVC CONDUIT, DIRECTIONAL BORE	\$55.00	1,344.00	1,970.00	-626.00	\$73,920.00	-\$34,430.00
L-112-5.3	2 - 4" PVC CONDUIT, DIRECTIONAL BORE	\$72.00	745.00	760.00	-15.00	\$53,640.00	-\$1,080.00
L-125-5.1	L-862 ELEVATED RUNWAY EDGE LIGHT ON L-867B 24" BASE CAN	\$655.00	96.00	99.00	-3.00	\$62,880.00	-\$1,965.00
L-125-5.9	L-861T ELEVATED TAXIWAY EDGE LIGHT ON EXISTING BASE CAN	\$465.00	61.00	63.00	-2.00	\$28,365.00	-\$930.00
L-125-5.12	RAISE EXISTING MALSR LIGHT/BANK ON EXISTING L-868C BASE CAN	\$780.00	44.00	42.00	2.00	\$34,320.00	\$1,560.00
L-125-5.13	REMOVE EXISTING EDGE LIGHT. BASE CAN TO REMAIN	\$235.00	76.00	80.00	-4.00	\$17,860.00	-\$940.00
L-125-5.14	REMOVE EXISTING EDGE LIGHT AND BASE CAN	\$250.00	102.00	112.00	-10.00	\$25,500.00	-\$2,500.00
403 138902	HOT MIX ASPHALT, TYPE 3 BINDER COURSE	\$107.00	749.04	1,000.00	-250.96	\$80,147.28	-\$26,852.72
582.7	REMOVAL OF STRUCTURAL CONCRETE - REPLACEMENT WITH VERTICAL & OVERHEAD PATCHING MATERIAL	\$310.00	154.57	324.00	-169.43	\$47,916.70	-\$2,523.30
25637.12	ENGINEER'S FIELD OFFICE, TYPE 2	\$1,800.00	4.75	6.00	-1.25	\$8,550.00	-\$2,250.00
665 2576011	BATCH, MIX AND INJECT POLYURETHANE GROUT IN CONCRETE	\$740.00	0.00	25.00	-25.00	\$0.00	-\$18,500.00
							-\$1,730,508.70

AVIATION 3. D. (6)

Change Order No. 2 and Final also provides for the recommended contract modifications listed below. Costs for these modifications are in accordance with Contract General Conditions Article 22 – Extra Work, Article 23-Payment for Force Account Work, and Article 24 – Payment for Agreed Prices. All costs for these Proposed Change Orders (PCOs) incorporate New York State Prevailing Wage Rates and standard material, and equipment prices as verified by the Engineer.

**PCO No. 001 Mill Existing Asphalt at MALSR Bar – Station 149+25** **ADD \$458.00**

The FAA flight check indicated that asphalt pavement surrounding the MALSR Bar was a visual obstruction and needed to be modified. The cost reflects all labor and materials necessary to remove the obstruction and provide a smooth transition between the runway pavement and MALSR Bar.

**PCO No. 002 Concrete Spall Repairs** **ADD \$3,880.38**

The concrete surrounding MALSR Bar No.2 was deteriorated and was causing a FOD (Foreign Object Debris) issue. The contractor was directed to remove the deteriorated pavement and replace it with approved patching material. The cost reflects labor, equipment, and material to remove the existing deteriorated material and replace it with patching material.

**PCO No. 003 NFTA Manhole Frame & Cover** **ADD \$695.00**

A manhole frame and cover was purchased for the project but the manhole was eliminated during reconstruction operations. Since the cover was NFTA specific it could not be returned or restocked. The frame and cover were turned over to the Authority for use on future NFTA projects.

**PCO No. 004 Kerf Cut for Centerline Lights** **ADD \$89,167.43**

The as-planned installation of the electrical conduits for the new centerline lights from station 43+80 to station 51+20 required the use of directional boring methods. The contractors boring equipment could not penetrate the compacted subbase material beneath the existing concrete pavement and meet the grades of the electrical light cans. Four attempts were made using different equipment and methods, but the subbase could not be penetrated. The alternate method of installation approved was to utilize a kerf-style sawcut in the existing concrete pavement, install electrical conduit, and backfill with fast setting concrete material. The cost reflects all labor, equipment, and material necessary to sawcut the kerf, place GRS conduit, and backfill with elastomeric concrete.

