

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY
NIAGARA FRONTIER TRANSIT METRO SYSTEM, INC.
REGULAR BOARD MEETING
MARCH 25, 2021 12:30 PM**

1. REGULAR BOARD MEETING – MARCH 25, 2021 - AGENDA

In keeping with the guidance and directives of local, state, and national health authorities including the Centers for Disease Control relating to COVID-19 and pursuant to Executive Order No. 202.1, issued by Governor Andrew M. Cuomo, the Niagara Frontier Transportation Authority's (the "NFTA") Board of Commissioners meeting scheduled for March 25, 2021 at 12:30 p.m. will be held telephonically by conference call. Only the Executive Director, Chair (or Acting Chair), Commissioners of the NFTA, and essential staff of the NFTA will be permitted to be present in-person for the meeting. The public will have the ability to view and listen to the meeting by accessing the NFTA's website at www.nfta.com. The meeting will be recorded and later transcribed.

- A. Call to Order
- B. Approval of Minutes
- C. Executive Director's Report

2. NFTA CORPORATE REPORT

- A. Audit, Governance and Finance Committee Report (Acting Chair)
- B. Consolidated Financials (John Cox)
- C. Corporate Resolutions (Kim Minkel)
 - 1. Adoption of Revised Operating and Capital Budgets, Niagara Frontier Transportation Authority and Niagara Frontier Transit Metro System, Inc., Fiscal Year 2021-2022
 - 2. Adoption of Five Year Operating and Capital Plans for the Niagara Frontier Transportation Authority and Niagara Frontier Transit Metro System, Inc., Fiscal Years Ending March 31, 2022 through March 31, 2026
 - 3. Authorization for Agreement, FirstLight, Inc., Network Support Services, NFTA
 - 4. Authorization for Agreement, Marsh USA, Inc., Insurance Broker, NFTA
 - 5. Authorization for License Agreement, Erie County, Use of Right of Way, NFTA
 - 6. Authorization for Lease Agreement, Top Seedz, 247 Cayuga Road, NFTA

3. AVIATION BUSINESS GROUP REPORT

- A. Aviation Committee Report (Adam Perry)
- B. Financial and Business Update (Bill Vanecek)
- C. Aviation Resolutions (Kim Minkel)
 - 1. Authorization for Change Order No. 19, Pike Company, Baggage Claim Expansion Project, BNIA
 - 2. Authorization for Agreements, Varec, Inc., Accounting Software and Support, BNIA
 - 3. Authorization for Procurement, Prentice Office Environments, Passenger Seating Furniture, BNIA

4. SURFACE TRANSPORTATION BUSINESS GROUP REPORT

- A. Surface Transportation Committee Report (Michael Hughes)
- B. Financial and Business Update (Tom George)
- C. Surface Transportation Resolutions (Kim Minkel)
 - 1. Authorization to Award, Watts Architecture & Engineering, Design Services, Metro
 - 2. Authorization for Contract, Scheidt & Bachman, USA, Limited Use Fare Media, Metro
 - 3. Authorization for Supplemental Agreement No. 2, WSP, Inc., LRT Extension Environmental Review and Associated Engineering Design Services Phase 1, Metro
 - 4. Authorization for Support Agreement, Conduent Transport Solutions, Inc., OrbCAD Systems, Metro
 - 5. Authorization for Agreement, New York State Department of Transportation, Right of Way Permit, Metro
 - 6. Authorization for Agreement, 1238 Group, LLC, Storage Space, Metro
 - 7. Authorization for Contract, Green Options Buffalo d/b/a GoBike
 - 8. Authorization for Adoption, NFTA-Metro Bus and Rail Service Design Guidelines and Delivery Standards, Metro

5. GENERAL COUNSEL REPORT (David State)

6. PRESENTATIONS

7. EXECUTIVE SESSION

8. ADJOURNMENT

1. CALL TO ORDER

A. Meeting Called to Order

The Chair called the meeting to order at approximately 12:30p.m.

B. Approval of Attendance and Minutes of the NFTA Regular Board Meeting held on February 25, 2021

It was moved by Commissioner Perry, seconded by Commissioner Aul, that the Attendance and Minutes of the February 25, 2021 Regular Meeting of the Niagara Frontier Transportation Authority and Niagara Frontier Transit Metro System, Inc., be accepted and approved.

AYES: ROCHE, HUGHES, ANSARI, AUL, BAYNES, PERRY, PERSICO, TUCKER, WILCOX

NOES: NONE

ADOPTED

C. Executive Director Report:

Executive Director Kimberley Minkel had a few things that she wanted to mention to the Board.

First, she invited Board Members to the unveiling of the new Merchants Insurance station at Seneca on Monday, March 29, 2021 at 10:00 a.m.

She was also pleased to report that any NFTA employee who wished to receive the COVID-19 vaccine was provided access. At this point and time, it's difficult to know exactly how many employees received the vaccine but we think it is between 1/3 to a 1/2 of our workforce.

The Executive Director also wanted to recognize staff that continues to do a great job with expenses during this financially difficult time. John Cox will highlight that our expenses are down by nearly \$22 million dollars or 11% decrease. This helps to offset the 42% decline in revenue that we are experiencing during the pandemic.

Similarly, staff continues to focus on safety. We had a great start for the new year. Both our recordable lost time and injuries are down 45% compared to the same point and time as last year.

She is also pleased to report that we received an "A" grade on our MWBE report card from Empire State Development for 2020. This grade is a measure of our effectiveness and success as an agency with MWBE efforts. The Executive Director wanted to congratulate our Purchasing Department under Dave State's leadership and our EEO Department on the tremendous progress they've made in this particular area of our operations.

Finally, the Executive Director wanted to thank Commissioner Hicks who leads our Art Committee. The Committee met earlier in the week and selected a beautiful mural for our Portage Road Transportation Center. She would also like to thank the Niagara Falls National Heritage Area who helped vet a number of the 6 finalists.

2. NFTA CORPORATE REPORT

- A. Audit, Governance and Finance Committee Report
- B. Consolidated Financial
- C. Corporate Resolutions

FEBRUARY 2021 NFTA/METRO PERFORMANCE
(\$000's)

	BUDGET	ACTUAL	VARIANCE
NET SURPLUS/(DEFICIT)	503	(314)	(817)
Revenues and Operating Assistance			2,334
Expenses			2,300
Non-Operating/Capital			(5,450)
			(817)
OPER REVENUES & ASST	19,474	21,808	2,334
Metro Passenger Fares - decreased ridership and minimal Buffalo Public Schools revenue			(1,853)
BNIA Concessions/Commissions - decreased parking lot/ramp, ride share and food/retail revenues; significantly decreased enplanements			(1,316)
State - STOA - 4th quarter payment from New York State partially restores reductions from prior FYE21 payments			1,006
Federal - FTA & FAA CARES Act			4,544
All Other			(47)
			2,334
TOTAL OPER EXPENSES	17,548	15,249	(2,300)
Personnel Services			
Metro - service modifications, unanticipated vacancies and lower overtime, instruction labor and student operator labor		(1,030)	
Central Admin - vacancies, lower police and engineering overtime		(132)	
All Other		(32)	(1,194)
Maintenance & Repairs			
Metro - lower revenue vehicle maintenance, facility and rail contract costs		(199)	
BNIA - lower materials/supplies/service costs, snowplowing, baggage maintenance and automotive expenses		(185)	
All Other		(7)	(390)
Metro Transit Fuel/Power - lower diesel, gasoline and CNG costs			(118)
General Business/Other			
Metro - lower outside service costs, training and general office expenses		(200)	
BNIA - lower outside service costs, sewer charges and advertising expenses		(404)	
All Other		49	(556)
All Other			(42)
			(2,300)
NON-OPERATING/CAPITAL	(1,422)	(6,873)	(5,450)
Non-Operating			
Metro - SIF Reserve Funding		(5,000)	
BNIA Net Bond Debt Service		(569)	
BNIA Operating Expense Reserve		104	
All Other		15	(5,450)
			(5,450)

NFTA/METRO
KEY ITEM REPORT
FEBRUARY 2021

(\$000 Omitted)

<u>MONTH ACTUAL TO BUDGET</u>	Feb 2021 <u>Budget</u>	Feb 2021 <u>Actual</u>	<u>Variance</u>	<u>%</u>
Operating Revenues	9,210	5,868	(3,342)	-36.3%
Operating Assistance	10,264	15,940	5,676	55.3%
Total Oper. Revenues & Assistance	19,474	21,808	2,334	12.0%
Personnel Services	13,047	11,853	(1,194)	-9.2%
Maintenance & Repairs	2,056	1,666	(390)	-19.0%
Transit Fuel/Power	397	279	(118)	-29.7%
Utilities	391	475	83	21.3%
Insurance & Injuries	438	320	(118)	-27.0%
Safety & Security	1,155	1,012	(143)	-12.4%
General Business/Other	2,523	1,967	(556)	-22.0%
Other	(2,458)	(2,323)	136	5.5%
Total Operating Expenses	17,548	15,249	(2,300)	-13.1%
Operating Income/(Loss)	1,926	6,559	4,634	240.6%
Non-Operating/Capital	(1,422)	(6,873)	(5,450)	-383.2%
Net Surplus/(Deficit)	503	(314)	(817)	-162.3%

NFTA/METRO YEAR TO DATE FEBRUARY 2021 PERFORMANCE
(\$000's)

	BUDGET	ACTUAL	VARIANCE
NET SURPLUS/(DEFICIT)	6,599	4,526	(2,073)
Revenues and Operating Assistance			(4,090)
Expenses			21,757
Non-Operating/Capital			(19,740)
			(2,073)
OPER REVENUES & ASST	222,785	218,695	(4,090)
Metro Passenger Fares - no fares collected April 1st through June 28th; decreased ridership and minimal Buffalo Public Schools revenue			(22,103)
BNIA Concessions/Commissions - decreased parking lot/ramp, ride share, auto rental and food/retail/other revenues; significantly decreased enplanements			(17,666)
NFIA Concessions/Commissions - decreased parking lot, ride share, auto rental and retail revenues; significantly decreased enplanements			(1,574)
Local - 18b Match			(405)
Erie County Sales Tax			(1,217)
Local - 88c Funds			(4,610)
State - STOA - reduction from New York State			(11,144)
Federal - FTA & FAA CARES Act			54,679
All Other			(49)
			(4,090)
TOTAL OPERATING EXPENSES	198,489	176,732	(21,757)
Personnel Services			
Metro - service modifications, unanticipated vacancies and lower overtime, instruction labor and student operator labor			(6,153)
BNIA - lower overtime, temporary help and unanticipated vacancies			(1,194)
NFIA - lower overtime and temporary help			(271)
Transportation Centers - lower overtime at MTC and NFITC			(146)
Central Admin - vacancies, lower police, engineering and Metro support overtime			(1,856)
All Other			(49)
			(9,669)
Maintenance & Repairs			
Metro - lower revenue vehicle maintenance, facility and rail contract costs			(992)
BNIA - lower materials/supplies/service costs, snowplowing, baggage maintenance, automotive and landscaping expenses			(2,425)
NFIA - lower facility maintenance costs, snowplowing and environmental expenses			(187)
Transportation Centers - lower materials/supplies/service and elevator maintenance costs at MTC			(126)
All Other			(22)
			(3,753)
Metro Transit Fuel/Power - lower diesel, gasoline and CNG costs			(1,455)
Utilities			
Metro - lower electric and gas billings			(223)
BNIA - lower electric and water billings			(228)
Transportation Centers - lower electric billings at MTC and NFITC			(43)
Property Development - lower electric and gas billings at 247 and 485 Cayuga properties			(38)
All Other			(25)
			(557)
Insurance & Injuries			
Metro - lower insurance premiums and claim loss reserve appropriations			(565)
Central Admin - lower police claim loss reserves and insurance premiums			(41)
All Other			(19)
			(625)
General Business/Other			
Metro - lower outside service costs, advertising, training and general office expenses			(1,182)
BNIA - lower outside service costs, advertising, training/travel and general office expenses			(4,358)
All Other			47
			(5,493)
All Other - lower costs transferred to capital projects for BNIA, Engineering and Finance			(205)
			(21,757)
NON-OPERATING/CAPITAL	(17,698)	(37,438)	(19,740)
Capital			
Metro			(1,415)
BNIA			134
Transportation Centers			(58)
Central Admin			353
All Other			(1)
			(987)
Non-Operating			
Metro - SIF Reserve Funding			(18,000)
BNIA Net Bond Debt Service			(2,277)
BNIA Operating Expense Reserve			1,429
All Other			95
			(18,753)
			(19,740)

NFTA/METRO
KEY ITEM REPORT
FEBRUARY YTD 2021

(\$000 Omitted)

<u>YTD ACTUAL TO BUDGET</u>	<u>Feb 2021</u> <u>YTD Budget</u>	<u>Feb 2021</u> <u>YTD Actual</u>	<u>Variance</u>	<u>%</u>
Operating Revenues	103,756	59,982	(43,774)	-42.2%
Operating Assistance	119,029	158,713	39,684	33.3%
Total Oper. Revenues & Assistance	222,785	218,695	(4,090)	-1.8%
Personnel Services	150,146	140,477	(9,669)	-6.4%
Maintenance & Repairs	20,803	17,050	(3,753)	-18.0%
Transit Fuel/Power	4,364	2,909	(1,455)	-33.3%
Utilities	4,271	3,714	(557)	-13.0%
Insurance & Injuries	4,820	4,195	(625)	-13.0%
Safety & Security	13,555	12,578	(976)	-7.2%
General Business/Other	29,103	23,611	(5,493)	-18.9%
Other	(28,574)	(27,803)	771	2.7%
Total Operating Expenses	198,489	176,732	(21,757)	-11.0%
Operating Income/(Loss)	24,296	41,964	17,667	72.7%
Non-Operating/Capital	(17,698)	(37,438)	(19,740)	-111.5%
Net Surplus/(Deficit)	6,599	4,526	(2,073)	-31.4%

NFTA/METRO
BUSINESS CENTERS
NET SURPLUS/(DEFICIT)
FEBRUARY YTD 2021

(\$000 Omitted)

	<u>Feb 2021</u> <u>YTD Budget</u>	<u>Feb 2021</u> <u>YTD Actual</u>	<u>Variance</u>	<u>%</u>
NFTA				
BNIA	4,229	1,790	(2,439)	-57.7%
NFIA	(2,193)	(2,153)	41	1.9%
Transportation Centers	(1,216)	(1,142)	74	6.1%
Property Development	446	696	251	56.3%
NFTA Total	1,264	(809)	(2,073)	-163.9%
Metro	5,334	5,334	0	0.0%
NFTA/Metro	6,599	4,526	(2,073)	-31.4%

FEBRUARY NFTA/METRO PERFORMANCE
FYE 2021 vs. FYE 2020
(\$000's)

	Feb 2020 Actual	Feb 2021 Actual	VARIANCE
NET SURPLUS/(DEFICIT)	903	(314)	(1,217)
Revenues and Operating Assistance			2,358
Expenses			1,663
Non-Operating/Capital			(5,238)
			<u>(1,217)</u>
OPER REVENUES & ASST	19,450	21,808	2,358
Metro Passenger Fares - decreased ridership and minimal Buffalo Public Schools revenue in FYE21			(1,754)
BNIA Concessions/Commissions - decreased parking lot/ramp, ride share and food/retail revenues; significantly decreased enplanements in FYE21			(1,199)
Local - 88c Funds			(415)
Erie County Sales Tax			(352)
Mortgage Tax			277
State - STOA - FYE21 4th quarter payment from New York State partially restores reductions from prior FYE21 payments			1,213
Federal - FTA & FAA CARES Act			4,544
All Other			44
			<u>2,358</u>
TOTAL OPERATING EXPENSES	16,911	15,249	(1,663)
Personnel Services			
Metro - modified service in FYE21, vacancies, and decreased overtime, instruction labor and student operator labor			(681)
NFIA - lower overtime			(52)
Transportation Centers - lower overtime and temporary help			(27)
Central Admin - vacancies, lower police, engineering and Metro support overtime			(157)
All Other			(27)
			<u>(944)</u>
Maintenance & Repairs			
Metro - lower revenue vehicle maintenance costs			(103)
All Other			12
			<u>(91)</u>
Utilities			
Metro - higher electric and gas billings			114
BNIA - higher electric billings			51
All Other			15
			<u>180</u>
Insurance & Injuries			
Metro - lower insurance premiums and claim loss reserve appropriations			(166)
All Other			(9)
			<u>(175)</u>
General Business/Other			
Metro - lower outside service costs, training and general office expenses			(331)
BNIA - lower outside service costs and advertising expenses			(292)
Central Admin - higher outside service costs and general office expenses			52
All Other			(13)
			<u>(585)</u>
All Other			(48)
			<u>(1,663)</u>
NON-OPERATING/CAPITAL	(1,635)	(6,873)	(5,238)
Capital			
Metro			86
BNIA			41
Property Development			30
Central Admin			(57)
All Other			(1)
			<u>99</u>
Non-Operating			
Metro - SIF Reserve Funding			(5,000)
BNIA Net Bond Debt Service			(583)
BNIA ADF Funding			139
BNIA Operating Expense Reserve			72
All Other			35
			<u>(5,337)</u>
			<u>(5,238)</u>

NFTA/METRO
KEY ITEM REPORT
FYE 2021 vs. FYE 2020
FEBRUARY

(\$000 Omitted)

	Feb 2020	Feb 2021		
<u>MONTH PRIOR YEAR COMPARISON</u>	<u>Actual</u>	<u>Actual</u>	<u>Variance</u>	<u>%</u>
Operating Revenues	9,039	5,868	(3,172)	-35.1%
Operating Assistance	10,410	15,940	5,530	53.1%
Total Oper. Revenues & Assistance	19,450	21,808	2,358	12.1%
Personnel Services	12,797	11,853	(944)	-7.4%
Maintenance & Repairs	1,757	1,666	(91)	-5.2%
Transit Fuel/Power	352	279	(73)	-20.7%
Utilities	295	475	180	60.9%
Insurance & Injuries	495	320	(175)	-35.3%
Safety & Security	1,220	1,012	(208)	-17.0%
General Business/Other	2,552	1,967	(585)	-22.9%
Other	(2,556)	(2,323)	233	9.1%
Total Operating Expenses	16,911	15,249	(1,663)	-9.8%
Operating Income/(Loss)	2,538	6,559	4,021	158.4%
Non-Operating/Capital	(1,635)	(6,873)	(5,238)	-320.3%
Net Surplus/(Deficit)	903	(314)	(1,217)	-134.7%

NFTA/METRO YEAR TO DATE FEBRUARY PERFORMANCE
FYE 2021 vs. FYE 2020
(\$000's)

	Feb 2020 YTD Actual	Feb 2021 YTD Actual	VARIANCE
NET SURPLUS/(DEFICIT)	4,450	4,526	76
Revenues and Operating Assistance			1,882
Expenses			16,199
Non-Operating/Capital			(18,005)
			<u>76</u>
OPER REVENUES & ASST	216,814	218,695	1,882
Metro Passenger Fares - no fares collected April 1st through June 28th of FYE21; ridership down significantly and minimal Buffalo Public Schools revenue in FYE21			(21,776)
BNIA Concessions/Commissions - decreased parking lot/ramp, ride share, auto rental and food/retail revenues; significantly decreased enplanements in FYE21			(17,697)
Local - 88c Funds			(4,563)
State - STOA - reduction from New York State			(8,866)
Federal - FTA & FAA CARES Act			54,679
All Other			104
			<u>1,882</u>
TOTAL OPERATING EXPENSES	192,931	176,732	(16,199)
Personnel Services			
Metro - modified service in FYE21, vacancies, and decreased overtime, instruction labor and student operator labor			(4,827)
BNIA - lower overtime and temporary help			(583)
NFIA - lower overtime and temporary help			(205)
Transportation Centers - lower overtime and temporary help			(140)
Central Admin - vacancies, lower police, engineering and Metro support overtime			(491)
All Other			(19)
			<u>(6,264)</u>
Maintenance & Repairs			
Metro - lower revenue vehicle maintenance and facility costs			(580)
BNIA - lower materials/supplies/services, baggage maintenance, major repairs, automotive and landscaping expenses			(1,430)
NFIA - lower materials/supplies cost, facility maintenance, major runway repairs, automotive and environmental expenses			(166)
Transportation Centers - lower materials/supplies/service cost at MTC and NFITC			(169)
Property Development - lower service costs at 485 Cayuga			(68)
All Other			(47)
			<u>(2,459)</u>
Metro Transit Fuel/Power - lower diesel and gasoline costs			(1,201)
Insurance & Injuries			
Metro - decreased claim loss reserve appropriations and insurance premiums			(1,760)
BNIA - increased insurance premiums and claim loss reserves			159
Central Admin - higher police claim loss reserves			45
All Other			(3)
			<u>(1,559)</u>
General Business/Other			
Metro - lower outside service costs, advertising, training and general office expenses			(923)
BNIA - lower outside service costs, advertising and training/travel expenses			(4,058)
NFIA - lower outside service costs and advertising expenses			(412)
Central Admin - timing of MIS/technology expenses and contracts in FYE21			715
All Other			26
			<u>(4,652)</u>
All Other			(64)
			<u>(16,199)</u>
NON-OPERATING/CAPITAL	(19,433)	(37,438)	(18,005)
Capital			
Metro			(293)
BNIA			225
Property Development			(100)
Central Admin			(444)
All Other			(50)
			<u>(662)</u>
Non-Operating			
Debt Service - Noresco			415
Metro - SIF Reserve Funding			(18,000)
Metro - Line of Credit Interest			(105)
BNIA Net Bond Debt Service			(2,429)
BNIA ADF Funding			1,534
BNIA Operating Expense Reserve			1,249
All Other			(7)
			<u>(17,343)</u>
			<u>(18,005)</u>

NFTA/METRO
KEY ITEM REPORT
FYE 2021 vs. FYE 2020
FEBRUARY YTD

(\$000 Omitted)

	Feb 2020	Feb 2021		
	Prior	Current		
<u>YTD PRIOR YEAR COMPARISON</u>	<u>YTD Actual</u>	<u>YTD Actual</u>	<u>Variance</u>	<u>%</u>
Operating Revenues	100,021	59,982	(40,039)	-40.0%
Operating Assistance	116,793	158,713	41,920	35.9%
Total Oper. Revenues & Assistance	216,814	218,695	1,882	0.9%
Personnel Services	146,741	140,477	(6,264)	-4.3%
Maintenance & Repairs	19,509	17,050	(2,459)	-12.6%
Transit Fuel/Power	4,110	2,909	(1,201)	-29.2%
Utilities	3,664	3,714	50	1.4%
Insurance & Injuries	5,754	4,195	(1,559)	-27.1%
Safety & Security	13,133	12,578	(555)	-4.2%
General Business/Other	28,263	23,611	(4,652)	-16.5%
Other	(28,243)	(27,803)	441	1.6%
Total Operating Expenses	192,931	176,732	(16,199)	-8.4%
Operating Income/(Loss)	23,883	41,964	18,081	75.7%
Non-Operating/Capital	(19,433)	(37,438)	(18,005)	-92.7%
Net Surplus/(Deficit)	4,450	4,526	76	1.7%

Corporate Resolutions

1. Adoption of Revised Operating and Capital Budgets, Niagara Frontier Transportation Authority and Niagara Frontier Transit Metro System, Inc., Fiscal Year 2021-2022
2. Adoption of Five Year Operating and Capital Plans for the Niagara Frontier Transportation Authority and Niagara Frontier Transit Metro System, Inc., Fiscal Years Ending March 31, 2022 through March 31, 2026
3. Authorization for Agreement, FirstLight, Inc., Network Support Services, NFTA
4. Authorization for Agreement, Marsh USA, Inc., Insurance Broker, NFTA
5. Authorization for License Agreement, Erie County, Use of Right of Way, NFTA
6. Authorization for Lease Agreement, Top Seedz, 247 Cayuga Road, NFTA

CORPORATE:

2. C. (1) **Adoption of Revised Operating and Capital Budgets, Niagara Frontier Transportation Authority and Niagara Frontier Transit Metro System, Inc., Fiscal Year 2021-2022**

RECOMMENDATION: Staff recommends that the Board adopt the revised Operating and Capital Budgets for the Niagara Frontier Transportation Authority (NFTA) and Niagara Frontier Transit Metro System, Inc. (Metro) for the Fiscal Year ending March 31, 2022. The consolidated budget for FYE 2022 is \$257.4 million.

INFORMATION: On December 10, 2020, the Board adopted the budget for 2021-2022. Staff is presenting a revised balanced budget based on more current information with the assumptions noted below.

The Authority has been allocated Federal funds from the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act that are earmarked for Metro, Buffalo Niagara International Airport (BNIA) and Niagara Falls International Airport (NFIA). These funds offset the decrease in New York State operating assistance from fiscal year ending March 31, 2021 and reflects the Governor's budget for 2022. As a result, total Operating Assistance increased by \$10,877,037.

Operating forecasts were revised to reflect the operation struggles related to the pandemic. Operating revenues are decreasing \$2,001,465 due to revision of the estimated ridership for passenger fares and lower BNIA concessions/commissions based on revised enplanement projections.

Operating expenses are increasing \$679,954, primarily the result of Metro operating adjustments, including higher transit fuel/power expenses based on recent FYE 2021 trends.

Non-operating/capital items have increased \$8,195,618, primarily due to an increase in NFTA/Metro capital spending of \$2,585,516 due to shifting of project funding, as well as timing of scheduled projects, and an increase in the funding of Metro self-insurance (SIF) reserves.

"RESOLVED, that the Revised Operating and Capital Budgets of the NFTA and Metro attached hereto for FYE ending March 31, 2022, be, and hereby are, adopted."

**NFTA COMBINED
KEY ITEM REPORT
FYE 22 FINAL BUDGET VS. FYE 22 ORIGINAL BUDGET**

	FYE 21 BUDGET	FYE 22 ORIGINAL BUDGET	FYE 22 FINAL BUDGET	VARIANCE	%
Operating Revenues	114,650,273	80,227,311	78,225,846	(2,001,465)	-2.5%
Operating Assistance	<u>129,692,583</u>	<u>168,249,809</u>	<u>179,126,846</u>	<u>10,877,037</u>	<u>6.5%</u>
Total Oper Revs & Asst	244,342,856	248,477,120	257,352,692	8,875,572	3.6%
Personnel Services	165,682,884	168,198,291	168,703,684	505,393	0.3%
Other Operating Expenses	<u>54,973,349</u>	<u>48,536,504</u>	<u>48,711,065</u>	<u>174,561</u>	<u>0.4%</u>
Total Operating Expenses	220,656,233	216,734,795	217,414,749	679,954	0.3%
Operating Income/(Loss)	<u>23,686,623</u>	<u>31,742,325</u>	<u>39,937,943</u>	<u>8,195,618</u>	<u>25.8%</u>
Non-operating/Capital	<u>(23,686,623)</u>	<u>(31,742,325)</u>	<u>(39,937,943)</u>	<u>(8,195,618)</u>	<u>25.8%</u>
Net Surplus/(Deficit)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>

**FYE 22 FINAL BUDGET VS. FYE 22 ORIGINAL BUDGET
Net Surplus/(Deficit)**

	FYE 22 ORIGINAL BUDGET	FYE 22 FINAL BUDGET	VARIANCE	%
BNIA	0	2,464,583	2,464,583	n/a
NFIA	<u>0</u>	<u>(2,464,583)</u>	<u>(2,464,583)</u>	<u>n/a</u>
Total Aviation	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
Metro	2,514,980	2,555,033	40,053	1.6%
Transportation Centers	<u>(2,514,980)</u>	<u>(2,555,033)</u>	<u>(40,053)</u>	<u>1.6%</u>
Total Surface Transportation	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
Property Development	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
NFTA/Metro Combined	0	0	0	n/a

NFTA/METRO
2020/21 ANNUAL FORECAST
VS
2021/22 ANNUAL BUDGET

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
OPERATING REVENUES						
Passenger Fares	34,814,700	35,535,946	17,383,709	18,701,177	1,317,468	7.6%
Airport Fees & Services	19,208,848	21,267,714	18,350,640	20,239,611	1,888,971	10.3%
Rental Income	18,275,708	20,060,705	17,976,175	19,406,708	1,430,533	8.0%
Concessions/Commissions	29,861,868	31,640,401	11,170,900	14,525,278	3,354,378	30.0%
Resales & Rebillings	1,560,867	1,634,785	1,156,715	1,192,665	35,950	3.1%
Other Operating Revenues	<u>4,449,412</u>	<u>4,510,722</u>	<u>3,959,854</u>	<u>4,160,407</u>	<u>200,553</u>	<u>5.1%</u>
TOTAL OPERATING REVENUES	108,171,403	114,650,273	69,997,993	78,225,846	8,227,853	11.8%
OPERATING ASSISTANCE						
Local - 18b Match	4,100,000	4,100,000	3,972,335	4,100,000	127,665	3.2%
Erie County Sales Tax	21,793,219	22,492,927	20,918,422	20,918,422	0	0.0%
Mortgage Tax	11,910,440	11,533,854	11,533,854	11,533,854	0	0.0%
Local - 88c Funds	4,977,532	5,028,722	0	0	0	n/a
Peace Bridge	200,000	200,000	200,000	200,000	0	0.0%
State - 18b	4,100,000	4,100,000	3,972,335	4,100,000	127,665	3.2%
State - MTOAF	30,215,800	32,442,100	24,662,293	28,094,900	3,432,607	13.9%
State - DMTTF	14,076,800	14,335,700	12,423,818	13,528,700	1,104,882	8.9%
State - Additional General Fund	10,230,800	10,230,800	9,912,236	9,665,000	(247,236)	-2.5%
State - PM Match	2,710,337	2,715,038	2,715,038	2,721,081	6,043	0.2%
Federal - Sec 5311	77,000	77,000	0	79,310	79,310	n/a
Federal - FTA CARES Act	0	0	61,307,439	0	(61,307,439)	-100.0%
Federal - FTA CARES Act (Sec 5311)	0	0	601,653	0	(601,653)	-100.0%
Federal - PM	21,682,698	21,720,300	21,720,300	21,768,651	48,351	0.2%
Federal - FAA CARES Act	0	0	11,820,891	11,717,512	(103,379)	-0.9%
Federal Operating Assistance	195,311	285,440	285,440	285,440	0	0.0%
Federal - K-9 Cops	353,499	353,500	353,500	353,500	0	0.0%
Federal - DEA Expenditures	143,976	60,000	60,000	60,000	0	0.0%
Federal - DEA OT Reimbursement	19,430	17,202	17,202	17,202	0	0.0%
Federal - CRRSA Grant Program	0	0	0	43,182,780	43,182,780	n/a
Federal - Airport Coronavirus Response Grant Program	0	0	0	<u>6,800,494</u>	<u>6,800,494</u>	<u>n/a</u>
TOTAL OPERATING ASSISTANCE	<u>126,786,842</u>	<u>129,692,583</u>	<u>186,476,756</u>	<u>179,126,846</u>	<u>(7,349,910)</u>	<u>-3.9%</u>
TOTAL REVENUES & OPERATING ASST	234,958,245	244,342,856	256,474,749	257,352,692	877,943	0.3%

