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NIAGARA FRONTIER TRANSPORTATION AUTHORITY

Monthly Board Meeting

March 25, 2021

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Transcript of Video Recording  
of Proceedings held at NIAGARA FRONTIER TRANSPORTATION  
AUTHORITY, 181 Ellicott Street, Buffalo, New York,  
stenographically transcribed by VALERIE A. ROSATI, Notary  
Public.

1           MEMBERS IN THE BOARDROOM:

2           Sister Denise Roche (Chair)  
3           Commissioner Adam Perry  
4           Kimberley Minkel (Executive Director)  
5           David State (General Counsel)  
6           John Cox (Chief Financial Officer)  
7           William Vanecek (Director, Aviation)  
8           Tom George (Director, Public Transit)  
9           Darren Kempner (Manager, Government Affairs)  
10          Helen Tederous (Director, Public Affairs)  
11          Lara Seniw (Assistant to Executive Director)  
12          Robert Jones (Manager, Service Planning)

13           MEMBERS ON THE PHONE:

14          Commissioner LaVonne Ansari  
15          Commissioner Joan Aul  
16          Commissioner Anthony Baynes  
17          Commissioner Michael Hughes  
18          Commissioner Jennifer Persico  
19          Commissioner Stephen Tucker  
20          Commissioner Philip Wilcox  
21          Steven Duquette (Chief Information Officer)  
22          Karen Novo (Director, Human Resources)  
23          John Schaefer (Director, Engineering)  
24          Christine D'Aloise (Director, Risk Management  
            and Special Projects)

25          CHAIR SISTER ROCHE: Good afternoon, commissioners  
26                                   and others. This will begin the regular board  
27                                   meeting of the Niagara Frontier Transportation  
28                                   Authority for March 25th, 2021. And we have a  
29                                   busy agenda today, so we're going to get started  
30                                   right away.

1 MS. MINKEL: We have to do a roll call.

2 CHAIR SISTER ROCHE: I'll ask Dave to do the roll  
3 call so we know who's here.

4 MR. STATE: Yes. So do the roll call. We need six  
5 commissioners for our quorum, so let's see who we  
6 have.

7 Commissioner Ansari?

8 COMMISSIONER ANSARI: Present.

9 MR. STATE: Commissioner Aul?

10 COMMISSIONER AUL: Present.

11 MR. STATE: Commissioner Baynes?

12 Commissioner Blue?

13 Commissioner Downey?

14 COMMISSIONER DOWNEY: Here.

15 MR. STATE: Commissioner Hicks?

16 Commissioner --

17 COMMISSIONER BAYNES: Hello. Anthony Baynes.

18 MR. STATE: All right. Thank you, Commissioner  
19 Baynes.

20 Commissioner Hicks?

21 Commissioner Hughes?

22 COMMISSIONER HUGHES: Here.

23 MR. STATE: Commissioner Perry?

1 COMMISSIONER PERRY: Present.

2 MR. STATE: Commissioner Persico?

3 COMMISSIONER PERSICO: Here.

4 MR. STATE: Commissioner Tucker?

5 COMMISSIONER TUCKER: Present.

6 MR. STATE: Sister Denise?

7 CHAIR SISTER ROCHE: Present.

8 MR. STATE: And Commissioner Wilcox?

9 COMMISSIONER WILCOX: Here.

10 MR. STATE: Thank you. We have more than six,  
11 Sister.

12 CHAIR SISTER ROCHE: Good. Thank you.

13 I will now ask for approval of the minutes.

14 And you all received a copy in your packet. So  
15 may I ask for a motion to approve the minutes?

16 COMMISSIONER PERRY: So moved.

17 CHAIR SISTER ROCHE: Thank you. And a second?

18 COMMISSIONER AUL: Joan Aul. Second.

19 CHAIR SISTER ROCHE: Thank you, Joan.

20 Is there any discussion?

21 If not, all in favor of accepting the  
22 minutes --

23 COMMISSIONER PERRY: Aye.

1 UNIDENTIFIED COMMISSIONERS: Aye.

2 CHAIR SISTER DENISE: Do we need a roll call?

3 MR. STATE: No, Sister. For this we've been doing a  
4 unanimous consent motion. If anyone has an  
5 objection to the minutes, they should make it  
6 now; otherwise, we would record it as a unanimous  
7 vote.

8 CHAIR SISTER ROCHE: Very good. And that takes us to  
9 the executive director's report which is  
10 exciting.

11 MS. MINKEL: Thank you, Sister.

12 A couple of things for the board today.  
13 First, I wanted to invite board members to the  
14 unveiling of the new Merchants Insurance Station  
15 at Seneca. This will be on Monday at ten a.m.  
16 It should be a great event. Maybe not quite as  
17 warm and sunny as today; but, nevertheless, the  
18 station looks great and we look forward to that  
19 unveiling.

20 I'm also pleased to report that any NFTA  
21 employee who wanted to have access to the vaccine  
22 was provided access. So at this point in time,  
23 it's difficult for us to know exactly how many,

1 but we think between a third, up to a half of our  
2 workforce is currently vaccinated.

3 CHAIR SISTER ROCHE: Good. Great.

4 MS. MINKEL: I also wanted to recognize staff who  
5 continue to do a great job with our expenses  
6 during a financially challenging time. John will  
7 highlight that our expenses are down by almost  
8 twenty-two million dollars, or an eleven percent  
9 decrease. This is to help offset the forty-two  
10 percent decline in revenue that we've been  
11 experiencing as part of the pandemic.

12 Similarly, staff continues to focus on  
13 safety. We have a great start for the new year.  
14 Both our recordable and lost-time injuries are  
15 down. They're down forty-five percent compared  
16 to the same point in time as last year.

17 I'm also pleased to report that we received  
18 an A grade on our MWBE report card from Empire  
19 State Development for 2020. This grade is a  
20 measure of our effectiveness and success on MWBE  
21 efforts as an agency. I want to congratulate our  
22 purchasing department under Dave State's  
23 leadership and our EEO department on the

1           tremendous progress they've made in this  
2           particular area of operations.

3           And, finally, I know he's not on the line.  
4           He's going to be joining us later. I just wanted  
5           to thank Commissioner Hicks who leads our art  
6           committee. We met earlier this week. We  
7           selected a beautiful mural for our Portage Road  
8           Transportation Center. I also wish to thank the  
9           Niagara Falls National Heritage Area who helped  
10          vet a number of the six finalists. Excellent  
11          submissions. It was difficult to choose, but  
12          we're very happy with our choice.

13          And that concludes my report, Sister.

14 CHAIR SISTER ROCHE: Great. Are there any questions  
15          of Kim?

16          Thank you, Kim. I know it's been quite a  
17          full month, even though things seem slow to the  
18          rest of us.

19          I'm going to move forward now to the  
20          corporate report, and I'm going to ask John Cox  
21          to take us through the financials, please.

22 MR. COX: Yes. Thank you, Sister.

23          Good afternoon, commissioners. Starting on

1 page seven, we have the month of February's  
2 performance report, and also only page nine is  
3 year-to-date through February numbers.

4 For the month of February, 2021, we had a  
5 negative variance to budget of eight hundred and  
6 seventeen thousand dollars; and on a year-to-date  
7 basis, it was two million seventy-three thousand  
8 dollars.

9 Total operating revenues and assistance were  
10 above budget by two million three hundred and  
11 forty-four thousand dollars or twelve percent;  
12 and on a year-to-date basis, below budget four  
13 million ninety thousand dollars or one point  
14 eight percent.

15 Revenue shortfalls were primarily due to  
16 Metro passenger fares. We had a negative  
17 variance -- and this has been consistent  
18 throughout the year so far -- of approximately  
19 one point nine million dollars, and that's down  
20 sixty-three percent from budget; and on a  
21 year-to-date basis, we're down twenty-two point  
22 one million or sixty-eight percent.

23 Now, the decrease in ridership is through



1 most of the year we had no Buffalo Public  
2 Schools. Of course we did have a partial  
3 reopening beginning February 1st, so that has  
4 resulted in some incremental increases, but not,  
5 not something that is really hitting the books at  
6 this point and that's material.

7 Reductions in STOA year to date, we're  
8 looking at a negative variance right now of one  
9 point one million. Now, we did get a partial  
10 reinstatement from the previous reduction that we  
11 had seen. We had seen reductions in the  
12 twenty-seven to thirty percent area for the first  
13 three quarters, but we have gotten a partial  
14 restoration. So for the month of February, we're  
15 up -- we have a positive variance of one million  
16 dollars there. And we're looking like we're  
17 going to come in about ten million dollars below  
18 budget by the end of year. And that change, that  
19 reduction, actually takes us back down to  
20 approximately a seventeen percent reduction in  
21 our STOA for this year.

22 BNIA operating revenues, one point three  
23 million or twenty-four percent below budget for

1 February. That shows you that there has been  
2 some increase in enplanements there. On a  
3 year-to-date basis, we're at nineteen point eight  
4 million or thirty-two percent below budget year  
5 to date.

6 NFIA operating revenues are two hundred and  
7 twenty-six thousand or seventy-nine percent below  
8 budget, and one point eight million or  
9 seventy-two percent below budget year to date.  
10 And that shows you how so much more of the, of  
11 the enplanements out of NFIA are Canadian  
12 travelers versus the mix of travelers, which is  
13 much more -- more American, but fewer Canadians  
14 as far as percentage mixed in. So that's why you  
15 see that much larger decrease as far as  
16 percentage versus budget.

17 These revenue shortfalls of course have been  
18 offset by CARES Act funding from FTA and FAA. We  
19 used approximately four point five million of  
20 that in February, and year to date we've used  
21 fifty-four point seven million.

22 Our total operating expenses were below  
23 budget by two point three million or thirteen

1 point one percent, and twenty-one point eight  
2 million or eleven percent. And as Kim had  
3 mentioned, of course we're still -- all of the  
4 staff are doing a great job controlling costs.  
5 Across the board we had lower expenses. Again,  
6 we're through delayed purchases seeking better  
7 discounts and of course cost controls. Of course  
8 the exception being anything critical or safety  
9 sensitive. Those expenditures are still  
10 occurring. And we continue to see favorable  
11 pricing because of the slow-down economically  
12 worldwide in diesel, gasoline and natural gas.

13 Now, the one exception I will point out was  
14 electric. We did see a blip. We actually were  
15 over budget by eighty-three thousand or  
16 twenty-one percent, and that was due to the  
17 February cold snap. I'm sure you saw much of the  
18 news about Texas. Now, we weren't directly  
19 affected by that, but it was a cold snap, so it  
20 did temporarily drive up some of the electric  
21 prices that we saw too.

22 Now, the CARES Act assistance for both Metro  
23 and the two airports, as I've stated before, is a

1 financial lifeline. Without it we would have  
2 recognized a five point four million dollar  
3 negative variance to budget and four point nine  
4 deficit in the month of February; and on a  
5 year-to-date basis, we would have had a negative  
6 variance of fifty-six point eight million dollars  
7 and recognized a deficit of fifty-one point two  
8 million dollars on a year-to-date basis.