**PCO No. 005 Light Color Changes** **ADD \$18,840.00**

During construction, the FAA modified the lens color of the newly installed Threshold, Centerline, and Edge Lights. The cost reflects all labor, equipment, and material necessary to remove the existing lights and replace the lens as required by the FAA.

**PCO No. 006 Spacer Rings for Owner Supplied Light Cans** **ADD \$19,101.63**

The spacer rings supplied by the light can procurement project were insufficient to raise the cans to the proposed runway elevations. Additional rings were necessary. The cost reflects the material cost only as necessary to raise the cans to the required elevations.

**PCO No. 007 Culvert Repairs** **ADD \$10,880.40**

The repair material for the box culvert shown in the contract documents was not suitable for the proposed injection repairs. The contractor was directed to use an alternate method, which involved different material and injection methods. A credit of \$18,500.00 is applied to Item No. 665.2576011 Batch, Mix and Inject Polyurethane Grout in Concrete Cracks in the unit bid item quantity adjustments above.

**PCO No. 008 Compression Seal Repairs** **ADD \$3,124.61**

During construction of the kerf-style sawcut for the centerline lights, it was necessary to cut through the newly placed compression seals in the concrete pavement. The cost reflects removal of the old seal, saw cutting for the new seal at various locations along the centerline cut, sandblasting the sawcut, and installing a new seals.

**PCO No. 009 Taxiway Warning Signs** **ADD \$69,292.02**

Post construction, the FAA requested that new warning signs be installed on the taxiways intersecting runway 10L-28R. The cost reflects labor, equipment, and materials to form the foundations, place concrete, and install frangible fittings and sign panels.

**FUNDING:** The total amount of this Change Order No. 2 and Final will be a \$1,515,069.23 decrease, thereby reducing the total amount of the contract from the current amount of \$16,333,243.00 to a final amended amount of \$14,818,173.77.

Funds for this project are contained in Capital Budget Account No.1200000-3188-2-1480 and are provided as follows:

Military@33.3%	FAA@60%	NYS DOT@3.35%	PFC@3.35%	Total
\$4,934,451.87	\$8,890,904.26	\$296,408.82	\$296,408.82	\$14,818,173.77

**“RESOLVED**, that the Board hereby authorizes Change Order No. 2 and Final with Sealand Contractors Corporation as described hereinabove; and

**BE IT FURTHER RESOLVED**, that the Executive Director, her designee and/or the Chairman, be and hereby authorized to execute Change Order No. 2 and Final with Sealand Contractors Corporation as described hereinabove; and

**BE IT FURTHER RESOLVED**, that said Change Order No. 2 and Final shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

**Regular Meeting  
March 28, 2013**

**BE IT FURTHER RESOLVED**, that the Chief Financial Officer, be and she is hereby authorized to make payments under said Change Order No. 2 and Final upon certification by the Director, Engineering, that such payments are in order.”

AVIATION 3. D. (6)

- 4. SURFACE TRANSPORTATION BUSINESS GROUP REPORT**
  - A. Surface Transportation Committee Report
  - B. Financial Update
  - C. Business Update
  - D. Resolutions

**Surface Transportation Resolutions**

- i. Niagara Frontier Transportation Authority, Acceptance of Surface Transportation Resolutions 4. D. (1) through 4. D. (4)
  - 1. Authorization for Maintenance Agreement, Trapeze Software Group, Inc.
  - 2. Authorization for Procurement, Sportsworks Northwest, Transit Bus Bicycle Racks, Metro
  - 3. Authorization for Agreements, Premier Modular Railroad Crossings, Embedded Rail Replacement and Precast Panels and Hatch Mott MacDonald, Construction Monitoring Services, LRRRT
  - 4. Authorization of Payment to NYSDOT for Taxicabs and Employee Parking in the Bus Loop at the MTC

**SURFACE:**

**4. D. (i) Niagara Frontier Transportation Authority, Acceptance of Surface Transportation Resolutions 4. D. (1) through 4. D. (4)**

The Executive Director advised that Items 4. D. (1) through 4. D. (4) have been discussed with the Board of Commissioners of the NFTA, and the Board is unanimously in favor of all subject Resolutions.