NFTA/METRO
2020/21 ANNUAL FORECAST
VS
2021/22 ANNUAL BUDGET

	FY 19-20	FY 20-21	FY 20-21	FY 21-22	VARIANCE	%
	ACTUAL	BUDGET	FORECAST	BUDGET		
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	152,040,338	165,682,884	157,349,269	168,703,684	11,354,415	7.2%
Maintenance & Repairs	21,731,774	23,142,809	20,494,667	21,356,227	861,560	4.2%
Transit Fuel/Power	4,488,380	4,716,558	4,116,558	4,416,684	300,126	7.3%
Utilities	3,990,782	4,718,644	4,456,572	4,365,387	(91,185)	-2.0%
Insurance & Injuries	6,205,882	5,260,757	4,759,019	5,249,844	490,825	10.3%
Safety & Security	14,165,291	15,009,477	14,440,128	15,656,687	1,216,559	8.4%
General Business/Other	31,242,149	33,663,450	29,565,228	30,467,329	902,101	3.1%
Administrative Cost Reallocation	0	0	0	0	0	n/a
Costs Transferred to Capital Projects	(1,762,369)	(1,955,393)	(1,709,755)	(1,983,612)	(273,857)	16.0%
Inter Division Reimbursement	<u>(28,856,551)</u>	<u>(29,582,953)</u>	<u>(28,503,063)</u>	<u>(30,817,481)</u>	<u>(2,314,418)</u>	<u>8.1%</u>
TOTAL OPERATING EXPENSES	<u>203,245,676</u>	<u>220,656,233</u>	<u>204,968,623</u>	<u>217,414,749</u>	<u>12,446,126</u>	<u>6.1%</u>
OPERATING INCOME/(LOSS)	31,712,569	23,686,623	51,506,126	39,937,943	(11,568,183)	-22.5%
NON-OPERATING ITEMS						
Bond Debt Service	(18,335,150)	(18,336,650)	(17,791,400)	(17,780,400)	11,000	-0.1%
Debt Service - Noresco	(801,515)	(349,200)	(349,200)	(318,600)	30,600	-8.8%
NFLA Contribution (Excluding Debt Svc)	(500,000)	(250,000)	(250,000)	0	250,000	-100.0%
Operating Expense Reserve & R&R Rsv	(62,644)	(385,164)	500,000	(229,397)	(729,397)	-145.9%
Debt Service - Glycol Collection	(263,562)	(264,764)	(264,764)	0	264,764	-100.0%
Line of Credit Interest/Other	10,984	(212,000)	(211,966)	(212,000)	(34)	0.0%
SIF Reserve Funding	0	0	(26,281,690)	(5,264,788)	21,016,902	-80.0%
Intercompany Transfer	0	0	0	0	0	n/a
ADF Funding/Other	(1,672,450)	1,053,000	0	0	0	n/a
Property Acquisition/Other	225,000	225,000	225,000	225,000	0	0.0%
BNIA Contribution (Excluding Debt Svc)	500,000	250,000	250,000	0	(250,000)	-100.0%
PFC	5,053,500	4,759,965	2,133,043	0	(2,133,043)	-100.0%
Interest Income	1,276,288	989,000	225,000	250,000	25,000	11.1%
Seneca Proceeds	<u>1,000,000</u>	<u>1,000,000</u>	<u>1,000,000</u>	<u>1,000,000</u>	<u>0</u>	<u>0.0%</u>
TOTAL NON-OPERATING ITEMS	<u>(13,569,549)</u>	<u>(11,520,813)</u>	<u>(40,815,977)</u>	<u>(22,330,185)</u>	<u>18,485,792</u>	<u>-45.3%</u>
NET INCOME/(LOSS)	18,143,020	12,165,810	10,690,149	17,607,758	6,917,609	64.7%
LESS: DIRECT CAPITAL	8,761,554	12,165,810	10,690,149	17,607,758	6,917,609	64.7%
LESS: INDIRECT CAPITAL	0	0	0	0	0	n/a
NET SURPLUS/(DEFICIT)	<u>9,381,466</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
FY 2020-21 OPERATING FORECAST AND CAPITAL PLAN
VS.
FY 2021-22 OPERATING BUDGET AND CAPITAL PLAN

BUSINESS CENTER	FYE 21 BUDGET	FYE 21 FORECAST	FYE 22 BUDGET	VARIANCE	%
SURFACE TRANSPORTATION GROUP					
METRO CONSOLIDATED					
Operating Revenues & Assistance	165,733,887	192,388,358	179,720,402	(12,667,956)	-6.6%
Operating Expenses	<u>157,982,278</u>	<u>152,191,499</u>	<u>160,699,934</u>	<u>8,508,435</u>	<u>5.6%</u>
Net Income/(Loss)	7,751,609	40,196,859	19,020,468	(21,176,391)	-52.7%
Non-operating Items:					
Intercompany Transfer	(730,000)	(730,000)	(740,950)	(10,950)	1.5%
Line of Credit Interest/Other	(212,000)	(212,000)	(212,000)	0	0.0%
SIF Reserve Funding	0	(26,281,690)	(5,264,788)	21,016,902	-80.0%
Debt Service - Noresco	(104,130)	(104,130)	(95,005)	9,125	-8.8%
Direct Capital	3,405,507	5,326,177	7,905,331	2,579,154	48.4%
Indirect Capital	<u>1,948,900</u>	<u>1,172,876</u>	<u>2,247,361</u>	<u>1,074,485</u>	<u>91.6%</u>
Total Capital	<u>5,354,407</u>	<u>6,499,053</u>	<u>10,152,692</u>	<u>3,653,639</u>	<u>56.2%</u>
Net Surplus/(Deficit)	1,351,072	6,369,986	2,555,033	(3,814,953)	-59.9%

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
FY 2020-21 OPERATING FORECAST AND CAPITAL PLAN
VS.
FY 2021-22 OPERATING BUDGET AND CAPITAL PLAN

BUSINESS CENTER	FYE 21 BUDGET	FYE 21 FORECAST	FYE 22 BUDGET	VARIANCE	%
AVIATION BUSINESS GROUP					
BNIA					
Operating Revenues & Assistance	68,562,295	54,326,528	67,928,077	13,601,549	25.0%
Operating Expenses	<u>48,860,244</u>	<u>40,295,483</u>	<u>43,693,575</u>	<u>3,398,092</u>	<u>8.4%</u>
Net Income/(Loss)	19,702,051	14,031,045	24,234,502	10,203,457	72.7%
Non-operating Items:					
Bond Debt Service	(18,336,650)	(17,791,400)	(17,780,400)	11,000	-0.1%
NFIA Contribution (Excluding Debt Svc)	(250,000)	(250,000)	0	250,000	-100.0%
Debt Service - Noresco	(21,052)	(21,052)	(19,208)	1,845	-8.8%
Debt Service - Glycol Collection	(264,764)	(264,764)	0	264,764	-100.0%
Operating Expense Reserve & R&R Rsv	(385,164)	500,000	(229,397)	(729,397)	-145.9%
Interest Income	989,000	225,000	250,000	25,000	11.1%
PFC	4,759,965	2,133,043	0	(2,133,043)	-100.0%
Direct Capital	1,639,101	1,766,750	2,253,343	486,593	27.5%
Indirect Capital	<u>1,506,813</u>	<u>906,822</u>	<u>1,737,572</u>	<u>830,750</u>	<u>91.6%</u>
Total Capital	<u>3,145,914</u>	<u>2,673,572</u>	<u>3,990,915</u>	<u>1,317,343</u>	<u>49.3%</u>
Net Surplus/(Deficit)	3,047,471	(4,111,700)	2,464,583	6,576,283	-159.9%
NFIA					
Operating Revenues & Assistance	2,918,812	2,644,306	2,390,044	(254,262)	-9.6%
Operating Expenses	<u>6,576,935</u>	<u>5,146,098</u>	<u>5,413,275</u>	<u>267,177</u>	<u>5.2%</u>
Net Income/(Loss)	(3,658,123)	(2,501,792)	(3,023,231)	(521,439)	20.8%
Non-operating Items:					
Debt Service - Noresco	(1,979)	(1,979)	(1,806)	173	-8.7%
Seneca Proceeds	1,000,000	1,000,000	1,000,000	0	0.0%
BNIA Contribution (Excluding Debt Svc)	250,000	250,000	0	(250,000)	-100.0%
Intracompany Transfer - ADF to NFIA	1,053,000	0	0	0	n/a
Direct Capital	1,104,048	0	43,043	43,043	n/a
Indirect Capital	<u>343,845</u>	<u>206,931</u>	<u>396,503</u>	<u>189,572</u>	<u>91.6%</u>
Total Capital	<u>1,447,893</u>	<u>206,931</u>	<u>439,546</u>	<u>232,615</u>	<u>112.4%</u>
Net Surplus/(Deficit)	(2,804,995)	(1,460,702)	(2,464,583)	(1,003,881)	68.7%
TOTAL AVIATION BUSINESS GROUP					
Operating Revenues	71,481,107	56,970,834	70,318,121	13,347,287	23.4%
Operating Expenses	<u>55,437,179</u>	<u>45,441,581</u>	<u>49,106,850</u>	<u>3,665,269</u>	<u>8.1%</u>
Net Income/(Loss)	16,043,928	11,529,253	21,211,271	9,682,018	84.0%
Non-operating Items:					
Bond Debt Service	(18,336,650)	(17,791,400)	(17,780,400)	11,000	-0.1%
NFIA Contribution (Excluding Debt Svc)	(250,000)	(250,000)	0	250,000	-100.0%
Debt Service - Noresco	(23,031)	(23,031)	(21,014)	2,018	-8.8%
Debt Service - Glycol Collection	(264,764)	(264,764)	0	264,764	-100.0%
Operating Expense Reserve & R&R Rsv	(385,164)	500,000	(229,397)	(729,397)	-145.9%
Interest Income	989,000	225,000	250,000	25,000	11.1%
PFC	4,759,965	2,133,043	0	(2,133,043)	-100.0%
Seneca Proceeds	1,000,000	1,000,000	1,000,000	0	0.0%
BNIA Contribution (Excluding Debt Svc)	250,000	250,000	0	(250,000)	-100.0%
Intracompany Transfer - ADF to NFIA	1,053,000	0	0	0	n/a
Direct Capital	2,743,149	1,766,750	2,296,386	529,636	30.0%
Indirect Capital	<u>1,850,658</u>	<u>1,113,753</u>	<u>2,134,075</u>	<u>1,020,321</u>	<u>91.6%</u>
Total Capital	<u>4,593,807</u>	<u>2,880,503</u>	<u>4,430,461</u>	<u>1,549,957</u>	<u>53.8%</u>
Net Surplus/(Deficit)	242,476	(5,572,402)	0	5,572,402	-100.0%

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
FY 2020-21 OPERATING FORECAST AND CAPITAL PLAN
VS.
FY 2021-22 OPERATING BUDGET AND CAPITAL PLAN

BUSINESS CENTER	FYE 21 BUDGET	FYE 21 FORECAST	FYE 22 BUDGET	VARIANCE	%
FACILITIES & PROPERTIES GROUP					
TRANSPORTATION CENTERS					
Operating Revenues	2,563,263	2,521,263	2,602,064	80,801	3.2%
Operating Expenses	<u>3,682,582</u>	<u>3,825,041</u>	<u>3,996,735</u>	<u>171,693</u>	<u>4.5%</u>
Net Income/(Loss)	(1,119,319)	(1,303,778)	(1,394,671)	(90,892)	7.0%
Non-operating Items:					
Debt Service - Noresco	(173,378)	(173,378)	(158,185)	15,193	-8.8%
Gain on Sale/Other	0	34	0	(34)	-100.0%
Intercompany Transfer	730,000	730,000	740,950	10,950	1.5%
Direct Capital	867,859	549,257	1,510,941	961,684	175.1%
Indirect Capital	<u>201,351</u>	<u>121,176</u>	<u>232,187</u>	<u>111,011</u>	<u>91.6%</u>
Total Capital	<u>1,069,210</u>	<u>670,433</u>	<u>1,743,128</u>	<u>1,072,695</u>	<u>160.0%</u>
Net Surplus/(Deficit)	(1,631,907)	(1,417,556)	(2,555,033)	(1,137,478)	80.2%
PROPERTY DEVELOPMENT					
Operating Revenues	3,848,457	3,878,152	3,995,963	117,811	3.0%
Operating Expenses	<u>2,838,052</u>	<u>2,794,360</u>	<u>2,895,089</u>	<u>100,729</u>	<u>3.6%</u>
Net Income/(Loss)	1,010,405	1,083,792	1,100,874	17,082	1.6%
Non-operating Items:					
Debt Service - Noresco	(48,660)	(48,660)	(44,396)	4,264	-8.8%
Property Acquisition/Other	225,000	225,000	225,000	0	0.0%
Direct Capital	724,000	384,758	792,100	407,342	105.9%
Indirect Capital	424,386	255,402	489,378	<u>233,976</u>	<u>91.6%</u>
Total Capital	<u>1,148,386</u>	<u>640,160</u>	<u>1,281,478</u>	<u>641,318</u>	<u>100.2%</u>
Net Surplus/(Deficit)	38,359	619,972	0	(619,972)	-100.0%
TOTAL FACIL & PROPERTIES GROUP					
Operating Revenues	6,411,720	6,399,415	6,598,027	198,612	3.1%
Operating Expenses	<u>6,520,633</u>	<u>6,619,401</u>	<u>6,891,823</u>	<u>272,422</u>	<u>4.1%</u>
Net Income/(Loss)	(108,913)	(219,986)	(293,796)	(73,810)	33.6%
Non-operating Items:					
Debt Service - Noresco	(222,038)	(222,038)	(202,581)	19,457	-8.8%
Gain on Sale/Other	0	34	0	(34)	-100.0%
Intercompany Transfer	730,000	730,000	740,950	10,950	1.5%
Property Acquisition/Other	225,000	225,000	225,000	0	0.0%
Direct Capital	1,591,859	934,015	2,303,041	1,369,026	146.6%
Indirect Capital	<u>625,737</u>	<u>376,577</u>	<u>721,564</u>	<u>344,987</u>	<u>91.6%</u>
Total Capital	<u>2,217,596</u>	<u>1,310,592</u>	<u>3,024,605</u>	<u>1,714,013</u>	<u>130.8%</u>
Net Surplus/(Deficit)	(1,593,548)	(797,583)	(2,555,033)	(1,757,450)	220.3%

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY
FY 2020-21 OPERATING FORECAST AND CAPITAL PLAN
VS.
FY 2021-22 OPERATING BUDGET AND CAPITAL PLAN**

BUSINESS CENTER	FYE 21 BUDGET	FYE 21 FORECAST	FYE 22 BUDGET	VARIANCE	%
CENTRAL ADMINISTRATION					
Operating Assistance	716,142	716,142	716,142	0	0.0%
Operating Expenses	<u>716,142</u>	<u>716,142</u>	<u>716,142</u>	<u>0</u>	<u>0.0%</u>
Net Income/(Loss)	0	0	0	0	n/a
Direct Capital	4,425,295	2,663,207	5,103,000	2,439,793	91.6%
Indirect Capital	<u>(4,425,295)</u>	<u>(2,663,207)</u>	<u>(5,103,000)</u>	<u>(2,439,793)</u>	<u>91.6%</u>
Total Capital	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
Net Surplus/(Deficit)	0	0	0	0	n/a
CONSOLIDATED					
Operating Revenues & Assistance	244,342,856	256,474,749	257,352,692	877,943	0.3%
Operating Expenses	<u>220,656,233</u>	<u>204,968,623</u>	<u>217,414,749</u>	<u>12,446,126</u>	<u>6.1%</u>
Net Income/(Loss)	23,686,623	51,506,126	39,937,943	(11,568,183)	-22.5%
Non-operating Items:					
Bond Debt Service	(18,336,650)	(17,791,400)	(17,780,400)	11,000	-0.1%
Line of Credit Interest/Other	(212,000)	(211,966)	(212,000)	(34)	0.0%
SIF Reserve Funding	0	(26,281,690)	(5,264,788)	21,016,902	-80.0%
Debt Service - Noresco	(349,200)	(349,200)	(318,600)	30,600	-8.8%
NFIA Contribution (Excluding Debt Svc)	(250,000)	(250,000)	0	250,000	-100.0%
Intercompany Transfer - Metro	(730,000)	(730,000)	(740,950)	(10,950)	1.5%
Debt Service - Glycol Collection	(264,764)	(264,764)	0	264,764	-100.0%
Operating Expense Reserve & R&R Rsv	(385,164)	500,000	(229,397)	(729,397)	-145.9%
Interest Income	989,000	225,000	250,000	25,000	11.1%
ADF Funding/Other	1,053,000	0	0	0	n/a
Intercompany Transfer - Tr Ctrs	730,000	730,000	740,950	10,950	1.5%
BNIA Contribution (Excluding Debt Svc)	250,000	250,000	0	(250,000)	-100.0%
PFC	4,759,965	2,133,043	0	(2,133,043)	-100.0%
Seneca Proceeds	1,000,000	1,000,000	1,000,000	0	0.0%
Property Acquisition/Other	225,000	225,000	225,000	0	0.0%
Direct Capital	12,165,810	10,690,149	17,607,758	6,917,609	64.7%
Indirect Capital	0	0	0	<u>0</u>	<u>n/a</u>
Total Capital	<u>12,165,810</u>	<u>10,690,149</u>	<u>17,607,758</u>	<u>6,917,609</u>	<u>64.7%</u>
Net Surplus/(Deficit)	0	0	0	0	n/a

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
(\$000's)

	METRO	BNIA	NFLA	AIRPORT BUSN GROUP SUBTOTAL	TRANSP CTRS	PROP DEV	FACIL & PROPERTY GROUP SUBTOTAL	CENTRAL ADMIN	FYE22 CONSOL TOTAL	FYE21 ADOPTED BUDGET	VARIANCE	% VARIANCE
REVENUES & ASSISTANCE												
Operating Revenues												
Airport Fees & Services	0	20,160	79	20,240	0	0	0	0	20,240	21,268	(1,028)	-4.8%
Passenger Fares	18,701	0	0	0	0	0	0	0	18,701	35,536	(16,835)	-47.4%
Rental Income	0	12,594	309	12,903	2,539	3,965	6,504	0	19,407	20,061	(654)	-3.3%
Concessions/Commissions	0	14,137	333	14,470	55	0	55	0	14,525	31,640	(17,115)	-54.1%
Resales & Rebillings	0	1,142	11	1,154	8	31	39	0	1,193	1,635	(442)	-27.0%
Other Operating Revenues	<u>1,127</u>	<u>2,834</u>	<u>200</u>	<u>3,034</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4,160</u>	<u>4,511</u>	<u>(350)</u>	<u>-7.8%</u>
	19,828	50,867	933	51,800	2,602	3,996	6,598	0	78,226	114,650	(36,424)	-31.8%
Operating Assistance												
Local - 18b Match	4,100	0	0	0	0	0	0	0	4,100	4,100	0	0.0%
Erie County Sales Tax	20,918	0	0	0	0	0	0	0	20,918	22,493	(1,575)	-7.0%
Mortgage Tax	11,534	0	0	0	0	0	0	0	11,534	11,534	0	0.0%
Local - 88c Funds	0	0	0	0	0	0	0	0	0	5,029	(5,029)	-100.0%
Peace Bridge	200	0	0	0	0	0	0	0	200	200	0	0.0%
State - 18b	4,100	0	0	0	0	0	0	0	4,100	4,100	0	0.0%
State - MTOAF	28,095	0	0	0	0	0	0	0	28,095	32,442	(4,347)	-13.4%
State - DMTTF	13,529	0	0	0	0	0	0	0	13,529	14,336	(807)	-5.6%
State - Additional General Fund	9,665	0	0	0	0	0	0	0	9,665	10,231	(566)	-5.5%
State - PM Match	2,721	0	0	0	0	0	0	0	2,721	2,715	6	0.2%
Federal - Sec 5311	79	0	0	0	0	0	0	0	79	77	2	3.0%
Federal - PM	21,769	0	0	0	0	0	0	0	21,769	21,720	48	0.2%
Federal - FAA CARES Act	0	11,718	0	11,718	0	0	0	0	11,718	0	11,718	n/a
Federal Operating Assistance	0	0	0	0	0	0	0	285	285	285	0	0.0%
Federal - K-9 Cops	0	0	0	0	0	0	0	354	354	354	0	0.0%
Federal - DEA Expenditures	0	0	0	0	0	0	0	60	60	60	0	0.0%
Federal - DEA OT Reimbursement	0	0	0	0	0	0	0	17	17	17	0	0.0%
Federal - CRRSA Grant Program	43,183	0	0	0	0	0	0	0	43,183	0	43,183	n/a
Federal - Airport Coronavirus Response Grant Program	<u>0</u>	<u>5,344</u>	<u>1,457</u>	<u>6,800</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6,800</u>	<u>0</u>	<u>6,800</u>	<u>n/a</u>
Total Operating Assistance	<u>159,893</u>	<u>17,061</u>	<u>1,457</u>	<u>18,518</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>716</u>	<u>179,127</u>	<u>129,693</u>	<u>49,434</u>	<u>38.1%</u>
TOTAL OPERATING REV & ASST	179,720	67,928	2,390	70,318	2,602	3,996	6,598	716	257,353	244,343	13,010	5.3%

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
(\$000's)

	METRO	BNIA	NFLA	AIRPORT BUSN GROUP SUBTOTAL	TRANSP CTRS	PROP DEV	FACIL & PROPERTY GROUP SUBTOTAL	CENTRAL ADMIN	FYE22 CONSOL TOTAL	FYE21 ADOPTED BUDGET	VARIANCE	% VARIANCE
OPERATING EXPENSES (Excluding Depreciation)												
Personnel Services	107,468	15,062	1,747	16,809	1,613	222	1,835	42,592	168,704	165,683	3,021	1.8%
Maintenance & Repairs	10,655	8,360	1,125	9,486	520	414	934	282	21,356	23,143	(1,787)	-7.7%
Transit Fuel/Power	4,417	0	0	0	0	0	0	0	4,417	4,717	(300)	-6.4%
Utilities	1,609	1,853	245	2,098	265	314	579	80	4,365	4,719	(353)	-7.5%
Insurance & Injuries	4,170	589	177	766	68	73	141	173	5,250	5,261	(11)	-0.2%
Safety & Security	0	1,281	35	1,316	0	0	0	165	1,481	1,465	17	1.1%
General Business/Other	18,407	3,628	286	3,914	49	133	182	7,964	30,467	33,663	(3,196)	-9.5%
Administrative Cost Reallocation												
Administrative Cost	7,989	6,177	1,410	7,587	825	1,740	2,565	(18,141)	0	0	0	n/a
Police Cost	6,207	6,868	388	7,256	712	0	712	0	14,175	13,545	630	4.7%
Costs Transferred to Capital Projects	0	(28)	0	(28)	0	0	0	(1,956)	(1,984)	(1,955)	(28)	1.4%
Inter Division Reimbursement	(223)	(97)	0	(97)	(56)	0	(56)	(30,442)	(30,817)	(29,583)	(1,235)	4.2%
TOTAL OPERATING EXPENSES	160,700	43,694	5,413	49,107	3,997	2,895	6,892	716	217,415	220,656	(3,241)	-1.5%
OPERATING INCOME/(LOSS)	19,020	24,235	(3,023)	21,211	(1,395)	1,101	(294)	0	39,938	23,687	16,251	68.6%
NON-OPERATING ITEMS												
Bond Debt Service	0	(17,780)	0	(17,780)	0	0	0	0	(17,780)	(18,337)	556	-3.0%
Line of Credit Interest/Other	(212)	0	0	0	0	0	0	0	(212)	(212)	0	0.0%
SIF Reserve Funding	(5,265)	0	0	0	0	0	0	0	(5,265)	0	(5,265)	n/a
Debt Service - Noreasco	(95)	(19)	(2)	(21)	(158)	(44)	(203)	0	(319)	(349)	31	-8.8%
NFLA Contribution (Excluding Debt Svc)	0	0	0	0	0	0	0	0	0	(250)	250	-100.0%
Intercompany Transfer - Metro	(741)	0	0	0	0	0	0	0	(741)	(730)	(11)	1.5%
Debt Service - Glycol Collection	0	0	0	0	0	0	0	0	0	(265)	265	-100.0%
Operating Expense Reserve & R&R Rsv	0	(229)	0	(229)	0	0	0	0	(229)	(385)	156	-40.4%
Interest Income	0	250	0	250	0	0	0	0	250	989	(739)	-74.7%
Intercompany Transfer - Tr Ctrs	0	0	0	0	741	0	741	0	741	730	11	1.5%
BNIA Contribution (Excluding Debt Svc)	0	0	0	0	0	0	0	0	0	250	(250)	-100.0%
PFC	0	0	0	0	0	0	0	0	0	4,760	(4,760)	-100.0%
ADF Funding/Other	0	0	0	0	0	0	0	0	0	1,053	(1,053)	-100.0%
Seneca Proceeds	0	0	1,000	1,000	0	0	0	0	1,000	1,000	0	0.0%
Property Acquisition/Other	0	0	0	0	0	225	225	0	225	225	0	0.0%
TOTAL NON-OPERATING ITEMS	(6,313)	(17,779)	998	(16,781)	583	181	763	0	(22,330)	(11,521)	(10,809)	93.8%
NET INCOME/(LOSS)	12,708	6,455	(2,025)	4,430	(812)	1,281	470	0	17,608	12,166	5,442	44.7%
LESS: DIRECT CAPITAL	7,905	2,253	43	2,296	1,511	792	2,303	5,103	17,608	12,166	5,442	44.7%
LESS: INDIRECT CAPITAL	2,247	1,738	397	2,134	232	489	722	(5,103)	0	0	0	0.0%
NET SURPLUS/(DEFICT)	2,555	2,465	(2,465)	0	(2,555)	0	(2,555)	0	0	0	0	n/a

METRO CONSOLIDATED

2020/21 ANNUAL FORECAST

VS

2021/22 ANNUAL BUDGET

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
REVENUES & ASSISTANCE						
Operating Revenues						
Passenger Fares	34,814,700	35,535,946	17,383,709	18,701,177	1,317,468	7.6%
Other Operating Revenues	<u>1,028,220</u>	<u>1,221,500</u>	<u>1,064,926</u>	<u>1,126,527</u>	<u>61,601</u>	<u>5.8%</u>
Total Revenues	35,842,920	36,757,446	18,448,635	19,827,704	1,379,069	7.5%
Operating Assistance						
Local - 18b Match	4,100,000	4,100,000	3,972,335	4,100,000	127,665	3.2%
Erie County Sales Tax	21,793,219	22,492,927	20,918,422	20,918,422	0	0.0%
Mortgage Tax	11,910,440	11,533,854	11,533,854	11,533,854	0	0.0%
Local - 88c Funds	4,977,532	5,028,722	0	0	0	n/a
Peace Bridge	200,000	200,000	200,000	200,000	0	0.0%
State - 18b	4,100,000	4,100,000	3,972,335	4,100,000	127,665	3.2%
State - MTOAF	30,215,800	32,442,100	24,662,293	28,094,900	3,432,607	13.9%
State - DMTTF	14,076,800	14,335,700	12,423,818	13,528,700	1,104,882	8.9%
State - Additional General Fund	10,230,800	10,230,800	9,912,236	9,665,000	(247,236)	-2.5%
State - PM Match	2,710,337	2,715,038	2,715,038	2,721,081	6,043	0.2%
Federal - Sec 5311	77,000	77,000	0	79,310	79,310	n/a
Federal - FTA CARES Act	0	0	61,307,439	0	(61,307,439)	-100.0%
Federal - FTA CARES Act (Sec 5311)	0	0	601,653	0	(601,653)	-100.0%
Federal - PM	21,682,698	21,720,300	21,720,300	21,768,651	48,351	0.2%
Federal - CRRSA Grant Program	<u>0</u>	<u>0</u>	<u>0</u>	<u>43,182,780</u>	<u>43,182,780</u>	<u>n/a</u>
Total Operating Assistance	<u>126,074,626</u>	<u>128,976,441</u>	<u>173,939,723</u>	<u>159,892,698</u>	<u>(14,047,025)</u>	<u>-8.1%</u>
TOTAL OPERATING REVENUES & ASST	161,917,546	165,733,887	192,388,358	179,720,402	(12,667,956)	-6.6%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	94,595,516	105,095,154	101,095,154	107,467,780	6,372,626	6.3%
Maintenance & Repairs	10,121,111	10,380,462	10,130,462	10,655,319	524,857	5.2%
Transit Fuel/Power	4,488,380	4,716,558	4,116,558	4,416,684	300,126	7.3%
Utilities	1,401,840	1,782,933	1,782,933	1,609,437	(173,496)	-9.7%
Insurance & Injuries	5,458,920	4,235,352	3,835,352	4,170,141	334,789	8.7%
Safety & Security	6,003,706	6,366,708	6,016,708	6,206,628	189,920	3.2%
General Business/Other	16,579,850	18,044,013	18,044,013	18,407,162	363,149	2.0%
Administrative Cost Reallocation	6,829,740	7,559,031	7,371,207	7,989,328	618,121	8.4%
Costs Transferred to Capital Projects	(1,121)	0	(2,955)	0	2,955	-100.0%
Inter Division Reimbursement	<u>(175,309)</u>	<u>(197,933)</u>	<u>(197,933)</u>	<u>(222,545)</u>	<u>(24,612)</u>	<u>12.4%</u>
TOTAL OPERATING EXPENSES	<u>145,302,633</u>	<u>157,982,278</u>	<u>152,191,499</u>	<u>160,699,934</u>	<u>8,508,435</u>	<u>5.6%</u>
OPERATING INCOME/(LOSS)	16,614,913	7,751,609	40,196,859	19,020,468	(21,176,391)	-52.7%
NON-OPERATING ITEMS						
Intercompany Transfer	(790,064)	(730,000)	(730,000)	(740,950)	(10,950)	1.5%
Line of Credit Interest/Other	10,705	(212,000)	(212,000)	(212,000)	0	0.0%
SIF Reserve Funding	0	0	(26,281,690)	(5,264,788)	21,016,902	-80.0%
Debt Service - Noresco	<u>(387,860)</u>	<u>(104,130)</u>	<u>(104,130)</u>	<u>(95,005)</u>	<u>9,125</u>	<u>-8.8%</u>
TOTAL NON-OPERATING ITEMS	<u>(1,167,219)</u>	<u>(1,046,130)</u>	<u>(27,327,820)</u>	<u>(6,312,743)</u>	<u>21,015,077</u>	<u>-76.9%</u>
NET INCOME/(LOSS)	<u>15,447,694</u>	<u>6,705,479</u>	<u>12,869,039</u>	<u>12,707,725</u>	<u>(161,314)</u>	<u>-1.3%</u>
LESS: DIRECT CAPITAL	4,398,734	3,405,507	5,326,177	7,905,331	2,579,154	48.4%
LESS: INDIRECT CAPITAL	<u>964,939</u>	<u>1,948,900</u>	<u>1,172,876</u>	<u>2,247,361</u>	<u>1,074,485</u>	<u>91.6%</u>
NET SURPLUS/(DEFICIT)	<u>10,084,021</u>	<u>1,351,072</u>	<u>6,369,986</u>	<u>2,555,033</u>	<u>(3,814,953)</u>	<u>-59.9%</u>