9 And unless there are any questions, that  
10 concludes the consolidated financials.

11 CHAIR SISTER ROCHE: Very good. Any questions for  
12 John?

13 Okay. Thank you, very much. You're doing a  
14 great job keeping things rolling.

15 We have some corporate resolutions, and I  
16 will ask Kim to present those, please.

17 MS. MINKEL: Thank you, Sister.

18 So the first two resolutions I think we're  
19 going to take out separately. Those have to do  
20 with a revised operating and capital budget is  
21 the first one, and the second one is the adoption  
22 of a five-year operating and capital plan.

23 So to take the first one, the revised

1 budget, in a little bit more detail, I'm going to  
2 turn it over to John Cox to take us through some  
3 of the revisions that are in that budget.

4 MR. COX: Okay. Thank you, Kim.

5 Now, commissioners, if you can refer to page  
6 sixteen in your packets. And before I go into  
7 the detail, I just wanted to go over the, the  
8 budget timeline just as a refresher of that  
9 process. Of course, you know, we bring -- we  
10 have the discussion in November, and we typically  
11 bring the initial budget to you to vote on in  
12 December. We upload into PARIS on December 31st,  
13 at the end of that month. The governor's budget  
14 which comes out typically in the month of  
15 January.

16 Based on that, we revise our budget so --  
17 and so that would be today's meeting where we  
18 bring the revisions based on updated information  
19 that we have. Then after we approve that,  
20 there's -- typically the timing is that the  
21 legislature and the governor signs the budget on  
22 March 31st. Then we approve this revised budget  
23 and we upload that into PARIS on March 31st. And

1           then the start of the new fiscal year for both  
2           New York State and the NFTA starts on April 1st.  
3           And that's just a reminder, just a refresher on  
4           how the budget process actually works and the  
5           timing of it.

6           Now, on page sixteen, just to touch on some  
7           of the highlights as far as what's contained in  
8           this budget. At this point we still have base  
9           fares remaining at two dollars. We do have a  
10          decrease in some fares and also some revenues at  
11          the airport, and that's a total decrease of about  
12          two million dollars as you see under operating  
13          revenues.

14          Below that is the operating assistance, and  
15          that includes -- we originally had included a  
16          certain amount of federal assistance because we  
17          were anticipating what's called -- CRRSA I  
18          believe is the acronym, or essentially Cares 2.0.  
19          So you see the ten million dollar increase there.  
20          So that has -- we've included that in our budget,  
21          so that's one of the major adjustments we've  
22          made.

23          It also -- we haven't -- we're keeping Erie

1 County sales tax flat -- or, I'm sorry. Slight  
2 increase at seven percent. We have mortgage tax  
3 flat. We're anticipating the Metro fares, as far  
4 as actual ridership, we've looking at our fares  
5 actually being decreased from the fiscal year  
6 2021 budget by about sixteen point eight million  
7 or forty-seven percent. In the CRRSA Act, in  
8 total we received for Metro forty-three point two  
9 million, BNIA got five point three million and  
10 NFIA got one point five million. We're budgeting  
11 BNIA enplanements remaining decreased at  
12 approximately sixty percent from last year's  
13 budget, and NFIA for the year being seventy-three  
14 percent decreased from fiscal year '21's budget.

15 We did have personnel, we have an increase  
16 in there of one point eight percent or three  
17 million. And that is based on contractual salary  
18 increases and increases in fringe costs. And  
19 this is -- also, I want to point out that  
20 includes no new positions in the budget.

21 So ultimately what we did is we had the  
22 decrease in our revenues, a slight increase in  
23 the operating assistance, and that was offset by

1 increased net operating items in capital. We had  
2 some increases there as far as some additional  
3 capital items, and also included an increase in  
4 the funding of the Metro self-insurance reserves.

5 Now, if you look at the bottom of the page,  
6 you'll see that there weren't many significant  
7 changes. Most of the effects flow through  
8 because of the -- we'll call it Cares 2.0. You  
9 see the effects, who the recipients are. They  
10 flow through BNIA, NFIA and Metro and the  
11 transportation center. So overall there weren't  
12 a lot of significant changes. It was mainly just  
13 lowering some operating revenues based on  
14 enplanements, what we think is going to happen  
15 with ridership, and an increase in our operating  
16 assistance and some increased capital  
17 expenditures and additional, additional reserves  
18 of the Metro self-insurance fund.

19 MS. MINKEL: Great. Thanks, John. Do you want to  
20 take us through the five-year --

21 MR. COX: Yes.

22 MS. MINKEL: -- capital and operating plan?

23 MR. COX: Sure. Sure. Okay. I'll move on to the



1 five-year --

2 COMMISSIONER PERSICO: I'm sorry. This is -- I'm  
3 sorry, John.

4 MR. COX: Sure.

5 COMMISSIONER PERSICO: Can you hear me? This is Jen  
6 Persico.

7 MS. MINKEL: Yes, we can hear you.

8 COMMISSIONER PERSICO: I just had a question. Given  
9 that there was just a recent -- I'm sorry. Can  
10 you hear me?

11 MS. MINKEL: We can hear you.

12 COMMISSIONER PERSICO: Oh, terrific. Sorry. Given  
13 the recent announcement from the governor's  
14 office that they didn't expect to -- given the  
15 federal funding trickling down, that they didn't  
16 expect the reductions that were planned in the  
17 original budget, did you guys have time to  
18 incorporate that in the projections in this  
19 particular budget or would that be something that  
20 you would be further updating, or is it in here?

21 MR. COX: That is not contained in here. And, also,  
22 I will point out that the -- well, I guess we'll  
23 keep it simple, the CARES Act 3, which is the

1       third round, is not included in here too. We  
2       didn't have time to incorporate that in this  
3       document.

4 MS. MINKEL: But, also, you're right. Albany has not  
5       finalized their budget yet, so what we have in  
6       here is what's in the executive budget. Both the  
7       Assembly and Senate have their ask in. When that  
8       gets finalized, we make adjustments throughout  
9       the year. But what's in here from a state level  
10      is what was in the governor's budget that was  
11      introduced in January. And we have to do --

12 COMMISSIONER PERSICO: So hopefully we'll be --

13 MS. MINKEL: I was going to say we have to do it that  
14      way because --

15 COMMISSIONER PERSICO: Sure. Of course. Especially  
16      because --

17 MS. MINKEL: I'm sorry.

18 COMMISSIONER PERSICO: I know. It's so difficult to  
19      do this via phone. You know, I just -- so things  
20      will look a little bit better maybe in the coming  
21      months.

22 MS. MINKEL: Yes. We're very optimistic.

23 COMMISSIONER PERSICO: Great. Thank you.

1 MS. MINKEL: And just before we leave the budget for  
2 this year and go to the five-year plan. You  
3 know, I just want to stress, you know, overall  
4 this is a slight increase from what was brought  
5 to the board in December. It's a three point six  
6 percent increase. And really the only reason why  
7 we were able to do this is because of the support  
8 from Senator Schumer and all our federal  
9 delegation on the Coronavirus Response and Relief  
10 Supplemental Appropriations Act, or the CARES 2.0  
11 that John had mentioned, because, collectively,  
12 both from the transit and aviation side, that  
13 brought in almost fifty million dollars which  
14 help offset the decrease in revenue that we're  
15 experiencing in terms of passenger fares,  
16 enplanements being down, and the decrease in  
17 STOA.

18 So I also want to mention, the federal  
19 dollars will also help us to restore some of the  
20 funding in our self-insurance reserves that we've  
21 been essentially borrowing from to help get us by  
22 during this difficult time. So we're certainly  
23 very appreciative of the federal assistance. And

1           now John will take us through the five-year plan,  
2           and in that we will also see the benefit of that  
3           additional federal assistance in out years.

4           So, John?

5 MR. COX: Yes. Commissioners, if you can turn to  
6           page thirty-seven in your packet. I will just  
7           touch on some of the highlights of this -- this  
8           is the five-year operating and capital plan that  
9           we're required to put together to give us some  
10          idea of what -- put some financial planning  
11          together for the future.

12          Now, revenue. Top line revenues. We have  
13          Metro passenger fares. We have revenues  
14          increased based on an estimated ridership  
15          recovery. We have it starting this year at forty  
16          percent of pre-pandemic levels, eventually  
17          looking at a recovery over those five years to  
18          ninety percent by the 2026 fiscal year.

19          Metro fares. We have an increase in fiscal  
20          year, fiscal year 2023. That is I believe --

21          Chris, is that a quarter increase that's in  
22          there? Fifty -- is it fifty cents? I think -- I  
23          believe it's --

1 MS. MINKEL: It's a quarter.

2 MR. COX: It's a quarter, I believe.

3 MS. MINKEL: It's a quarter.

4 MR. COX: Yes. And the last fare increase that we  
5 implemented was in 2020 -- excuse me. In 2012.

6 Buffalo Niagara International, BNIA, we have  
7 our concessions and commissions increasing based  
8 on estimated enplanement recovery. We're looking  
9 at a five-year recovery starting at forty-one  
10 percent of pre-pandemic, which would be 2019, and  
11 increasing to ninety-eight percent. So  
12 essentially by the end of the five years, we'll  
13 be fully recovered as far as enplanements at the  
14 airport.

15 Niagara Falls. We have an increase there.  
16 We're looking at being at twenty-seven percent of  
17 pre-pandemic during this fiscal year, and by the  
18 end of the five years being at sixty-two point --  
19 excuse me. Sixty-two percent of pre-pandemic  
20 enplanements, which, again is 2029 (sic).

21 Erie County sales tax. We have a small  
22 increase. That's only half a percent. And  
23 that's just -- that's due to the post-pandemic

1 economic uncertainty. We're also seeing the same  
2 with mortgage tax.

3 New York State operating and STOA. We have  
4 in there assistance increasing ten percent  
5 annually. And that's consistent with what we are  
6 asking and the rest of upstate transit  
7 authorities are asking for over the next five  
8 years as part of the plan.

9 Federal/state preventive maintenance.  
10 Again, because it's -- we don't know exactly what  
11 that will be because of, again, the economic  
12 uncertainty. So we have that at about a half a  
13 percent. The federal airport coronavirus -- or,  
14 CARES Act for the airport, BNIA, we have that  
15 being fully utilized next fiscal year. But,  
16 again, you know, that will have changed, that  
17 assistance, because we have -- let's call it  
18 CARES 3.0.

19 All of the represented -- on the expense  
20 side, all of the represented and non-represented  
21 salaries are based on contractual agreements and  
22 recent proposals that we made. Our health  
23 insurance. We have seen -- it's interesting that

1 we did -- you know, there was a lot of  
2 uncertainty of what was going to happen during  
3 COVID. Were our expenses going to spike, which  
4 was certainly a possibility during this pandemic.  
5 But, we have so far, at least through, through  
6 February, we actually haven't seen a big spike in  
7 our health costs. It has been actually slightly  
8 below budget. And part of that we believe is due  
9 to we didn't see the big increase in expenses  
10 that we anticipated potentially from COVID. But,  
11 as a result of COVID, many procedures, many  
12 doctors' visits and things like that actually  
13 initially went -- you know, those actually didn't  
14 occur this year. So we may see a little bit of a  
15 spike up in this new fiscal year, but, you know,  
16 that's to be expected because all of those  
17 procedures and office visits and so -- didn't  
18 occur this year, so we will potentially see  
19 some -- so with that, we're looking at a five  
20 percent increase next year.

21 As our Workers' Comp. for both NFTA and  
22 Metro, we have a ten percent increase, based on  
23 recent trends, Metro transit fuel power

1 increasing three percent.