Whereupon, it was moved by Commissioner Lewin, seconded by Commissioner Perry, that the following Resolution be adopted:

**“RESOLVED**, that the Resolutions of the Niagara Frontier Transportation Authority, identified as numbers 4. D. (1) through 4. D. (4) and dated March 28, 2013 as set forth herein, be and hereby are accepted and approved in their entirety.”

**AYES: ZEMSKY, SLOMA, DEMAKOS, LEWIN, CROCE, GURNEY, PERRY**

**NOES: NONE**

**ADOPTED**

**SURFACE:**

4. D. (1) **Authorization for Maintenance Agreement, Trapeze Software Group, Inc.**

**RECOMMENDATION:** Staff recommends that the Board authorize renewal of the Trapeze Software Group, Inc. Annual Maintenance Agreement in the amount of \$98,392.00. This annual maintenance expenditure provides support services for two software products.

**INFORMATION:** The Customer Care Department currently utilizes Trapeze Software for the ATIS Trip Planner (Automated Transit Information System). Annual maintenance of this product is in the amount of \$58,681.00. This system consists of the following modules:

- 24-hour, 7 days a week support via phone, e-mail, fax, and web;
- Access to the Trapeze Customer Care website;
- Online tracking of support requests and the status of reported issues;
- Access to standard documentation and version release notes;
- Online training courses to update and/or enhance your skills;
- Access to online knowledge base;
- Quarterly user forums, along with software upgrades at least four to six times per year;
- Participation in the Trapeze Certification Program.

Paratransit currently utilizes Trapeze Software Pass Mon, which interfaces with Mobile Data Terminals (MDT) for up to 67 vehicles, INFO Server for up to 586 booked trips, and 5 workstations. Annual maintenance of this product is in the amount of \$39,711.00. This system consists of the following modules:

- 24-hour, 7 days a week support via phone, email, fax and web;
- Customer Care Web Site;
- Online tracking of support requests and the status of reported issues;
- Access to standard documentation and version release notes;
- Online training courses;
- Product upgrades for life;
- Participation in the Trapeze Certification program;
- Access to online knowledge base;
- Trapeze Times newsletter;
- Quarterly User forums for Trapeze products;
- Invitation to annual multi-day user training conference;
- Invitation to regional training workshops.

In an effort to maintain efficient operating systems and be able to access standard documentation and version release notes, online training courses, and product upgrades, the NFTA maintains a Maintenance Agreement with this vendor, Trapeze Software Group, Inc. This Maintenance Agreement is renewable every year that the NFTA continues to use the Pass Mon and ATIS Trip Planner Systems.

**FUNDING:** Funding is provided for in the FYE 2013-2014 operating budget.

**“RESOLVED,** that the Board hereby authorize a renewal of the Maintenance Agreement with Trapeze Software Group, Inc. in the amount of \$98,392.00, as described hereinabove; and

**BE IT FURTHER RESOLVED,** that the Executive Director, her designee and/or the Chairman be and hereby are authorized to execute the Maintenance Agreement in an amount of \$98,392 with Trapeze Software Group, Inc. for the provision of software support services as described hereinabove; and

**BE IT FURTHER RESOLVED,** that said Agreement shall include such terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

**BE IT FURTHER RESOLVED,** that the Chief Financial Officer be and she is hereby authorized to make payments under said Agreement, upon certification by the Director, Surface Transportation, that such payments are in order.”

**SURFACE:**

4. D. (2) **Authorization for Procurement, Sportworks Northwest,  
Transit Bus Bicycle Racks, Metro**

**RECOMMENDATION:** Staff recommends the Board approve the purchase of ninety transit bus bicycle racks and associated mounting hardware for \$75,069.90 from Sportworks Northwest of Woodinville, WA.

**INFORMATION:** Presently, all buses delivered since 2004 or 61% of the transit bus fleet are equipped with bike racks. The requested bicycle racks will be installed by Metro maintenance staff on buses delivered in 2001 and 2002. This will result in 88% of the transit bus fleet being so equipped. The buses that will receive bicycle racks are anticipated to be on the active roster long enough to coincide with the useful life of the bicycle racks. The remaining thirty eight buses that will not be equipped with bicycle racks are anticipated to be retired before the useful life of a bicycle rack is realized.