BNIA
2020/21 ANNUAL FORECAST
VS
2021/22 ANNUAL BUDGET

	FY 19-20	FY 20-21	FY 20-21	FY 21-22	VARIANCE	%
	ACTUAL	BUDGET	FORECAST	BUDGET		
REVENUES & ASSISTANCE						
Operating Revenues						
Airport Fees & Services	19,000,149	21,038,581	18,280,000	20,160,295	1,880,295	10.3%
Rental Income	11,470,573	13,317,855	11,338,398	12,593,617	1,255,219	11.1%
Concessions/Commissions	28,024,876	29,543,824	10,895,900	14,136,785	3,240,885	29.7%
Resales & Rebillings	1,501,865	1,572,813	1,110,495	1,142,222	31,727	2.9%
Other Operating Revenues	<u>3,152,033</u>	<u>3,089,222</u>	<u>2,771,433</u>	<u>2,833,880</u>	<u>62,447</u>	<u>2.3%</u>
Total Revenues	63,149,496	68,562,295	44,396,226	50,866,799	6,470,573	14.6%
Operating Assistance						
Federal - FAA CARES Act	0	0	9,930,302	11,717,512	1,787,210	18.0%
Federal - Airport Coronavirus Response Grant Program	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,343,766</u>	<u>5,343,766</u>	<u>n/a</u>
Total Operating Assistance	0	0	9,930,302	17,061,278	7,130,976	71.8%
TOTAL OPERATING REVENUES & ASST	63,149,496	68,562,295	54,326,528	67,928,077	13,601,549	25.0%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	14,375,465	15,255,875	13,600,000	15,061,905	1,461,905	10.7%
Maintenance & Repairs	9,267,117	10,401,923	8,245,557	8,360,155	114,598	1.4%
Utilities	1,746,690	1,906,815	1,750,388	1,853,079	102,691	5.9%
Insurance & Injuries	377,271	543,183	516,363	588,598	72,235	14.0%
Safety & Security	6,929,616	7,411,982	7,230,016	8,149,882	919,866	12.7%
General Business/Other	7,251,555	7,644,030	3,371,261	3,627,557	256,296	7.6%
Administrative Cost Reallocation	5,280,487	5,844,346	5,699,128	6,177,035	477,907	8.4%
Costs Transferred to Capital Projects	(2,591)	(31,430)	(22,000)	(27,501)	(5,501)	25.0%
Inter Division Reimbursement	<u>(81,001)</u>	<u>(116,480)</u>	<u>(95,230)</u>	<u>(97,135)</u>	<u>(1,905)</u>	<u>2.0%</u>
TOTAL OPERATING EXPENSES	45,144,609	48,860,244	40,295,483	43,693,575	3,398,092	8.4%
OPERATING INCOME/(LOSS)	18,004,887	19,702,051	14,031,045	24,234,502	10,203,457	72.7%
NON-OPERATING ITEMS						
Bond Debt Service	(18,335,150)	(18,336,650)	(17,791,400)	(17,780,400)	11,000	-0.1%
NFIA Contribution (Excluding Debt Svc)	(500,000)	(250,000)	(250,000)	0	250,000	-100.0%
Debt Service - Noresco	(157,619)	(21,052)	(21,052)	(19,208)	1,845	-8.8%
Debt Service - Glycol Collection	(263,562)	(264,764)	(264,764)	0	264,764	-100.0%
Operating Expense Reserve & R&R Rsv	(62,644)	(385,164)	500,000	(229,397)	(729,397)	-145.9%
Interest Income	1,276,288	989,000	225,000	250,000	25,000	11.1%
PFC	5,053,500	4,759,965	2,133,043	0	(2,133,043)	-100.0%
ADF Funding/Other	(1,672,450)	1,053,000	0	0	0	n/a
Intracompany Transfer - ADF to NFIA	<u>0</u>	<u>(1,053,000)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
TOTAL NON-OPERATING ITEMS	(14,661,637)	(13,508,665)	(15,469,173)	(17,779,005)	(2,309,831)	14.9%
NET INCOME/(LOSS)	3,343,250	6,193,385	(1,438,128)	6,455,498	7,893,626	-548.9%
LESS: DIRECT CAPITAL	1,099,178	1,639,101	1,766,750	2,253,343	486,593	27.5%
LESS: INDIRECT CAPITAL	746,053	1,506,813	906,822	1,737,572	830,750	91.6%
NET SURPLUS/(DEFICIT)	1,498,019	3,047,471	(4,111,700)	2,464,583	6,576,283	-159.9%

NFIA
2020/21 ANNUAL FORECAST
VS
2021/22 ANNUAL BUDGET

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
REVENUES & ASSISTANCE						
Operating Revenues						
Airport Fees & Services	208,699	229,133	70,640	79,316	8,676	12.3%
Rental Income	410,888	425,860	298,362	309,064	10,702	3.6%
Concessions/Commissions	1,779,902	2,031,577	250,000	333,493	83,493	33.4%
Resales & Rebillings	30,683	32,242	11,220	11,443	223	2.0%
Other Operating Revenues	<u>269,159</u>	<u>200,000</u>	<u>123,495</u>	<u>200,000</u>	<u>76,505</u>	<u>61.9%</u>
Total Revenues	2,699,331	2,918,812	753,717	933,316	179,599	23.8%
Operating Assistance						
Federal - FAA CARES Act	0	0	1,890,589	0	(1,890,589)	-100.0%
Federal - Airport Coronavirus Response Grant Program	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,456,728</u>	<u>1,456,728</u>	<u>n/a</u>
Total Operating Assistance	0	0	1,890,589	1,456,728	(433,861)	-22.9%
TOTAL OPERATING REVENUES & ASST	2,699,331	2,918,812	2,644,306	2,390,044	(254,262)	-9.6%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	2,079,426	2,196,448	1,789,463	1,747,105	(42,358)	-2.4%
Maintenance & Repairs	1,003,124	1,185,876	931,478	1,125,436	193,958	20.8%
Utilities	230,239	258,041	249,608	244,674	(4,934)	-2.0%
Insurance & Injuries	115,351	157,428	151,047	177,312	26,265	17.4%
Safety & Security	626,314	665,174	450,000	422,892	(27,108)	-6.0%
General Business/Other	510,786	780,324	273,996	286,295	12,299	4.5%
Administrative Cost Reallocation	1,204,975	1,333,644	1,300,506	1,409,561	109,055	8.4%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>(1,968)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
TOTAL OPERATING EXPENSES	<u>5,768,247</u>	<u>6,576,935</u>	<u>5,146,098</u>	<u>5,413,275</u>	<u>267,177</u>	<u>5.2%</u>
OPERATING INCOME/(LOSS)	(3,068,916)	(3,658,123)	(2,501,792)	(3,023,231)	(521,439)	20.8%
NON-OPERATING ITEMS						
Debt Service - Noresco	(1,979)	(1,979)	(1,979)	(1,806)	173	-8.7%
Seneca Proceeds	1,000,000	1,000,000	1,000,000	1,000,000	0	0.0%
BNIA Contribution (Excluding Debt Svc)	500,000	250,000	250,000	0	(250,000)	-100.0%
Intracompany Transfer - ADF to NFIA	<u>0</u>	<u>1,053,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
TOTAL NON-OPERATING ITEMS	<u>1,498,021</u>	<u>2,301,021</u>	<u>1,248,021</u>	<u>998,194</u>	<u>(249,827)</u>	<u>-20.0%</u>
NET INCOME/(LOSS)	(1,570,895)	(1,357,102)	(1,253,771)	(2,025,037)	(771,266)	61.5%
LESS: DIRECT CAPITAL	344	1,104,048	0	43,043	43,043	n/a
LESS: INDIRECT CAPITAL	<u>170,245</u>	<u>343,845</u>	<u>206,931</u>	<u>396,503</u>	<u>189,572</u>	<u>91.6%</u>
NET SURPLUS/(DEFICIT)	<u>(1,741,483)</u>	<u>(2,804,995)</u>	<u>(1,460,702)</u>	<u>(2,464,583)</u>	<u>(1,003,881)</u>	<u>68.7%</u>

TRANSPORTATION CENTERS

2020/21 ANNUAL FORECAST

VS

2021/22 ANNUAL BUDGET

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
OPERATING REVENUES						
Rental Income	2,667,372	2,492,263	2,492,263	2,539,064	46,801	1.9%
Concessions/Commissions	57,090	65,000	25,000	55,000	30,000	120.0%
Resales & Rebillings	8,433	6,000	4,000	8,000	4,000	100.0%
Other Operating Revenues	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
TOTAL OPERATING REVENUES	2,732,895	2,563,263	2,521,263	2,602,064	80,801	3.2%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	1,569,048	1,591,668	1,591,668	1,613,230	21,562	1.4%
Maintenance & Repairs	573,953	525,940	525,940	520,200	(5,740)	-1.1%
Utilities	261,479	347,926	300,000	264,900	(35,100)	-11.7%
Insurance & Injuries	85,473	54,389	54,389	67,924	13,535	24.9%
Safety & Security	423,805	430,613	608,404	712,285	103,881	17.1%
General Business/Other	42,839	35,083	35,083	48,593	13,510	38.5%
Administrative Cost Reallocation	705,616	780,963	761,557	825,419	63,861	8.4%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>(52,801)</u>	<u>(84,000)</u>	<u>(52,000)</u>	<u>(55,816)</u>	<u>(3,816)</u>	<u>7.3%</u>
TOTAL OPERATING EXPENSES	<u>3,609,412</u>	<u>3,682,582</u>	<u>3,825,041</u>	<u>3,996,735</u>	<u>171,693</u>	<u>4.5%</u>
OPERATING INCOME/(LOSS)	(876,517)	(1,119,319)	(1,303,778)	(1,394,671)	(90,892)	7.0%
NON-OPERATING ITEMS						
Debt Service - Noresco	(205,397)	(173,378)	(173,378)	(158,185)	15,193	-8.8%
Gain on Sale/Other	279	0	34	0	(34)	-100.0%
Intercompany Transfer	<u>790,064</u>	<u>730,000</u>	<u>730,000</u>	<u>740,950</u>	<u>10,950</u>	<u>1.5%</u>
TOTAL NON-OPERATING ITEMS	<u>584,946</u>	<u>556,622</u>	<u>556,656</u>	<u>582,765</u>	<u>26,109</u>	<u>4.7%</u>
NET INCOME/(LOSS)	(291,571)	(562,697)	(747,123)	(811,906)	(64,783)	8.7%
LESS: DIRECT CAPITAL	568,618	867,859	549,257	1,510,941	961,684	175.1%
LESS: INDIRECT CAPITAL	<u>99,693</u>	<u>201,351</u>	<u>121,176</u>	<u>232,187</u>	<u>111,011</u>	<u>91.6%</u>
NET SURPLUS/(DEFICIT)	<u>(959,882)</u>	<u>(1,631,907)</u>	<u>(1,417,556)</u>	<u>(2,555,033)</u>	<u>(1,137,478)</u>	<u>80.2%</u>

PROPERTY DEVELOPMENT**2020/21 ANNUAL FORECAST**

VS

2021/22 ANNUAL BUDGET

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
OPERATING REVENUES						
Rental Income	3,726,875	3,824,727	3,847,152	3,964,963	117,811	3.1%
Resales & Rebillings	19,886	23,730	31,000	31,000	0	0.0%
Other Operating Revenues	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
TOTAL OPERATING REVENUES	3,746,761	3,848,457	3,878,152	3,995,963	117,811	3.0%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	235,251	270,672	227,984	221,791	(6,193)	-2.7%
Maintenance & Repairs	511,219	339,108	436,730	413,617	(23,113)	-5.3%
Utilities	287,167	342,300	312,343	313,600	1,257	0.4%
Insurance & Injuries	58,374	71,868	71,868	73,025	1,157	1.6%
Safety & Security	0	0	0	0	0	n/a
General Business/Other	129,327	168,075	140,306	133,327	(6,979)	-5.0%
Administrative Cost Reallocation	1,487,221	1,646,029	1,605,129	1,739,729	134,600	8.4%
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>
TOTAL OPERATING EXPENSES	<u>2,708,559</u>	<u>2,838,052</u>	<u>2,794,360</u>	<u>2,895,089</u>	<u>100,729</u>	<u>3.6%</u>
OPERATING INCOME/(LOSS)	1,038,202	1,010,405	1,083,792	1,100,874	17,082	1.6%
NON-OPERATING ITEMS						
Debt Service - Noresco	(48,660)	(48,660)	(48,660)	(44,396)	4,264	-8.8%
Property Acquisition/Other	<u>225,000</u>	<u>225,000</u>	<u>225,000</u>	<u>225,000</u>	<u>0</u>	<u>0.0%</u>
TOTAL NON-OPERATING ITEMS	<u>176,340</u>	<u>176,340</u>	<u>176,340</u>	<u>180,604</u>	<u>4,264</u>	<u>2.4%</u>
NET INCOME/(LOSS)	1,214,542	1,186,745	1,260,132	1,281,478	21,346	1.7%
LESS: DIRECT CAPITAL	503,629	724,000	384,758	792,100	407,342	105.9%
LESS: INDIRECT CAPITAL	<u>210,122</u>	<u>424,386</u>	<u>255,402</u>	<u>489,378</u>	<u>233,976</u>	<u>91.6%</u>
NET SURPLUS/(DEFICIT)	<u>500,791</u>	<u>38,359</u>	<u>619,972</u>	<u>0</u>	<u>(619,972)</u>	<u>-100.0%</u>

EXECUTIVE - NFTA
2020/21 ANNUAL FORECAST
VS
2021/22 ANNUAL BUDGET

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
OPERATING ASSISTANCE						
Federal Operating Assistance	195,311	285,440	285,440	285,440	0	0.0%
Federal - K-9 Cops	353,499	353,500	353,500	353,500	0	0.0%
Federal - DEA Expenditures	143,976	60,000	60,000	60,000	0	0.0%
Federal - DEA OT Reimbursement	<u>19,430</u>	<u>17,202</u>	<u>17,202</u>	<u>17,202</u>	<u>0</u>	<u>0.0%</u>
TOTAL OPERATING ASSISTANCE	712,216	716,142	716,142	716,142	0	0.0%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	16,104,241	17,755,152	16,120,000	18,426,147	2,306,147	14.3%
Maintenance & Repairs	202,665	237,501	169,500	214,500	45,000	26.5%
Utilities	21,289	30,600	23,000	31,900	8,900	38.7%
Insurance & Injuries	109,007	196,850	130,000	172,804	42,804	32.9%
Safety & Security	181,850	135,000	135,000	165,000	30,000	22.2%
General Business/Other	4,807,477	4,747,358	6,000,000	6,021,175	21,175	0.4%
Costs Transferred to Capital Projects	26,591	(2,500)	(2,500)	(2,500)	0	0.0%
Inter Division Reimbursement	<u>(14,029,458)</u>	<u>(14,953,251)</u>	<u>(13,800,000)</u>	<u>(15,639,836)</u>	<u>(1,839,836)</u>	<u>13.3%</u>
TOTAL OPERATING EXPENSES	<u>7,423,662</u>	<u>8,146,710</u>	<u>8,775,000</u>	<u>9,389,190</u>	<u>614,190</u>	<u>7.0%</u>
OPERATING INCOME/(LOSS)	(6,711,446)	(7,430,568)	(8,058,858)	(8,673,048)	(614,190)	7.6%
LESS: DIRECT CAPITAL	<u>2,191,051</u>	<u>4,374,000</u>	<u>2,656,927</u>	<u>5,050,000</u>	<u>2,393,073</u>	<u>90.1%</u>
NET SURPLUS/(DEFICIT)	<u>(8,902,497)</u>	<u>(11,804,568)</u>	<u>(10,715,785)</u>	<u>(13,723,048)</u>	<u>(3,007,263)</u>	<u>28.1%</u>

EXECUTIVE - METRO
2020/21 ANNUAL FORECAST
VS
2021/22 ANNUAL BUDGET

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	168,971	179,933	179,933	191,345	11,412	6.3%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	1,355	1,500	1,500	1,500	0	0.0%
Insurance & Injuries	3,569,616	2,071,700	1,700,000	2,201,700	501,700	29.5%
Safety & Security	0	0	0	0	0	n/a
General Business/Other	1,281,697	1,210,290	1,250,000	1,335,920	85,920	6.9%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>(200,810)</u>	<u>(221,779)</u>	<u>(221,779)</u>	<u>(248,639)</u>	<u>(26,860)</u>	<u>12.1%</u>
TOTAL OPERATING EXPENSES	<u>4,820,829</u>	<u>3,241,644</u>	<u>2,909,654</u>	<u>3,481,826</u>	<u>572,172</u>	<u>19.7%</u>
NET SURPLUS/(DEFICIT)	<u>(4,820,829)</u>	<u>(3,241,644)</u>	<u>(2,909,654)</u>	<u>(3,481,826)</u>	<u>(572,172)</u>	<u>19.7%</u>

EEO/DIVERSITY DEVELOPMENT**2020/21 ANNUAL FORECAST****VS****2021/22 ANNUAL BUDGET**

	FY 19-20	FY 20-21	FY 20-21	FY 21-22		
	ACTUAL	BUDGET	FORECAST	BUDGET	VARIANCE	%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	282,911	357,544	330,000	344,846	14,846	4.5%
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	20,857	15,400	21,000	19,650	(1,350)	-6.4%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	0	0	0	0	0	n/a
TOTAL OPERATING EXPENSES	<u>303,768</u>	<u>372,944</u>	<u>351,000</u>	<u>364,496</u>	<u>13,496</u>	<u>3.8%</u>
OPERATING INCOME/(LOSS)	<u>(303,768)</u>	<u>(372,944)</u>	<u>(351,000)</u>	<u>(364,496)</u>	<u>(13,496)</u>	<u>3.8%</u>
LESS: DIRECT CAPITAL	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
NET SURPLUS/(DEFICIT)	<u>(303,768)</u>	<u>(372,944)</u>	<u>(351,000)</u>	<u>(364,496)</u>	<u>(13,496)</u>	<u>3.8%</u>

GENERAL COUNSEL
2020/21 ANNUAL FORECAST
VS
2021/22 ANNUAL BUDGET

	FY 19-20	FY 20-21	FY 20-21	FY 21-22		
	ACTUAL	BUDGET	FORECAST	BUDGET	VARIANCE	%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	2,147,895	2,258,004	2,269,000	2,289,732	20,732	0.9%
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	102,546	105,850	45,000	117,050	72,050	160.1%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	<u>(600,804)</u>	<u>(570,159)</u>	<u>(625,000)</u>	<u>(579,558)</u>	<u>45,442</u>	<u>-7.3%</u>
TOTAL OPERATING EXPENSES	<u>1,649,637</u>	<u>1,793,695</u>	<u>1,689,000</u>	<u>1,827,224</u>	<u>138,224</u>	<u>8.2%</u>
OPERATING INCOME/(LOSS)	(1,649,637)	(1,793,695)	(1,689,000)	(1,827,224)	(138,224)	8.2%
LESS: DIRECT CAPITAL	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
NET SURPLUS/(DEFICIT)	<u>(1,649,637)</u>	<u>(1,793,695)</u>	<u>(1,689,000)</u>	<u>(1,827,224)</u>	<u>(138,224)</u>	<u>8.2%</u>

ENGINEERING - NFTA**2020/21 ANNUAL FORECAST**

VS

2021/22 ANNUAL BUDGET

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	4,337,894	4,656,974	4,500,000	4,584,570	84,570	1.9%
Maintenance & Repairs	52,585	71,999	55,000	67,000	12,000	21.8%
Utilities	40,886	48,221	36,000	46,479	10,479	29.1%
Insurance & Injuries	1,486	1,687	0	40	40	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	1,291,231	1,227,569	1,227,569	1,216,085	(11,484)	-0.9%
Costs Transferred to Capital Projects	(1,672,803)	(1,738,100)	(1,617,300)	(1,790,900)	(173,600)	10.7%
Inter Division Reimbursement	<u>(2,077,118)</u>	<u>(2,275,891)</u>	<u>(2,294,900)</u>	<u>(2,235,940)</u>	<u>58,960</u>	<u>-2.6%</u>
TOTAL OPERATING EXPENSES	<u>1,974,161</u>	<u>1,992,459</u>	<u>1,906,369</u>	<u>1,887,334</u>	<u>(19,035)</u>	<u>-1.0%</u>
OPERATING INCOME/(LOSS)	(1,974,161)	(1,992,459)	(1,906,369)	(1,887,334)	19,035	-1.0%
NON-OPERATING ITEMS						
Debt Service - Noresco	<u>(2,793)</u>	<u>(2,793)</u>	<u>(2,793)</u>	<u>(2,548)</u>	<u>245</u>	<u>-8.8%</u>
TOTAL NON-OPERATING ITEMS	<u>(2,793)</u>	<u>(2,793)</u>	<u>(2,793)</u>	<u>(2,548)</u>	<u>245</u>	<u>-8.8%</u>
NET INCOME/(LOSS)	<u>(1,976,954)</u>	<u>(1,995,252)</u>	<u>(1,909,162)</u>	<u>(1,889,882)</u>	<u>19,280</u>	<u>-1.0%</u>
LESS: DIRECT CAPITAL	<u>0</u>	<u>44,000</u>	<u>285</u>	<u>45,500</u>	<u>45,215</u>	<u>15864.9%</u>
NET SURPLUS/(DEFICIT)	<u>(1,976,954)</u>	<u>(2,039,252)</u>	<u>(1,909,447)</u>	<u>(1,935,382)</u>	<u>(25,935)</u>	<u>1.4%</u>

ENGINEERING - METRO**2020/21 ANNUAL FORECAST**

VS

2021/22 ANNUAL BUDGET

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	0	0	0	0	0	n/a
Maintenance & Repairs	11,650	14,550	14,550	12,000	(2,550)	-17.5%
Utilities	15,168	16,983	16,000	16,500	500	3.1%
Insurance & Injuries	0	0	0	0	0	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	435,590	465,890	430,000	346,845	(83,155)	-19.3%
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>
TOTAL OPERATING EXPENSES	<u>462,408</u>	<u>497,423</u>	<u>460,550</u>	<u>375,345</u>	<u>(85,205)</u>	<u>-18.5%</u>
NET SURPLUS/(DEFICIT)	<u>(462,408)</u>	<u>(497,423)</u>	<u>(460,550)</u>	<u>(375,345)</u>	<u>85,205</u>	<u>-18.5%</u>

PUBLIC AFFAIRS - NFTA**2020/21 ANNUAL FORECAST****VS****2021/22 ANNUAL BUDGET**

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	1,155,896	1,193,049	1,162,000	1,188,671	26,671	2.3%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	1,192	1,308	2,300	1,318	(982)	-42.7%
Insurance & Injuries	0	0	0	0	0	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	40,210	117,837	35,000	26,792	(8,208)	-23.5%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	0	0	0	0	0	n/a
TOTAL OPERATING EXPENSES	<u>1,197,298</u>	<u>1,312,194</u>	<u>1,199,300</u>	<u>1,216,781</u>	<u>17,481</u>	<u>1.5%</u>
OPERATING INCOME/(LOSS)	<u>(1,197,298)</u>	<u>(1,312,194)</u>	<u>(1,199,300)</u>	<u>(1,216,781)</u>	<u>(17,481)</u>	<u>1.5%</u>
LESS: DIRECT CAPITAL	<u>0</u>	<u>7,295</u>	<u>5,995</u>	<u>0</u>	<u>(5,995)</u>	<u>-100.0%</u>
NET SURPLUS/(DEFICIT)	<u>(1,197,298)</u>	<u>(1,319,489)</u>	<u>(1,205,295)</u>	<u>(1,216,781)</u>	<u>(11,486)</u>	<u>1.0%</u>

PUBLIC AFFAIRS - METRO**2020/21 ANNUAL FORECAST****VS****2021/22 ANNUAL BUDGET**

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	127,117	133,479	135,000	136,298	1,298	1.0%
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	22,442	25,073	18,000	18,192	192	1.1%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	(16,604)	(26,715)	(17,000)	(25,890)	(8,890)	52.3%
TOTAL OPERATING EXPENSES	<u>132,955</u>	<u>131,837</u>	<u>136,000</u>	<u>128,600</u>	<u>(7,400)</u>	<u>-5.4%</u>
NET SURPLUS/(DEFICIT)	<u>(132,955)</u>	<u>(131,837)</u>	<u>(136,000)</u>	<u>(128,600)</u>	<u>7,400</u>	<u>-5.4%</u>

HUMAN RESOURCES - NFTA**2020/21 ANNUAL FORECAST****VS****2021/22 ANNUAL BUDGET**

	FY 19-20	FY 20-21	FY 20-21	FY 21-22	VARIANCE	%
	ACTUAL	BUDGET	FORECAST	BUDGET		
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	1,055,450	1,236,866	965,000	1,318,095	353,095	36.6%
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	347,804	476,143	260,000	348,843	88,843	34.2%
Costs Transferred to Capital Projects	(2,234)	0	0	0	0	n/a
Inter Division Reimbursement	(263,476)	(182,984)	(184,000)	(195,312)	(11,312)	6.1%
TOTAL OPERATING EXPENSES	1,137,544	1,530,025	1,041,000	1,471,626	430,626	41.4%
OPERATING INCOME/(LOSS)	(1,137,544)	(1,530,025)	(1,041,000)	(1,471,626)	(430,626)	41.4%
LESS: DIRECT CAPITAL	0	0	0	0	0	n/a
NET SURPLUS/(DEFICIT)	(1,137,544)	(1,530,025)	(1,041,000)	(1,471,626)	(430,626)	41.4%

HUMAN RESOURCES - METRO**2020/21 ANNUAL FORECAST****VS****2021/22 ANNUAL BUDGET**

	FY 19-20	FY 20-21	FY 20-21	FY 21-22	VARIANCE	%
	ACTUAL	BUDGET	FORECAST	BUDGET		
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	0	0	0	0	0	n/a
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	438,002	242,482	325,000	257,812	(67,188)	-20.7%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	(74,460)	(41,222)	(60,000)	(43,828)	16,172	-27.0%
TOTAL OPERATING EXPENSES	363,542	201,260	265,000	213,984	(51,016)	-19.3%
NET SURPLUS/(DEFICIT)	(363,542)	(201,260)	(265,000)	(213,984)	51,016	-19.3%

FINANCE & ADMINISTRATION - NFTA

2020/21 ANNUAL FORECAST

VS

2021/22 ANNUAL BUDGET

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	2,567,580	2,948,659	2,515,000	3,014,946	499,946	19.9%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	0	500	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	117,667	301,768	112,000	214,800	102,800	91.8%
Costs Transferred to Capital Projects	(110,211)	(168,363)	(65,000)	(162,711)	(97,711)	150.3%
Inter Division Reimbursement	(40,851)	(350,436)	(70,000)	(366,473)	(296,473)	423.5%
TOTAL OPERATING EXPENSES	2,534,185	2,732,128	2,492,000	2,700,562	208,562	8.4%
OPERATING INCOME/(LOSS)	(2,534,185)	(2,732,128)	(2,492,000)	(2,700,562)	(208,562)	8.4%
LESS: DIRECT CAPITAL	0	0	0	7,500	7,500	n/a
NET SURPLUS/(DEFICIT)	(2,534,185)	(2,732,128)	(2,492,000)	(2,708,062)	(216,062)	8.7%

FINANCE & ADMINISTRATION - METRO

2020/21 ANNUAL FORECAST

VS

2021/22 ANNUAL BUDGET

	FY 19-20 ACTUAL	FY 20-21 BUDGET	FY 20-21 FORECAST	FY 21-22 BUDGET	VARIANCE	%
OPERATING EXPENSES (Excl. Depr.)						
Personnel Services	1,251,073	1,346,809	1,100,000	1,325,282	225,282	20.5%
Maintenance & Repairs	0	0	0	0	0	n/a
Utilities	22,005	23,619	21,000	23,645	2,645	12.6%
Insurance & Injuries	0	0	0	0	0	n/a
Safety & Security	0	0	0	0	0	n/a
General Business/Other	1,217,770	1,092,622	1,010,000	993,623	(16,377)	-1.6%
Costs Transferred to Capital Projects	0	0	0	0	0	n/a
Inter Division Reimbursement	(370,284)	(421,313)	(310,000)	(388,059)	(78,059)	25.2%
TOTAL OPERATING EXPENSES	2,120,564	2,041,737	1,821,000	1,954,491	133,491	7.3%
NET SURPLUS/(DEFICIT)	(2,120,564)	(2,041,737)	(1,821,000)	(1,954,491)	(133,491)	7.3%

CORPORATE:

2. C. (i) Niagara Frontier Transportation Authority, Acceptance of Corporate Resolution 2. C. (1)

The Executive Director advised that Item 2. C. (1) has 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 Hughes, that the following Resolution be adopted:

“RESOLVED, that the Resolutions of the Niagara Frontier Transportation Authority, identified as number 2. C. (1) dated March 25, 2021 as set forth herein, be and hereby are accepted and approved in their entirety.”

AYES: ROCHE, HUGHES, ANSARI, AUL, BAYNES, PERRY, PERSICO, TUCKER, WILCOX

NOES: NONE

ADOPTED

CORPORATE:

2. C. (2) **Adoption of Five Year Operating and Capital Plans for the Niagara Frontier Transportation Authority and Niagara Frontier Transit Metro System, Inc., Fiscal Years Ending March 31, 2022 through March 31, 2026**

RECOMMENDATION: Staff recommends that the Board adopt the attached Five Year Operating and Capital Plans for the Niagara Frontier Transportation Authority (NFTA) and Niagara Frontier Transit Metro System, Inc. (Metro) for the fiscal years ending March 31, 2022 through March 31, 2026.

INFORMATION: The Public Authorities Reform Act of 2009 requires public authorities to provide a four-year financial plan and Section 1299 of the Public Authorities Law requires a five-year financial plan. The attached five-year plan satisfies both requirements.

In preparing the five-year plan for the NFTA and Metro, the following assumptions were utilized:

REVENUES:

- Metro passenger fare revenue increases based on estimated ridership recovery (40% of pre-pandemic ridership in FYE 22 increasing to 90% of pre-pandemic ridership in FYE 26)
- Metro fare increase in FYE 23; last fare increase implemented in 2012
- Buffalo Niagara International Airport (BNIA) concessions/commissions increases based on estimated enplanement recovery projections (41% of pre-pandemic enplanements in FYE 22 increasing to 98% of pre-pandemic enplanements in FYE 26)
- BNIA additional airline billings are supplemental charges required in order to meet bond debt service coverage covenant. They are necessary due to lower operating revenues caused by lower enplanements.
- Niagara Falls International Airport (NFIA) concessions/commissions based on estimated enplanement recovery projections (27% of pre-pandemic enplanements in FYE 22 increasing to 62% of pre-pandemic enplanements in FYE 26)
- Property Development rental income increases 3.0% annually

OPERATING ASSISTANCE:

- Erie County Sales Tax annual increase equal to 0.5%, due to post-pandemic economic uncertainty

- Mortgage tax average annual increase equal to 0.5%, due to post-pandemic economic uncertainty
- New York State Operating (non-local match) Assistance increasing 10.0% annually
- Federal/State Preventive Maintenance assistance annual compounded increase equal to 0.5%, due to post-pandemic economic uncertainty
- Federal Airport Coronavirus Response Grant Program funds for BNIA will be fully utilized by FYE 23

EXPENSES:

- Represented and non-represented salaries based on contractual agreements and recent proposals
- NFTA/Metro health insurance increasing 5.0% annually, based on recent trends
- NFTA/Metro workers' compensation annual increase of 10.0%, based on recent trends
- Metro transit fuel/power annual increase of 3.0%, based on recent trends
- Other expense increases vary based on multi-year trends and outlooks

NON-OPERATING/CAPITAL:

- Metro capital is increasing \$14,848k, or 187.8%, in FYE 23 as the Metro Capital Plan includes new buses, ORBCAD upgrade, and Yard Management Software
- Transportation Centers capital is increasing \$1,329k, or 174.7%, in FYE 25 due to MTC roof replacement project
- BNIA capital is increasing \$2,014k, or 89.4%, in FYE 23 primarily due to entrance fountain rehab project, replace ARFF snozzle crash truck, replace revenue control equipment and replacement of shuttle buses
- NFIA capital is increasing \$470k, or 1043.6%, in FYE 25 due to parking lot revenue control construction and equipment costs
- Property Development capital is decreasing \$393k, or 69.2%, in FYE 26 as a result of the completion of 485 Cayuga boiler replacement and 485 Cayuga Bay 1,2,3 roof project in FYE 25
- Metro self-insurance (SIF) reserves become fully funded of 100% estimated liability at FYE 23

**Regular Meeting
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- BNIA Bond Debt Service will decrease \$5,363k, or 30.0%, in FYE 25 as final payment for refinanced Series 2004 bonds is made in FYE 24
- Noresco Debt Service matures in FYE 23
- BNIA interest income increasing from \$250k in FYE 22 to \$350k in FYE 26, anticipating increases to interest rates
- BNIA PFC funding will increase in FYE 23 as Federal Airport Coronavirus Response Grant Program funds covered debt service costs in FYE 22
- NFIA includes Seneca proceeds based on an agreement with the State of New York through December 2023

The deficits in FYE 2023 through FYE 2026 are mitigated as the NFTA continues to seek additional revenue sources, local and state assistance, and, if necessary, Metro service adjustments, capital project deferrals and/or a fare increase.

"RESOLVED, that the Five Year Operating and Capital Plans attached hereto for the NFTA and Metro for FYE March 31, 2022 through March 31, 2026, be, and hereby are, adopted."