2 And then on the capital side, we're looking  
3 at Metro capital is increasing approximately  
4 fifteen million dollars in fiscal year 2023.  
5 That's because of some of the significant  
6 projects. We have new buses that we'll be  
7 purchasing, an upgrade to our OrbCAD system,  
8 which is the system that runs all the buses and  
9 where they're located so that you always know  
10 where they are, and also some additional yard  
11 management software and that would be the light  
12 rail yard.

13 The BNIA capital. Of course we have the  
14 continuing project that's already occurring with  
15 the airport with the improvement project out  
16 there. We have some additional expenditures that  
17 would be a new snozzle which is a truck with a  
18 nozzle on it that allows you to pierce an  
19 airplane and put foam into it. We have some --  
20 replacing some revenue control equipment and some  
21 additional shuttle buses. And then at NFIA we  
22 have -- out there we have some parking lot  
23 construction. In fiscal year '25 we have the



1 actual revenue control equipment that controls  
2 access to the parking lots.

3 Now, if we turn to page forty, you can see  
4 we have our total operating assistance. We start  
5 out with the current budget that we're shortly  
6 going to be using starting April 1st all the way  
7 through fiscal year '26.

8 Starting with our total operating  
9 assistance, revenues and assistance, which is the  
10 second line down, we're starting at approximately  
11 two hundred and fifty-seven million, and by the  
12 end of the five-year period we're at two hundred  
13 and seventy-six million, approximately, which is  
14 a seven percent increase in our revenues over  
15 that time period.

16 Now, if you turn to page forty-one, you'll  
17 see here is our additional operating assistance.  
18 What we have included in here, which is important  
19 to point out, if you go to the bottom of page  
20 forty-one, there's a line just before your total  
21 line. You'll see additional operating and  
22 capital assistance. So starting this year, we  
23 have zero there. That's because we've received

1 the CARES 2.0.

2 Now, if you look at fiscal year ending '23  
3 through '26, we start with fifty-six million and  
4 it goes out, you know, thirty-six million, thirty  
5 million, twenty-three million. That is the  
6 additional assistance that we would need to  
7 maintain our current operations. And that is  
8 because of all the economic downturn and all of  
9 the challenges that we're seeing as far as  
10 ridership, enplanements, everything happening in  
11 all of our business centers, this would be the  
12 number -- it totals up to approximately a hundred  
13 and forty-seven million dollars -- that we would  
14 need to maintain our operations.

15 Now, I will point out that this doesn't  
16 include any additional state assistance that we  
17 may get or -- it doesn't, it doesn't include  
18 that, and it also doesn't include CARES 3.0 which  
19 is the most recent one that was passed I believe  
20 on March 13th. So that will be a mitigating  
21 factor to this amount, and so that will lower  
22 this dollar amount significantly. But, that's  
23 what we would need based on the first two rounds

1           that we got to continue our operations as an  
2           organization.

3           Now, if you turn to page twenty-four, we  
4           have our total operating expenses over that  
5           five-year period. Where we're starting at this  
6           year's budget, which is two hundred and seventeen  
7           million, approximately, in expenses to two  
8           hundred and fifty million over that five-year  
9           period, you're looking at a fifteen percent  
10          increase in expenses. So that shows you, you  
11          know, this is something we typically experience  
12          where as we have a hard time having our revenues  
13          keep up with our expenses, and as we project out  
14          into the future, it's typically where you'll see  
15          expenses increase at a higher level. And that's  
16          where that, again, that additional assistance  
17          comes in and helps mitigate that. But we're  
18          still -- that's always a trend that we are  
19          dealing with on a regular basis.

20          Now, if you turn to page forty-three, again,  
21          we have Metro. This is the consolidated budget,  
22          so this is all of the buses and the rail. You  
23          know, over the five years as far as revenue,

1 we're going up approximately eleven percent, and  
2 that includes of course as I pointed out before  
3 you'll see the additional operating and capital  
4 assistance. We have a number there which is  
5 included in with that number. We're going up  
6 eleven percent. And, again, operating expenses  
7 on the Metro as a whole are going up fifteen  
8 percent.

9 Now, on page forty-four, I'd like to touch  
10 base on BNIA. Their revenues -- actually, if  
11 you -- over the five years it's actually going  
12 down, and it's going down approximately seven  
13 percent. And part of that is that, a little bit  
14 different than Metro, BNIA operates typically off  
15 of the revenues that they generate. So they've  
16 gotten some influx of additional federal  
17 assistance which you typically would not get at  
18 the airport. So, you know, we've got some of it  
19 coming in front-loaded and then it's tailing off.  
20 And we still have the, you know, the slow  
21 recovery. So it's actually -- in the end we're  
22 coming down as far as our, our revenues. And  
23 that's not something to be concerned about. It's

1 just that what's happening is we're just -- we're  
2 taking that federal assistance out.

3 And one of the things that I'd like to point  
4 out. We also have in here those additional  
5 amounts. We have -- we were running into an  
6 initial issue with not having enough  
7 enplanements, not generating enough revenue. And  
8 what happens is is we can't cover our expenses  
9 and we can't meet bond -- we have a bond covenant  
10 that we can't meet. So because we're just not --  
11 we just don't have enough enplanements coming in.  
12 So if you look, under revenues and assistance,  
13 the additional airline billings, we have fiscal  
14 year '23 versus fiscal year '24. There's two  
15 numbers there you'll see, approximately six point  
16 nine million and five point six million.

17 Now, what that would be is we run out of  
18 federal assistance by applying that to debt  
19 service. And what happens is we wouldn't have  
20 had enough and we wouldn't have had enough  
21 enplanements to generate enough revenue to cover  
22 a bond covenant which requires us to have a  
23 certain amount of profits.

1           With the most recent -- I'd like to point  
2           out, though, that that has now just been  
3           mitigated with the most recent CARES 3.0. We'll  
4           be able to apply that to debt service coverage  
5           and then going -- so those will be zeroed out,  
6           and then going forward in the out years, we  
7           should be generating enough revenue where that  
8           doesn't have to occur.

9           Now, if we can turn to page forty-five, I'll  
10          just touch base briefly on NFIA. On a  
11          year-to-date basis -- or, excuse me. Over the  
12          five-year projection, if you look at their  
13          revenues from an operating basis, their revenues  
14          are increasing thirty-two percent. But, we also  
15          have some significant amounts in additional  
16          operating capital assistance, so we do have about  
17          four million -- between four million and three  
18          point five million that we would need to make  
19          this be a -- to balance essentially NFIA's  
20          budget.

21          We have some increases in operating  
22          expenses, but the biggest challenge we face is  
23          that we just don't have enough traffic there.

1 And there are a couple of things that will be  
2 hitting in the out years. We currently have  
3 Seneca proceeds that we are budgeting and  
4 anticipate receiving, but that runs out in  
5 December of 2023, so we'll be losing  
6 approximately a million dollars a year there.

7 And, also, again, as I mentioned with BNIA,  
8 you know, typically it's just revenue. There  
9 isn't a lot of federal assistance. The current  
10 federal assistance that we're getting for both  
11 the airports, which includes NFIA, will be, of  
12 course, running out. We'll be using that up.  
13 And then we run into an issue where in those out  
14 years, we face some challenges. And we're going  
15 to need to work on ways of developing additional  
16 revenue streams to help balance that. Because  
17 ultimately what happens is with deficits at NFIA,  
18 those deficits end up coming out of BNIA --  
19 excuse me. BNIA's airport development fund. So  
20 it will be -- eventually what will happen in  
21 those out years, if we don't address that revenue  
22 issue what will happen is it will start to draw  
23 down BNIA's airport development fund and start to

1 lower that, so we have to come up with a way to  
2 address that in the out years.

3 So I know I hit -- that was a lot of  
4 information, but it's just, you know, we have to  
5 put these projections together. It helps us --  
6 and we're also required to do this, of course,  
7 you know, and put it out there every year. It  
8 helps us to project and look at -- you know, put  
9 together what our expenses are going to be, what  
10 kind of capital items we need, and it gives us an  
11 idea of, you know, what's coming down the pike  
12 and what's out there in the future and gets us  
13 thinking about how we're going to address these  
14 things as we move forward and these out years  
15 become current budget years.

16 MS. MINKEL: So just a couple of points I want to  
17 emphasize. This five-year plan does not include  
18 the federal assistance through the American  
19 Rescue Plan Act. We're still waiting on the  
20 apportionment numbers to know exactly what that  
21 will be. However, based on estimates that we  
22 received from Senator Schumer's office, it looks  
23 like it's a combined a hundred and one million



1 dollars for both transit and aviation. And  
2 that's important because as we look to years two  
3 and three of this plan, there's a combined  
4 deficit of a hundred and five million dollars.  
5 So this Act was always anticipated that it would  
6 help with the COVID relief over the next couple  
7 of years.

8 We don't really know what the COVID tale is,  
9 how long before things return back to normal, but  
10 at least with that federal assistance, it helps  
11 cover that projected deficit. And in this  
12 five-year plan, we are not anticipating ridership  
13 and enplanements to return to pre-pandemic levels  
14 until fiscal year ending '26 before that occurs.

15 So those are the two plans. Are there any  
16 questions on the five-year plan or on the budget?

17 CHAIR SISTER ROCHE: I think you've done a remarkable  
18 job because it's an enigma to know when things  
19 are going to return or even if they will return  
20 to the same way. But, this gives us a nice  
21 baseline to work with and to modify as we go  
22 along, so it's well done, well thought through.

23 MS. MINKEL: So with that, Sister, I would ask that

1 the board approve and adopt both the fiscal year  
2 ending '23 budget and the five-year operating and  
3 capital plan for NFTA.

4 CHAIR SISTER ROCHE: Good. Thank you. And we'll  
5 take those one at a time. So let's first look at  
6 the revised operating and capital budget. And  
7 that would be the budget ending in fiscal '23.

8 Could I have a motion please to accept?

9 COMMISSIONER PERRY: So moved.

10 CHAIR SISTER ROCHE: And a second?

11 COMMISSIONER HUGHES: Second. Mike Hughes.

12 COMMISSIONER AUL: Joan Aul.

13 CHAIR SISTER ROCHE: Thank you, Mike.

14 Are there any questions or comments that you  
15 want to make before we vote?

16 Okay. All of those who approve of accepting  
17 the revised budget, please indicate by saying  
18 aye, and it will be a roll call vote.

19 MR. STATE: Roll call vote on -- this is item number  
20 one, corporate resolution item one.

21 Commissioner Ansari?

22 COMMISSIONER ANSARI: Aye.

23 MR. STATE: Commissioner Aul?

1 COMMISSIONER AUL: Yes.

2 MR. STATE: Commissioner Baynes?

3 COMMISSIONER BAYNES: Yes.

4 MR. STATE: Commissioner Hughes?

5 COMMISSIONER HUGHES: Yes.

6 MR. STATE: Commissioner Perry?

7 COMMISSIONER PERRY: Affirmative.

8 MR. STATE: Commissioner Persico?

9 COMMISSIONER PERSICO: Yes.

10 MR. STATE: Commissioner Tucker?

11 COMMISSIONER TUCKER: Yes.

12 MR. STATE: Sister Denise?

13 CHAIR SISTER ROCHE: Yes.

14 MR. STATE: And Commissioner Wilcox?

15 COMMISSIONER WILCOX: Yes.

16 MR. STATE: Any other commissioners that have joined  
17 that wish to register a vote on the item?

18 Thank you. Item passes.

19 CHAIR SISTER ROCHE: Item passes. Thank you.

20 Now, the adoption of the five-year operating  
21 and capital plans. And I would ask for a motion  
22 to accept -- or, a motion to vote on this item?