The procurement was advertised and one responsive proposal were received and evaluated in accordance with the NFTA Procurement Guidelines. The cost of this procurement was determined to be fair and reasonable based on past purchases of spare or replacement bicycle racks.

The evaluation team consisted of the Manager of Bus Maintenance and Equipment, Senior Manager of Operations, Procurement Supervisor and the Equipment Engineer. The proposal was evaluated and ranked based on compliance with the technical specification, cost, and Proponent qualifications and experience.

**FUNDING:** Funding for this procurement is included in the "Metro Bus Bike Racks", Project No. 23412, Account Code 120000003209 and is shared on an 80% FTA, 10% NYSDOT and 10% NFTA basis.

FTA	\$60,055.92
NYSDOT	\$7,506.99
NFTA	\$7,506.99
Total	<u>\$75,069.90</u>

**"RESOLVED,** that the Board hereby authorizes the procurement of ninety transit bus bicycle racks from Sportworks Northwest at a cost of \$75,069.90, as described above; and

**BE IT FURTHER RESOLVED,** that the Manager, Procurement, be and she is hereby authorized to issue Purchase Orders to Sportworks Northwest for the procurement of ninety transit bus bicycle racks to be used as described hereinabove; and

**BE IT FURTHER RESOLVED,** that said Purchase Orders shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

**Regular Meeting  
March 28, 2013**

**BE IT FURTHER RESOLVED**, that the Chief Financial Officer, be and she is hereby authorized to make payments under said Purchase Order upon certification by the Director, Surface Transportation, that such payments are in order.”

SURFACE 4. D. (2)

**SURFACE:**

4. D. (3) **Authorization for Agreements, Premier Modular Railroad Crossings, Embedded Rail Replacement and Precast Panels and Hatch Mott MacDonald, Construction Monitoring Services, LRRT**

**RECOMMENDATION:** Staff recommends that the Board award the subject procurement contract to the contractor, Premier Modular Railroad Crossings, for the lump sum amount of \$805,330.00; the construction monitoring services contract to term consultant Hatch Mott MacDonald for a cost plus fixed fee not-to-exceed amount of \$71,487.00; and the construction design support services contract to term consultant Hatch Mott MacDonald for a cost plus fixed fee not-to-exceed amount of \$19,130.00.

**INFORMATION:** This project provides for the procurement of the precast concrete system for the trackbed in the 600 Block of Main Street.

**Procurement:** The City of Buffalo is currently proceeding with construction of the Traffic on Main Street Project in the 600 Block. The trackbed rails in this area have reached the end of their useful life and the height of the rail head is now at the minimum allowable thickness. In addition, the existing concrete trackbed in the 600 Block has areas exhibiting severe cracks. Consequently, the rails and trackbed require replacement within the next few years.

Coordination of this project with the City's project will provide savings to the NFTA project. In addition, the concurrent work will minimize shutdown requirements as well as disruption to the LRRT service to passengers.

This procurement will provide the precast concrete panel system for the embedded rails on the 600 Block of Main Street. These panels will be the riding surface for vehicle traffic in this section of Main Street. It is necessary to maintain the City's project schedule and minimize the single tracking requirements. The installation of the precast concrete panel system and the replacement of the rails will be a separate contract that is currently being advertised for bid.

The precast panel system supplier selection process was initiated by publically soliciting Request for Proposals, pursuant to FTA/NFTA procurement guidelines, from interested precast panel system suppliers on February 19, 2013. Proposals were received on March 13, 2013 from three proposers.

The precast panel system supplier selection committee, consisting of Manager of LRRT, Supervisor of LRRT Systems and Facilities, Manager of Design, Project Manager and Manager of Construction, evaluated the proposals. The proposals were evaluated on technical criteria, experience, delivery, schedule, and cost. The committee ranked the respondents in the following descending order of selection:

- Premier Modular Railroad Crossings
- Oldcastle Precast, Inc.
- Amstead

The results of negotiations are shown below.

	Initial Proposal	Negotiated Cost
Engineer's Estimate	\$858,425.00	\$858,425.00
Premier Modular Railroad Crossings	\$765,830.00	\$805,330.00
Oldcastle	\$856,400.00	\$864,800.00
Amstead	\$1,131,000.00	\$1,131,000.00

Construction Monitoring and Design Support: The term consultant Hatch Mott MacDonald will provide construction monitoring and design support for this project.