**NFTA/METRO COMBINED
KEY ITEM REPORT
FIVE YEAR PLAN FYE 22 - FYE 26**

	FYE 22	FYE 23	FYE 24	FYE 25	FYE 26
	BUDGET	PROJ	PROJ	PROJ	PROJ
Operating Revenues	78,225,846	102,020,491	107,349,911	106,607,301	108,559,690
Operating Assistance	<u>179,126,846</u>	<u>180,596,238</u>	<u>166,090,136</u>	<u>166,619,899</u>	<u>167,972,531</u>
Total Oper Revs & Asst	257,352,692	282,616,729	273,440,047	273,227,200	276,532,221
Personnel Services	168,703,684	174,264,468	180,086,951	186,188,342	192,587,256
Other Operating Expenses	<u>48,711,065</u>	<u>51,462,419</u>	<u>54,100,064</u>	<u>55,900,778</u>	<u>57,624,899</u>
Total Operating Expenses	<u>217,414,749</u>	<u>225,726,887</u>	<u>234,187,015</u>	<u>242,089,120</u>	<u>250,212,155</u>
Operating Income/(Loss)	39,937,943	56,889,842	39,253,033	31,138,080	26,320,066
Non-operating/Capital	<u>(39,937,943)</u>	<u>(56,889,842)</u>	<u>(39,253,033)</u>	<u>(31,138,080)</u>	<u>(26,320,066)</u>
Net Surplus/(Deficit)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

**NFTA/METRO COMBINED
BUSINESS CENTERS
NET SURPLUS/(DEFICIT)
FIVE YEAR PLAN FYE 22 - FYE 26**

	FYE 22	FYE 23	FYE 24	FYE 25	FYE 26
	BUDGET	PROJ	PROJ	PROJ	PROJ
BNIA	2,464,583	0	0	638,799	2,495,006
NFIA	<u>(2,464,583)</u>	<u>0</u>	<u>0</u>	<u>(638,799)</u>	<u>(2,495,006)</u>
Total Aviation	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Metro	2,555,033	2,254,296	1,628,328	2,910,221	2,139,894
Transportation Centers	<u>(2,555,033)</u>	<u>(2,254,296)</u>	<u>(1,628,328)</u>	<u>(2,910,221)</u>	<u>(2,139,894)</u>
Total Surface Transportation	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Property Development	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
NFTA Combined	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
FINANCIAL STATEMENT
FYE 2022 - FYE 2026

	FYE 22 BUDGET	FYE 23 PROJ	FYE 24 PROJ	FYE 25 PROJ	FYE 26 PROJ
OPERATING REVENUES & ASSISTANCE					
Operating Revenues					
Airport Fees & Services	20,239,611	20,508,236	21,428,691	22,390,531	23,395,617
Passenger Fares	18,701,177	31,455,548	32,739,264	35,306,698	35,306,698
Rental Income	19,406,708	19,278,108	19,776,845	20,291,228	20,821,818
Concessions/Commissions	14,525,278	18,339,824	22,187,526	22,953,193	23,261,362
Resales & Rebillings	1,192,665	1,222,437	1,252,957	1,284,246	1,316,321
Other Operating Revenues	4,160,407	4,232,700	4,306,357	4,381,407	4,457,875
Add'l Airline Billing - Debt Service Coverage	<u>0</u>	<u>6,983,638</u>	<u>5,658,270</u>	<u>0</u>	<u>0</u>
Total Operating Revenues	78,225,846	102,020,491	107,349,911	106,607,301	108,559,690
Operating Assistance					
Local - 18h Match	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000
Erie County Sales Tax	20,918,422	21,023,014	21,128,129	21,233,770	21,339,939
Mortgage Tax	11,533,854	11,591,523	11,649,481	11,707,728	11,766,267
Peace Bridge	200,000	200,000	200,000	200,000	200,000
State - 18b	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000
State - MTOAF	28,094,900	31,098,852	34,433,327	38,101,250	42,135,965
State - DMTTF	13,528,700	14,975,211	16,580,880	18,347,116	20,289,975
State - Additional General Fund	9,665,000	10,698,397	11,845,499	13,107,311	14,495,304
State - PM Match	2,721,081	2,734,686	2,748,360	2,762,102	2,775,912
Federal - Sec 5311	79,310	81,689	84,140	86,664	89,264
Federal - PM	21,768,651	21,877,494	21,986,882	22,096,816	22,207,300
Federal - FAA CARES Act	11,717,512	0	0	0	0
Federal Operating Assistance	285,440	285,440	285,440	285,440	285,440
Federal - K-9 Cops	353,500	353,500	353,500	353,500	353,500
Federal - DEA Expenditures	60,000	60,000	60,000	60,000	60,000
Federal - DEA OT Reimbursement	17,202	17,202	17,202	17,202	17,202
Federal - CRRSA Grant Program	43,182,780	0	0	0	0
Federal - Airport Coronavirus Response Grant Program	6,800,494	1,106,573	0	0	0
Additional Operating/Capital Assistance	<u>0</u>	<u>56,292,656</u>	<u>36,517,297</u>	<u>30,061,000</u>	<u>23,756,463</u>
Total Operating Assistance	179,126,846	180,596,238	166,090,136	166,619,899	167,972,531
TOTAL REVENUES & OPERATING ASST	257,352,692	282,616,729	273,440,047	273,227,200	276,532,221

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
FINANCIAL STATEMENT
FYE 2022 - FYE 2026

	FYE 22 BUDGET	FYE 23 PROJ	FYE 24 PROJ	FYE 25 PROJ	FYE 26 PROJ
OPERATING EXPENSES (Excl. Depr.)					
Personnel Services	168,703,684	174,264,468	180,086,951	186,188,342	192,587,256
Maintenance & Repairs	21,356,227	22,047,353	22,762,095	23,501,290	24,265,807
Transit Fuel/Power	4,416,684	4,549,185	4,685,660	4,826,230	4,971,017
Utilities	4,365,387	4,487,044	4,612,118	4,740,708	4,872,912
Insurance & Injuries	5,249,844	5,377,474	5,508,315	5,642,450	5,779,960
Safety & Security	15,656,687	16,123,300	16,607,159	17,108,977	17,629,501
General Business/Other	30,467,329	32,667,491	34,739,058	35,958,606	37,086,289
Administrative Cost Reallocation	0	0	0	0	0
Costs Transferred to Capital Projects	(1,983,612)	(2,043,120)	(2,104,823)	(2,168,809)	(2,235,175)
Inter Division Reimbursement	<u>(30,817,481)</u>	<u>(31,746,306)</u>	<u>(32,709,519)</u>	<u>(33,708,674)</u>	<u>(34,745,411)</u>
TOTAL OPERATING EXPENSES	<u>217,414,749</u>	<u>225,726,887</u>	<u>234,187,015</u>	<u>242,089,120</u>	<u>250,212,155</u>
OPERATING INCOME/(LOSS)	39,937,943	56,889,842	39,253,033	31,138,080	26,320,066
NON-OPERATING ITEMS					
Bond Debt Service	(17,780,400)	(17,625,750)	(17,587,250)	(12,224,750)	(12,028,000)
Operating Expense Reserve & R&R Rsv	(229,397)	(409,258)	(388,674)	(248,606)	(234,033)
Debt Service - Noresco	(318,600)	(210,442)	0	0	0
Interest Income	250,000	275,000	300,000	325,000	350,000
ADF/Other Reserve Funding	0	236,229	13,793	(396,249)	(992,009)
PFC	0	4,224,715	4,224,465	4,049,586	4,049,586
Seneca Proceeds	1,000,000	1,000,000	750,000	0	0
Property Acquisition	225,000	225,000	225,000	225,000	225,000
SIF Reserve Funding	(5,264,788)	(8,644,245)	0	0	0
Line of Credit Interest/Other	(212,000)	(212,000)	(212,000)	(212,000)	(212,000)
Intercompany Transfer	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL NON-OPERATING ITEMS	<u>(22,330,185)</u>	<u>(21,140,752)</u>	<u>(12,674,666)</u>	<u>(8,482,018)</u>	<u>(8,841,456)</u>
NET INCOME/(LOSS)	17,607,758	35,749,090	26,578,367	22,656,062	17,478,610
LESS: DIRECT CAPITAL	17,607,758	35,749,090	26,578,367	22,656,062	17,478,610
LESS: INDIRECT CAPITAL	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
NET SURPLUS/(DEFICIT)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
SURFACE TRANSPORTATION GROUP
METRO CONSOLIDATED FINANCIAL STATEMENT
FYE 2022 - FYE 2026

	FYE 22 BUDGET	FYE 23 PROJ	FYE 24 PROJ	FYE 25 PROJ	FYE 26 PROJ
REVENUES & ASSISTANCE					
Operating Revenues					
Passenger Fares	18,701,177	31,455,548	32,739,264	35,306,698	35,306,698
Other Operating Revenues	<u>1,126,527</u>	<u>1,137,142</u>	<u>1,147,864</u>	<u>1,158,692</u>	<u>1,169,629</u>
Total Revenues	19,827,704	32,592,690	33,887,128	36,465,390	36,476,327
Operating Assistance					
Local - 18b Match	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000
Erie County Sales Tax	20,918,422	21,023,014	21,128,129	21,233,770	21,339,939
Mortgage Tax	11,533,854	11,591,523	11,649,481	11,707,728	11,766,267
Peace Bridge	200,000	200,000	200,000	200,000	200,000
State - 18b	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000
State - MTOAF	28,094,900	31,098,852	34,433,327	38,101,250	42,135,965
State - DMTTF	13,528,700	14,975,211	16,580,880	18,347,116	20,289,975
State - Additional General Fund	9,665,000	10,698,397	11,845,499	13,107,311	14,495,304
State - PM Match	2,721,081	2,734,686	2,748,360	2,762,102	2,775,912
Federal - Sec 5311	79,310	81,689	84,140	86,664	89,264
Federal - PM	21,768,651	21,877,494	21,986,882	22,096,816	22,207,300
Federal - CRRSA Grant Program	43,182,780	0	0	0	0
Additional Operating/Capital Assistance	<u>0</u>	<u>48,498,246</u>	<u>31,948,887</u>	<u>25,112,354</u>	<u>20,262,137</u>
Total Operating Assistance	159,892,698	170,979,114	160,805,584	160,955,111	163,762,063
TOTAL OPERATING REVENUES & ASSISTANCE	179,720,402	203,571,804	194,692,712	197,420,502	200,238,390
OPERATING EXPENSES (Excl. Depr.)					
Personnel Services	107,467,780	111,192,332	115,110,955	119,237,516	123,587,057
Maintenance & Repairs	10,655,319	11,070,876	11,502,641	11,951,244	12,417,342
Transit Fuel/Power	4,416,684	4,549,185	4,685,660	4,826,230	4,971,017
Utilities	1,609,437	1,657,720	1,707,452	1,758,675	1,811,436
Insurance & Injuries	4,170,141	4,274,395	4,381,254	4,490,786	4,603,055
Safety & Security	6,206,628	6,394,689	6,589,727	6,792,031	7,001,905
General Business/Other	18,407,162	19,036,687	19,693,453	20,378,785	21,094,080
Administrative Cost Reallocation	7,989,328	8,229,004	8,477,520	8,735,236	9,002,534
Costs Transferred to Capital Projects	0	0	0	0	0
Inter Division Reimbursement	<u>(222,545)</u>	<u>(230,267)</u>	<u>(238,373)</u>	<u>(246,906)</u>	<u>(255,919)</u>
TOTAL OPERATING EXPENSES	<u>160,699,934</u>	<u>166,174,620</u>	<u>171,910,288</u>	<u>177,923,596</u>	<u>184,232,508</u>
OPERATING INCOME/(LOSS)	19,020,468	37,397,184	22,782,424	19,496,906	16,005,883
NON-OPERATING ITEMS					
Intercompany Transfer	(740,950)	(752,064)	(763,345)	(774,795)	(786,417)
Line of Credit Interest/Other	(212,000)	(212,000)	(212,000)	(212,000)	(212,000)
SIF Reserve Funding	(5,264,788)	(8,644,245)	0	0	0
Debt Service - Noresco	<u>(95,005)</u>	<u>(62,753)</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL NON-OPERATING ITEMS	(6,312,743)	(9,671,062)	(975,345)	(986,795)	(998,417)
NET INCOME/(LOSS)	<u>12,707,725</u>	<u>27,726,122</u>	<u>21,807,079</u>	<u>18,510,110</u>	<u>15,007,466</u>
LESS: DIRECT CAPITAL	7,905,331	22,753,040	17,823,932	13,530,890	11,590,852
LESS: INDIRECT CAPITAL	<u>2,247,361</u>	<u>2,718,786</u>	<u>2,354,819</u>	<u>2,068,999</u>	<u>1,276,720</u>
NET SURPLUS/(DEFICIT)	<u>2,555,033</u>	<u>2,254,296</u>	<u>1,628,328</u>	<u>2,910,221</u>	<u>2,139,894</u>

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
AVIATION GROUP
BNIA FINANCIAL STATEMENT
FYE 2022 - FYE 2026

	FYE 22 BUDGET	FYE 23 PROJ	FYE 24 PROJ	FYE 25 PROJ	FYE 26 PROJ
REVENUES & ASSISTANCE					
Operating Revenues					
Airport Fees & Services	20,160,295	20,427,730	21,346,978	22,307,592	23,311,434
Rental Income	12,593,617	12,215,716	12,455,196	12,699,946	12,950,080
Concessions/Commissions	14,136,785	17,828,775	21,575,789	22,319,385	22,616,950
Resales & Rebillings	1,142,222	1,170,778	1,200,047	1,230,048	1,260,799
Other Operating Revenues	2,833,880	2,890,558	2,948,369	3,007,336	3,067,483
Add'l Airline Billing - Debt Service Coverage	0	6,983,638	5,658,270	0	0
Total Revenues	50,866,799	61,517,194	65,184,649	61,564,307	63,206,745
Operating Assistance					
Federal - FAA CARES Act	11,717,512	0	0	0	0
Federal - Airport Coronavirus Response Grant Program	5,343,766	1,106,573	0	0	0
Additional Operating/Capital Assistance	0	3,442,872	284,276	0	0
Total Operating Assistance	17,061,278	4,549,445	284,276	0	0
TOTAL OPERATING REVENUES & ASST	67,928,077	66,066,639	65,468,925	61,564,307	63,206,745
OPERATING EXPENSES (Excl. Depr.)					
Personnel Services	15,061,905	15,511,837	15,978,302	16,462,117	16,964,155
Maintenance & Repairs	8,360,155	8,569,159	8,783,388	9,002,973	9,228,047
Utilities	1,853,079	1,899,406	1,946,891	1,995,563	2,045,452
Insurance & Injuries	588,598	603,313	618,396	633,856	649,702
Safety & Security	8,149,882	8,394,378	8,647,889	8,910,785	9,183,455
General Business/Other	3,627,557	4,937,064	6,084,069	6,350,040	6,486,227
Administrative Cost Reallocation	6,177,035	6,362,343	6,554,486	6,753,742	6,960,406
Costs Transferred to Capital Projects	(27,501)	(28,326)	(29,181)	(30,069)	(30,989)
Inter Division Reimbursement	(97,135)	(100,049)	(103,071)	(106,204)	(109,454)
TOTAL OPERATING EXPENSES	43,693,575	46,149,124	48,481,168	49,972,802	51,377,001
OPERATING INCOME/(LOSS)	24,234,502	19,917,514	16,987,756	11,591,505	11,829,744
NON-OPERATING ITEMS					
Bond Debt Service	(17,780,400)	(17,625,750)	(17,587,250)	(12,224,750)	(12,028,000)
Operating Expense Reserve & R&R Rsv	(229,397)	(409,258)	(388,674)	(248,606)	(234,033)
Debt Service - Noresco	(19,208)	(12,687)	0	0	0
Interest Income	250,000	275,000	300,000	325,000	350,000
ADF Funding	0	0	0	0	0
PFC	0	4,224,715	4,224,465	4,049,586	4,049,586
TOTAL NON-OPERATING ITEMS	(17,779,005)	(13,547,980)	(13,451,459)	(8,098,770)	(7,862,447)
NET INCOME/(LOSS)	6,455,498	6,369,534	3,536,298	3,492,735	3,967,297
LESS: DIRECT CAPITAL	2,253,343	4,267,475	1,715,644	1,254,267	485,181
LESS: INDIRECT CAPITAL	1,737,572	2,102,059	1,820,654	1,599,669	987,110
NET SURPLUS/(DEFICIT)	2,464,583	0	0	638,799	2,495,006

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
AVIATION GROUP
NFIA FINANCIAL STATEMENT
FYE 2022 - FYE 2026

	FYE 22 BUDGET	FYE 23 PROJ	FYE 24 PROJ	FYE 25 PROJ	FYE 26 PROJ
REVENUES & ASSISTANCE					
Operating Revenues					
Airport Fees & Services	79,316	80,506	81,713	82,939	84,183
Rental Income	309,064	312,464	315,901	319,376	322,889
Concessions/Commissions	333,493	456,049	556,737	578,808	589,412
Resales & Rebillings	11,443	11,729	12,022	12,323	12,631
Other Operating Revenues	<u>200,000</u>	<u>205,000</u>	<u>210,125</u>	<u>215,378</u>	<u>220,763</u>
Total Revenues	933,316	1,065,748	1,176,499	1,208,823	1,229,877
Operating Assistance					
Federal - Airport Coronavirus Response Grant Program	1,456,728	0	0	0	0
Additional Operating/Capital Assistance	<u>0</u>	<u>4,351,538</u>	<u>4,284,134</u>	<u>4,948,646</u>	<u>3,494,326</u>
Total Operating Assistance	1,456,728	4,351,538	4,284,134	4,948,646	3,494,326
TOTAL OPERATING REVENUES & ASST	2,390,044	5,417,285	5,460,633	6,157,469	4,724,203
OPERATING EXPENSES (Excl. Depr.)					
Personnel Services	1,747,105	1,799,066	1,852,925	1,908,775	1,966,716
Maintenance & Repairs	1,125,436	1,153,572	1,182,411	1,211,971	1,242,271
Utilities	244,674	252,014	259,575	267,362	275,383
Insurance & Injuries	177,312	181,745	186,288	190,946	195,719
Safety & Security	422,892	435,579	448,733	462,375	476,523
General Business/Other	286,295	306,545	324,546	334,009	342,387
Administrative Cost Reallocation	1,409,561	1,451,847	1,495,693	1,541,162	1,588,322
Costs Transferred to Capital Projects	0	0	0	0	0
Inter Division Reimbursement	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL OPERATING EXPENSES	5,413,275	5,580,368	5,750,171	5,916,600	6,087,321
OPERATING INCOME/(LOSS)	(3,023,231)	(163,082)	(289,539)	240,869	(1,363,118)
NON-OPERATING ITEMS					
Debt Service - Noresco	(1,806)	(1,193)	0	0	0
Seneca Proceeds	<u>1,000,000</u>	<u>1,000,000</u>	<u>750,000</u>	<u>0</u>	<u>0</u>
TOTAL NON-OPERATING ITEMS	998,194	998,807	750,000	0	0
NET INCOME/(LOSS)	(2,025,037)	835,725	460,461	240,869	(1,363,118)
LESS: DIRECT CAPITAL	43,043	356,048	45,000	514,634	906,636
LESS: INDIRECT CAPITAL	396,503	479,677	415,462	365,035	225,252
NET SURPLUS/(DEFICIT)	(2,464,583)	0	0	(638,799)	(2,495,006)

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY
FACILITIES & PROPERTIES GROUP
TRANSPORTATION CENTERS FINANCIAL STATEMENT
FYE 2022 - FYE 2026**

	FYE 22 BUDGET	FYE 23 PROJ	FYE 24 PROJ	FYE 25 PROJ	FYE 26 PROJ
OPERATING REVENUES					
Rental Income	2,539,064	2,666,017	2,799,318	2,939,284	3,086,248
Concessions/Commissions	55,000	55,000	55,000	55,000	55,000
Resales & Rebillings	8,000	8,000	8,000	8,000	8,000
Other Operating Revenues	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL OPERATING REVENUES	2,602,064	2,729,017	2,862,318	3,002,284	3,149,248
OPERATING EXPENSES (Excl. Depr.)					
Personnel Services	1,613,230	1,661,290	1,711,110	1,762,776	1,816,382
Maintenance & Repairs	520,200	540,488	561,567	583,468	606,223
Utilities	264,900	272,847	281,032	289,463	298,147
Insurance & Injuries	67,924	69,962	72,061	74,222	76,449
Safety & Security	712,285	733,654	755,810	778,787	802,617
General Business/Other	48,593	50,051	51,552	53,099	54,692
Administrative Cost Reallocation	825,419	850,181	875,856	902,482	930,098
Costs Transferred to Capital Projects	0	0	0	0	0
Inter Division Reimbursement	<u>(55,816)</u>	<u>(57,490)</u>	<u>(59,227)</u>	<u>(61,027)</u>	<u>(62,895)</u>
TOTAL OPERATING EXPENSES	<u>3,996,735</u>	<u>4,120,981</u>	<u>4,249,762</u>	<u>4,383,270</u>	<u>4,521,714</u>
OPERATING INCOME/(LOSS)	(1,394,671)	(1,391,964)	(1,387,444)	(1,380,986)	(1,372,466)
NON-OPERATING ITEMS					
Debt Service - Noresco	(158,185)	(104,485)	0	0	0
Intercompany Transfer	<u>740,950</u>	<u>752,064</u>	<u>763,345</u>	<u>774,795</u>	<u>786,417</u>
TOTAL NON-OPERATING ITEMS	582,765	647,579	763,345	774,795	786,417
NET INCOME/(LOSS)	<u>(811,906)</u>	<u>(744,385)</u>	<u>(624,098)</u>	<u>(606,191)</u>	<u>(586,049)</u>
LESS: DIRECT CAPITAL	1,510,941	1,229,019	760,941	2,090,271	1,421,941
LESS: INDIRECT CAPITAL	<u>232,187</u>	<u>280,892</u>	<u>243,289</u>	<u>213,759</u>	<u>131,905</u>
NET SURPLUS/(DEFICIT)	<u>(2,555,033)</u>	<u>(2,254,296)</u>	<u>(1,628,328)</u>	<u>(2,910,221)</u>	<u>(2,139,894)</u>

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY
FACILITIES & PROPERTIES GROUP
PROPERTY DEVELOPMENT FINANCIAL STATEMENT
FYE 2022 - FYE 2026**

	FYE 22 BUDGET	FYE 23 PROJ	FYE 24 PROJ	FYE 25 PROJ	FYE 26 PROJ
OPERATING REVENUES					
Rental Income	3,964,963	4,083,912	4,206,429	4,332,622	4,462,601
Resales & Rebillings	31,000	31,930	32,888	33,875	34,891
Other Operating Revenues	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL OPERATING REVENUES	3,995,963	4,115,842	4,239,317	4,366,497	4,497,492
OPERATING EXPENSES (Excl. Depr.)					
Personnel Services	221,791	228,434	235,322	242,467	249,882
Maintenance & Repairs	413,617	429,748	446,508	463,922	482,015
Utilities	313,600	323,008	332,698	342,679	352,960
Insurance & Injuries	73,025	75,216	77,472	79,796	82,190
Safety & Security	0	0	0	0	0
General Business/Other	133,327	137,327	141,447	145,690	150,061
Administrative Cost Reallocation	1,739,729	1,791,920	1,846,036	1,902,155	1,960,361
Costs Transferred to Capital Projects	0	0	0	0	0
Inter Division Reimbursement	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL OPERATING EXPENSES	<u>2,895,089</u>	<u>2,985,652</u>	<u>3,079,483</u>	<u>3,176,710</u>	<u>3,277,469</u>
OPERATING INCOME/(LOSS)	1,100,874	1,130,190	1,159,834	1,189,787	1,220,023
NON-OPERATING ITEMS					
Debt Service - Noresco	(44,396)	(29,325)	0	0	0
Property Acquisition	225,000	225,000	225,000	225,000	225,000
Other Reserve Funding	<u>0</u>	<u>236,229</u>	<u>13,793</u>	<u>(396,249)</u>	<u>(992,009)</u>
TOTAL NON-OPERATING ITEMS	180,604	431,904	238,793	(171,249)	(767,009)
NET INCOME/(LOSS)	<u>1,281,478</u>	<u>1,562,094</u>	<u>1,398,627</u>	<u>1,018,538</u>	<u>453,014</u>
LESS: DIRECT CAPITAL	792,100	970,060	885,850	568,000	175,000
LESS: INDIRECT CAPITAL	<u>489,378</u>	<u>592,034</u>	<u>512,777</u>	<u>450,538</u>	<u>278,014</u>
NET SURPLUS/(DEFICIT)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

CORPORATE:

2. C. (ii) Niagara Frontier Transportation Authority, Acceptance of Corporate Resolution 2. C. (2)

The Executive Director advised that Item 2. C. (2) has 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 Aul, that the following Resolution be adopted:

“RESOLVED, that the Resolutions of the Niagara Frontier Transportation Authority, identified as number 2. C. (2) dated March 25, 2021 as set forth herein, be and hereby are accepted and approved in their entirety.”

AYES: ROCHE, HUGHES, ANSARI, AUL, BAYNES, PERRY, PERSICO, TUCKER, WILCOX

NOES: NONE

ADOPTED

CORPORATE:

2. C. (3) **Authorization for Agreement, FirstLight, Inc, Network Support Services, NFTA**

RECOMMENDATION: Staff recommends that the Board authorize an agreement with FirstLight, Inc for network support services. The term of the agreement will be three (3) years with the option of two (2) additional one-year periods at the sole discretion of the Authority. The total cost of the agreement over five years is \$5,503,200.00.

INFORMATION: The Authority has several hundred networking components that are currently in operation and maintained by an outside provider. These devices are critical infrastructure at The Authority and are in every location and all buses and paratransit vehicles.

RFP 210002 was issued in accordance with NFTA Procurement Guidelines. Two responsive proposals were received. The proposals were evaluated based on qualifications and experience, technical criteria, cost, and diversity practices. The evaluation team comprised of representatives from NFTA IT and Procurement determined that FirstLight Inc's proposal satisfies all requirements and provides the best overall value.

The established MBE, WBE and SDVOB goals were 5% MBE, 0% WBE and 0% SDVOB respectively. First Light Fiber, Inc. identified their Minority-owned Business Enterprise (MBE) participation as 0% and Women-owned Business Enterprise (WBE) participation as 7.0%. First Light Fiber, Inc. requested that Empire State Development (ESD) approve a waiver of MBE requirements because there are limited NYS certified providers of this service. First Light Fiber provided a detailed Good Faith Effort in researching MBE Suppliers. ESD has approved this waiver request. The NFTA excluded this procurement from SDVOB goals because the number of NYS certified SDVOB suppliers is limited.

FUNDING: Funding is provided for in the annual operating budget.

“RESOLVED, that the Board hereby authorizes a three-year Agreement with FirstLight, Inc. for network support services at a cost of \$5,503,200.00 as described herein above; and

BE IT FURTHER RESOLVED, that the Executive Director, her designee and/or the Chair, be and, hereby are, authorized to execute and deliver an Agreement with FirstLight Inc. for the services, and on the terms, set forth above; and

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

BE IT FURTHER RESOLVED, that the Chief Financial Officer, be and, hereby is, authorized to make payments under said Agreement upon certification by the Chief Information Officer, that such payments are in order based upon receipt of all necessary supporting documentation.”

RFP 210002 Network Support Services	FirstLight Victor, NY	IBM Albany, NY
SELECTION CRITERIA (Completed by Team)	(Rate on a scale of 1 - 10, with 10 being the highest) Team Consensus	
Qualifications and Experience- demonstrated experience in the industry, references, past performance, depth of knowledge of key personnel, organization, management- 35%	9.00	7.00
Technical Criteria- project approach, methods, compliance with requirements- 30%	9.00	7.50
Cost- 30%	9.56	10.00
Diversity Practices- 5%	0.30	6.60
TOTAL	8.73	8.03
Estimated Annual Costs		
Year 1	\$1,100,640.00	\$ 1,328,352.00
Year 2	\$1,100,640.00	\$ 1,061,544.00
Year 3	\$1,100,640.00	\$ 1,036,164.00
Year 4 (Optional)	\$1,100,640.00	\$ 1,019,352.00
Year 5 (Optional)	\$1,100,640.00	\$ 814,272.00
Total	\$5,503,200.00	\$5,259,684.00

CORPORATE:

2. C. (4) **Authorization for Agreement, Marsh USA, Inc., Insurance Broker, NFTA**

RECOMMENDATION: Staff recommends that the Board approve a seven-year Agreement with Marsh USA, Inc. as the NFTA's sole insurance broker for property and casualty insurance services effective July 1, 2021. The estimated annual cost is \$195,000 for the first year, \$199,500 in the second year, and \$204,000 in the third year. The Agreement may be renewed for four additional contract years for \$208,500 in year four, \$213,000 in year five, \$217,500 in year six and \$222,000 in the seventh year.

INFORMATION: The NFTA/Metro utilize a single broker for the placement of all its property and casualty insurance, as well as for ancillary Risk Management resources. The insurance broker is responsible for soliciting the insurance markets, making recommendations on insurance carrier placements and policies, and placing the annual insurance program with chosen carriers for the Authority. The insurance broker also provides the NFTA/Metro any needed property and liability risk control services.

A request for proposal was developed to outline the necessary services above. On December 23, 2020 the NFTA released a Request for Proposal No. 4980 for Insurance Brokerage Services. Three responsive proposals were received from:

Alliant Insurance Services, Inc. – Troy, MI

Aon Risk Services Northeast, Inc. – New York, NY

Marsh USA, Inc. – Rochester, NY

An NFTA review team consisting of staff from the Risk Management, Claims, Workers' Compensation, Safety and Procurement Departments evaluated the proposals based on qualifications and experience, technical criteria, and compensation. The top proposer Marsh made a presentation to the internal selection committee who rated them as the firm best suited to meet the Authority's needs and requirements. Marsh USA, Inc., was ranked highest by the team based upon the evaluation criteria. Marsh is highly qualified and capable of performing the required services.

The established MBE, WBE and SDVOB goals were 17%, 13% and 1% respectively. Marsh identified their MBE participation as 17%, WBE participation as 13% and SDVOB participation as 0%. Marsh requested an SDVOB Waiver and provided a thorough good faith effort in searching for SDVOB's. NFTA Granted the waiver based on this good faith effort and knowledge that there are a limited number of SDVOB's in this type of project.

“RESOLVED, that the Board hereby authorizes an Agreement with Marsh USA, Inc. as the NFTA's sole insurance broker for property and casualty insurance as described above; and

BE IT FURTHER RESOLVED, that the Executive Director, her designee and/or the Chair, be and are hereby authorized to execute

and deliver an Agreement with Marsh USA, Inc. as described above; and

BE IT FURTHER RESOLVED, that said Agreement may 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 he is hereby authorized to make payments under said Agreement upon certification by the Director of Risk Management, that such payments are in order based upon receipt of all necessary supporting documentation.”

RFP 4980 Insurance Brokerage Services	Alliant Troy, MI	Aon New York, NY	Marsh Rochester, NY
SELECTION CRITERIA (Completed by Team)	(Rate on a scale of 1 - 10, with 10 being the highest) Team Consensus		
Qualifications And Experience- demonstrated experience in the industry, past performance, depth of knowledge of key personnel, organization, management.-35%	8.50	9.00	9.00
Technical Criteria- project approach, methods, compliance with requirements.- 30%	6.00	9.00	9.00
Cost- 30%	10.00	4.33	8.57
Diversity Practices- 5%	0.50	6.60	3.00
TOTAL	7.80	7.48	8.57
Cost Proposals			
Annual Brokerage Fee			
yr 1	\$110,000.00	\$350,000.00	\$150,000.00
yr 2	\$112,750.00	\$350,000.00	\$154,500.00
yr 3	\$115,570.00	\$350,000.00	\$159,000.00
yr 4	\$118,450.00	\$350,000.00	\$163,500.00
yr 5	\$121,420.00	\$350,000.00	\$168,000.00
yr 6	\$124,450.00	\$350,000.00	\$172,500.00
yr 7	\$127,560.00	\$350,000.00	\$177,000.00
Annual Risk Control Fee (based on 200 hrs/yr)			
yr 1	\$60,000.00	\$62,222.00	\$45,000.00
yr 2	\$60,000.00	\$62,222.00	\$45,000.00
yr 3	\$60,000.00	\$62,222.00	\$45,000.00
yr 4	\$60,000.00	\$62,222.00	\$45,000.00
yr 5	\$60,000.00	\$62,222.00	\$45,000.00
yr 6	\$60,000.00	\$62,222.00	\$45,000.00
yr 7	\$60,000.00	\$62,222.00	\$45,000.00
TOTAL	\$1,250,200.00	\$2,885,554.00	\$1,459,500.00

CORPORATE:

2. C. (5) **Authorization for License Agreement, Erie County, Use of Right of Way, NFTA**

RECOMMENDATION: Staff recommends that the Board authorize a License Agreement with Erie County for use of right of way properties at 61 and 68 Smith Street.