23 COMMISSIONER PERRY: So moved.

1 CHAIR SISTER ROCHE: And a second, please?

2 COMMISSIONER AUL: Joan Aul. Second.

3 CHAIR SISTER ROCHE: Thank you.

4 And remember as you vote, of course you can  
5 say aye or nay or abstain. And we'll do this by  
6 roll call.

7 MR. STATE: Roll call vote once again.

8 Commissioner Ansari?

9 COMMISSIONER ANSARI: Aye.

10 MR. STATE: Commissioner Aul?

11 COMMISSIONER AUL: Aye.

12 MR. STATE: Commissioner Baynes?

13 COMMISSIONER BAYNES: Aye.

14 MR. STATE: Commissioner Hughes?

15 COMMISSIONER HUGHES: Aye.

16 MR. STATE: Commissioner Perry?

17 COMMISSIONER PERRY: Aye.

18 MR. STATE: Commissioner Persico?

19 COMMISSIONER PERSICO: Yes.

20 MR. STATE: Commissioner Tucker?

21 COMMISSIONER TUCKER: Yes.

22 MR. STATE: Sister Denise?

23 CHAIR SISTER ROCHE: Yes.

1 MR. STATE: Commissioner Wilcox?

2 COMMISSIONER WILCOX: Yes.

3 MR. STATE: Any other commissioners, either  
4 Commissioner Blue or Commissioner Hicks, wish to  
5 register a vote on this?

6 Item passes.

7 CHAIR SISTER ROCHE: Thank you.

8 Now, we have the resolutions three through  
9 six. And, Kim, you'll lead us?

10 MS. MINKEL: Yes. Thank you, Sister.

11 So corporate resolution number three starts  
12 on page forty-eight. Staff is looking for an  
13 agreement with FirstLight. This is for network  
14 support throughout our Authority. This is a  
15 five-year agreement. The total cost of the  
16 agreement over five years is five point five  
17 million dollars. Currently, we have an agreement  
18 with FirstLight. We pay around nine hundred  
19 thousand a year. This new contract, however,  
20 though, is going to provide some additional  
21 services. Particularly, we are adding increased  
22 security and penetration scanning in light of  
23 more and more cyber security attacks. We also

1        have more equipment. When you take a look at  
2        every one of our buses out there, each one of  
3        them are loaded with a fair amount of technology.  
4        It's also going to provide the equivalent of  
5        three full-time staff members to help support  
6        over seven hundred pieces of network equipment.

7                We did go out with an RFP. We received two  
8        proposals. FirstLight was selected the highest.  
9        The MWBE goals for this were five percent, zero  
10       percent and zero percent for SDVOB. FirstLight  
11       has identified their participation of zero  
12       percent for MBE, WBE participation of seven  
13       percent, and they are seeking a waiver from ESD  
14       for the MBE goals.

15               I wanted to use this particular resolution  
16       to highlight something for the board. If you  
17       take a look on page forty-nine, you will see in  
18       the selection criteria that for projects such as  
19       this and other projects that we have, when we  
20       evaluate them, we look at and we score them based  
21       on a couple different factors. One qualification  
22       is experience. That's extremely important given  
23       the project. We take a look at the technical

1 criteria, their approach to the project. Cost  
2 obviously is just as important.

3 But, we also look at diversity practices.  
4 And this is something that goes back to 2017 when  
5 we changed our procurement guidelines. And we  
6 thought it was important that we -- and I think  
7 this is -- you know, helps us get that A report  
8 card grade from Empire State Development, is that  
9 we pay particular attention to diversity. So  
10 when we advertise this, we send out a  
11 questionnaire, and you get points based on the  
12 answer of the questionnaire.

13 I will say that the questionnaire or the  
14 evaluation for diversity practice is somewhat  
15 skewed in that a larger company can benefit.  
16 They are more likely, for example, to have a  
17 chief diversity officer compared to smaller  
18 organizations. But, it's our hope that over time  
19 as we put this out there, as we help educate  
20 vendors who will bid on NFTA work, that they  
21 become more aware of some of the things that  
22 we're looking for and help improve diversity  
23 throughout the region.

1           The fourth resolution starting on page fifty  
2           is an authorization for agreement with Marsh.  
3           This is our insurance broker for the NFTA. This  
4           will be a seven-year agreement. Essentially,  
5           it's three years with the option -- our option to  
6           renew for four additional years, at a cost of a  
7           hundred and ninety-five thousand in year one, one  
8           ninety-nine five in year two, two hundred and  
9           four thousand in year three, two hundred and  
10          eight thousand in year five, two thirteen in year  
11          six -- somehow I'm counting wrong. Two hundred  
12          and seventeen thousand five hundred in year six,  
13          and then two hundred and twenty-two thousand in  
14          the seventh year.

15          We did go out, again, for an RFP. We  
16          received three responses. We scored Marsh the  
17          highest based on similar scoring criteria that I  
18          had just mentioned for the previous resolution.  
19          The MBE, WBE and SDVOB goals were seventeen  
20          percent, thirteen percent and one percent,  
21          respectively, and they have identified that they  
22          will meet those goals, with the exception of the  
23          SDVOB. Their participation would be zero



1       percent, and we are granting them a waiver on  
2       that. Our previous broker was Aon. They  
3       provided excellent service for the Authority over  
4       the past twelve years. Prior to Aon, we had  
5       Marsh for a number of ten years, so we have good  
6       experience with them. The broker helps with the  
7       placement of our property and casualty insurance  
8       as well as any other additional risk management  
9       resources. And given the breadth and depth of  
10      our agency, it's important that we have that  
11      support and those resources to help us manage our  
12      losses.

13             The fifth corporate resolution is on page  
14      fifty-three. Staff is looking for a license  
15      agreement with Erie County. This is for them to  
16      have access at 61 and 68 Smith Street. This is  
17      so that they can address invasive species control  
18      on their property. Prior to the use of any  
19      herbicides or pesticides, they will have to get  
20      permission from both the county and the NFTA, and  
21      we need to make certain that it's on the approval  
22      list that the DEC and EPA may have out, and they  
23      would get that before they access the site.

1           On page fifty-four is the sixth and final  
2 corporate resolution. This is for a lease  
3 agreement with Top Seedz. Actually, it's a lease  
4 amendment where they're looking to increase the  
5 storage space at 247 Cayuga. We had a previous  
6 tenant who has vacated the space, so we have  
7 twenty-three hundred square feet that is now  
8 available, and they are looking to rent that  
9 space at a rate of four dollars and twenty cents  
10 per square foot. It would increase on October  
11 1st of 2021 by three percent.

12           Since they are a tenant and have been a  
13 tenant for a couple of years at this space, this  
14 initial rent is only for four months, and then it  
15 will be coterminous with their existing rent  
16 agreement that they have. The total rent for the  
17 twenty-eight month term will be twenty-three  
18 thousand four hundred and eighteen dollars and  
19 nine cents. There was a mistake in the earlier  
20 submission that we had sent out to the board. So  
21 the correct number is twenty-three thousand four  
22 hundred and eighteen dollars and nine cents.

23           And those are the corporate resolutions,

1 Sister.

2 CHAIR SISTER ROCHE: Thank you very much. Any  
3 questions of Kim?

4 May I have a motion to take resolutions  
5 three, four, five and six together as a unit?

6 COMMISSIONER PERRY: Motion to move those as a unit.

7 CHAIR SISTER ROCHE: Thank you. And a second?

8 COMMISSIONER WILCOX: Commissioner Wilcox. Second.

9 COMMISSIONER AUL: Joan Aul. Second.

10 COMMISSIONER PERSICO: Jen Persico. Second.

11 CHAIR SISTER ROCHE: Thank you very much.

12 MR. STATE: Commissioner Aul.

13 CHAIR SISTER ROCHE: I appreciate that you have to  
14 get off mute and then get back on.

15 I will ask you, please, if you choose to  
16 abstain from any of them to let us know which one  
17 that would be. Any questions before we go?

18 Okay. For the resolutions, we will call the  
19 roll, please.

20 MR. STATE: All right. This is on items three  
21 through six, corporate resolutions, motion to  
22 approve.

23 Commissioner Ansari?

1 COMMISSIONER ANSARI: Yes.

2 MR. STATE: Commissioner Ansari is a yes.

3 Commission Aul?

4 COMMISSIONER AUL: Aye.

5 MR. STATE: Commissioner Baynes?

6 COMMISSIONER BAYNES: Aye.

7 MR. STATE: Commissioner Hughes?

8 COMMISSIONER HUGHES: Aye.

9 MR. STATE: Commissioner Perry?

10 COMMISSIONER PERRY: Yes.

11 MR. STATE: Commissioner Persico?

12 COMMISSIONER PERSICO: Yes.

13 MR. STATE: Commissioner Tucker?

14 COMMISSIONER TUCKER: Yes.

15 MR. STATE: Sister Denise?

16 CHAIR SISTER ROCHE: Yes.

17 MR. STATE: And Commissioner Wilcox?

18 COMMISSIONER WILCOX: Yes.

19 MR. STATE: Any other commissioners voting on this?

20 Item passes.

21 CHAIR SISTER ROCHE: Thank you. Now, the aviation

22 business group, and I turn to Commissioner Perry.

23 COMMISSIONER PERRY: Thank you, Sister. Consistent

1 with our recent practices, I'm going to ask Bill  
2 Vanecek to take us through the AIP and other  
3 items.

4 MR. VANECEK: Thank you, Commissioner Perry.

5 So the projects that are underway for the  
6 Buffalo Niagara International Airport include  
7 first and foremost the terminal enhancement  
8 project. As you know, that's a forty-one  
9 thousand square foot addition to the east side  
10 and an eleven thousand square foot addition to  
11 the west side. In addition, we'll be renovating  
12 thirty-nine thousand square feet. At this point  
13 the west expansion escalator, elevator, solar  
14 panels, exterior building envelope and terrazzo  
15 flooring are in progress. Carousel number two is  
16 in process and we expect to have that one up and  
17 operating by mid April or so. I think right now  
18 they're targeting the 9th, but we'll say between  
19 the 9th and the end of April. And then we  
20 will -- we are shooting for and I think we're  
21 going to be able to get there, the complete  
22 expansion of both the west -- the west expansion  
23 and the east expansion by June of '21 -- of this

1 year. So that will take care of really the  
2 expansion areas and what will be left is just the  
3 two other carousels and those will be wrapped up  
4 by March of 2022.

5 The subsurface wetland program. This is  
6 where we treat our de-icing --

7 Oh. Commissioner Perry?

8 COMMISSIONER PERRY: So the original RFP for the  
9 design for this was November, 2015. Seems like a  
10 long time ago.

11 MR. VANECEK: That was the, that was the request for  
12 proposal. You've got it.

13 COMMISSIONER PERRY: And now we're less than a year  
14 from the last component of baggage carousel three  
15 and four being completed according to schedule.