Construction monitoring scope of services includes the following:

- Full time inspection.
- Material testing.

Construction Monitoring	
Engineer's Estimate	\$71,578.00
Original Cost	\$196,894.00
Negotiated Coat	\$71,487.00

Construction design support scope of services includes the following:

- Review and approval of submittals.
- Respond to contractor requests for information.
- Preparation of "as built" record drawings.
- Professional services requiring an Engineer licensed to practice in New York State.
- Change order assistance.
- Consultation and project coordination.

Construction Design Support	
Engineer's Estimate	\$20,600.00
Original Cost	\$39,726.00
Negotiated Coat	\$19,130.00

**FUNDING:** Funding for this project is pending rescheduling of existing FTA grant funds.

	FTA 80%	NYSDOT 10%	88c 10%	TOTAL
Procurement	\$644,264.00	\$80,533.00	\$80,533.00	\$805,330.00
Construction Monitoring	\$57,189.60	\$7,148.70	\$7,148.70	\$71,487.00
Construction Design Support	\$15,304.00	\$1,913.00	\$1,913	\$19,130
	\$716,757.60	\$89,594.70	\$89,594.70	\$895,947.00

**“RESOLVED**, that the Board hereby authorizes Agreements with Premier Modular Railroad Crossings and Hatch Mott MacDonald for the embedded rail replacement and precast panels project, as described above; and

**BE IT FURTHER RESOLVED**, that the Executive Director, her designee and/or the Chairman, be and are hereby authorized to execute Agreements with Premier Modular Railroad Crossings and Hatch Mott MacDonald as set forth above; and

**BE IT FURTHER RESOLVED**, that said Agreements shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

**BE IT FURTHER RESOLVED**, that the Chief Financial Officer, be and she is hereby authorized to make payments under said Agreements upon certification by the Director, Engineering, that such payments are in order.”

**SURFACE:**

4. D. (4) **Authorization of Payment to NYSDOT for Taxicabs and Employee Parking in the Bus Loop at the MTC**

**RECOMMENDATION:** Staff recommends that the Board authorize the payment of \$1,750 per month to the New York State Department of Transportation commencing April 1, 2013 for use of State-owned property under Permit No. 50902. This permit enables NFTA to use the bus loop at the Metropolitan Transportation Center in Buffalo, New York for taxicab and employee parking. The Authority has a separate permit for the use of the loop as a bus layover area.

**INFORMATION:** The bus loop located in Downtown Buffalo and bounded by Ellicott Street, Oak Street, North Division and South Division Streets is State-owned property which is used by Metro as a bus layover area and for NFTA employee and taxi parking. NFTA has been under contract with NYSDOT for use of this parcel since 1991 at a monthly rate of \$1,500, which rate is adjusted to reflect current market conditions under the recommended agreement. Continued use and operation of the bus loop facility is desirable to provide employee and taxicab parking proximate to the MTC.

**FUNDING:** The cost of this permit will be borne by those employees authorized to park in the bus loop.

**“RESOLVED,** that the Board hereby authorizes the payment of \$1,750 per month to NYSDOT to allow the use of the MTC bus loop for taxi and employee parking; and

**BE IT FURTHER RESOLVED,** that the Executive Director, her designee and/or the Chairman, be and are hereby authorized to execute a Permit with New York State Department of Transportation, for payments of \$1,750 per month; and

**BE IT FURTHER RESOLVED,** that said Permit shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

**BE IT FURTHER RESOLVED,** that the Chief Financial Officer, be and she is hereby authorized to make payments under said Permit upon certification by the Director, Surface Transportation, that such payments are in order.”

- 5. PROPERTY/RISK MANAGEMENT GROUP REPORT**
- A. Property/Risk Management Committee Report
  - B. Financial Update
  - C. Business Update
  - D. Resolutions

**Property/Risk Management Resolutions**

- i. Niagara Frontier Transportation Authority, Acceptance of Property Resolutions 5. D. (1) through 5. D. (2)
1. Authorization for Permit, Buffalo Triathlon Club, Inc.
2. Authorization for Lease Agreement Amendment, Westmatic Corporation, 485 Cayuga Road

**PROPERTY:**

**5. D. (i) Niagara Frontier Transportation Authority, Acceptance of Property Resolutions 5. D. (1) through 5. D. (2)**

The Executive Director advised that Items 5. D. (1) through 5. D. (2) have been discussed with the Board of Commissioners of the NFTA, and the Board is unanimously in favor of all subject Resolutions.