INFORMATION: The County has requested to be permitted limited entry upon property owned by the NFTA located at 61 and 68 Smith Street to gain access for the purposes of invasive species control. The agreement will commence on April 1, 2021 and end on December 31, 2025, coterminous with the Erie County funding source.

The County and County Consultant(s) entry upon the premises during the term is for completing work needed for invasive species control. The activities to be engaged in by the County and County Consultant(s) shall be limited to, herbaceous and woody invasive species control, including treatment, replanting, seeding and site monitoring, protection of existing plantings and replacement for failed plantings, shoreline enhancements related to erosion control, stabilization or safety concerns, relocation of boulders and bench from NFTA property and trash and other debris removal, which activities will be performed in a professional, non-disruptive manner. All work will need NFTA approval before commencing. Any process that requires the use of products such as herbicides will need approval by the County and NFTA per the laws of New York State prior to use.

The NFTA may terminate this Agreement effective upon thirty (30) days' notice to the County, in whole or in part, if the NFTA determines it to be in its best interest. Upon receipt of a notice of termination, the County shall immediately stop all work being performed under this Agreement.

FUNDING: No funding is necessary.

“RESOLVED, that the Board hereby authorizes a License Agreement with Erie County for use of right of way properties at 61 and 68 Smith Street set forth above; and

BE IT FURTHER RESOLVED, that the Executive Director, her designee and/or the Chair, be and are hereby authorized to execute and deliver a License Agreement with Erie County, as described above; and

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

CORPORATE:

2. C. (6) **Authorization for Lease Agreement, Top Seedz, 247 Cayuga Road, NFTA**

RECOMMENDATION: Staff recommends that the Board authorize a Lease Amendment with Top Seedz LLC (Rebecca Brady, Owner) for storage space at 247 Cayuga Road.

INFORMATION: Top Seedz is a StartUp NY participant that makes seed crackers to be sold at local retailers. Top Seedz is a tenant at 247 Cayuga leasing 3,011 square feet of light industrial space since October 1, 2018 that will expire on September 30, 2021. Top Seedz also has the option to renew for one additional two-year period with NFTA approval.

In addition to their currently leased light industrial space, Top Seedz has requested to lease storage space at 247 Cayuga Road. This amendment will add 2,300 square feet of storage space at a rental rate of \$4.20 per square foot, increasing by 3% on October 1, 2021. In order to be coterminous with their current lease, the initial term of this amendment will be for 4 months beginning June 1, 2021 and ending September 30, 2021. Top Seedz will have the option to renew for one additional two-year period with NFTA approval. The total rent for the 28-month term will be \$29,858.09.

FUNDING: No funding is necessary.

“RESOLVED, that the Board hereby authorizes a Lease Agreement with Top Seedz., for storage space at 247 Cayuga Road on the terms set forth above; and

BE IT FURTHER RESOLVED, that the Executive Director, her designee and/or the Chair, be, and hereby are, authorized to execute and deliver said Lease Agreement; and

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

CORPORATE:

2. C. (iii) Niagara Frontier Transportation Authority, Acceptance of Corporate Resolutions 2. C. (3) through 2. C. (6)

The Executive Director advised that Items 2. C. (3) through 2. C. (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 Aul, that the following Resolution be adopted:

“RESOLVED, that the Resolutions of the Niagara Frontier Transportation Authority, identified as numbers 2. C. (3) through 2. C. (6) dated March 25, 2021 as set forth herein, be and hereby are accepted and approved in their entirety.”

AYES: ROCHE, HUGHES, ANSARI, AUL, BAYNES, PERRY, PERSICO, TUCKER, WILCOX

NOES: NONE

ADOPTED

3. AVIATION BUSINESS GROUP REPORT

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

Aviation Resolutions

1. Authorization for Change Order No. 19, Pike Company, Baggage Claim Expansion Project, BNIA
2. Authorization for Agreements, Varec, Inc., Accounting Software and Support, BNIA
3. Authorization for Procurement, Prentice Office Environments, Passenger Seating Furniture, BNIA

AVIATION:

3. C. (1) Authorization for Change Order No. 19, Pike Company, Baggage Claim Expansion Project, BNIA

RECOMMENDATION: Staff recommends the Board award Change Order No.19 as a \$189,825.00 increase to The Pike Company's construction contract, for the BNIA Baggage Claim Expansion Project, Contract No. 10BT1516. This will result in a revised Contract value \$54,317,629.58 which is \$1,661,101.58 more than the original contract value approved by the Board.

INFORMATION: The cost for the proposed change order No. 19 set forth below are in accordance with the terms of the Contract. Specifically, Article 22 – Extra Work, Article 24 – Payment for Agreed Prices, and Article 25 – Payment for Force Account Work of the General Conditions. The Proposed Change Order (PCO) costs set forth below incorporate New York State Prevailing Wage Rates and standard material and equipment costs, as verified by the Authority's Engineer.

Change Order No.19 is the result of (i) unforeseeable varying site conditions, (ii) design inconsistencies, (iii) enhancements and (iv) cost reduction. A breakdown of the work and costs associated with Change Order No.19 is set forth below.

Unforeseeable Varying Site Conditions \$33,635.00

PCO No. 382 Electrical Circuit for SWA BSO IT Rack.....ADD \$480.00

This change is to install an electrical circuit to serve an information technology (IT) rack newly installed by Southwest Airlines in their Baggage Service Office (BSO).

PCO No. 383 Feature Wall Framing Reinforcement.....ADD \$1,340.00

This change is to reinforce and attach existing metal framing to an adjacent masonry block wall in the baggage claim area. This work is needed to support the weight of the Feature Wall that will be attached to it. The condition of the framing was not known until after the existing cladding covering the framing was removed.

PCO No. 389 Southwest BSO Podium Relocation.....ADD \$1,040.00

This change is to remove and re-install a storefront window for the new Southwest Airlines BSO. The window needs to be removed because the Southwest podium is too large to fit through the BSO door.

PCO No. 392 Soffit at Sectors R-L Transition.....ADD \$1,075.00

This change is to install gypsum soffit at the transition between sectors R and L in the West Addition due to a conflict with an unforeseen steel girt which is the bottom support of existing metal panels.

PCO No. 399 Column Covers Sectors N and O.....ADD \$11,700.00

This change is to field modify twelve (12) column covers to facilitate installation and to furnish and install accent bands over the cuts. An existing soffit adjacent to the Sector N and O (east expansion) curtain walls inhibits the installation of the column covers as a single piece.

PCO No. 417 West Addition Column CoversADD \$18,000.00

This change modifies the requirements for eight (8) stainless steel column covers on the arrivals level of the west addition. The changes to the covers are needed to address conflicts with automatic doors at the two vestibules, a clearance conflict at a double door and several clearance conflicts with the base of the exterior walls.

Design Inconsistencies \$152,370.00

PCO No. 381 Clean Room Lighting Fixtures.....ADD \$3,085.00

This change is to add two can-style light fixtures inside the clean room 2O05, two can-style light fixtures in the corridor outside the clean room and a standard 3-foot light fixture in the west end of corridor 2E77.

PCO No. 384 Power to Fire Dampers.....ADD \$3,640.00

This change is to provide the required 24-volt power actuators to the fire smoke dampers in Sector N departures level (east addition), east of the new Administrative offices for the fire alarm system control relay to be able to be energized/de-energized upon an alarm condition.

PCO No. 385 Smoke Baffle at East Addition Stair and Escalator Opening.....ADD \$14,190.00

This change, per Bulletin 38, is to furnish and install a gypsum board and glass smoke baffle around the arrivals level ceiling at the east addition stairs and escalator. The smoke baffle is required to comply with Building Code requirements.

PCO No. 390 Modifications to 2N25 opening and Tug Road Handrail.....ADD \$3,950.00

This change is to provide a life-safety required OSHA compliant railing system at the perimeter of the stair pit located adjacent to the speed doors at east tug road. This change also includes a modification for a narrower panel for Door 2N25 to avoid a conflict with structural steel cross bracing.

PCO No. 391 Sprinkler Zone Control and Ceiling ReworkADD \$1,125.00

This change is to remove an existing 4" wet sprinkler zone control valve, flow switch and inspector's test valve from the departures level of Sector M (east expansion). These items are being replaced by new equipment in the Sector N (east expansion) riser room. This change also includes the re-work of the ceiling in Sector Q vestibule room 1Q02 due to structural steel conflict.

PCO No. 393 Electric Cabinet Unit Heater in Stair 2O03.....ADD \$7,555.00

This change is to provide an electrical cabinet unit heater and electrical circuit at the base of stairs in room 2O03 to protect the wet sprinkler piping in this room from freezing.

PCO No. 394 Storage Room and 2N49 Corridor Changes.....ADD \$2,840.00

This change is to add drywall finish at Southwest Baggage Service Office storage to cover an existing masonry block wall. This change also includes costs to reframe and repaint a soffit in corridor 2N49 to consistent heights.

PCO No. 395 Soffit at Room 2N10.....ADD \$1,595.00

This change is to furnish and install a gypsum board soffit at curtain wall 27 (CW27) Room 2N10 required to close the ceiling.

PCO No. 396 Soffit at Tug Road.....ADD \$3,100.00

This change is to construct a gypsum board soffit along the south side of tug road to encapsulate storm piping providing a fire barrier. The soffit is needed to comply with Building Code requirements.

PCO No. 397 Power Poles for Baggage Rental CartsADD \$2,950.00

This change is to install revised electrical routing and power poles to two (2) baggage rental cart units. The baggage cart units need to be relocated for better accessibility.

PCO No. 398 Fire Cabinet Relocation.....ADD \$3,180.00

This change is to relocate an existing fire cabinet and fire protection piping/fire department connection in the food court area to allow for demolishing existing wall between the east expansion passenger corridor and the food court.

PCO No. 400 Revised Electrical Feeds for Freezer and Cooler.....ADD \$1,000.00

This change revises the breakers and electrical service to the walk-in cooler and walk-in freezer inside the Concessions Storage room. This change addresses design conflicts in the contract documents.

PCO No. 401 Thermal Break Details.....ADD \$12,765.00

This change is to provide an integral weather tight building envelope for both east and west building expansions with the installation of foamed in place insulation, vapor barrier, thermal break material, and caulking between exterior metal panel siding and exterior curtain wall glazing systems.

PCO No. 405 West Pedestrian Breach System Ceiling Mesh..... ADD \$26,320.00

This change is to furnish and install a stainless-steel mesh on top of the west pedestrian breach control system (Dormakaba). The entrance for the breach control system aligns with the SIDA line, placing the entire unit within the non-secure area. The mesh is required by the TSA to prevent an object from being thrown from the non-secure area to the secure area. The mesh ceiling will be designed and manufactured by the breach control system manufacturer in compliance with TSA requirements.

PCO No. 406 Trash Room East Wall Replacement.....ADD \$5,800.00

This change is to remove the existing east wall framing and cladding of trash room 2E43 and replace it with a one-hour fire rated wall. The work involves framing around an existing trash chute door and installing new fiberglass reinforced plastic sheeting. The wall replacement is required to comply with Building Code requirements.

PCO No. 408 Sprinkler Heads at Freezer/Cooler.....ADD \$1,705.00

This change is to install piping and a dry pendent sprinkler head in the walk-in cooler and walk-in freezer in the concession storage room 1N21. The sprinkler heads are required to comply with Building Code requirements.

PCO No. 409 Fixture Mounting at Elevator Lobbies.....ADD \$2,065.00

This change is for rework of metal stud framing and gypsum board soffit assembly to accommodate lighting fixtures at the elevators to be secured laterally against the adjacent elevator walls. Original details provided were not compatible with this type of light fixture.

PCO No. 410 Vertical Circulation Lighting & Armor Plate.....ADD \$1,650.00

This change is to install two (2) NFTA supplied light fixtures in room 1Q40 located under the west side escalators. This change also adds two (2) 34" kick panels to the hollow metal doors 1N22 at the loading dock.

PCO No. 411 Stainless Trim Disposals.....ADD \$4,000.00

This change is to install stainless steel trim at six (6) sharps disposal containers and two (2) paper towel dispensers in the new administration offices and public area restrooms. This trim work will provide a smooth, finished transition free from sharp edges.

PCO No. 412 Sprinkler Protection.....ADD \$2,305.00

This change is for the addition of two (2) wet sprinklers underneath the west escalators, in Sector Q. Sprinklers are necessary to meet building code requirements. This change includes five (5) dry pendants located outdoors where wet heads are shown but are freeze prone.

PCO No. 413 West Side Stainless Steel Bollards.....ADD \$1,115.00

This change is to increase the concrete base required for the fixed stainless guard bollards along the sidewalk and curb on the West addition.

PCO No. 414 Fire Extinguisher Cabinet.....ADD \$2,690.00

This change is required to replace a non-rated fire cabinet, located in a one-hour rated wall assembly, with a one-hour fire-rated cabinet. This will maintain the integrity of the one-hour fire-rated wall assembly. An additional layer of sheetrock is required due to the increased depth of the new cabinet.

PCO No. 416 Sectors Q & R West Addition Modifications.....ADD \$24,345.00

This change is required due to design document conflicts related to the automatic doors, curtain wall framing and wall/ceiling buildouts in the lower level of the west addition. Work includes installation of a steel lintel with soffit enclosure at 1R02 vestibule door opening, trim work on curtain wall CW-22, terrazzo floor modification and demolition of existing concrete curbs at both west vestibules.

PCO No. 418 Elevator Openings Stainless Steel.....ADD \$5,900.00

This change is to install 18ga polished stainless-steel closure trim for ten (10) elevator openings (jambs and headers) at the East and West additions This change is required due to the Bulletin 14

elevator opening perimeter modifications which is required due to discrepancies between manufacture's and contract document details.

PCO No. 419 Sectors Q and C Tie-In.....ADD \$5,000.00

This change reconfigures the gypsum board wall at the opening between the existing concourse and the west addition departures level. This change also requires the installation of six (6) light fixtures in the soffit of the tie-in.

PCO No. 420 Escalator Pit and Elevator Shaft Lighting.....ADD \$8,500.00

This change is to add light fixtures to the top and bottom of each escalator pit in the east and west additions as well as at the roof level of the East addition elevators. Lighting of the escalator pits and the east elevator roof is required by code.

Enhancement \$21,820.00

PCO No. 386 Wood Ceiling Utilities Painting.....ADD \$1,300.00

This change is to paint above-ceiling utilities (approximately 132 linear feet) to blend them in with the surroundings. This addresses the 6-inch-wide space between the outer limits of the wood ceiling and an adjacent gypsum soffit in the departure level of Sector N, above east escalator.

PCO No. 387 Door Security and Access Control.....ADD \$12,075.00

This change is to furnish and install modified access control hardware for 6 doors (1N23A, 1Q03, 1Q42, 2E12, 2N10 and 3N52) in the east and west additions per Bulletin 38. This work includes removal and replacement of a door that has already been installed. Materials purchased per contract that are not used will be turned over to the NFTA.

PCO No. 415 Exposed Perimeters at Wood Ceilings Painting..... ADD \$8,445.00

This change is to paint the exposed perimeters of the wood ceilings in Sector Q in the departures level of the West Addition and the exposed perimeters ceilings on the arrivals level above the new baggage carousels 2 & 3 (approximately 502 linear feet). This change also includes the cost for lift rental required for this change in order to reach the high perimeter areas in Sector Q as indicated above.

Cost Reduction (\$18,000.00)

PCO No. 380 USO Room Scope Changes/Clarifications..... DEDUCT (\$18,000.00)

This change addresses scope reductions to the USO offices. The scope reductions include column wraps, painting, floor finishes, wall framing, ceiling installation, and the demolition of bathrooms, walls, electrical, plumbing, technology, and HVAC.

FUNDING: Funding for this work is found in project account 1200000000-3188-22728. This work will be funded by Passenger Facility Charges (PFC) and the Airport Development Fund (ADF) according to the established eligibility schedule.

“RESOLVED, that the Board hereby authorizes all aspects of Change Order No. 19 to Contract# 10BT1516 with Pike relating to the Baggage Claim Expansion Project at BNIA, as described above; and

BE IT FURTHER RESOLVED, that the Executive Director, her designee and/or the Chair be, and hereby are, authorized to execute and deliver said change order, as described above; and

BE IT FURTHER RESOLVED, that said change order may 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 hereby is, authorized to make payments under said change order upon notification by the Director of Engineering that such payments are in order based upon receipt of all required supporting documentation.”

AVIATION:

3. C. (2) **Authorization for Agreements, Varec, Inc., Accounting Software and Support, BNIA**

RECOMMENDATION: Staff recommends that the Board authorize two agreements with Varec, Inc. for the hosting of accounting software used to manage the Fuel Farm at Buffalo Niagara International Airport (BNIA) in the amount of \$18,000.00 for three years and a three-year support agreement in the amount of \$19,063.35.

INFORMATION: In 2017 the Board authorized an upgrade to the existing accounting components at the Fuel Farm to meet new reporting requirements, as set by the airlines. This accounting software is used to measure and charge the airlines for fuel usage at the BNIA Fuel Farm. This proposal is a sole source agreement with the vendor of the original system. They are the only vendor capable of hosting and supporting this proprietary system.

FUNDING: Fuel Farm participants (airlines) are billed monthly for 100% of the costs related to the operation of the Fuel Farm.

“RESOLVED, that the Board hereby authorizes an Agreement with Varec, Inc. for the hosting of accounting software used to manage the Fuel Farm at Buffalo Niagara International Airport and a support Agreement, as described above; and

BE IT FURTHER RESOLVED, that the Executive Director, her designee and/or the Chair be, and hereby are, authorized to execute and deliver said Agreements, as described above; and

BE IT FURTHER RESOLVED, that said Agreements may 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 hereby is, authorized to make payments under said Agreement upon notification by the Director of Aviation that such payments are in order based upon receipt of all required supporting documentation.”

AVIATION:

3. C. (3) **Authorization for Procurement, Prentice Office Environments, Passenger Seating Furniture, BNIA**

RECOMMENDATION: Aviation staff recommends the Board authorize the procurement of passenger seating furniture in holding areas at Buffalo Niagara International Airport (BNIA) totaling \$309,253.54 from Prentice Office Environments (Prentice).

INFORMATION: Aviation staff will utilize Prentice, a New York State Office of General Services (OGS) authorized furniture vendor, to coordinate the design and procurement of fixed furniture for passenger seating at BNIA. The new passenger seating will be installed in the new East, West, and Baggage Claim areas that are approximately 29,000 square feet. This procurement and installation are part of the terminal expansion project. Passenger seating includes delivery, assembly, and installation. Installation of the fixed passenger seating in the West end is scheduled to be completed approximately May 2021 and the East side should be completed approximately June 2021.

Prentice Office Environments is a New York State Certified Women Business Enterprise (WBE).

FUNDING: 84.37% Passenger Facility Charge and 15.63% Airport Development Fund

“RESOLVED, that the Board hereby authorizes the procurement of passenger seating furniture in holding areas at Buffalo Niagara International Airport totaling \$309,253.54 from Prentice Office Environments, as described above; and

BE IT FURTHER RESOLVED, that the Manager, Procurement, be and he is hereby authorized to issue Purchase Orders to Prentice Office Environments for the procurement of passenger seating furniture in holding areas at Buffalo Niagara International Airport 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

BE IT FURTHER RESOLVED, that the Chief Financial Officer, be and he is hereby authorized to make payments under said Purchase Order(s) upon certification by the Director of Aviation that such payments are in order based upon receipt of all required supporting documentation.”

AVIATION:

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

The Executive Director advised that Items 3. C. (1) through 3. C. (3) 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 Hughes, that the following Resolution be adopted:

“RESOLVED, that the Resolutions of the Niagara Frontier Transportation Authority, identified as numbers 3. C. (1) through 3. C. (3) and dated March 25, 2021 as set forth herein, be and hereby are accepted and approved in their entirety.”

AYES: ROCHE, HUGHES, ANSARI, AUL, BAYNES, PERRY, PERSICO, TUCKER, WILCOX

NOES: NONE

ADOPTED

4. SURFACE TRANSPORTATION BUSINESS GROUP REPORT

- A. Surface Transportation Committee Report
- B. Financial and Business Update
- C. Resolutions

Surface Transportation Resolutions

1. Authorization to Award, Watts Architecture & Engineering, Design Services, Metro
2. Authorization for Contract, Scheidt & Bachman, USA, Limited Use Fare Media, Metro
3. Authorization for Supplemental Agreement No. 2, WSP, Inc., LRT Extension Environmental Review and Associated Engineering Design Services Phase 1, Metro
4. Authorization for Support Agreement, Conduent Transport Solutions, Inc., OrbCAD Systems, Metro
5. Authorization for Agreement, New York State Department of Transportation, Right of Way Permit, Metro
6. Authorization for Agreement, 1238 Group, LLC, Storage Space, Metro
7. Authorization to Award, Green Options Buffalo d/b/a GoBike
8. Authorization for Adoption, NFTA-Metro Bus and Rail Service Design Guidelines and Delivery Standards, Metro

SURFACE:

4. C. (1) **Authorization to Award, Watts Architecture & Engineering, Design Services, Metro**

RECOMMENDATION: Staff recommends that the Board award the subject Design Services contract to Watts Architecture & Engineering (Watts) for a total lump sum amount of \$33,840.00.

INFORMATION: The purpose of this project is to improve the sidewalk area along the Freedom Wall at the corner of Michigan and Ferry Streets to create a Freedom Wall Walk.

The work includes:

- Reconstruction of the area between the concrete wall and street curbing.
- Installation of LED lighting to accent the wall portraits.
- Replacement of worn street curbing and improvement of sidewalk accessibility.

The Design Services contract is being procured in compliance with Article 25 of the NFTA Procurement Guidelines, stated as such:

"Pursuant to section 2879 of the Public Authorities Law the Board may waive competition for the purchase of goods or services from small business concerns or those certified as minority or women-owned business enterprises, or goods or technology that are recycled or remanufactured, in an amount not-to-exceed \$500,000.00 in accordance with changes in New York State law. Such a waiver may only be granted for non-federally funded purchases and shall require a two-thirds vote of the Members in attendance at a Meeting of the Board."

Watts is the most qualified consultant based upon their staff's civil and electrical engineering expertise and previous work on similar projects. Watts will provide Architectural and Engineering design services.

All parties agree with the scope of work and final negotiated lump sum cost which were found to be fair and reasonable. A summary of design services negotiation is given below:

Engineer's Estimate	\$38,760.00
Initial Cost Proposal	\$33,840.00
Negotiated Cost Proposal	\$33,840.00

Watts identified their MBE participation as 100%.

FUNDING: Funding will be provided under a pending account code. Funding source is as follows:

Funding Source	% Funding	Amount
NYS SAM #24007	100	\$33,840.00
Total	100	\$33,840.00

“RESOLVED, that the Board awards a design services contract pursuant to Article 25 of the NFTA Procurement Guidelines to Watts Architecture & Engineering (Watts), for the reconstruction of the area between the concrete wall and street curbing, installation of LED lighting to accent the wall portraits and replacement of worn street curbing and improvement of sidewalk accessibility as described above; and

BE IT FURTHER RESOLVED, that the Executive Director, her designee and/or the Chair, be and are hereby authorized to execute a design services contract with Watts Architecture & Engineering (Watts), 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 he is hereby authorized to make payments under said Agreement upon certification by the Director, Engineering, that such payments are in order.”

SURFACE:

4. C. (2) **Authorization for Contract, Scheidt & Bachman, USA, Limited Use Fare Media, Metro**

RECOMMENDATION: That Scheidt & Bachmann, USA be awarded a five-year contract to provide limited use fare media to NFTA in quantities requested by NFTA, not to exceed \$645,939.01.

INFORMATION: The Fare Collection System Upgrade provides for a fully automated, account-based fare collection system, to replace Metro's current GFI bus fareboxes, magnetic stripe and paper ticket vending machines, and implements fare gates in all the underground rail stations. The new MetGo fare payment system will utilize both long term (plastic) and short term (paper) ticket media that contain smart chip technology. The MetGo system relies on fare media embedded with a contactless chip and cannot be produced by conventional printing suppliers. The supply of 100,000 long-term MetGo cards is part of the original contract with the fare system supplier, which are anticipated to last a minimum of three years. The long-term supply of limited use, paper fare media is not part of the original contract and this action would address NFTA's projected need for:

1. Ticket stock for Vending Equipment for single use and short-term travel
2. Card stock for Sales Offices, social service agencies and bulk sales

This is a sole-source procurement in accordance with NFTA guidelines as this manufacturer's supplied media complies with the specifications and warranty requirements necessary under the base support services contract. An audit of these costs was completed by the NFTA's fare collection program management consultant and it was determined that the cost is fair and reasonable.

Projected ticket and card stock usage with associated costs over the term of the contract:

	2021	2022	2023	2024	2025	5 YR Total
Ticket Stock - Vending	308,000	455,000	455,000	455,000	455,000	2,128,000
Card Stock - Office *	<u>40,000</u>	<u>40,000</u>	<u>50,000</u>	<u>75,000</u>	<u>75,000</u>	<u>280,000</u>
Cost **	\$78,554.33	\$128,584.68	\$139,850.00	\$149,350.00	\$149,600.00	\$645,939.01
* 2024 & 2025 includes One Trip Singles						
** Includes artwork, shipping and encoding fees						

FUNDING: Funding is contained in the Metro Operating Budget

"RESOLVED, that the Board hereby authorizes a contract with Scheidt & Bachmann, USA, to provide limited use fare media to NFTA 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 a contract with Scheidt & Bachmann, USA 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 he is hereby authorized to make payments under said Agreement upon certification by the Director, Public Transit, that such payments are in order.

SURFACE:

4. C. (3) **Authorization for Supplemental Agreement No. 2, WSP, Inc., LRT Extension Environmental Review and Associated Engineering Design Services Phase 1, Metro**

RECOMMENDATION: Staff recommends that the Board award Supplemental Agreement No. 2 (SA No. 2) as a \$278,205.00 increase to WSP, Inc. (WSP) LRT Extension Environmental Review and Associated Engineering Design Services Phase 1 Contract.

INFORMATION: In February 2018 the Board approved the contract for WSP to complete the Environmental Review and Associated Engineering Design Services, Phase 1 for the Amherst-Buffalo Light Rail Expansion (the "Project").

In early 2020, as lead agency, the Niagara Frontier Transportation Authority (the "NFTA"), completed, published, and received public and agency comments on the New York State Environmental Quality Review Act (SEQRA) Draft Environmental Impact Statement (DEIS) for the proposed Project.

In April 2020, in response to the DEIS the Federal Transit Administration (the "FTA") submitted a letter to the NFTA stating that in anticipation of the NFTA to seek federal funding for the Project, FTA would support development of the Project under the National Environmental Protect Act (NEPA) process and that it would now serve at the federal lead agency for this review. The FTA indicated that the Project should proceed as a federal Environmental Impact Statement (EIS) that would analyze three alternatives: 1) a no-build; 2) a bus rapid transit system (BRT); and 3) a light rail extension.

In November 2020, NFTA and WSP entered into a zero-dollar supplemental agreement (SA No. 1) to advance pre NEPA work elements and to evaluate BRT to satisfy FTA's guidance to include BRT as a viable alternative.

SA No. 2 will complete the NEPA review in accordance with federal requirements conjunction with FTA. Specific work items to include public and agency coordination; converting the SEQR DEIS into a NEPA DEIS; conducting a DEIS public hearing(s) under NEPA; preparing FEIS to incorporate public and agency comments; prepare a ROD and prepare draft and final SEQR statement of findings.

WSP identified its Women-owned Business Enterprise (WBE) participation as 15%, Minority-owned Business Enterprise (MBE) participation as 19% and Service Disabled Veteran-Owned Business (SDVOB) participation as 6%. These participation percentages satisfy the WBE, MBE and SDVOB goals set forth in the RFP.

FUNDING: New York State Department of Transportation and Empire State Development Funds.

“RESOLVED, that the Board hereby authorizes Supplemental Agreement No. 2 with WSP, Inc., to complete the NEPA review in accordance with federal requirements conjunction with FTA as described above; and

BE IT FURTHER RESOLVED, that the Executive Director, her designee and/or the Chair, be and are hereby authorized to execute Supplemental Agreement No. 2 with WSP, Inc. 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 he is hereby authorized to make payments under said Agreement upon certification by the Director, Public Transit, that such payments are in order.”

SURFACE:

4. C. (4) Authorization for Support Agreement, Conduent Transport Solutions, Inc., OrbCAD Systems, Metro

RECOMMENDATION: Staff recommends that the Board authorize an OrbCAD Support Agreement with Conduent Transport Solutions, Inc. of Columbia, MD, in the amount of \$1,389,540.00 retroactive to March 1, 2021 through February 28, 2026.

INFORMATION: NFTA-Metro (Metro) currently uses the OrbCAD system to monitor, control and operate Metro Bus service including voice, data, and location communication for our bus fleet. In an effort to maintain an efficiently operating system, an agreement is necessary for Conduent to support this system including software and database upgrades as necessary as well as enhanced security measures. In addition, one fixed-end upgrade is included in the scope over the course of the term.

This system was competitively procured in 2009 and utilizes proprietary software thus making this a validated single source procurement.

The term of this agreement will be five years, including annual service enhancement options to be exercised at the discretion of the NFTA. Period of performance and charges:

	Year 1	Year 2	Year 3	Year 4	Year 5	5 Year Total
Base	\$ 219,408	\$ 219,408	\$ 219,408	\$ 219,408	\$ 219,408	\$ 1,097,040
Option	\$ 58,500	\$ 58,500	\$ 58,500	\$ 58,500	\$ 58,500	\$ 292,500
Total	\$ 277,908	\$ 277,908	\$ 277,908	\$ 277,908	\$ 277,908	\$ 1,389,540

FUNDING: Funding is provided through Metro's operating budget.

“RESOLVED, that the Board hereby authorizes a Support Agreement with Conduent Transport Solutions, Inc. for the OrbCAD systems to monitor, control and operate Metro Bus service 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 and deliver a Support Agreement with Conduent Transport Solutions, Inc. for the total amount of \$1,389,540.00 as described above; and

BE IT FURTHER RESOLVED, that said Support 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 he is hereby authorized to make payments under said Agreement upon certification by the Director, Public Transit that such payments are in order based upon receipt of all required supporting documentation.”

SURFACE:

4. C. (5) **Authorization for Agreement, New York State Department of Transportation, Right of Way Permit, Metro**

RECOMMENDATION: Staff recommends that the Board authorize an Agreement with New York State Department of Transportation of Use and Occupancy Permit number 50902. The 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 is located downtown Buffalo and bound by Ellicott St., Oak St., North Division St., and South Division St. It is a State-owned property which is used by Metro as a bus layover area and for NFTA employee and taxicab parking. NFTA has been under contract with the NYSDOT for use of this parcel since 1991. The last rate adjustment was established in 2013 which resulted in a monthly rate of \$1,750. The new April 1, 2021 rate of \$2,100 has been 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 Metropolitan Transportation Center.

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 execution of the New York State Department of Transportation of Use and Occupancy Permit number 50902, as described above; and

BE IT FURTHER RESOLVED, that the Executive Director, her designee and/or the Chair, be and hereby authorized to execute Use & Occupancy Permit No. 50902 described hereinabove; and

BE IT FURTHER RESOLVED, that said Use & Occupancy 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 he is hereby authorized to make payments under said Agreement upon certification by the Director of Engineering, that such payments are in order.”

SURFACE:

4. C. (6) **Authorization for Agreement, 1238 Group, LLC, Storage Space, Metro**

RECOMMENDATION: Metro Rail Staff recommends that the Board authorize an Agreement with 1238 Group, LLC of Buffalo, New York, for a 2-year lease/rental agreement for 12,546 square feet of storage space at \$5.25 per square foot at 222 Chicago Street, Buffalo, New York 14204. The term of the contract/ agreement is for a 24-month period at \$65,868.00 per year.

INFORMATION: Metro Rail currently leases 20,000 square feet of indoor storage space to allow for equipment and materials to be secured and protected from the weather when not in use. The need to secure capital assets and supplies during the off season (snow and ice equipment and materials in the summer and landscaping in the winter) specialty equipment for tunnel and catenary maintenance, spare parts (catenary wire, ticket vending machines, escalator stairs and drives) and heavy equipment is critical for system operation. The current lease expires on April 30, 2021 and is not being offered for renewal. This lease/rental agreement is to allow for continued indoor storage of Metro Rail Equipment and materials in a location that is efficient for operations to assure the security and useful life of company assets and supplies by protecting them from the outside elements.