16 MR. VANECEK: That's correct.

17 COMMISSIONER PERRY: And it took all this time for  
18 Newell Nussbaumer to interview you and do an  
19 article in Buffalo Rising.

20 MR. VANECEK: Well, we do thank Newell for getting us  
21 a little bit of press out there. It's been very  
22 positive, so we're thankful for what we can get.

23 So the next project is the subsurface

1       engineered wetlands project. Full construction  
2       activities began on March 8th by Kandey Company,  
3       and with WSP as the construction managers on  
4       that. The notice to proceed was January, '21 and  
5       the project close-out will be by the end of this  
6       year, so we'll be in good shape for treating our  
7       spent glycol going into those areas.

8               The Buell Avenue parking lot. This is an  
9       area where we're going to be allowing the  
10      relocation of about four hundred employee parking  
11      spaces. We'll also increase parking spaces near  
12      the terminal, obviously, for BNIA customers, and  
13      we will have a park and ride location there for  
14      our Metro customers. Notice to proceed will be  
15      issued in April of 2021 for construction.

16             Runway 5-23 is going to be a major project.  
17      That project will determine, will determine the  
18      next key mill and overlay as well as full-depth  
19      replacement of the pavement that are on the  
20      runway. It will also include pavement markings,  
21      lighting modernizations and drainage systems. In  
22      February of 2021 we issued the notice to proceed  
23      for design, so that is, that is underway.

1           Niagara Falls. We have one project up  
2 there. It's taxiway D. This is our main access  
3 to the main runway from the terminal. And the  
4 project, again, is going to be a mill and overlay  
5 as necessary, and any full-depth replacement as  
6 well. It will also include pavement markings and  
7 replacement lighting and drainage. The notice to  
8 proceed for construction is October of this year.

9           Moving ahead to the business update. Our  
10 enplanements for February were down seventy-five  
11 percent over budget, and for the year we're  
12 eighty-four percent below budget, again, because  
13 of the pandemic and really no change in patterns  
14 of travel at this point. However, I will say  
15 that over these next three days starting today,  
16 Thursday, Friday and Saturday, we will average  
17 over thirty-five hundred passengers per day. And  
18 that's a huge jump from what we've been seeing in  
19 the past. So with any luck -- and I'll reach  
20 down and hit the wood on the table here. Right?  
21 That this will continue to show an upturn in the  
22 travel patterns that we so desperately want to  
23 see.



1           Our February deficit was seven hundred and  
2           ten thousand unfavorable to budget. Year to date  
3           we are showing a net surplus of two million four  
4           thirty-eight, fifty-eight percent unfavorable to  
5           what we had anticipated.

6           Let's see. And then moving forward to  
7           Niagara Falls. Our enplanements at Niagara Falls  
8           came in just over two thousand for the month of  
9           February. That was eighty-five percent below  
10          what we had anticipated. And year to date we are  
11          eighty-seven percent below what we had  
12          anticipated as well. And this is really being  
13          driven by a couple of things, as far as the  
14          surplus -- the deficits, the deficit of a hundred  
15          and fifty thousand at Niagara Falls, the variance  
16          portion really is attributable to the lack of  
17          parking. I mean, parking is our biggest revenue  
18          at both airports, but you significantly get hit  
19          by the ones up in Niagara Falls.

20          So then next up would be -- if we look at  
21          the number of flights that were going out of  
22          Buffalo in 2021 versus 2022 (sic), when you  
23          compare these, you're seeing a significant drop.

1           Sixty-three percent in the actual flights  
2           scheduled and then the -- or, I'm sorry. In the  
3           actual flights flown. And scheduled was seven  
4           hundred and seventy-two.

5           What we're seeing is a pattern amongst the  
6           airlines that if they offer a flight in -- let's  
7           say in the morning, and they don't have a lot of  
8           passengers on it, they're going to -- they're  
9           canceling that and then they're putting the  
10          additional passengers on other flights that are  
11          flying to the same destination to make better use  
12          of their aircraft. So we're seeing a little bit  
13          of that. So forty-three flights were canceled in  
14          February due to the low loads on those flights.

15          At Niagara Falls, a couple of things.  
16          Allegiant is flying. Spirit is not. They have  
17          indicated to us that they will consider maybe  
18          flying starting in the summer of this year. So  
19          we're in a holding pattern with Spirit.

20          And then a couple of other things. Our  
21          twelve-month period ending November, '20 versus  
22          the same year last year was sixty-five percent  
23          negative versus an average across the country of

1        fifty-four percent. Again, that tells you the  
2        impact of the Canadian border as it's  
3        demonstrated here. We should all be pretty much  
4        on par within the United States border, not  
5        relying on the Canadian traffic.

6                Niagara Falls. Similarly, they do get also  
7        a little bit of that impact as well. Not as  
8        much, though, than we would anticipate. So,  
9        again, Spirit is anticipating re-evaluating for  
10       the summer months.

11               And that concludes my report on the  
12       operations.

13               And are we saving discussion items for  
14       later, Kim?

15       MS. MINKEL: Yes.

16       MR. VANECEK: Okay. Are there any questions on  
17       those?

18       COMMISSIONER PERRY: Any questions?

19               And, Sister, that --

20       CHAIR SISTER ROCHE: Any news on the Canadian  
21       situation?

22       MR. VANECEK: No. They've once again -- they've  
23       punted again and kicked it out another month. I

1 see no reason that they're going to open it until  
2 later -- if I had to guess, probably late fall  
3 maybe. There's really no movement at all.

4 COMMISSIONER PERRY: Late fall?

5 MR. VANECEK: Late fall. That would be my guess.

6 COMMISSIONER PERRY: So that means like December.

7 MR. VANECEK: Yes. I mean, that's what we're hearing  
8 the chatter being.

9 COMMISSIONER PERRY: So you mean no Crystal Beach,  
10 no --

11 MR. VANECEK: No Crystal Beach. I mean, the beach  
12 exists, but --

13 COMMISSIONER PERRY: Yes. Yes. Thanks for that.

14 MR. VANECEK: Thank you.

15 COMMISSIONER PERRY: Thank you, Bill.

16 And that concludes the aviation report.

17 CHAIR SISTER ROCHE: Thank you very much.

18 We have a few resolutions, and I'll ask Kim,  
19 please, to take us through those.

20 MS. MINKEL: Yes. Thanks, Sister.

21 There's three aviation resolutions. They  
22 start on page fifty-seven. The first one, staff  
23 is looking for an authorization for a change

1       order with Pike Company. This is for the  
2       expansion project at the Buffalo airport that  
3       Bill highlighted earlier. This will be a hundred  
4       and eighty-nine thousand eight hundred and  
5       twenty-five dollar increase to the contract. The  
6       revised contract value would be just under a  
7       three percent overall increase. We're trying  
8       to -- normally with these projects of this  
9       nature, if you keep it under five percent, it's  
10      considered a good job. At this point we are  
11      about seventy-five percent overall complete with  
12      the project.

13             The reason for the increase is -- it falls  
14      under a couple different categories. One is  
15      unforeseeable varying site conditions that  
16      amounts to thirty-three thousand six hundred and  
17      thirty-five dollars. So these are things that  
18      come as a surprise when you get into the walls,  
19      you find that, for example, the framing  
20      conditions weren't known until they actually got  
21      into the walls so changes need to be made based  
22      on what was designed.

23             But a hundred and fifty-two thousand three

1 hundred and seventy dollars is related to design  
2 consistencies. So, for example, a big item, the  
3 twenty-six thousand three hundred and twenty  
4 dollar item for a pedestrian breach system,  
5 ceiling mesh. This is a requirement that TSA has  
6 so that when you go from the secure to the  
7 non-secure area, someone can't throw something up  
8 above the ceiling and cause a security breach  
9 there. For these items, it's important that the  
10 board know that for any rework we are getting a  
11 credit. And to date we have received a three  
12 hundred and fourteen thousand rework  
13 reimbursement credit has already been received  
14 for any of these design inconsistencies.

15 The next category is enhancements. So these  
16 are the type of things that when they're out  
17 there, sometimes it becomes apparent that we  
18 could improve the project. So we have twenty-one  
19 thousand eight hundred and twenty dollars worth  
20 of enhancements to the projects.

21 And then the final category, we do have a  
22 credit or cost reduction of eighteen thousand to  
23 the project. This work is being paid for through

1 both the passenger facility charge and the  
2 airport development fund, depending on the  
3 eligibility schedule as it relates to the PFC  
4 requirements.

5 The second resolution in aviation on page  
6 sixty-three is an authorization for an agreement  
7 with Varec for accounting software in the amount  
8 of eighteen thousand for three years and a  
9 three-year support agreement in the amount of  
10 nineteen thousand sixty-three dollars and  
11 thirty-five cents. And this is to comply with  
12 the new reporting requirements that were put in  
13 place by the airlines in 2017. This proposal is  
14 considered sole source because they are the  
15 vendor of the original equipment. And the board  
16 should know that a hundred percent of these costs  
17 are directly related and billed right back to the  
18 airlines.

19 And then the final resolution is an  
20 authorization for procurement with Prentice  
21 Office for passenger seating furniture at the  
22 Buffalo airport. And so this is for the new  
23 space that Bill mentioned earlier. The total

1 amount is three hundred and nine thousand two  
2 hundred and fifty-three dollars and fifty-four  
3 cents. Prentice Office is a New York State  
4 certified WBE. This was procured off of OGS  
5 Services. And this will fill the space of  
6 approximately twenty-nine thousand square feet  
7 and provide additional passenger seating. The  
8 board should know that for the furniture portion  
9 of this project, we are coming in overall about a  
10 hundred and fifty thousand under budget, so  
11 that's good.

12 And those are the three resolutions.

13 MR. VANECEK: Kim, can I clarify?

14 MS. MINKEL: Um-hum.

15 MR. VANECEK: So this is the furniture portion, but  
16 included in this overall budget for the furniture  
17 there still needs to be purchases of planters and  
18 plants and trash can receptacles that will go in,  
19 so that will eat up some of that.

20 MS. MINKEL: Okay. Thanks, Bill.

21 CHAIR SISTER ROCHE: Okay. I think we could take  
22 these three together.

23 MS. MINKEL: Um-hum.



1 CHAIR SISTER ROCHE: Yes. So we will take the three  
2 resolutions together unless there is an  
3 objection. Any board member object?

4 COMMISSIONER PERRY: So moved.

5 CHAIR SISTER ROCHE: Thank you. And a second?

6 COMMISSIONER HUGHES: Second. Mike Hughes.

7 CHAIR SISTER ROCHE: Thank you, Mike.

8 COMMISSIONER PERSICO: Second. Jen Persico.

9 CHAIR SISTER ROCHE: Is there any discussion,  
10 questions, comments?

11 Thank you. I don't hear any, so I'm going  
12 to ask Dave to do the roll.

13 MR. STATE: Roll call votes.

14 Commissioner Ansari?

15 COMMISSIONER ANSARI: Yes.

16 MR. STATE: Commissioner Aul?

17 COMMISSIONER AUL: Aye.

18 MR. STATE: Commissioner Baynes?

19 COMMISSIONER BAYNES: Aye.

20 MR. STATE: Commissioner Hughes?

21 COMMISSIONER HUGHES: Aye.

22 MR. STATE: Commissioner Perry?

23 COMMISSIONER PERRY: Aye.

1 MR. STATE: Commissioner Persico?

2 COMMISSIONER PERSICO: Yes.

3 MR. STATE: Commissioner Tucker?

4 COMMISSIONER TUCKER: Yes.

5 MR. STATE: Sister Denise?

6 CHAIR SISTER ROCHE: Yes.

7 MR. STATE: And Commissioner Wilcox?

8 COMMISSIONER WILCOX: Yes.

9 MR. STATE: Item carries.

10 CHAIR SISTER ROCHE: Thank you. And now it's time  
11 for the surface transportation business report,  
12 and I turn it over to Commissioner Hughes.