Whereupon, it was moved by Commissioner Croce, seconded by Commissioner Gurney, that the following Resolution be adopted:

**“RESOLVED**, that the Resolutions of the Niagara Frontier Transportation Authority, identified as numbers 5. D. (1) through 5. D. (2) and dated March 28, 2013 as set forth herein, be and hereby are accepted and approved in their entirety.”

**AYES: ZEMSKY, SLOMA, DEMAKOS, LEWIN, CROCE, DURAND, GURNEY, PERRY**

**NOES: NONE**

**ADOPTED**

**PROPERTY:**

5. D. (1) **Authorization for Permit, Buffalo Triathlon Club, Inc.**

**RECOMMENDATION:** Staff recommends that the Board authorize a Permit with the Buffalo Triathlon Club, Inc. for the use of the Seaway Pier for open water swimming practices.

**INFORMATION:** Buffalo Triathlon Club, Inc. is a New York not-for-profit corporation established to help its members train for triathlons. This is the third year the Club is requesting permission to use the NFTA's Seaway Pier property to access Lake Erie for its weekly swim practices

The Club meets for weekly group swims at the site on Wednesday evenings from 4-8 p.m. during the months of May through September. There are typically 30-50 members who attend. The Club has agreed to provide the appropriate insurance coverages and will indemnify and hold the NFTA harmless for the Club's use of the site. The permit will limit the Club's use of the site to Wednesday evenings from 4:00 p.m. to 8:00 p.m. from May 1 through September 30, 2013.

**FUNDING:** No funding is necessary.

**"RESOLVED,** that the Board hereby authorizes a Permit with Buffalo Triathlon Club, Inc. for use of the NFTA's Seaway Pier property as described hereinabove; and

**BE IT FURTHER RESOLVED,** that the Executive Director, her designee and/or the Chairman, be and hereby are authorized to execute a Permit with Buffalo Triathlon Club, Inc. with terms and conditions as set forth above and as negotiated; and

**BE IT FURTHER RESOLVED,** that said Permit shall include such terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel."

**PROPERTY:**

5. D. (2) **Authorization for Lease Agreement Amendment, Westmatic Corporation, 485 Cayuga Road**

**RECOMMENDATION:** Staff recommends that the Board authorize a lease amendment with Westmatic Corporation, Troy, Michigan, for an additional 299 square feet in Hangar Bay 4 at 485 Cayuga Road, Cheektowaga.

**INFORMATION:** Westmatic currently leases 14,263 square feet in Hangar Bays 4 and 5. They are expanding to include an additional 299 square feet of office space that is adjacent to their current leased space. This amendment will commence on April 1, 2013. All terms and conditions of their current lease will apply to this additional space including the rental rate of \$4.77 with a 3% annual increase. This lease expires on June 30, 2014.

**FUNDING:** No funding is necessary.

**“RESOLVED,** that the Board hereby authorizes a Lease Agreement Amendment with Westmatic Corporation for use of additional space at 485 Cayuga Road as described hereinabove; and

**BE IT FURTHER RESOLVED,** that the Executive Director, her designee and/or the Chairman, be and hereby are authorized to execute a Lease Agreement Amendment with Westmatic Corporation, with terms and conditions as set forth above and as negotiated; and

**BE IT FURTHER RESOLVED,** that said Lease Agreement shall include such terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel.”

6. General Counsel Report - Written
7. Executive Session - None
8. Adjournment

At approximately 1:04 p.m., the Chairman indicated that there was no further business coming before the Board, whereupon it was moved by Commissioner Lewin, seconded by Commissioner Sloma and unanimously approved that the Regular Meeting of the Niagara Frontier Transportation Authority and Niagara Frontier Transit Metro System, Inc. be adjourned.

**AYES: ZEMSKY, SLOMA, DEMAKOS, LEWIN, CROCE,  
DURAND, GURNEY, PERRY**

**NOES: NONE**