FUNDING: Funding for this is contained in the Metro Operating Budget

“RESOLVED, that the Board hereby authorizes an Agreement with 1238 Group, LLC of Buffalo, New York for a 2-year lease/rental agreement for 12,546 square feet of storage space at \$5.25 per square foot, as described above; and

BE IT FURTHER RESOLVED, that the Executive Director, her designee and/or the Chair, be and hereby authorized to execute an Agreement with 1238 Group, LLC of Buffalo, New York described hereinabove; 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 he is hereby authorized to make payments under said Agreement upon certification by the Director of Public Transit, that such payments are in order.”

SURFACE:

4. C. (7) Authorization for Contract, Green Options Buffalo d/b/a GoBike

RECOMMENDATION: Staff recommends that the Board authorize a contract with Green Options Buffalo doing business as GoBike for a three-year term in an amount not to exceed to \$759,225.71.

INFORMATION: A second Transportation Demand Management (TDM) grant was awarded to the NFTA in April 2019. This second grant for TDM will implement the recommendations of the first grant which developed the Go Buffalo Niagara Business Plan completed in December 2018 with support from New York State Department of Transportation (NYSDOT) and New York State Energy Research and Development Authority (NYSERDA).

The work to be undertaken in this scope will be funded by a Federal Transit Administration (FTA) Congestion Mitigation and Air Quality (CMAQ) contract along with in-kind support from the selected contractor.

The goals of TDM in general and this grant include a decrease in single occupancy vehicles (SOV) trips, reduced vehicle miles traveled (VMT), and reduced emissions throughout the region. Our region's ability to meet these goals is dependent on the effective deployment of a comprehensive TDM program including a commuter benefits and outreach program for local employers and property owners to promote transit, introduce vanpool, expand bikeshare, and support carpool across Erie and Niagara Counties. Specific tasks include:

- regional marketing and education on TDM programs and services including promotion of Pre-Tax Metro Perk Program, NFTA Corporate Pass Program and Give-Transit-a-Try Program;
- vanpool expansion;
- bikeshare expansion; and
- carpool signage and promotion.

The contract was publicly advertised in accordance with NFTA Procurement Guidelines. One proposal was received and reviewed by representatives of NFTA and Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) and determined to be acceptable per the terms of the RFP. The recommended respondent, GoBike, has offered a team with successful experience in the development and implementation of TDM programs and services to encourage behavior change to reduce drive alone vehicle trips and increase the use of transit and other active transportation modes in the region.

The NFTA will administer the grant award and staff at GBNRTC will manage the project.

FUNDING: A total of \$759,226 in federal CMAQ funds will be provided through a contract with Federal Transit Administration (FTA) and matched by \$298,915 in in-kind services from GoBike. CMAQ funding was awarded to the NFTA through a New York State Department of Transportation (NYSDOT) solicitation and flexed from FHWA to FTA.

RESOLVED, that the Board hereby authorizes a contract with Green Options Buffalo doing business as GoBike for a three-year term in an amount not to exceed to \$759,225.71., as described above; and

BE IT FURTHER RESOLVED, that the Executive Director, her designee and/or the Chair, be, and hereby are, authorized to execute and deliver said Agreement; and

BE IT FURTHER RESOLVED, that said Agreement may 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 hereby is, authorized to make payments under said Agreement upon certification by the Director of Public Transit, such payments are in order based upon receipt of all required supporting documentation."

RFP 4978	Green Options Buffalo dba GObike
Go Buffalo	
Transportation Demand Management Services	Buffalo, NY
SELECTION CRITERIA	(Rate on a scale of 1 - 10, with 10 being the highest)
(Completed by Team)	Team Consensus
Qualifications and Experience- Demonstrated ability in the industry, references, past performance, depth of knowledge of key personnel, organization, management.- 40%	9.50
Technical Criteria- project approach, methods, compliance with requirements.- 30%	8.50
Cost- 30%	10.00
TOTAL	9.35
Estimated Cost	
Three Year Total Request	\$759,225.71
Three Year Total In-Kind	\$298,914.80

SURFACE:

4. C. (8) **Authorization for Adoption, NFTA-Metro Bus and Rail Service Design Guidelines and Delivery Standards, Metro**

RECOMMENDATION: Staff recommends that the Board authorize the adoption of the attached NFTA-Metro Bus and Rail Service Design Guidelines and Delivery Standards.

INFORMATION: Service design guidelines and delivery standards are policies adopted by NFTA-Metro to provide an objective basis for assessing the performance of existing transit service, identifying unmet transit service needs, designing and evaluating new service proposals, and recommending changes and/or improvements or reduction of current service.

The NFTA Board of Commissioners initially approved service standards in 1992 and reaffirmed them in 1995. The most recently adopted document was approved in 2012. These revised service delivery guidelines and delivery standards were developed based on current industry best practices and are reflective of emerging trends.

Information pertaining to this item was presented to the NFTA Board of Commissioners on February 25, 2021. The Board was provided the full document for review and consideration to establish approaches and procedures to be advanced for service deployment in the future.

Staff is requesting the adoption of the revised service delivery guidelines and delivery standards.

FUNDING: No funding is required.

"RESOLVED, that the NFTA-Metro Bus and Rail Service Design Guidelines and Delivery Standards, be, and hereby are, adopted."

Service Design Guidelines & Delivery Standards

2021 Revision

DRAFT



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Executive Summary

NFTA Metro's Service Design Guidelines and Delivery Standards, approved by the NFTA Board of Commissioners on March 25, 2021, provides a framework for transit network design and operation. This framework is derived from a commitment to NFTA Metro's mission and vision for regional coordination and enhanced quality of life through the application of public transportation.

This document has four main sections:

- The **Introduction** defines the service area and establishes service tiers for transit operation, separating the most important core services from the supporting services. A quick guide to understanding the document is included in this section.
- **Service Design Guidelines** establish general principles to guide staff in designing new and existing routes. For example, bus routes should be simple and direct; bus stop spacing should be context sensitive; and shelters, pedestrian connectivity, and bicycle infrastructure are crucial elements of a successful transit network. Equity is an important consideration in route design, and NFTA Metro's five-factor Transit Need Index provides a framework for evaluating the equitable distribution of service to the communities with the highest need for public transportation accessibility. Service design guidelines provide an aspiration for the transit service NFTA Metro should provide
- **Service Delivery Standards** establish the framework for determining service tiers and define evaluation metrics and other aspects of service operation. This section explains operational standards such as service hours of operation, frequency, defined peak and off-peak time periods, service productivity and capacity of transit vehicles. Some of these standards are delineated by service tier, while others are universal systemwide.
- In **Service Evaluation Process**, a procedure is established for how each service route is evaluated, and how service is changed. The evaluation is a six-step process that uses route and aggregate service tier statistics to determine performance. Low or high performance may lead to changes to operations or modification of service tier. Significant changes require the nine-step service change process, which has public outreach and board approval requirements.

After the major sections, there are **Frequently Asked Questions** (FAQs) that may answer common queries the reader may have about NFTA Metro service planning and operation.

This document has been written to be readable by the public while being applied internally. For any transit terminology that may not be familiar to the reader, a glossary of transit terms has been included in the **Appendix**.

1. Introduction

1.1 Background

What is NFTA Metro?

Niagara Frontier Transit Metro System, Inc. (**NFTA Metro**) is the state-granted public authority that coordinates and operates surface public transportation (also known as transit, or public transit) for the counties of Erie and Niagara in western New York state. NFTA Metro manages and operates Metro Bus, Metro Rail, and PAL (Paratransit Access Line) services for the community.

NFTA Metro is a division of the Niagara Frontier Transportation Authority (NFTA) that is responsible for air and surface transportation in Erie and Niagara counties.

What are service design guidelines and delivery standards?

Service design guidelines and delivery standards are policies adopted by NFTA Metro to provide an objective basis for assessing the performance of existing transit service, identifying unmet transit service needs, designing, and evaluating new service proposals and recommending changes and/or improvements or reduction of current service. The NFTA Board of Commissioners (hereafter "NFTA Board") initially approved service standards in 1992, reaffirmed them again in 1995 and revised them last in 2012. This document contains service design guidelines and delivery standards based on current best practices of the transit industry and the conditions of the Buffalo-Niagara region's transportation needs.

Why do we establish service standards?

Service standards allow NFTA Metro to meet key principles and framework that reflect the mission and vision of NFTA Metro.

Mission

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

Vision

Support the effective coordination and partnership with public and private entities in continuously improving transportation services to promote regional growth.



1.2 Service Overview

Service area

The service area of NFTA Metro is defined as Erie and Niagara Counties in New York State, including the Cities of Buffalo, Niagara Falls, Lackawanna, North Tonawanda, Lockport and Tonawanda.

Service tier definitions and standards


Metro Rail and Metro Bus are transit services provided by NFTA Metro. It is important to distinguish between the various existing and planned services to allow for the prioritization of service to areas of high ridership while allowing appropriate geographic connectivity.

SERVICE TIERS

CORE SERVICES


Tiers most important to maintaining regional transportation ridership and connectivity

METRO RAIL




A light rail line that operates in conjunction with the bus transit network

BUS RAPID TRANSIT




A high quality bus system that delivers fast, frequent, and high capacity service

FREQUENT



A primary route in a high-density municipality that has the highest ridership and demand

STANDARD




A route used to improve transit coverage in areas not serviced by frequent bus service, the objective of this service is to connect riders to frequent and higher levels of service

SUPPORTING SERVICES


Tiers that benefit regional transportation connectivity and efficiency

LIMITED STOP




A route variant that only services selected stops to reduce travel time for through-riding customers

SUBURBAN EXPRESS




A rush-hour bus route that serves downtown Buffalo to/from suburban park-and-rides or activity centers using highways

LOCAL EXPRESS




A faster variant of an existing bus route that follows the local route until near the City border, then uses highways to access downtown Buffalo

ON-DEMAND MICRO TRANSIT



A ride-hailing type of service that operates to increase coverage in an area not serviced by traditional fixed-route service

TROLLEY



A seasonal bus route that provides service as a circulator to promote connectivity of tourist destinations and hotel lodgings

1.3 Understanding this document

This document is written with the intent of informing internal entities, as well as educating the public. NFTA Metro will abide by the guidelines and standards set forth in this document to provide the necessary transportation service of the Buffalo-Niagara region. Members of the community and customers can understand the necessary steps taken to decide how service is provided by NFTA Metro by reading this document.

There are three major sections of this document: **Service Design Guidelines**, **Service Delivery Standards** and **Service Evaluation Process**.

Service Design Guidelines are general best practices for how the design of the transit network should look.

Service Delivery Standards provide a framework that is used to establish service tiers and performance metrics used to evaluate its operation of service.

The **Service Evaluation Process** is the procedure by which service performance metrics are measured, evaluated, and used to inform service planning decisions at NFTA Metro.

The last section of the document includes **Frequently Asked Questions**. These are common queries that NFTA Metro staff receive about the services provided.

Within this document are references to terms that may be unfamiliar to some readers. **Appendix A** is a glossary of terms that is used in this document and others released by NFTA Metro.

Up-to-date yearly analysis of the Transit Need Index and classification of service tiers can be found in the **Appendix**.

Other documents, laws or policies may be referenced in this document. These are colored and bolded for readers and look like this: **Referenced Document**. If the document is by NFTA Metro, it can be found on our website: <https://www.nfta.com/about/public-information>

NFTA Metro can be further contacted with any questions or comments.

Email us at info@nfta.com or visit our website.

2. Service Design Guidelines

2.1 What are service design guidelines?

Service design guidelines establish general principles to guide staff in how new and existing routes are designed. Additionally, transit supportive facilities, geographic coverage and equity factors are considered for route planning. Service design guidelines are not rigid standards and provide room for flexibility as much as funding and geographical contexts may allow. Service design guidelines provide an aspiration for the transit service NFTA Metro should provide.



2.2 Route design

Simple routes

Routes should be designed in an easy-to-understand and consistent way. Customers should be able to tell where the route goes. As much as is feasible, routes should remain on major arterials with good pedestrian connectivity. Routes should be designed to connect major activity centers.

Direct routes

Routes should be designed directly to and from major destinations without straying from major arterials to minimize passenger travel time.

Symmetrical routes

Routes should be designed to operate in an easy-to-understand and symmetrical pattern, servicing the same corridors in both directions.

Variations

When a route serving an area has the same start point but deviates course along its journey to serve other areas, this is known as a **variation**. Routes should not have more than 2 variations to allow for an easy-to-understand route network.

Coverage (transit access)

Fixed-route transit should be designed to serve areas with density, walkability, continuity, and linear routing. Some routes are designed for geographic service coverage and may not serve dense/walkable areas due to established car-centric land use and development but are necessary to maintain regional connectivity. The conflict between serving areas with high transit propensity and serving more land area is continual and can be the reason for routes operating in less dense areas.

Multimodal connections

Whenever possible, NFTA Metro routes should serve to connect multimodal forms of transportation.

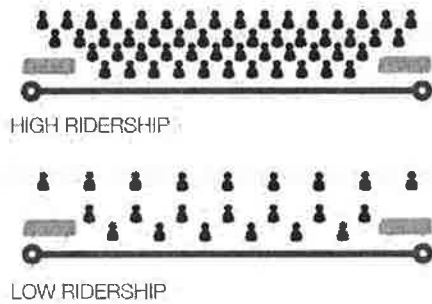
This may include but is not limited to airports, train stations, intercity bus services, light rail, commuter rail, park-and-ride lots, car-share, and vanpool.

NFTA Metro routes should also serve key pedestrian areas and provide sufficient connection to bicycle facilities, bikeshare and other micro-mobility forms that can provide accessible means for first/last mile trips.

ROUTE DESIGN

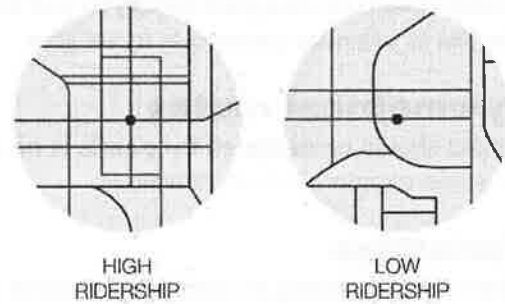
DENSITY

Areas with more people going to and coming from destinations located near stops.



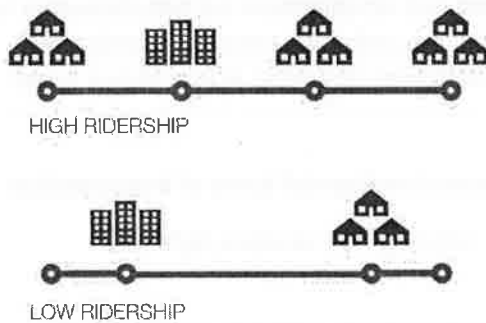
WALKABILITY

Areas with more sidewalks, safer street crossings, and a connected street grid.



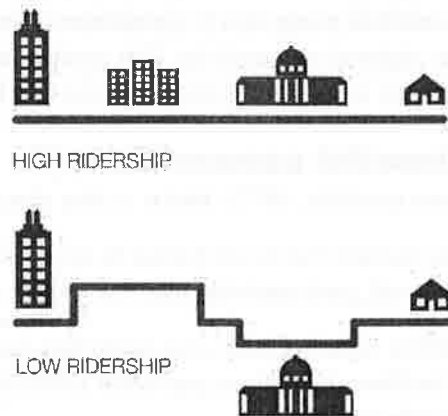
CONTINUITY

Routes that avoid traveling through long gaps of low-density development.



LINEARITY

Routes that run frequently and in straight lines with few deviations.



Graphic Adapted from IndyGo (Indianapolis, IN)

2.3 Bus stops

Spacing

In most cases, NFTA Metro determines stop spacing by geography. Downtown Buffalo is the most dense, walkable, and accessible district of the service area. It also experiences the most traffic congestion, traffic lights, and highest number of transit transfers. For these reasons, stop spacing can be spread out to allow for riders to utilize alternative forms of transportation within Downtown, while also maintaining accessibility and efficiency of transit vehicles.

Higher-Density neighborhoods contain the most transit riders and have the highest residential density in the area. These areas are often served by more frequent bus routes that must maintain speed and time efficiency for transit to remain a viable transportation option. Higher-density municipalities have higher walkability and accessibility than lower-density municipalities. Therefore, they have less stops per mile than routes in less dense areas due to more potential for delay. Less stops allows the bus to move quickly through traffic at reliable time intervals.

In the outer-ring suburbs and rural areas of the service area, there are fewer riders and infrastructure is lacking for pedestrians. Because of these contextual features, it is important to be able to get as close to the destination as possible, requiring the highest stops per mile. However, speed efficiency is not lost due to a lower rate of ridership at these stops. The additional stops do not slow the buses and riders' time on-vehicle is not significantly affected.

Geographic Context Dependent Service	Suggested Average Spacing (stops per mile)
Downtown Buffalo	1,200 ft (4)
Higher-Density Municipality	950 ft (5)
Lower-Density Municipality	700 ft (7)
Independent Services*	
Bus Rapid Transit	¾ mile (1-2)
Limited Stop	¾ mile (1-2)
Suburban Express	Case-by-case
Local Express	Case-by-case

**independent services are not geographically contextual in all cases and may have wider average stop spacing due to the nature of the service, despite their locations*

Downtown Buffalo is defined as Goodell St/Edward St in the north, Michigan Ave in the East, Elmwood Ave/Lower Terrace in the West, the Buffalo River and South Park Ave in the South.

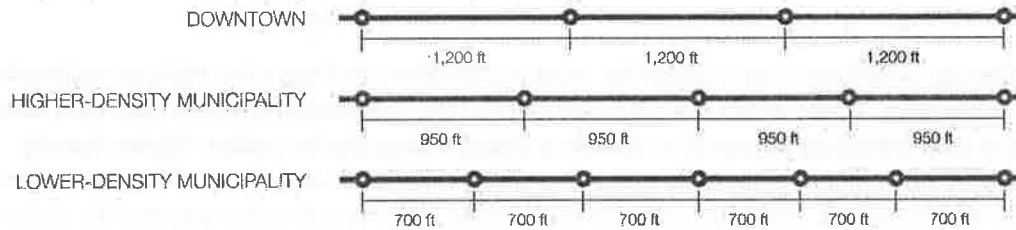
Higher-Density Municipality is defined as a municipality outside of Downtown Buffalo (see above) with significant population density (greater than 1,000 people per sq. mile), including some first-ring suburbs.

Lower-Density Municipality is defined as anywhere in Erie or Niagara County not found in the above geographies and/or has population density less than 1,000 per sq. mile.

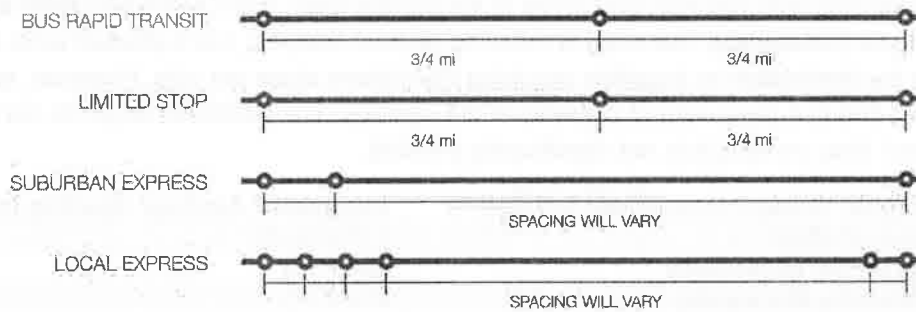
BUS STOP SPACING

DISTANCE BETWEEN STOPS

GEOGRAPHIC CONTEXT DEPENDENT SERVICE



INDEPENDENT SERVICES





Bus stop design

Symmetrical location

Bus stops for inbound and outbound directions should be located within a visible and short walking distance of each other to ensure buses are serving the same geographic area both ways.

Pedestrian accessibility

Whenever possible, bus stops should be located on the curb of an ADA-accessible sidewalk. Bus stops should be supportive of pedestrian networks. They should be visible and accessible from both sides of the street.

Bus bulbs and boarding islands

Bus bulbs are curb extensions that align the bus stop with the outside of the parking lane. They help with the efficiency of the bus merging in and out of traffic and provide a visible cue for community members to board the bus. Bus bulbs can be at corners or mid-block.

Boarding islands are like bus bulbs but are separated by the sidewalk by a bicycle lane. Both infrastructure designs allow for a streamlined transit service with in-lane stops.

Bus bulbs and boarding islands should be in conjunction with high ridership stops on frequent routes.

Resurfacing, restriping, and road reconstruction projects provide key opportunities to incorporate transit safety and efficiency improvements into the streetscape. Ongoing coordination between transit agencies and City, State, and County departments of transportation is crucial.

Where to stop?

Buses can stop to the side of the street (pull-out stop) or in the travel lane (in-lane stop). The most appropriate place to stop depends on road geometry, local traffic situations and space. Passenger safety is always the first and most important consideration for where the bus will stop given its local context.

Pull-out stops

Pull-out stops have little impact on traffic if there is enough room for the bus to pull over completely. Often this is into the parking lane that is reserved for the bus to stop in. This is not compatible with bus bulbs or boarding islands. This allows the bus to come close to the pedestrian space for accessibility and safety.

In-lane stops

With an in-lane stop, the bus stops in the travel lane to let passengers off. This is preferable with bus bulbs and boarding islands. Otherwise, pull-out stops (see above) can be preferable to get riders closer to the pedestrian infrastructure.

Far-side stops

Far-side stops are where the bus stops after an intersection.

Near-side stops

Near-side stops are where the bus stops before an intersection.

Mid-block stops

Mid-block stops are where the bus stops in the middle of a block and not near an intersection.

Signalized and four-way stop intersections

Bus stops should be located after a signalized intersection (**far-side**) whenever possible. This makes for safer boarding and alighting for passengers and is more efficient.

Two-way stop intersections

Bus stops should be located before/at the stop sign (**near-side**) for two-way stops whenever possible.

Roundabouts

Bus stops should not be located within the travel lane of a roundabout whenever possible.

Transit supportive facilities***Transit centers***

Transit centers are locations where multiple bus routes meet to provide a vital connection point for transferring between lines or modes. These should provide riders with a safe, well-lit, and comfortable climate-controlled place to wait and purchase fares. They should provide bicycle parking. Transit centers should allow for the transfer to bicycle, bike-share, and other alternative mode transportation, as well as great pedestrian access.

In the NFTA Metro transit network, primary transit centers are located at the Metropolitan Transportation Center in downtown Buffalo, as well as the Niagara Falls Transportation Center and Portage Road Transportation Center in Niagara Falls. Many of the Metro Rail stations also serve as transit centers, notably University Station, which has connections to eleven (11) bus routes.

Transit hubs

Transit hubs are locations where multiple bus routes meet to provide a vital connection point for bus transfers. Transit supportive entities should be available at transit hubs, such as shelters, benches, digital schedule signage or heating elements. They should provide bicycle parking. Transit centers should allow for the transfer to bicycle, bike-share, and other alternative mode transportation, as well as great pedestrian access.

Black Rock Riverside Transit Hub is an example of a transit hub in the NFTA Metro transit network.

Park-and-rides

Park-and-rides are designed to promote transit use for people living outside of the central city by allowing riders to drive or get dropped off to nearby lots to then ride transit. They may not be served by transit where they live, but this allows riders to utilize the cost-saving benefits of transit.

Park-and-ride lots should be well-lit with streetlights and have a place for riders to wait (shelter or bench). Park-and-ride lots should be clearly identified.

NFTA Metro operates numerous park-and-ride lots across the service area. Suburban Express and Local Express routes should serve these lots.

Transit supportive entities

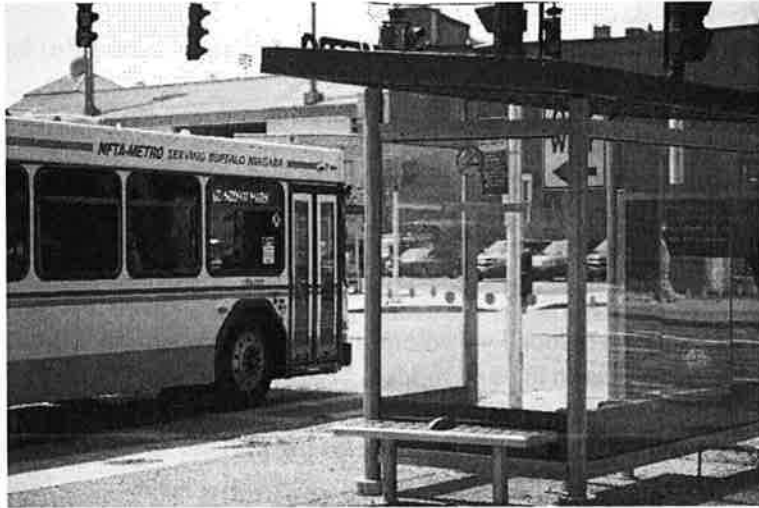
Shelters

Bus shelters are important for customer comfort and safety, as they provide protection from the elements for passengers waiting to utilize the bus. There are currently 4,500 bus stops in the NFTA Metro network, with 250 shelters. Five percent of boarding locations within the network are served by a shelter.

NFTA Metro is committed to providing a comfortable experience and seeks to add additional shelters to provide better facilities to align more closely with peer agencies.

Large transit shelters should be provided at the highest ridership stops, whereas standard sized shelters are appropriate for less heavily utilized stops.

Bus shelters require significant capital and operating costs and are approved on a case-by-case basis. Providing shelters benefits current ridership, attracts new ridership and provides marketing and branding opportunities.



When adding new shelters, there are considerations that are measured when determining proper location. These include:

- Ridership (how many people board the bus in a location)
- Feasibility (space available for a shelter)
- Potential impact to adjacent properties (neighboring property owners' concerns)
- Visibility (whether the shelter can be seen by operators, vehicles and pedestrians; marketing opportunities)
- Geographic dispersion (distribution of shelters among bus routes and municipalities in the region, contributing to an equitable distribution)

NFTA Metro works with developers and other entities. Shelters provided by other parties may not be maintained by NFTA Metro or look similar to NFTA Metro's base shelter and are provided as a convenience.

Shelters are not permanent and may be moved at the discretion of NFTA Metro. Shelters at underperforming stops should be moved to better serve the highest ridership in the NFTA Metro transit network.

Seating

Seating at bus stops is provided by NFTA Metro and others with permission by owners of the right-of-way for the comfort and convenience of riders. It may be located in conjunction with a shelter, or unprotected. High ridership stops are good candidates for seating provided by NFTA Metro.

NFTA Metro works with its partners in municipalities and landowners to provide this convenience for the riding public.

Bicycle facilities

Bicycling can be used to complement and supplement transit services. Bicycling and transit support an affordable, equitable, sustainable, low-impact and community-friendly transportation journey. NFTA Metro strives to increase bicycle facilities to stops and transit supportive facilities.

All NFTA Metro buses have bike racks that can accommodate two bicycles on the front of the vehicle. Riders are permitted to bring bikes onto Metro Rail as well.

Bicycle parking in the form of permanent and secure bike racks should be provided at all transit centers, hubs, park-and-rides, and high ridership stops that contain a shelter and/or a bench.

NFTA Metro works with local municipalities, transportation agencies, bike-share companies, bike advocacy groups, landowners, and the community at-large to provide bicycle parking.

Signage

All NFTA Metro stops should display a sign showing the routes served and identify the Stop ID for wayfinding.

Other signage that may be seen at NFTA Metro stops includes digital real-time signage, informational signage, route change notices, and paid advertisement.

Wi-Fi

Wi-Fi is provided as a courtesy at some transit centers and on NFTA Metro buses. NFTA Metro is working to improve Wi-Fi access within the NFTA Metro network.

Real-time information

NFTA Metro is committed to keeping riders informed and connected with real-time information. NFTA Metro has chosen to integrate GTFS-R, an industry-standard real-time data format, into its operations.

GTFS-R allows for third-party developers to consume data distributed by NFTA Metro to inform riders of service changes, live bus locations and expected times of arrival adjusted to traffic conditions. Third-party developers typically integrate the data with trip planning to provide riders with a cohesive transit experience.

Riders can utilize some of the free applications listed at <http://metro.nfta.com>.



2.4 Infrastructure design

Pedestrian connectivity

NFTA Metro supports pedestrian connectivity to its transit centers, hubs, and stops. Whenever possible, roadway modifications to corridors with NFTA Metro routes should enhance pedestrian connectivity and safety. Coordination with municipalities and local transportation departments should encourage the development of a complete pedestrian network to link to transit.

Dedicated transit lanes and transitways

Dedicated transit lanes provide exclusive access for transit vehicles for either portions of the day, or full time. These provide transit vehicles with a clear path outside of most vehicular traffic and are often combined with stop infrastructure like bus bulbs or boarding islands. They are most effective in areas with high traffic delays and significant curbside activity. Dedicated transit lanes can be located along the curb, between travel lanes and a parking lane, or in the center of the street.

In some cases, exclusive transit-vehicle roads are needed. This is called a transitway. Vehicular traffic is physically separated from transit vehicles, which have exclusive use and are protected.

Dedicated transit lanes and transitways are integral to providing light rail, and bus rapid transit (BRT) service in urban areas. They also can improve efficiency of frequent bus service in congested areas.

NFTA Metro should work with local municipalities, and state and county departments of transportation to establish dedicated transit lane infrastructure for all modes and explore transitway options for future modes.

Transit lanes and transitways should be differentiated visually by using road paint. Bus lanes should be red, whereas bike lanes should be painted green. This should follow NYSDOT and USDOT guidelines and regulations.

Active transit signal priority (TSP)

Transit Signal Priority (TSP) modifies traffic signal timing or phasing when transit vehicles are present. This is done either conditionally for a late vehicle (where the light is held to allow the vehicle to catch up), or unconditionally where the signal will change upon any approaching transit vehicle. These are used to increase reliability and decrease travel time on implemented corridors. TSP is frequently combined with dedicated transit lanes for further efficiency.

Queue jump lanes

Queue jump lanes provide preference for buses at intersections, giving the bus a “head start” over other traffic. This combines active signal priority with bus lanes, where a bus will be given a green light to “jump” ahead of the vehicular traffic at the traffic light, allowing the bus to be in front of traffic. This technique reduces delay and is used in Bus Rapid Transit designs.

2.5 Essential considerations

Equity statement

NFTA acknowledges that transportation and mobility are connected to opportunity in the Buffalo-Niagara region. We are committed to providing public transit service that maximizes opportunity. We recognize that different neighborhoods have differing transit needs that are tied to income, poverty status, race/ethnicity, and automobile access.

This document guides staff in designing and evaluating transit service, as well as transit supportive infrastructure such as shelters and benches. One strategy NFTA Metro will use to hold itself accountable for how service changes affect the most vulnerable members of our community is to adopt a Transit Need Index within an equity framework, described below. This index will allow staff to understand how proposed changes may affect neighborhoods with a high transit need who may be most impacted (either positively or negatively) by service changes.

As a regional transportation leader, NFTA Metro will continue to work with partner agencies and local leadership to promote equity and opportunities for our community.

Accessible inclusion

NFTA Metro serves a diverse population with different transportation needs. It commits to ensuring accessibility is among the most important factors when determining how the transit network is designed. Design should be accessible, inclusive, universal, and promote safety. The transit network should be understandable by members of the community regardless of age or ability.



Title VI program

NFTA Metro is committed to following the provisions established by Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.). Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance, including the Federal Transit Administration (FTA). NFTA Metro submits a compliance report every three years as outlined by FTA regulations.

Public participation

NFTA Metro welcomes community input on its service and operation. NFTA Metro has adopted a blueprint for how the public can engage with staff and provide input to influence service modifications. NFTA Metro promotes the active engagement of traditionally underrepresented populations.

Americans with Disabilities Act (ADA)

All Metro bus and rail facilities and vehicles must be in compliance with the Americans with Disabilities Act (ADA) design standards.

Transit Need Index

NFTA Metro has developed a five-factor Transit Need Index based on demographic and employment information in accordance with industry best practices. The resulting maps highlight differing transit needs throughout Erie and Niagara Counties.