13 COMMISSIONER HUGHES: Thank you, Sister. Similar to  
14 aviation, there was no official committee meeting  
15 this morning. With that, I'll ask Tom George to  
16 walk us through the financials and the  
17 initiatives report.

18 MR. GEORGE: Okay. Good afternoon, commissioners.  
19 We did cover the financials in the, in the audit  
20 and governance, so I will, I will refer to that  
21 if possible. And I would like to start with the  
22 initiatives status report. I don't have anything  
23 on our initiatives report for this month, but I

1 would like just to spend a minute on our capital  
2 project update because it's been quite some time  
3 since we've gone through that.

4 On our LRV midlife rebuild, that's a project  
5 that is probably older than most of us have been  
6 in our positions here in this room. I am pleased  
7 to say that we are down to our last car, car 107.  
8 We have twenty-six cars in service, and we do  
9 anticipate having car 107 completed here in the  
10 next month or so. So this will be quite the  
11 milestone for NFTA Metro and our contractors and  
12 consultants.

13 Also, on LR rail the pad and fastener  
14 replacement phase ten. So we are periodically  
15 replacing rail and fasteners in the tunnel. This  
16 section is from LaSalle to University Station.  
17 That is nearing completion and should be done by  
18 May of 2021 as well. And that leads us into our  
19 next project which will be moving back to the  
20 surface. And we anticipate doing design on that  
21 project in this coming summer and fall.

22 The City of Buffalo's lower Main Street  
23 rehabilitation project. It's important that we

1 reference that today because they're nearing  
2 completion on that. Their completion schedule is  
3 for December of 2021, so December of this year.  
4 In order to get to that point, there's going to  
5 be a long period of single tracking in the summer  
6 from basically June through August. We're  
7 looking at about three months of single tracking  
8 which will have an impact on our community, so I  
9 wanted to highlight that.

10 And I also wanted to highlight the fact that  
11 we are also moving forward with the redesign of  
12 the Erie Canal Harbor Station. We have our  
13 consultant onboard. We're starting that design  
14 process. And the intent is as the city turns the  
15 Cars on Main Street and the Erie Canal Harbor  
16 Station over to us, we will then move in with our  
17 construction to rehabilitate that station. So  
18 that's ongoing as scheduled.

19 On the DL and W Station. There's  
20 significant construction going on there now. It  
21 has been for quite some time. They're making  
22 good progress on all the yards, the track, the  
23 train control, the catenary, all the support

1 systems for the rail, and we do anticipate  
2 advertising for bids on the station work in June  
3 of this year. So the design on that is nearing  
4 completion, and we should be nearing the bidding  
5 on that as we get into the summer.

6 On the fare collection upgrade. There is a  
7 number of systems ongoing testing today. We've  
8 got fare boxes in our vehicles, we have gates in  
9 the stations, we have ticket vending machines.  
10 We're in the final testing of a lot of that. And  
11 we've moving forward with a proposed start of  
12 that project in the summer of this year in time  
13 for our fall school and college programming  
14 initiation.

15 And then last, but not least, I just want to  
16 touch on Metro escalator replacement. You know,  
17 we talk about these projects. We're at Humboldt  
18 Station. We're replacing three escalators there  
19 this year. That's year five of our plan. We  
20 would have one more year after this that we've  
21 funded and that would be for University Station.  
22 And once we get through that, we will have  
23 replaced every single long escalator in the

1 system and rehabilitated every single short  
2 escalator in the system. So by the end of 2022,  
3 calendar year 2022, we should be at a point where  
4 we have all of our escalators in either new or  
5 fully rehabilitated status.

6 If I can shift gears a little bit and talk  
7 about ridership. Ridership has been -- remained  
8 fairly steady. Year to date we're at forty-eight  
9 percent on the bus and thirty-four percent on the  
10 rail. Couple notes, though. We did -- we are  
11 picking up a little bit, very little bit -- I  
12 don't want to say too much because I don't think  
13 it's a trend yet. But, we're seeing in March  
14 numbers starting to move north into a little bit  
15 more positive territory.

16 But of significant note is our paratransit  
17 ridership. Paratransit ridership as of the first  
18 week of March is over seventy percent. We were  
19 at below fifty percent in January. So I'm really  
20 excited about this because it's showing just how  
21 important we are to this community and what we're  
22 able to do for these folks and that we're there  
23 for them, and that they have a need and we're

1       able to support it. And you can see, again, that  
2       that ridership is starting to move up. So I'm  
3       viewing that as some normalcy in our community  
4       and some ability for a lot of our people with  
5       disabilities to be able to get back into the  
6       swing of things, because in many cases we are the  
7       sole mobility option that they have.

8               That's all I had in my report. I would be  
9       remiss, of course, if I didn't go over our  
10       committees. I am pleased to say that we do have  
11       a citizens advisory committee meeting this  
12       evening at five-thirty p.m. We did not have a  
13       meeting last month, so there's no report on that,  
14       but we will be meeting this evening. And as well  
15       there is an accessibility advisory committee  
16       meeting today at two p.m.

17               There was a meeting in February, and some of  
18       the items that were covered were the new fare  
19       system and what that means to those individuals  
20       and to get input on that. We are doing a new  
21       paratransit rider's guide. It's anticipated to  
22       be completed by early summer of 2021. We've been  
23       getting some feedback from the committee on that.

1       There was some questions about some overlapping  
2       audio from the vehicles. With the big buses, as  
3       they kneel, creating some challenges for people  
4       to hear that, so we're working on that. We've  
5       changed our PAL Direct online service to increase  
6       the characters on that to allow people to provide  
7       more input on their comments.

8               We were also able to provide the ability for  
9       our customers to buy bulk passes. So if you're a  
10      paratransit customer, today it's four dollars a  
11      ride, but you have the ability to buy a ten-pack  
12      or a twenty-pack for three dollars and fifty  
13      cents a ride. We have now implemented that into  
14      our mobile device payment methodology, so those  
15      folks are also able to buy those discounted  
16      tickets using their mobile devices. And that was  
17      requested by that group. The MagnusCard app is  
18      also available to our customers. We went through  
19      that again with them. We're very pleased to  
20      inform them that the developmentally disabled  
21      individuals are able to use that app to navigate  
22      our system as well as the airport, I believe. So  
23      that's a great service that's been put out there.



1           And we are also continuing our audit to fix route  
2           stop compliance. We've done this for a number of  
3           years. It was generally driven by the fact that  
4           as the bus comes to a stop, an operator is  
5           required to notify the riders of the stop that's  
6           coming up. As we build our automated system,  
7           that goes over to the automated system, which  
8           makes some of the auditing less necessary. But,  
9           we're going to still continue on because it also  
10          helps us with how our automated system is  
11          working.

12                 There was also some suggestions that were  
13          brought into us that we're working on. And as I  
14          said, the final meeting -- or, not the final  
15          meeting, but the next meeting is today at two  
16          p.m. And that's my report. If there's any  
17          questions.

18 CHAIR SISTER ROCHE: Thank you very much, Tom.

19 COMMISSIONER HUGHES: Thanks, Tom.

20 CHAIR SISTER ROCHE: Kim, do you want to take us  
21          through the resolution?

22 MS. MINKEL: Yes. There are eight resolutions in  
23          surface. The first one is on page sixty-seven.

1           And if the board would bear with me for a minute,  
2           this is a new -- a different type of procurement.  
3           It's the first time we're ever done it here at  
4           the NFTA. So this is the first time we've done a  
5           targeted procurement or a set-aside that is  
6           provided under the Public Authorities Law where  
7           the board can waive competition for the purchase  
8           of goods and services.

9           And we are asking that the board waive  
10          competition and approve a lump sum agreement for  
11          design services with Watts Architect and  
12          Engineering. And this is for a project that  
13          we're very excited about. And this is to improve  
14          the sidewalk area along the Freedom Wall. The  
15          Freedom Wall for -- as a reminder to existing and  
16          new board members was done on the NFTA bus wall  
17          on the corner of Michigan and Ferry Streets. And  
18          it's certainly a very moving tribute, and we  
19          think it's important that as beautiful as the  
20          wall is that the sidewalk and the landscaping and  
21          the lighting reflect that.

22          So this work would include the reconstruction  
23          area between the concrete wall and the street

1 curbing, it would install LED lighting to accent  
2 the wall portraits and it would replace some of  
3 the curbing and the sidewalk to allow for  
4 improved accessibility within that area. Watts  
5 Engineering has the, the ability and the staff to  
6 provide the -- and certainly the expertise to do  
7 this work. And the total amount for it is  
8 thirty-three thousand eight hundred and forty  
9 dollars.

10 The second resolution is an authorization  
11 for a contract with Scheidt and Bachman. And  
12 this is for fare media in quantities not to  
13 exceed six hundred and forty-five thousand nine  
14 hundred and thirty-nine dollars. This is for the  
15 paper fare media, which was not part of the  
16 original contract. It is considered a  
17 sole-source procurement because the manufacturer  
18 of this equipment has the media supplies that  
19 comply with the specs and warranty that's needed  
20 to operate within the system. And so the idea of  
21 this is it would be ticket stock for vending for  
22 a single use and short-term travel. And it's  
23 also the card stock that we can pass out to

1 Social Service agencies and bulk sales. And this  
2 is for five years to take us through five years  
3 for this project.

4 The third surface resolution on page  
5 seventy-two is a supplemental agreement with WSP  
6 in the amount of two hundred and seventy-eight  
7 thousand two hundred and five dollars. And this  
8 is a supplemental agreement to their phase one  
9 contract as they advance the environmental under  
10 the National Environmental Policy Act, the NEPA  
11 requirements that FTA requires us to follow as  
12 part of the light rail extension project.

13 So a little while back FTA had asked that as  
14 part of the NEPA review we include an  
15 alternative, the bus rapid transit system review,  
16 as part of that environmental. The environmental  
17 had been done to satisfy the state requirement  
18 under SEQR, but that in satisfying the state, we  
19 did not include BRT as an alternative, and FTA  
20 has asked that that be included. So this is to  
21 include that portion of the work. WSP  
22 participation -- WBE participation is fifteen  
23 percent, their MBE participation is nineteen

1           percent and their SDVOB participation is six  
2           percent as part of this project. And this is  
3           paid for as part of a grant that's been received  
4           through Empire State Development.

5           The fourth resolution under surface is a  
6           support agreement with Conduent Transport. This  
7           is for our OrbCAD system in Metro. It's in the  
8           amount of one million three hundred and  
9           eighty-nine thousand five hundred and forty  
10          dollars and will take us through the end of  
11          February of 2026. It's a five-year agreement.  
12          The OrbCAD system is used to monitor, control and  
13          operate our bus service. So this includes the  
14          voice, the data and the GPS, the location  
15          communications of our bus fleet. The system was  
16          competitively procured in 2009. It utilizes  
17          proprietary software, so, thus, that makes this a  
18          single-source procurement as part of our  
19          procurement guidelines. Additionally, this will  
20          help address some security issues. Cyber  
21          security is always a concern. And it's really a  
22          major step forward in how we use our OrbCAD  
23          system going forward.