Data for the Transit Need Index is sourced from the United States Census Bureau American Community Survey (ACS) (using 5 year estimates) and Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) on the block group level for Erie and Niagara Counties.

All data is sorted into quartiles, with each quartile representing 25% of census block groups. Quartiles are assigned values 1 through 4, depending on how that value indicates higher transit need. Block groups scoring a 4 have the most significant need for transit based on the demographic data.

The indexes for the five factors are then added up and again displayed in quartiles, representing Low, Medium-Low, Medium-High, or High Transit Need.

The Transit Need Index will be updated on an annual basis.

Origin data

Four demographic indexes are created using origin data, or data that tells where people who need transit are living.

Median Income Index

Median income is the middle-income value within the population of the block group. Lower median incomes indicate people who are more likely to need and utilize transit as a form of transportation.

This data is the only set that does not take density into account. This is because median is already a normalized value.

The 25% of block groups with the lowest median income are given a score of 4, while the highest are given a score of 1.

Minority (All but White-alone) Population Density Index

Racial and ethnic minorities are more likely to utilize transit in Erie and Niagara counties due to historical issues of segregation and suburbanization.

This factor utilizes block group minority population (all races/ethnicities that are not White-alone) and normalizes the data by the area of the block group in square miles. This allows NFTA Metro to identify concentrations of minority populations.

The 25% of block groups with the highest density of minority populations are given a score of 4, while the lowest are given a score of 1.

Economically Disadvantaged Households Density Index

Households that are at or below the federal poverty level for the Buffalo-Niagara region are “economically disadvantaged” and are more likely to require transit as a form of essential transportation.

This factor utilizes data for the number of households that falls at or below the federal poverty level, and then is normalized by the area of the block group in square miles to allow for staff to identify concentrations of disadvantaged residents.

The 25% of block groups with the highest disadvantaged households are given a score of 4, while the lowest are given a score of 1.

Zero Car Households Density Index

Households without access to an automobile are more likely to require transit as a form of essential transportation.

This factor utilizes data for the number of households without access to an automobile and is normalized by the area of the block group in square miles. This allows NFTA Metro staff to identify areas of concentrated households without access to a vehicle.

The 25% of block groups with the highest density of zero car households are given a score of 4, while the lowest are given a score of 1.

Destination data

One demographic index uses destination data, or common destinations for people who need transit.

Low Income Jobs Density Index

Residents who work low-income jobs are more likely to require transit to get to their place of employment. Low income jobs are jobs that pay \$1,250 a month or less according to the U.S. Census Bureau.

The data is combined at the block group level and normalized by area in square miles.

The 25% of block groups with the highest density of low-income jobs are given a score of 4, while the lowest are given a score of 1.

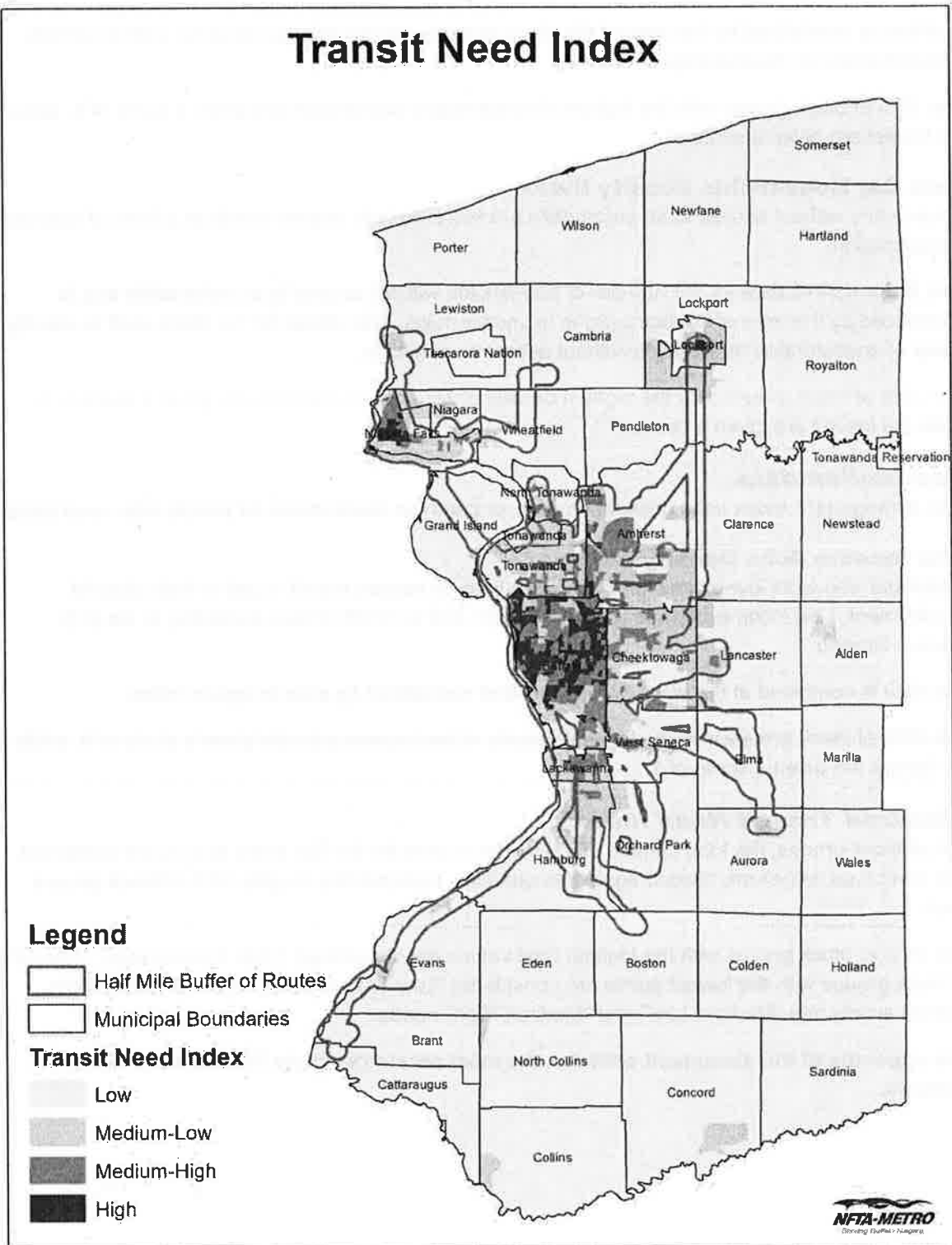
Finalized Transit Need Index

For all block groups, the total of each of the values scored for the five index factors are combined. The combined values are divided again into quartiles, representing roughly 25% of block groups each.

The 25% of block groups with the highest total values are considered "High Transit Need." The 25% of block groups with the lowest points are considered "Low Transit Need," with the middle 50% divided evenly into "Medium-Low" and "Medium-High" needs.

The appendix of this document contains the most recent complete Transit Need Index analysis.

Transit Need Index



2021 Transit Need Index Map

3. Service Delivery Standards

3.1 What are service delivery standards?

Service delivery standards provide a framework for establishing service tiers and defining metrics used to evaluate service performance. Service tier assignments are based on route performance, best practice and financial constraints.



3.2 Service hours/Span of service

What is it?

Service hours refer to the timespan and number of hours that NFTA Metro is operating vehicles across its various tiers.

Why is it important?

Service hours affect NFTA Metro's availability to the rider. A longer span of service, with more service hours operated will allow the riding public to access transportation in more flexible ways. NFTA Metro must balance service availability with demand, while managing the cost of operation and maintenance of vehicles and facilities.



What can riders expect?

NFTA Metro operates service year-round, seven days a week, and up to 19 hours a day. Service hours may vary between and among service tiers, and route to route. By maintaining service span, NFTA Metro can be responsive to needs of transit dependent.

Ridership demand may determine a slightly altered service span on an individual route level.

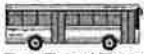
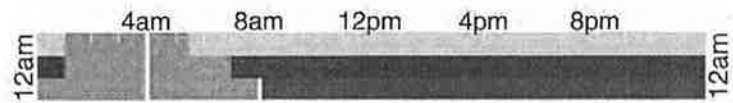
<i>Service Tier</i>	<i>Weekday</i>	<i>Saturday</i>	<i>Sunday</i>
Metro Rail	5:30 AM – 1:00 AM	7:00 AM – 1:00 AM	8:00 AM – 12:00 AM
Bus Rapid Transit	5:30 AM – 1:00 AM	7:00 AM – 1:00 AM	8:00 AM – 12:00 AM
Frequent	5:30 AM – 1:00 AM	6:30 AM – 12:00 AM	7:00 AM – 10:00 PM
Standard	5:30 AM – 12:00 AM	6:30 AM – 12:00 AM	7:00 AM – 10:00 PM
Limited Stop	6:00 AM – 10:00 PM	None	None
Suburban Express	6:30 AM – 9:00 AM 4:00 PM – 6:30 PM	None	None
Local Express	6:30 AM – 9:00 AM 4:00 PM – 6:30 PM	None	None
On-Demand	5:30 AM – 12:00 AM	TBD	TBD
Microtransit			
Trolley (seasonal)	TBD	TBD	TBD

SERVICE SPAN

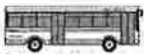
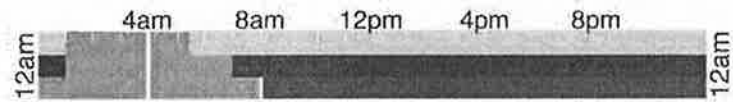
Monday
 Saturday
 Sunday
 Out of Service



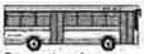
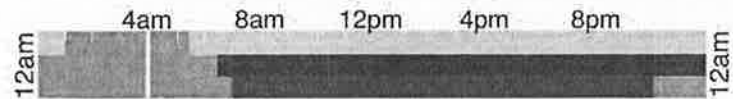
Metro Rail



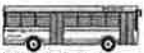
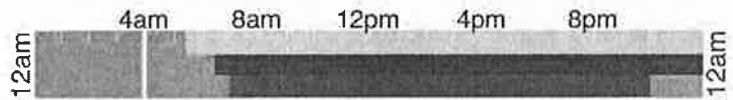
Bus Rapid Transit



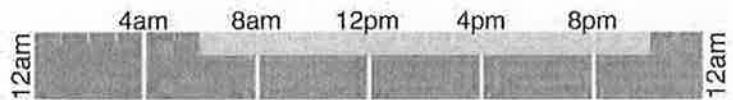
Frequent



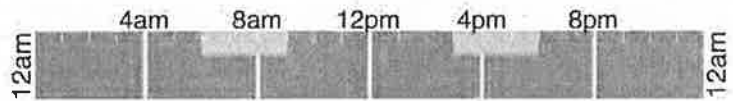
Standard



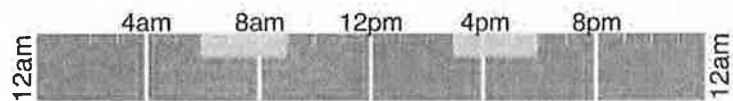
Limited Stop



Suburban Express



Local Express



3.3 Service frequency

What is it?

Service frequency is the number of vehicles on a route within a time period, such as buses (or trips) per hour.

Why is it important?

Service frequency can determine how NFTA Metro customers use transit service, and how long they have to wait at stops and stations. Frequent routes allow riders to access transit without much need for planning ahead, adding flexibility and less door-to-door travel time. Less frequent routes may require riders to plan more to ride and wait longer for transfers.

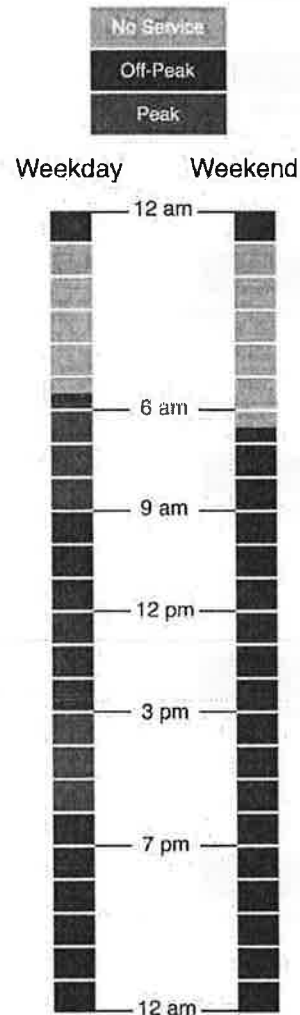
What can riders expect?

NFTA Metro provides transit service that balances regular, high-ridership service with routes designed to provide access to activity and job centers, medical services, educational facilities, and other key destinations throughout the Buffalo-Niagara area. For some routes, higher frequencies are offered during peak times to accommodate periods of high ridership, compared to nights and weekends.

Peak Hours are the hours that NFTA Metro experiences the highest demand for service and ridership. This is between 6:00 AM to 9:00 AM in the morning, and 3:00 PM to 6:00 PM in the evening. During these times, NFTA Metro provides frequent service to meet passenger demand.

Off-Peak Hours are those hours outside of the peak hours. NFTA Metro continues to provide service, however buses may not come as frequently because of lower ridership and demand at those times.

PEAK SERVICE HOURS



Ridership is a major factor in determining frequency for a particular route and service tier. High-ridership routes, like Metro Rail, Bus Rapid Transit and Frequent tiers will see the most frequent service in NFTA Metro's network. Adjusting service frequency can be a useful tool for NFTA Metro to address other standards, and to reallocate service.

TRIPS PER HOUR (OFF PEAK)

BUSES PER HOUR

METRO RAIL every 15 minutes



BUS RAPID TRANSIT every 15 minutes



FREQUENT every 20 minutes



STANDARD every 60 minutes



Service Frequency Standards (headways)

Core Service Tier	Peak	Off-Peak
Metro Rail	10-12 min	15-20 min
Bus Rapid Transit	10-12 min	15-20 min
Frequent	10-15 min	20-30 min
Standard	30 min	60 min

3.4 On-time performance and service reliability

What is it?

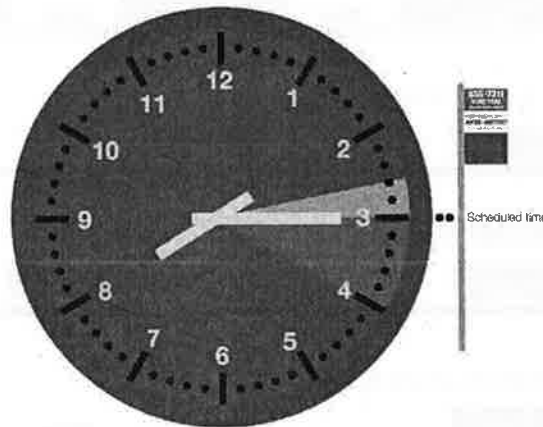
On-time performance is a measure of how frequently a transit vehicle arrives to its scheduled timepoints within the acceptable window of time.

NFTA Metro considers a service to be “on-time” if it departs from its scheduled stop up to two (2) minutes early, or up to five (5) minutes late from the designated time. Service reliability ensures that trips that are scheduled are serviced.

Why is it important?

On-time performance gives NFTA Metro riders confidence in transit reliability and in accordance with published timetables. This is especially important for routes with less service frequency. Lower on-time performance can cause significant delay in riders’ travel time and disrupt the daily schedule. Late transit service can cause riders to wait longer than expected outdoors, which can be most impactful in the winter months. It is important for NFTA Metro to provide the trips that it has scheduled.

WHAT NFTA-METRO CONSIDERS “ON-TIME”



What can riders expect?

Every effort will be made to ensure that all NFTA Metro vehicles operate on-time.

- To be in compliance with NFTA Metro’s service standards, 84% of transit vehicles must depart from a time point within the on-time range, or **higher than the previous year’s average on-time performance by service tier.**

NFTA Metro very rarely misses scheduled trips due to mechanical problems, or shortage of drivers or vehicles. System service cuts are monitored to ensure no routes or trips are disproportionately affected by service cuts.

- NFTA Metro maintains a minimum of 99% of all annual scheduled trips operating.

3.5 Service productivity

What is it?

Service productivity measures the efficiency of a bus route, which takes into account ridership and net costs associated with its operation.

Why is it important?

Service productivity is heavily considered when determining the operation of a transit route.

Highly productive routes serve more people and subsequently have the highest farebox recovery, or money paid for fares that offset the price of operating the bus. Routes that are highly productive will benefit as first preference for any upgrades to service.

What can riders expect?

NFTA Metro evaluates Core Services with a calculation of passengers per revenue hour. Passengers are counted by Automatic Passenger Counting (APC) devices installed onto all vehicles. Revenue hours are the number of hours that buses are operating on a route in a time period, such as day or year. Using passengers per revenue hour normalizes the data between routes of different lengths.

NFTA Metro evaluates Supporting Services with a calculation of passengers per trip, because within this category, ridership is less impacted by route length. A trip is each time a transit vehicle operates its full route in a single direction.

NFTA Metro also considers farebox recovery* to guide decisions and evaluate productivity. Farebox recovery can show how much a transit route is paying for itself, or what the net costs are. Routes that have high farebox recovery are considered productive.

**farebox revenue is not the majority source of funding for any NFTA Metro routes.*



3.6 Service capacity

What is it?

Service capacity is the number of riders that NFTA Metro vehicles can safely accommodate. Due to a varied set of vehicles with different capacities, NFTA Metro analyzes passenger loads on a service tier level. Passenger loads refer to the relationship (ratio) of the number of actual riders counted on those vehicles to the total capacity of the transit vehicle (how many can be comfortably seated). This is reported as a percentage, where 100%



represents a full bus of seated riders. Percentages over 100% indicate that passengers may be expected to stand for a period of no longer than 15 minutes along the route of the vehicle. It is an industry-standard to provide passenger load guidelines over 100%.

Why is it important?

For the safety of riders and efficiency of the NFTA Metro network, decisions must be made on how many vehicles can serve a route in relationship to ridership. Given the natural budget constraints of public transit, NFTA Metro must balance the comfortability of riders with the amount of service it can provide.

What can riders expect?

NFTA Metro has identified the acceptable amount of passenger load to meet ridership demands for a given service tier. Riders can be expected to stand for up to 15 minutes of the duration of their trip without finding a seat. Routes that are consistently and significantly over-capacity may warrant larger capacity vehicles and/or higher service frequency to meet demand. During off-peak hours, riders may be more likely to sit for the duration of their trip.

- A typical 40-foot bus has a seated capacity (100%) of 38 passengers.
- A typical Metro Rail car has a capacity of 120 passengers; Metro Rail typically operates 3 cars per train.

Maximum Passenger Load Guidelines

Route Type	Peak Hours	Off-Peak Hours
<i>Metro Rail</i>	150%	130%
<i>Bus Rapid Transit</i>	140%	120%
<i>Frequent</i>	140%	120%
<i>Standard</i>	120%	110%
<i>Limited Stop</i>	140%	120%
<i>Suburban Express</i>	100%	N/A
<i>Local Express</i>	100%	N/A
<i>On-Demand Microtransit</i>	100%	100%

4. Service Evaluation Process

4.1 Why do we evaluate or change service?

NFTA Metro operates on a budget like all public authorities and must make decisions that affect service. Public transportation services change due to changes in community needs, as well as available budget and operational feasibility.



4.2 How is service evaluated?

For all service evaluations, it is important to compare like-routes to each other. Therefore, NFTA Metro evaluates service tiers, as well as the individual routes. Service is evaluated at NFTA Metro annually and can change seasonally.

Step 1 – Average route statistics

To begin evaluation, data for each route is averaged by day type (weekday, Saturday and Sunday) for the entire year. For instance, daily ridership might vary depending on the time of year or day, but an average will allow the route to be compared to others.

Statistics Evaluated:

- **Average ridership**
- **Service productivity** (either average passengers/revenue hour, or average passengers/trip)
- **Average farebox recovery rate**
- **Average passenger load percentage**

Step 2 – Average tier statistics

Next, the collective average will be calculated from all of the routes that belong to a particular service tier, such as Frequent or Standard. This will allow for comparison among routes and create an average metric to compare the individual routes to.

Statistics Evaluated:

- **Average tier ridership**
- **Tier Service productivity** (either average passengers/revenue hour, or average passengers/trip)
- **Average tier farebox recovery rate**
- **Average tier passenger load percentage**

Step 3 –Sort routes within tiers and compare

During this comparison, routes will be sorted as above or below the service tier average statistic.

All of these sorted tiers will be compiled to analyze together.

Step 4 – Consider possible changes

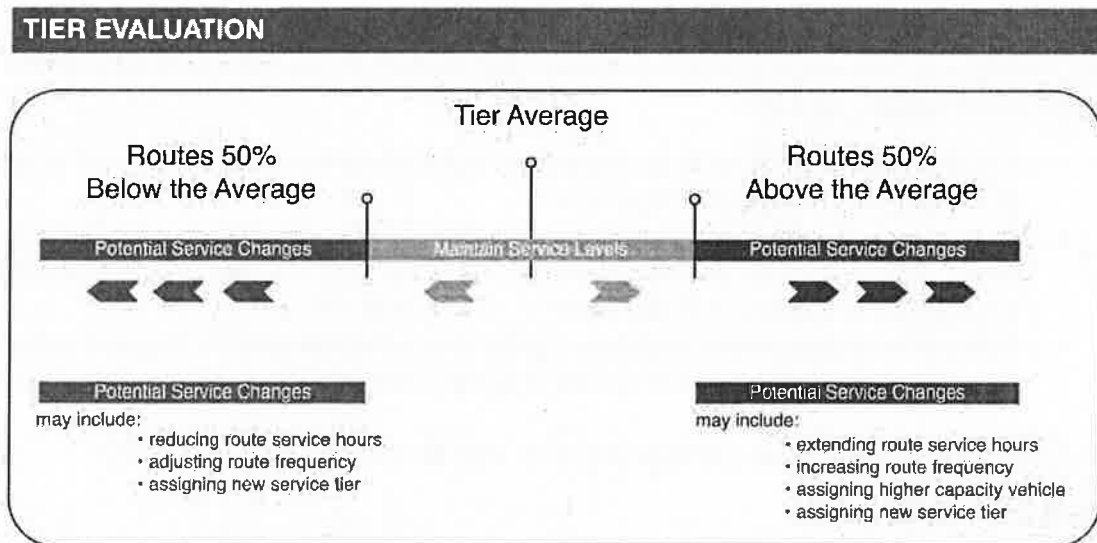
Routes are compiled and reviewed by NFTA Metro Service Planning staff further to understand how significant the deviation from the average is of a statistic for a route.

The 50% of routes that are **below the tier average** are considered underperforming and have the potential for service changes (route promotion and marketing, cuts, reduced hours, or possible reduction of service tier).

- Lowest 25% of routes in a tier are considered severely underperforming and are eligible for potential downgrade of service tier, service reduction or elimination

The 50% of routes that are **above the tier average** are high-performing and considered for potential service changes (extended hours, more frequency, or higher service tier).

Highest 25% of routes in a tier are considered for prioritization, investment, and tier upgrade.



Step 5 – Essential considerations

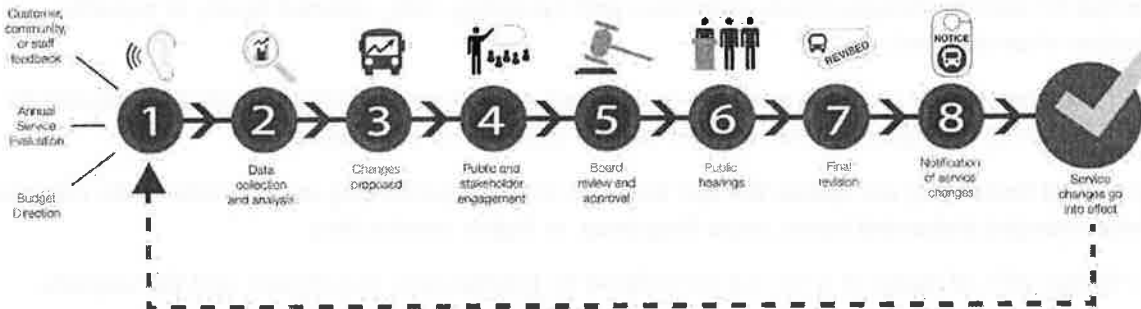
Statistics can tell a compelling story, but they are not always used as a determinant for change. Other factors are considered that may be impactful for the route. This includes things like equity and environmental concerns, as well as providing “lifeline” transportation for those who have no other options. Referral to the **Transit Need Index** occurs at this stage to determine if the change has an impact on communities with higher transit needs. If there is a potential detrimental impact on high-need communities, this may be an overriding factor to maintain service at current levels.

Step 6 – Finalize and implement changes

Some decisions majorly affect service and therefore require public outreach, public hearings and board approval. Other decisions that may slightly but not significantly alter a route or schedule can be done on a day-to-day basis by NFTA Metro staff at their discretion.

4.3 Service change process

SERVICE CHANGE PROCESS



4.4 Actions to improve ridership and productivity

NFTA Metro may take action to improve ridership and productivity on underperforming routes before routes are eliminated, such as:

- **Routing adjustments**, such as realignment or the discontinuation of unproductive segments of a route, or by reassigning its service tier.
- **Marketing and promotional strategies**, such as social media, a pop-up table at a local event, signage, leaflets, postcard mailings, and more. Furthermore, attracting ridership through local employers and the **Corporate Pass Program**
- **Operational adjustments**, including adjustments to the headways or frequency of service, the span of service, eliminating service at specific time periods or deleting specific trips.

4.5 New service proposals and cost recovery requirements

New service proposals or requests will be evaluated in terms of market potential, community or business support, public/private partnership opportunities, vehicle and operator availability and cost to determine the likelihood of meeting or exceeding performance standards, which are set by the average of a service tier. New service proposals are also considered based on any noticeable gaps in service to areas of High or Medium-High Transit Need in accordance to the Transit Need Index.

New or significantly modified routes require at least a year to mature and build ridership and will only be subject to the annual service performance evaluation after operating for a year.

4.6 Service reduction guidelines

Routes that perform below the tier average in evaluation statistics are underperforming. These underperforming routes are eligible for service and operational change. Changes may include trip cuts or reduction of revenue hours. Routes that are severely underperforming (in the bottom 25% of routes in their tier) may be downgraded to a lower service tier or eliminated. Considerations for equity using the Transit Need Index will be included in the decision process before route service reduction or elimination.

5. Frequently Asked Questions (FAQs)

Why can't a bus stop be located closer to my home or workplace?

Bus stops are located along route corridors. If there are more bus stops along a route the bus must stop more often, which slows down the bus and often makes bus trips longer for passengers. NFTA Metro must balance bus stop access and passenger convenience with the desire to keep the bus in motion and minimize travel time.

Why can't my bus route be changed to be closer to my home or workplace?

For transit to serve the greatest number of people while maintaining efficiency and value, bus routes need to be direct with limited deviation. NFTA Metro buses serve major roads and try to maintain a simple direction of travel. NFTA Metro is not able to make major bus route adjustments exclusively based on individual rider feedback.

Door-to-door bus service is neither financially viable nor operationally possible for NFTA Metro to provide. For qualified individuals with limited mobility, NFTA Metro offers *PAL Direct* paratransit service. Please contact PAL Customer Service or see our website for more information.

Why is my bus running late?

Traffic, road construction, crashes, and weather-related events may delay the arrival of your bus. A lot of passengers boarding at a stop, and frequent bus stops also may delay the bus. NFTA Metro has committed itself to provide on-time performance at an acceptable level determined by these service standards. Routes are continuously monitored and adjusted when consistent reliability issues are seen by NFTA Metro.

Why is my bus full or crowded?

High demand and ridership for bus service along a route can be the reason for a full bus. NFTA Metro monitors passenger load to determine options for regularly full buses, which may include adding more buses to a route, or using a transit vehicle with more capacity.

Why does my bus stop not have a shelter or a bench?

NFTA Metro does not have the financial resources to provide shelters and benches at every stop location. Shelters and benches require significant dedicated capital and operating expenses. Due to these limited resources, shelter locations are prioritized to serve as many riders as possible; stops may not have room in the public right-of-way (municipal-owned street space) for a shelter, as well. NFTA Metro continues to evaluate shelter proposals continuously.

Why don't buses run all the time?

NFTA Metro does not currently have demand for 24/7 service, so this is not a feasible option at this time. However, NFTA Metro is dedicated to operating routes to provide reliable service for most routes every day. If additional funding becomes available or ridership increases, service hours may be altered for individual routes first.

Why does my bus only arrive every hour?

NFTA Metro considers many of factors when determining how frequent a bus runs. These include existing ridership, proximity to employment generators, available resources, adjacent land use, and development context. These are evaluated on a continuous basis and may be adjusted seasonally.

Why is the bus so slow?

Buses operate on the same roads as cars. They are impacted by the same delays as a private vehicle, like traffic. We are dedicated to the safety of our riders. Buses must allow for passengers to board and disembark safely at stops.

Why is the bus running empty?

NFTA Metro buses may have fewer passengers on them when they are beginning or ending a trip, or when they are headed to and from the garage. NFTA Metro strives to provide regular service for those who need it most as a "lifeline" for those without other means of transportation.

Why aren't there buses out to rural areas?

It is important for NFTA Metro to serve the largest population as possible with limited available funds. Service is most impactful in areas with existing high ridership and/or transit supportive land use (concentrations of housing or jobs). In many cases, operating a route into rural and low-population density areas is not efficient or financially viable.

Why doesn't Metro Rail go to: the airport? The Tonawandas? The Southtowns? Niagara Falls? Etc.

NFTA Metro is exploring expansion options as they become reasonably economically and operationally viable. Due to a limited capital budget, increasingly competitive federal and state funding, and a lack of density and existing ridership, NFTA Metro is presently unable to provide fixed light-rail service to all communities within the service area.

Community members who wish to see public transit infrastructure expanded in their area are encouraged to contact their local municipal, county, state, and federal representatives to call for additional funding and resources to provide enhanced transit service. NFTA Metro is supported by your tax dollars, in addition to farebox revenue and corporate contracts.

Why are Metro Rail stops so far apart?

Fixed light rail service is only efficient when stations are located at least a half-mile apart from one another. Additional stations and stops would make travel time longer for riders and would make Metro Rail less efficient, and more expensive to operate.

Appendix

Appendix A – Glossary of Transit Terms

Alighting	To step off a vehicle, i.e. to disembark a bus or rail car
AM peak	The portion of the morning where the greatest level of ridership is experienced, and most frequent level of service is scheduled
APC	Automatic Passenger Counter
Arrival time	Time a vehicle is scheduled to arrive at a time point
Automatic Passenger Counter	Electronic device that is installed on a transit vehicle to accurately record boarding and alighting data
Base period	Off-peak period between AM Peak and PM peak
Boarding	To enter a vehicle for the purpose of taking a ride from one location to another
Bus rapid transit	Also called a BRT, busway or transitway, is a bus-based public transport system designed to improve capacity and reliability relative to a conventional bus system. It typically operates on a fixed-route with designated right-of-way, limited stop and operates similarly to a light-rail or streetcar.
Bus stop	A place where passengers can board or alight a vehicle, indicated by a route sign
Commuter	A person who travels regularly
Commuter rail	Dedicated heavy rail that operates during peak periods from outlying suburbs to the city center during the week
Deboarding	(see alighting)
Departure time	Time a vehicle is scheduled to depart from a time point location
DOT	Department of Transportation
Express Bus	A bus that operates a portion of the local route with or without limited stops and also operates a portion of the route via thruway or expressway
Fare Box	Device used to accept paper, coins, swipe cards, or mobile fare payments
Fare Box recovery ratio	Measure of the proportion of operating expenses covered by passengers' fares divided by operating expenses
Fare structure	A system set up to determine how much is to be paid by various passengers using a transit vehicle
Fixed route	Service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers between specific locations
Frequency	How often trips operate
FTA	Federal Transit Administration (formerly UMTA)
Headway	Defined by the scheduled time interval between vehicles operating in the same direction on the same route (or bus frequency)
Heavy rail	Electric rail transit system with exclusive right-of-way and high volume of passengers
Inbound	Trips traveling towards the City Center or a major hub
Intermodal	Trips involving more than one mode of transportation (also: multimodal)
Light rail	Electric rail transit with light volume of traffic capacity compared to heavy rail. May be exclusive or shared right-of-way (e.x. NFTA Metro Rail) May be abbreviated to: LRT or LRRT
Load Factor	Ratio of passengers actually carried versus vehicle passenger capacity (also Passenger load)
Local	A bus that operates its entire route via local thoroughfares
Micromobility	Range of small, lightweight vehicles operating at low speeds (<25 mph) and driven by users personally.
Microtransit	Form of demand-responsive transport using flexible routing and/or flexible scheduling; operate in an area not along a

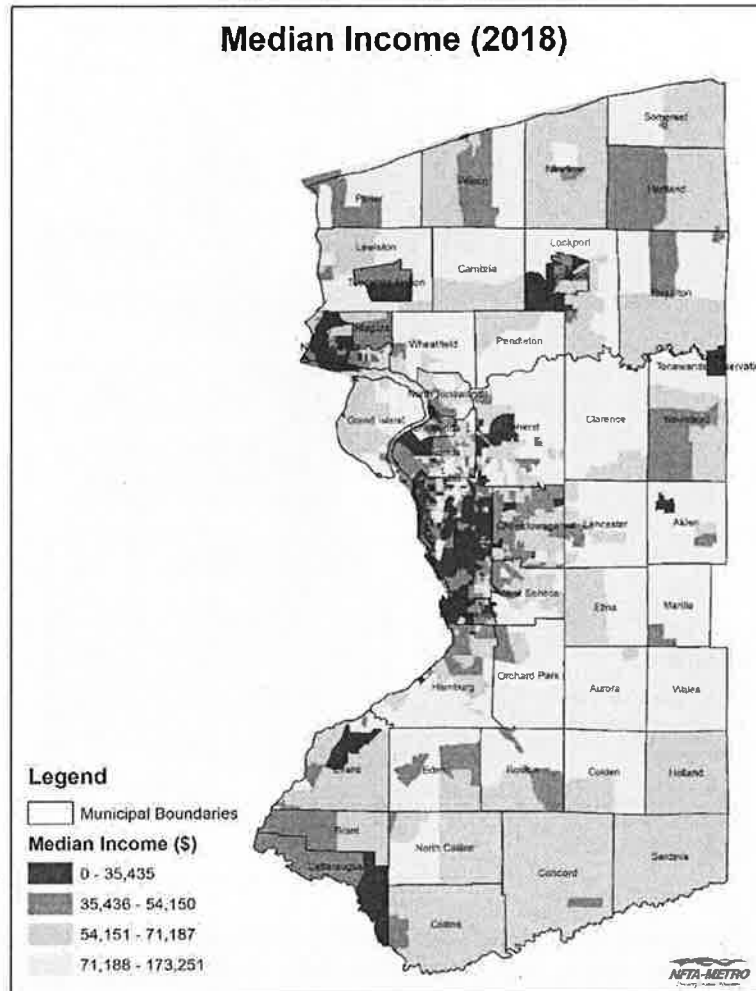
Multimodal	Seamless connectivity between different modes of transportation
NYSDOT	New York State Department of Transportation
Off peak period	See base period
On-time performance	Percentage of time buses arrive at their time points at their scheduled times
Operating assistance	Financial assistance for transit operating systems, such aid may originate with federal, local or state governments
Operating costs	All costs involved with running a transit system
Outbound	Trips traveling away from the City Center or a major hub
Paratransit	Comparable transit service required by the ADA for qualified individuals with disabilities
Park & Ride/Park-and-ride	Designated parking areas for automobile drivers who then board transit vehicles from these locations
Peak period	Morning and afternoon time periods when transit riding is heaviest
PM peak	Afternoon portion where the greatest level of ridership is experienced, and most frequent level of service is scheduled
Rapid rail	See heavy rail
Reverse commute	Trips in opposite direction to the main flow of traffic (ex. Traveling from the city center to the suburbs during commuting hours)
Ridership	The total number of a passengers on a trip
Route	Fixed service consisting of start and end locations with time points in between, typically covering a specific area, destination, or major roadway
Service area	An agencies' operating area, consistent with ADA requirements
Shelter	A structure located near a bus stop to provide protection from the elements for the convenience of passengers
Shuttle	A vehicle that travels back and forth over a particular route, usually a short route that provides connections between transit centers, employment center, etc
Span of service	The hours of service a route operates from the first trip on a route to the last trip
Time point	Points along a route that indicate when a vehicle will be there
Transfer	A point or location where two or more routes come together at the same or similar times to afford passengers to make a connection
Transit center	Location where multiple routes intersect or layover, providing passengers with transfer opportunities
Trolley	A bus whose appearance replicates a trolley
Transfer center or point	A fixed location, where passengers interchange from one route or vehicle to another
Trip	The one-way operation of a vehicle between a starting time point and an ending time point, typically indicated by either inbound or outbound
USDOT	United States Department of Transportation
Variant	Leg or branch of a route that does not follow the main route path

This glossary has been adapted from NFTA Metro internal glossaries, and resources from the American Public Transportation Association (APTA).

Appendix B – Transit Need Index 2021

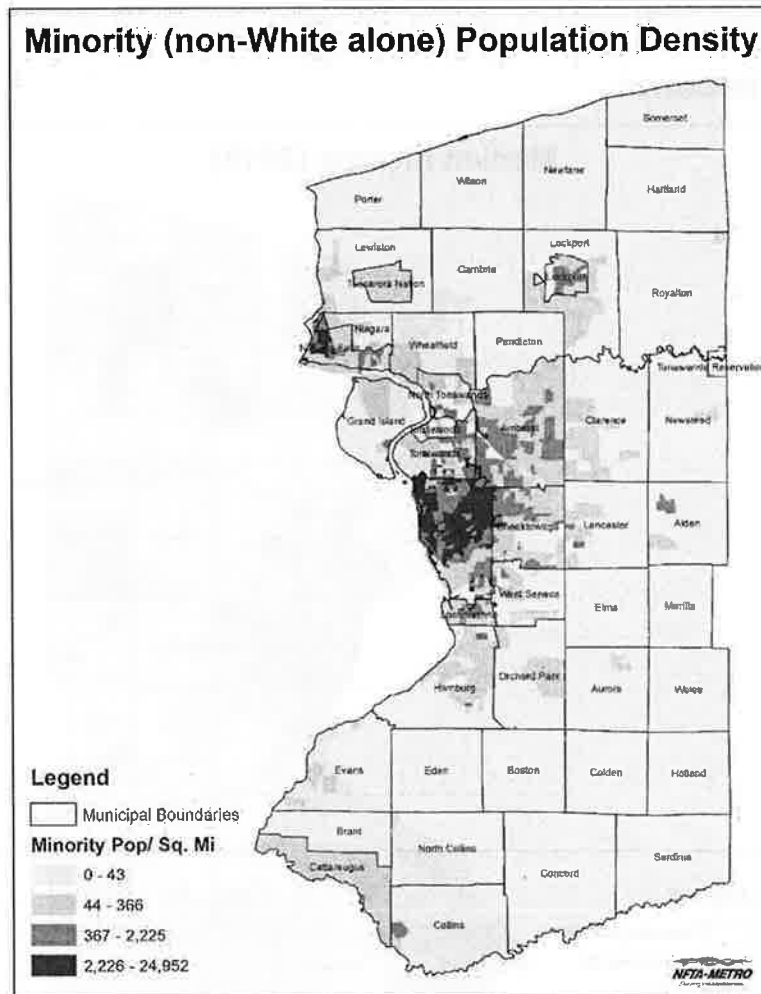
2021 Transit Need Index was created in January 2021 using Census data from 2018.

B1. Median Income



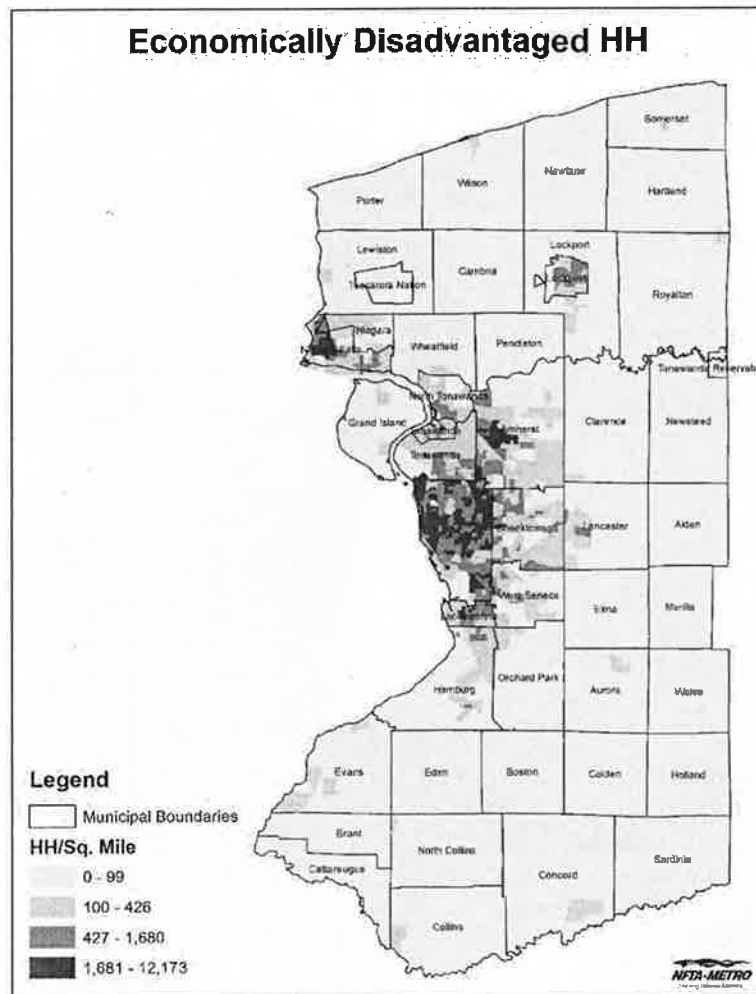
The census block groups with the lowest median incomes are located primarily in Buffalo (in the East and West Sides), Niagara Falls, Lockport, Lackawanna, parts of Tonawanda by the Niagara River, Amherst by University at Buffalo, Cheektowaga and some rural villages (Alden and Derby) and tribal reservations (Tuscarora, Tonawanda, and Cattaraugus). The highest median income block groups are in suburbs like Amherst, Clarence, Aurora, Orchard Park and Wheatfield, with some blocks within the West Side and North Buffalo.

B2. Minority (All but White-alone) Population Density



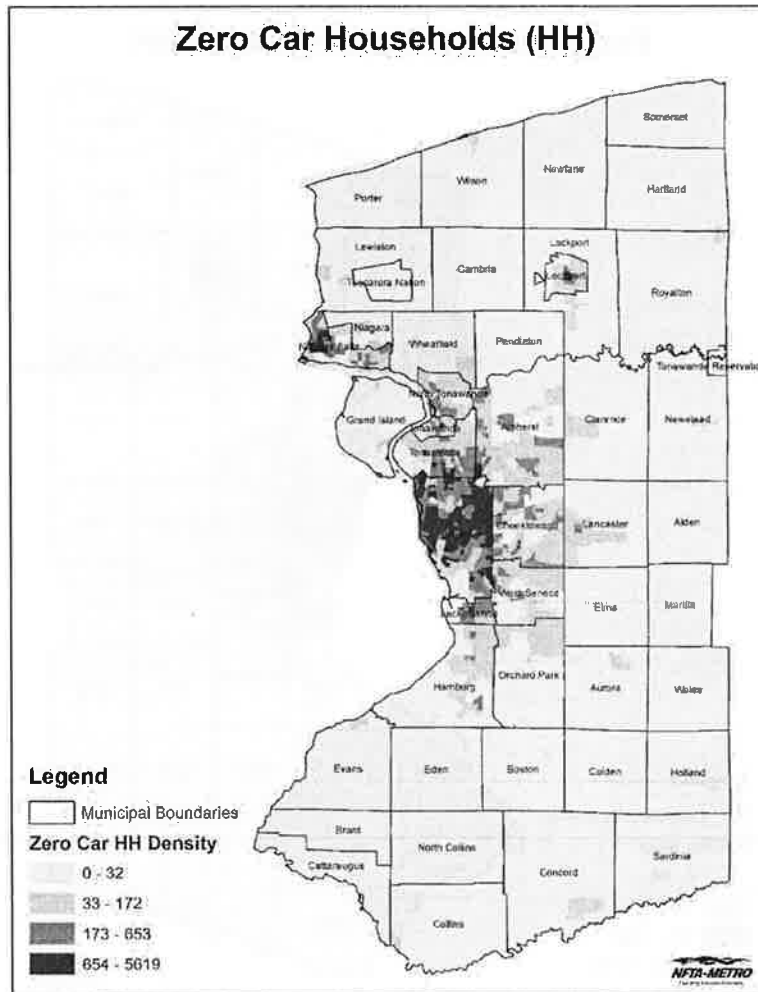
The census blocks with the highest density of minority populations are located primarily in Buffalo (West and East Side neighborhoods), Niagara Falls, Lockport (city), Lackawanna, Cheektowaga and Amherst. The census blocks with the lowest population density of minority populations are in suburban towns outside of the urban core.

B3. Economically Disadvantaged Households (HH) Density



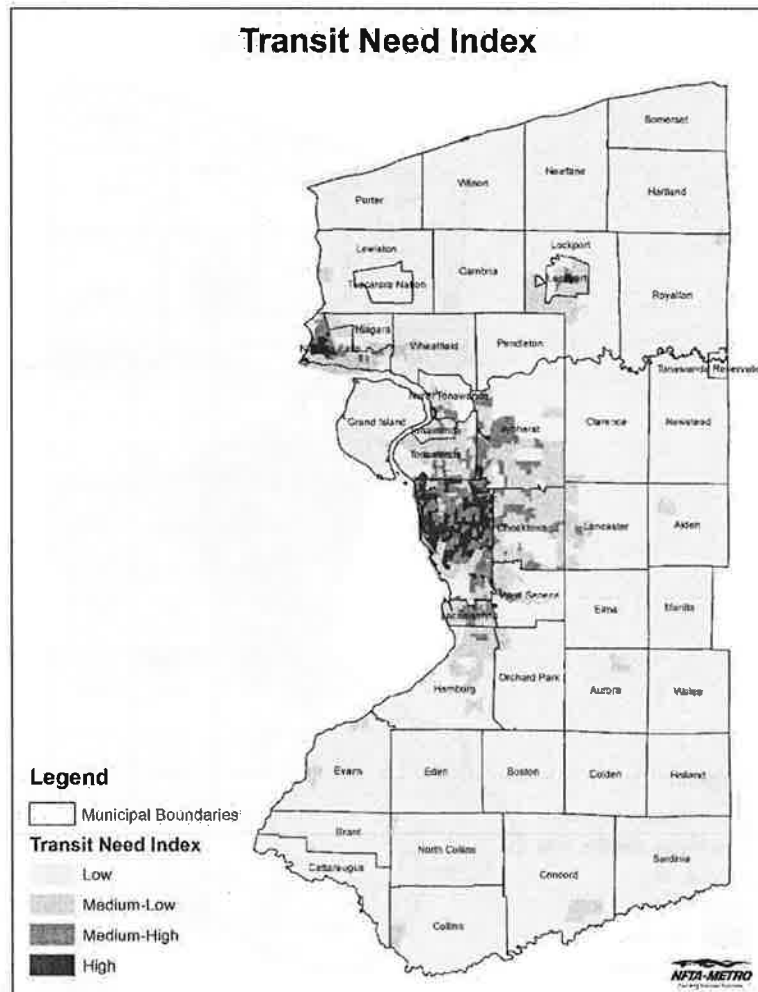
The census block groups with the highest density of economically disadvantaged households (HH) are in Buffalo (East and West Side, North and South Buffalo), Niagara Falls, Lackawanna and the University at Buffalo North Campus.

B4. Zero Car Households (HH) Density



The census block groups with the highest concentration of households with zero cars are in the City of Buffalo (East and West Side neighborhoods), the City of Niagara Falls and the City of Lackawanna. The block groups with the lowest concentration are in the rural towns outside of the service area.

B6. Finalized Index



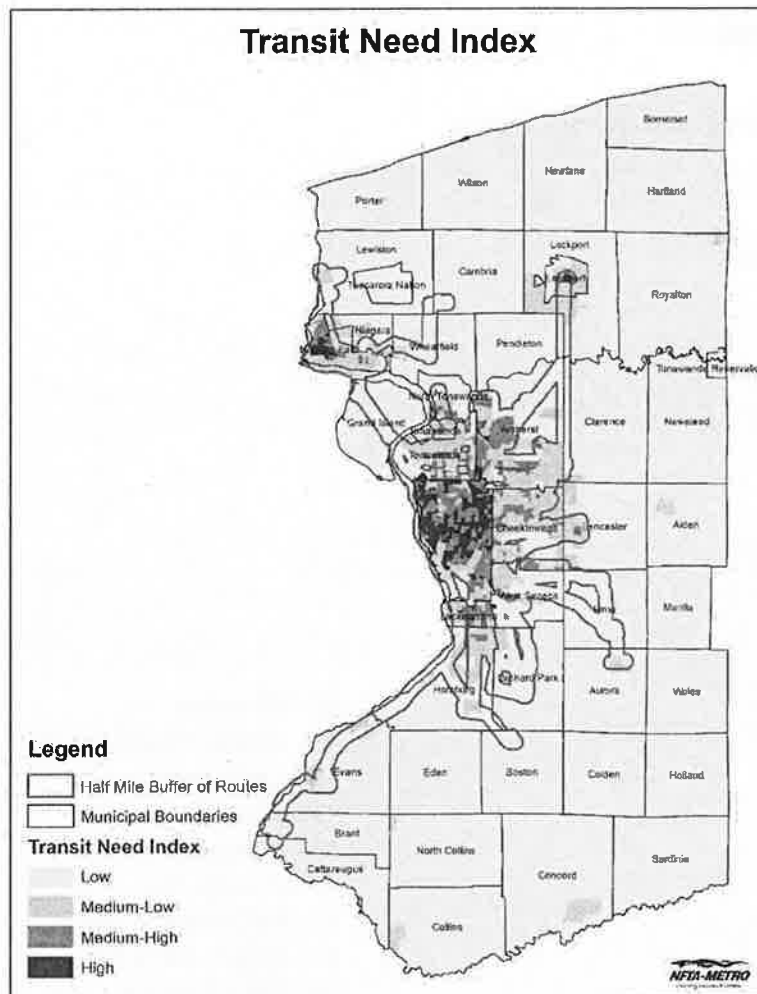
High Transit Need

- Buffalo (primarily East Side and West Side; areas in South and North Buffalo)
- Lackawanna (along South Park Ave)
- Lockport, City (Downtown)
- Niagara Falls (near Hyde Park)

Medium-High Transit Need

- Amherst
- Buffalo (areas in South and North Buffalo)
- Cheektowaga, near Walden/Airport
- Lackawanna
- Lancaster/Depew, Villages
- Orchard Park, near ECC/McKinley Mall
- Tonawanda, Town
- West Seneca surrounding Seneca St

B7. Finalized Transit Need Index with Service Area Overlay



This is the finalized Transit Need Index map with a half-mile buffer of NFTA Metro routes. This shows that NFTA Metro services the region's High and Medium-High Transit Need communities, as well as a majority of Medium-Low communities with its fixed-route bus service.

Appendix C - Current Service Tiers 2021

Core Services

Metro Rail

DL&W Station (*planned*) to University Station

Frequent

3 – Grant
5—Niagara Kenmore
12 – Utica
13—Kensington
19 – Bailey
20—Elmwood
23—Fillmore Hertel
24—Genesee
25—Delaware
26—Delavan
32—Amherst

Standard

1—William	35—Sheridan
2—Clinton	40—Buffalo-Niagara Falls
4—Broadway	42—Lackawanna
6—Sycamore	44—Lockport
8—Main	46—Lancaster
11—Colvin	47—Youngs Rd
14—Abbott	48—Williamsville
15—Seneca	49—Millard Suburban
16—South Park	50—Main Niagara
18—Jefferson	52—Hyde Park
22 – Porter Best	55—Pine Ave
34—Niagara Falls Blvd	

Supporting Services

Limited Stop

24L – Airport/Downtown Limited

Suburban Express

60—Niagara Falls

64—Lockport

66—Williamsville

67—Cleveland Hill

68—George Urban

69— Lancaster

70— East Aurora

72— Orchard Park

74 — Hamburg

76 — Lotus Bay

81 — East Side

Local Express

24X—Genesee Express

Trolley

Niagara Falls Trolley (*seasonal*)

Acknowledgements

This document relied on precedence set by several innovative peer agencies including:

- American Public Transportation Association (APTA)
- COTA (Columbus, OH)
- IndyGo (Indianapolis, IN)
- King County Metro (Seattle, WA)
- LA Metro (Los Angeles, CA)
- MARTA (Atlanta, GA)
- National Association of City Transportation Officials (NACTO)
- Port Authority (Pittsburgh, PA)
- RTS (Rochester, NY)

NFTA Metro credits these peer agencies and organizations with providing inspiration and best-practices for various sections of this document.

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SURFACE:

4. C. (i) Niagara Frontier Transportation Authority, Acceptance of Surface Transportation Resolutions 4. C. (1) through 4. C. (8)

The Executive Director advised that Items 4. C. (1) through 4. C. (8) 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 Hughes, seconded by Commissioner Wilcox, that the following Resolution be adopted:

“RESOLVED, that the Resolutions of the Niagara Frontier Transportation Authority, identified as numbers 4. C. (1) through 4. C. (8) and dated March 25, 2021 as set forth herein, be and hereby are accepted and approved in their entirety.

AYES: ROCHE, HUGHES, ANSARI, AUL, BAYNES, PERSICO, TUCKER, WILCOX

NOES: NONE

ADOPTED

5. General Counsel Report: none

6. Presentations:

American Rescue Plan Act of 2021

- The American Rescue Plan Act of 2021 was signed into law by President Joseph R. Biden, Jr. on March 11, 2021
- The Act appropriates approximately \$30 billion for Federal Transit Administration (FTA) programs and \$8 billion for Federal Aviation Administration programs “to prevent, prepare for, and respond to coronavirus”
- On March 16, 2021, U.S. Senator Chuck Schumer announced the following estimated transit and airport apportionments for the NFTA from the Act:

American Rescue Plan Act of 2021 Estimated Apportionments	
NFTA-Metro	\$79,412,566
Buffalo Niagara International Airport	\$20,143,833
Niagara Falls International Airport	\$2,120,929

Note: The Act also appropriates funds to cover the local share of Federal Fiscal Year 2021 Airport Improvement Program (AIP) grants

2021-22 New York State Budget Update

- The New York State Assembly and Senate introduced their One-House Budget Bills on March 13th and 14th

Programs	SFY 20-21 Enacted	SFY 21-22 Executive	SFY 21-22 Assembly	SFY 21-22 Senate
NFTA STOA	\$61,109	\$55,389	\$57,895	\$67,219
NFTA Transit Capital	\$5,178	\$5,178	\$5,178	\$5,178
NFTA-Metro Rail Capital	\$20,000	\$20,000	\$20,000	\$20,000
Non-MTA Transit Capital	\$46,000	\$46,000	\$46,000	\$46,000
Non-MTA Bus Fleet Electrification Capital	\$20,000	\$20,000	\$20,000	\$50,000
Bus/Bus Facilities Capital	-	-	\$80,000	-
Non-MTA Bus Rapid Transit Capital	-	-	\$4,000	-
Aviation Capital Grant Program	\$12,500	\$12,500	\$12,500	\$12,500



Bus Stop Balancing

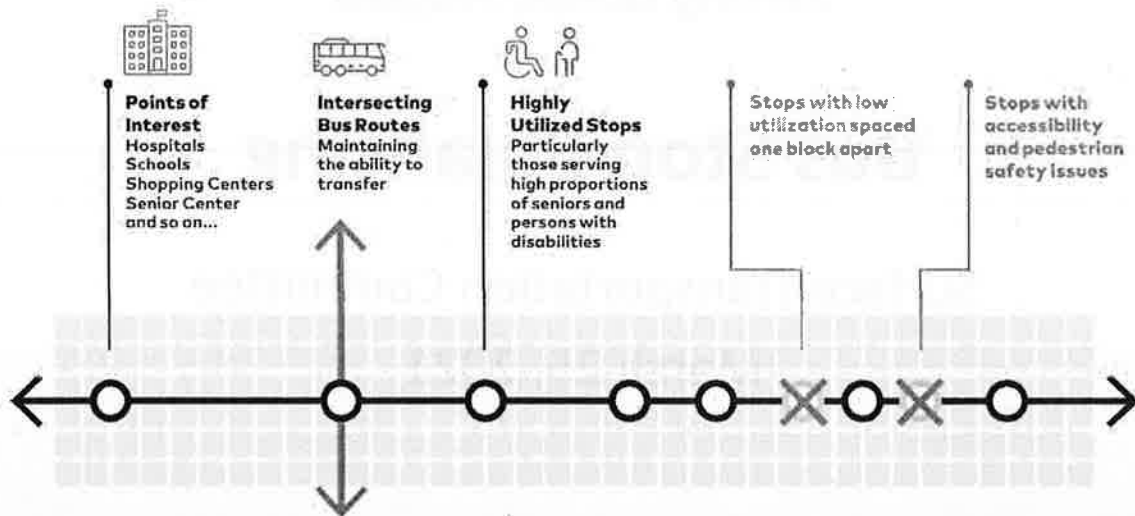
Surface Transportation Committee

March 25, 2021

Bus Balancing Basics

Bus stop balancing is an effort to adjust the number and location of stops to improve efficiency for riders and enhance the value of transit for the community

The Basics of Bus Stop Balancing



Metro Versus Peers

- Nationally, buses spend an average of 20% of their time at stops
- Achieving appropriate bus stop spacing through relocating and reducing bus stop can **speed up trips** for riders and **improve on-time performance**
- The NFTA will approach bus stop balancing through a comprehensive, **customer-focused campaign** that follows best practices for the industry
- The average stop spacing of the NFTA's ABBG peers is 50 percent greater than Metro's at roughly 1,350 feet between stops, compared to 900 feet for Metro



Current Bus Stops

Many bus stops currently do not fit our bus stop spacing guidelines. This slows down trips for everyone.

Example: Elmwood Avenue



Land Use Has Changed Over Time

- Housing density changes, deindustrialization, and movement of large activity generators have left behind bus stops that used to serve many people, but no longer do
- At the same time, more bus stops have been added
- Example: Fillmore Avenue



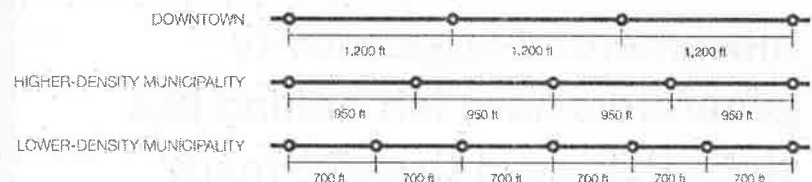
Approach

- Adjusting bus stops requires analysis including:
 - Distance between stops
 - On/Off Ridership
 - Transit supportive entities (shelter, bench, overhang, ADA compliant sidewalk)
 - High demand places (hospital, university, large employment center)
 - Transfer locations (between routes or transportation modes)
 - Equity, Walkability, and Accessibility

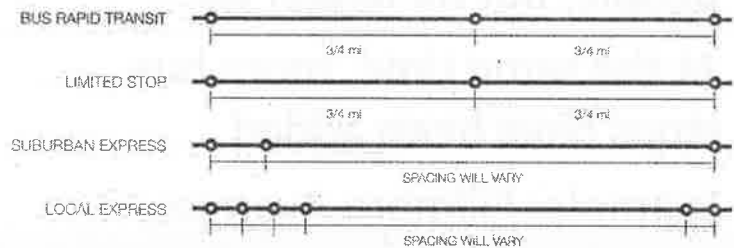
BUS STOP SPACING

DISTANCE BETWEEN STOPS

GEOGRAPHIC CONTEXT DEPENDENT SERVICE



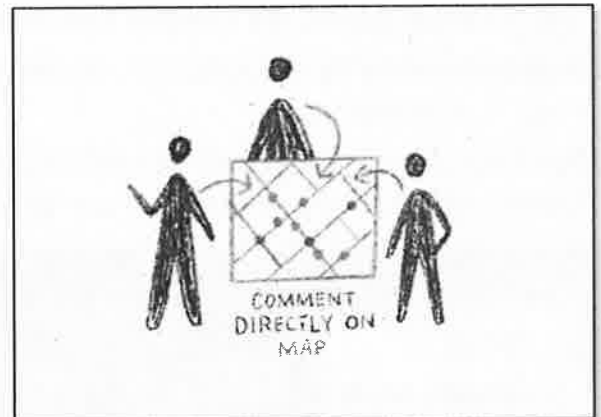
INDEPENDENT SERVICES



The updated Service Design Guidelines have established bus stop spacing based on geographic context. Bus stop balancing will help us reach these goals.

Public Outreach

- **Public outreach is important to** acknowledge community concerns and educate the public on the benefits of bus stop balancing
- While the process of adjusting locations of bus stops may be disruptive to customers temporarily, the **benefits to customers** of highly efficient and reliable transportation outweigh the temporary disruptions
- Outreach strategies will include:
 - Education using videos, maps, websites, social media and more
 - Seeking input on bus stops where changes are proposed using signage, handouts, and online tools
 - Working with key stakeholders including the CAC



Source: Remix

Benefits

- Removing stops **reduces time the bus spends stopped**, which improves travel time
 - RIPTA sped up bus journeys by as much as 14%
 - SFMTA increased bus speeds by 4-14% on some routes
 - Trimet improved travel times by 5.7% on one of their busiest routes
- Stop improvements, like **shelters and benches**, can be concentrated at the remaining stops
- **Improves safety** by reducing the number of times buses must merge in and out of traffic; concentrates stops in safe locations
- Bus Stop Balancing is one of the most inexpensive and effective strategies transit agencies are using to speed up buses. Other strategies can be costly, e.g., transit signal priority and bus lanes



Example: Cincinnati Metro

- Launched a comprehensive campaign called FAStops
 - Removed 400 stops total since 2018
- Communication and public outreach was very important to the campaign and included public meetings, social media posts, an up-to-date website, and signage at the proposed adjusted stops



FASTops

Fast Shipping • Faster Service

You're invited!



Please respond to a public meeting by 6 p.m. on the date shown below. Make a \$100 non-refundable deposit toward travel and expenses toward attending. Come and join us to discuss what will be coming in the coming year (tentative).

Date	Location	Time	Seating
05/01/09	USF Tangeman Center Room	5:00pm - 8:00pm	See 11, 14, 16, 22, 33, 45
05/11/09	Metropolitan Library	5:00 - 8:00pm	See 14, 17, 21
05/18/09	Pine Hill Community Center	5:00 - 8:00pm	See 23
05/25/09	Glenn Library	5:00 - 8:00pm	See 17, 19, 24
05/26/09	Cheney Library	4:00pm - 8:00pm	See 21
05/26/09	Calaveras Library	5:00 - 8:00pm	See 17, 19, 24
06/01/09	Frederick Library	5:00 - 8:00pm	See 17, 20, 24
06/01/09	San Dimas Library	4:00pm - 8:00pm	See 47 and 48
06/01/09	Orange Hills Library	5:00 - 8:00pm	See 28, 30
06/22/09	Government Square	7:00pm - 10:00pm	All-attendance model
07/01/09	Orlando Town Center	6:00pm - 8:00pm	See 4, 14, 17, 43, 45
08/11/09	USF Tampa Bay Area	5:00 - 8:00pm	All-attendance model
09/02/09	University Crossing Theater On	5:00pm	See 12, 20, 44, 51, 53 and 77
09/02/09	Norco Library Theater Room	5:00pm	All-attendance model

For more information, visit www.fastops.com or email info@fastops.com



Source:
Cincinnati
Metro



Next Steps

- Analyze current bus stop placement
 - Prioritize geographies and routes
 - Develop timeline and phasing plan
- Coordinate with ongoing municipal projects
- Finalize public outreach plan and communication efforts



Questions?



Niagara Frontier Transportation Authority
Serving Buffalo Niagara

Aviation Committee Presentation
Terminal Enhancement Project and Terminal Operations Update
March 25, 2021