1           The fifth resolution on page seventy-five is  
2           an authorization for agreement with DOT. This is  
3           a right-of-way permit for our bus loop over here  
4           by our MTC. Essentially, the bus loop is set up  
5           in two ways. There's the center of the doughnut,  
6           which is a separate permit agreement with DOT,  
7           and then the doughnut itself is what this refers  
8           to. And DOT is looking for a rate adjustment.  
9           The last time the rate was established was in  
10          2013, which had a monthly rate of seventeen  
11          fifty. Effective April 1st, the rate would  
12          increase to twenty-one hundred dollars. And the  
13          outer edge of doughnut is where we have some NFTA  
14          employee parking and taxicab parking. The inner  
15          part is where the bus layover exists. I should  
16          also mention the maintenance of this space is our  
17          responsibility as part of this permit agreement.

18          On page seventy-six, staff is looking for an  
19          agreement with 1238 Group. This is for storage  
20          space of a little over twelve thousand five  
21          hundred square feet at a rate of five dollars and  
22          twenty-five cents per square foot at a location  
23          of 222 Chicago Street. We currently are leasing

1 space, a little over twenty thousand square feet  
2 of indoor space that we -- is not being offered  
3 up for renewal. And we need space to put a  
4 number of our capital assets, vehicles, supplies,  
5 during the off season. So this is a space that's  
6 fairly close to our Metro rail operations that we  
7 can move that equipment to for the next couple of  
8 years.

9 The seventh surface resolution, staff is  
10 recommending a contract with Green Options  
11 Buffalo which is doing business as GoBike. This  
12 is for a three-year term not to exceed seven  
13 hundred and fifty-nine thousand two hundred and  
14 twenty-five dollars and seventy-one cents. And  
15 this project is the second portion of our  
16 transportation demand management grant that was  
17 awarded to the NFTA back in April of 2019. The  
18 second grant of the TDM has a recommendation that  
19 we'll develop and implement the recommendations  
20 from the first grant that was received.

21 The goal of TDM in general is to decrease  
22 single-occupancy vehicles, reduce vehicle miles  
23 traveled and reduce emissions throughout the

1 region. So this project, which be will be  
2 managed by GBNRTC -- the NFTA is administering  
3 the grant award, but GBNRTC has agreed to manage  
4 the project for us -- will focus on regional  
5 marketing and education on TDM programs. We'll  
6 look at vanpool expansion, bike share expansion  
7 and carpool signage and promotions going forward.  
8 And this grant was funded through CMAQ funds with  
9 FTA and matching in-kind services from GoBike.

10 And the final resolution under surface is on  
11 page eighty. Staff is looking for the board to  
12 adopt our Metro bus and rail service design  
13 guidelines and delivery standards. This was a  
14 discussion item at last month's board meeting.  
15 The purpose of these revised service and design  
16 guidelines that were last adopted and approved in  
17 2012 and really go back to 1992, is to focus on  
18 equity and incorporate a transit need index as a  
19 framework for evaluating the equitable  
20 distribution of service to the community with the  
21 highest need for public transportation. So the  
22 goal of this is to make our buses more reliable  
23 and predictable, and it will help improve traffic



1 flow.

2 And a little later today, as one of the  
3 discussion items, we have Rob Jones who will talk  
4 about bus stop balancing, one of the components  
5 that's in this service design guideline and  
6 delivery standards. We're very excited about  
7 this. This is the next generation of  
8 transportation. It's really based on a lot of  
9 best practices that we're seeing not only  
10 throughout the U.S., but really throughout the  
11 world.

12 So those are the resolutions, Sister.

13 CHAIR SISTER ROCHE: Okay. Unless there is an  
14 objection, we will take all of these eight  
15 resolutions together.

16 Anyone who objects to doing that?

17 Okay. May I have a motion, please, to  
18 accept these eight resolutions?

19 COMMISSIONER HUGHES: So moved. Mike Hughes.

20 CHAIR SISTER ROCHE: Thank you. And a second?

21 COMMISSIONER WILCOX: Phil Wilcox. Second.

22 COMMISSIONER PERSICO: Second. Jen Persico.

23 CHAIR SISTER ROCHE: Thank you. I'll turn it over to

1           Dave for the roll call.

2   MR. STATE:   Roll call vote.   Commissioner Ansari?

3   COMMISSIONER ANSARI:   Yes.

4   MR. STATE:   Commissioner Aul?

5   COMMISSIONER AUL:   Aye.

6   MR. STATE:   Commissioner Baynes?

7   COMMISSIONER BAYNES:   Yes.

8   MR. STATE:   Commissioner Hughes?

9   COMMISSIONER HUGHES:   Yes.

10   MR. STATE:   Commissioner Persico?

11   COMMISSIONER PERSICO:   Yes.

12   MR. STATE:   Commissioner Tucker?

13   COMMISSIONER TUCKER:   Yes.

14   MR. STATE:   Sister Denise?

15   CHAIR SISTER ROCHE:   Yes.

16   MR. STATE:   And Commissioner Wilcox?

17   COMMISSIONER WILCOX:   Yes.

18   MR. STATE:   Commissioner Perry has left the room, so

19           I didn't call him.   But, the item passes.

20   CHAIR SISTER ROCHE:   Thank you very much.   We're

21           going to move along now to the general counsel

22           report.

23   MR. STATE:   Nothing to report today, Sister.

1 CHAIR SISTER ROCHE: Nothing to report. That's fine.

2 And to our presentations. So I'll turn it  
3 over to Kim.

4 MS. MINKEL: Great. Thank you, Sister.

5 I'm going to turn it over to Darren Kempner  
6 to provide an update on his government affairs  
7 report and to speak a little bit to the American  
8 Rescue Plan Act of 2021.

9 Darren?

10 MR. KEMPNER: Thanks, Kim.

11 I've got two slides to review, federal and  
12 state government funding and finance. And I'll  
13 start just briefly, but we've said a lot of this  
14 already. The American Rescue Plan Act, as you  
15 likely know, was signed into law on March 11th.  
16 The Act appropriated thirty billion for federal  
17 transit programs as well as eight billion for  
18 federal aviation. And those amounts haven't been  
19 allocated formally yet, but from Senator  
20 Schumer's office we received some estimates for  
21 NFTA and NFTA Metro and the airport system. So  
22 I've listed those in the PowerPoint slide.

23 About seventy-nine point four million for

1 Metro and then a total of about twenty-two  
2 million for the two airports. I would mention  
3 not listed here is an allocation of eight hundred  
4 million -- out of the eight hundred million  
5 nationwide, an allocation to concessionaires at  
6 the two airports. Just like the last round,  
7 there was a smaller allocation; this one, a  
8 larger allocation. And also like previous  
9 rounds, there's a provision to fund one hundred  
10 percent of AIP projects in the 2021 fiscal year,  
11 the current fiscal year, so that translates to  
12 about a quarter million dollars for us. We've  
13 got two big projects, as Bill mentioned earlier,  
14 the design of the main runway in Buffalo and the  
15 taxiway D up in Niagara Falls so that's  
16 (inaudible).

17 The last thing I would mention on the  
18 American Rescue Plan, as you know, it included  
19 three hundred and fifty billion for state and  
20 local governments, and that obviously translates  
21 to the New York State budget. And as  
22 Commissioner Persico mentioned before, the  
23 governor kind of did a bit of a reset earlier

1       this week in the negotiations by mentioning that  
2       the federal -- the American Rescue Plan money  
3       will certainly change the calculus here.

4               So part of the normal process is for the  
5       executive to propose the budget in January, and  
6       then the Assembly and Senate to do their  
7       one-house budgets as they did March 13th and  
8       14th. I've listed last year's enacted as well as  
9       the governor and Assembly and Senate budgets  
10      here.

11              I think the main difference I would point  
12      out in these two 2021-'22 state budget proposals  
13      is the Senate increased STOA for NFTA by ten  
14      percent, where the Assembly actually decreased  
15      the STOA from last year's enacted budget  
16      slightly. The Assembly also created a new  
17      program for bus and bus facilities, similar to  
18      our federal bus and bus facilities program.  
19      Eighty million to be distributed across non-MTA  
20      properties which would translate to about almost  
21      nine million dollars for NFTA, and then a small  
22      bus rapid transit capital appropriation to all  
23      non-MTA properties of four million dollars.

1           So the next steps on the budget usually  
2           would be table targets, which is how much money  
3           each table, transportation and education, has to  
4           distribute across all areas. And those haven't  
5           been set, and with the state fiscal year rapidly  
6           approaching to close, there's a lot to be  
7           negotiated in a short period of time. As you can  
8           imagine, if you don't know how much you're going  
9           to spend, it's hard to break it up amongst  
10          everything. So I would say that we're continuing  
11          to talk to our electeds about our priorities,  
12          which certainly are listed here, but there are  
13          additional ones that are not that we've discussed  
14          with them and we'll continue to focus on those,  
15          certainly STOA capital programs for transit as  
16          well as the aviation capital grant program.

17                 That concludes my report.

18   MS. MINKEL: Great. Are there any questions for  
19                 Darren?

20                 Okay. If not, I'll turn it over to Tom  
21                 George to talk about bus stop balancing.

22   MR. GEORGE: Yeah. Just real briefly before I turn  
23                 it over to Rob. You know, we talked about this

1 year and I just talked about ridership being at  
2 fifty percent. And then we talk about in the  
3 budget John has presented how we anticipate that  
4 going up to ninety percent over the next few  
5 years. But, you'll see some of the routes today  
6 are certainly much better than fifty percent and  
7 some are less. So as we move through the next  
8 few years and through the next few months, we're  
9 having to take a hard look. You know, the whole  
10 industry is under immense pressure right now.

11 We've been solidified by the dollars that  
12 Darren had just talked about, but at the end of  
13 the day, we're still staring at a changed  
14 environment and a changed community relative to  
15 public transit. So as we start to look at every  
16 one of these routes and look at new service  
17 models and look at ways we're going to deliver  
18 things to meet the needs of our community and to  
19 address those lower ridership numbers, we also  
20 are going to look at -- we're going to look at  
21 every route individually. Interesting to note,  
22 in June of 2010, the NFTA adopted a new service  
23 approach based on a large consultant study that

1 was done, and we rolled out a new service then.  
2 It was a new model that was developed eleven  
3 years ago. And one of the comments in that study  
4 was the fact that a lot of our stops are way too  
5 close together and we've got a lot of stops that  
6 we don't need.

7 So with that, I'm going to turn it over to  
8 Rob Jones who is going to talk a little bit about  
9 bus stop balancing and approaches that we would  
10 use. And keep in mind that as we go through the  
11 year, we're going to be looking at each one of  
12 these routes and looking at our system as a whole  
13 and this is a part of that evaluation and  
14 analysis. So with that, I'll turn it over to Rob  
15 and let him talk about our approach.

16 MR. JONES: Great. Thank you, Tom, for kind of  
17 contextualizing that. So before we talk about  
18 bus stop balancing, well, what is it? So really  
19 briefly, it's really a comprehensive approach to  
20 looking at not only the number of stops, but the  
21 placement of stops within your community to  
22 enhance efficiency for your customers as a  
23 baseline.



1           So how do we fair versus our peers? We're  
2 always looking at how we do relative to our  
3 peers. And this is a very important topic  
4 because as you can imagine buses spend nationally  
5 around twenty percent of their time at bus stops  
6 picking up passengers. That doesn't even account  
7 for the time spent at bus stops -- I'm sorry. At  
8 stops such as stoplights, stop signs, et cetera.  
9 So buses are usually moving about fifty-five to  
10 sixty percent of the time. So any way to  
11 increase that amount of efficiency so that you're  
12 moving more increases the speed there as well.

13           So we looked at our ABBG peers. Our bus  
14 stop spacing for only our local routes, so taking  
15 out the express routes, is about nine hundred  
16 feet between stops or about six per mile. But  
17 our peers are about fifty percent greater  
18 distance than that or about four stops per mile  
19 with about thirteen hundred fifty feet between  
20 them. So you can see that we're well below our  
21 peers in terms of how close our stops are, which  
22 is another reason why we wanted to look at that.

23           So in terms of, well, how are we doing?

1 This is a good example in terms of closeness of  
2 some bus stops. What we're showing on the screen  
3 is Elmwood Avenue where there are two stops on  
4 one block. And as you can see in the bottom left  
5 photo, you can see both of those on the same  
6 block, you could probably throw a baseball  
7 between them. They're a little bit less than two  
8 hundred feet. Oftentimes, as a former rider of  
9 the 20 Elmwood, daily rider, you would be picking  
10 up or dropping off passengers at both stops.  
11 That's an opportunity for the bus to have to pull  
12 over and get back into mixed traffic, so you have  
13 a safety concern there as well. So trying to  
14 keep buses safe obviously. But, also, just that  
15 distance, obviously walkable for the majority of  
16 our customers as well.

17 So another -- well, how did we get here?  
18 Our land use has changed a lot over time, over  
19 the last twenty years, over the last twenty-five  
20 years. We haven't necessarily responded with  
21 changing where our bus stops are. So this is an  
22 example from Fillmore Avenue, where you see two  
23 bus stops there that are about six hundred and

1        fifty feet from each other. But there used to be  
2        a building at that southern bus stop that's  
3        listed that is no longer there. We never moved  
4        that bus stop. So we still occasionally stop  
5        there to pick a passenger up. We still  
6        occasionally stop at the other one. But,  
7        consolidating those will reduce the amount of  
8        time that we have to stop at those locations. So  
9        a lot of times when we go to re-evaluate routes,  
10       we're not doing very nimble. We're just saying,  
11       hey, the stop is there; we'll just leave it there  
12       in the community. And then we add new stops  
13       because new things come into the community,  
14       without removing other stops, so we're really  
15       exacerbating the problem over time without doing  
16       a comprehensive review of where these bus stops  
17       are.

18                So we're really here to talk about approach.  
19        We haven't done anything yet. We're talking  
20        about, how do we approach this? And the first  
21        step was the service design guidelines, which we  
22        presented last month where we kind of changed how  
23        our spacing is for different routes, and now we

1 want to be able to meet those guidelines. So in  
2 terms of our approach, we need to look at a lot  
3 of different things. One is ridership, so your  
4 boardings and alightings at different stops.  
5 Also, obviously the distance between stops. What  
6 is around those stops? Do we have a transit  
7 supportive environment? Are there shelters, are  
8 there waiting areas, are there any safety  
9 concerns in those areas in terms of lighting, bad  
10 sidewalks? Really importantly is the  
11 accessibility portion of this. A lot of times we  
12 have stops in areas that maybe aren't accessible  
13 and we want to look at removing those stops and  
14 putting them in more accessible locations for  
15 individuals and as well as looking at where are  
16 important transfer locations and waiting  
17 locations in terms of the land uses around them.

18 So public outreach. Obviously very  
19 important to a project like this. We don't want  
20 to just go out and start moving stops and  
21 confusing people. We want to get feedback on  
22 what we're doing, because we think that even  
23 though there's a short-term disruption to

1 passengers when a stop moves or is removed,  
2 long-term is a big benefit to our customers. So  
3 we have numerous outreach strategies, but we're  
4 going to try to do a lot education on why it's a  
5 good idea, where the stops are, what we're  
6 removing. We're going to do that through our  
7 website and our social media as we do most  
8 things, but we're also going to seek input on  
9 where individuals would like to see a stop before  
10 removing a stop or consolidating two stops into  
11 one. Help us target where some of those  
12 infrastructure are as well, and obviously working  
13 with key stakeholders, including our citizens  
14 advisory committee and accessibility advisory  
15 committee. Their input is obviously very  
16 critical to a lot of the work that we do,  
17 especially when it comes to accessibility  
18 measures.

19 So what are the benefits? So we contacted a  
20 couple of peer agencies including RIPTA and San  
21 Francisco MTA and TriMet to get some information  
22 from them in terms of what benefits they saw. As  
23 you can see, some of them saw up to a fourteen

1 percent increase in speeds. So if we're looking  
2 at speed and safety being the two biggest  
3 components to why we would do bus stop  
4 rebalancing, we're able to achieve fourteen  
5 percent. And you say, well, fourteen percent  
6 doesn't seem like a lot. But, you translate that  
7 into minutes on an hour-long route, you're  
8 talking about six, seven minutes for a passenger  
9 who needs to make a connection, needs to get to a  
10 medical appointment, needs to get to their job,  
11 it becomes important.

12 Secondly, you can oftentimes realize a lot  
13 of savings by then putting that savings and time  
14 back into more service on the street, being more  
15 efficient with the dollars that we have. It also  
16 allows us to consolidate our infrastructure like  
17 shelters and benches. So we often say everyone  
18 wants a shelter at every stop, but we can't  
19 really afford to do that. It's just not  
20 practical. But, if we start consolidating some  
21 stops and moving more passengers to those stops,  
22 it's easier to put shelters in those locations to  
23 make that justification for where they are.

1           And, lastly, it's a very cost-effective  
2 strategy. So we saw this with larger projects,  
3 the Niagara Street projects and the Bailey  
4 project, of all the technology involved in terms  
5 of transit signal priority, potentially bus  
6 lanes. All those are very expensive, whereas bus  
7 stop balancing is staff time, but it doesn't cost  
8 us money. So improving speed without spending a  
9 lot of money, we're able to do that through bus  
10 stop balancing.

11           So let's talk about examples. We're not the  
12 first people to be looking at this. We're  
13 actually probably one of the last. As Tom  
14 mentioned, the 2010 report said that we had a lot  
15 of bus stops. So a lot of agencies have been  
16 very creative and very comprehensive in their  
17 look at bus stop balancing. One of those is  
18 Cincinnati Metro, who had a campaign called Fast  
19 Stop, so we'll have to come up with a different  
20 name because they took the good one already.  
21 But, they were able to remove four hundred stops  
22 in the last couple of years to help speed up  
23 their service. And as you can see on the right

1 side there, they had a lot of different ways of  
 2 doing that. They put signs up at bus stops that  
 3 were slated for deletion or consolidation. They  
 4 had a website dedicated for this where people  
 5 could leave comments. And they provided  
 6 justifications for those as well.

7 And one of the more important things they  
 8 did is they used a Transit Center video, and  
 9 Transit Center is a rider advocacy organization,  
 10 and added their own kind of flare to it in order  
 11 to do a public education campaign. And we're  
 12 actually going to watch this brief clip now.

13 (Whereupon, the following audio recording  
 14 was then played and transcribed.)

15

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17

18 Some things are just better when they're  
 19 further apart, like bus stops. When bus stops  
 20 are too close together, it slows everyone down.  
 21 With ideal stop spacing, bus routes should have  
 22 about four to five stops per mile. But, the  
 23 average Metro route has six to eight stops per



1 mile, making everyone's trip a little slower.  
2 That's why Metro is launching Fast Stops, a bus  
3 stop balancing program designed to speed bus  
4 travel and improve efficiency.

5 How did we get here? Mrs. McGillicuddy  
6 requests a bus stop near her home, and who  
7 wouldn't want to give Ms. M a bus stop. But,  
8 over time this leads to a bus stop on every  
9 corner, slowing down the trip for everyone. What  
10 does bus stop balancing mean for riders? Well,  
11 it typically keeps stops that are key transfer  
12 points as well as ones with high ridership.  
13 We're also evaluating stops for safety,  
14 accessibility and amenities such as shelters and  
15 benches. Stop balancing prioritizes stops near  
16 health care facilities, schools, large employers,  
17 community centers and other important  
18 destinations.

19 Additionally, balancing bus stops will allow  
20 Metro to make improvements at the remaining stops  
21 such as adding shelters and benches. People who  
22 can currently reach multiple stops won't see any  
23 difference.

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Metro riders will soon see a bus stop balancing pilot project on several routes. This pilot is expected to speed up trip times for riders and help create a more efficient system. At the end of the pilot project, Metro will evaluate the results and feedback from riders to decide which routes to include in the future bus stop balancing program.

But I don't want to walk any further.

I know, but, you know, if you'll walk just a little bit further, it means that people like me get to our doctors' appointments faster and then we'll all have more time to do the things that we love.

The Fast Stops project is just one of the many ways we're working to reinvent Metro. We invite you to get onboard and discover the ways improved public transportation can enhance the quality of life for everyone in our region.

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So I think that video actually does a really

1 great job of kind of wrapping up all the things I  
2 just spent ten minutes talking to you about.  
3 But, it's a really concise two and a half minute  
4 video that can go a long way to public education.  
5 So we're actually going to work with Helen's  
6 group to try to do a similar voice-over thing.  
7 So the base of that video actually comes from  
8 Transit Center, and they have given us permission  
9 to be able to use that for our own purposes, but  
10 we can add our own voice-over and do some other  
11 educational components which is really great  
12 because all of the hard legwork has been done for  
13 us on that project.

14 We're really trying to get that out into the  
15 public in terms of why it's beneficial and I  
16 think people will be able to see that. I think  
17 it will be very important for our messaging.

18 So, overall, our next steps. We will start  
19 doing the analysis of that placement, prioritize  
20 different (inaudible) and say Metro example pilot  
21 projects on routes and see how it goes and kind  
22 of move forward. So we want to look at certain  
23 geographies and routes where maybe we have the

1       worst problem in terms of density or we could  
2       gain the most benefit in terms of rebalancing our  
3       bus stops in those areas and target those first.  
4       We're going to develop a timeline and phasing  
5       plan for those. This is not going to happen  
6       overnight. This is going to be something that  
7       we're going to work toward. So we'll put that  
8       together and get feedback from the AAC and the  
9       CAC on that as well.

10               Coordination with ongoing municipal projects  
11       is very important. So, specifically, the City of  
12       Buffalo has a lot of projects going on right now  
13       with Abbott Road, Main Street, Niagara Street  
14       obviously. And anytime they do those, we try to  
15       get early on those projects so that we can get  
16       out there and say, okay, we're looking at our  
17       stops in these areas. If there's going to be  
18       some curbside or streetscape improvements, we  
19       want to be a part of that and how can we be  
20       mutually beneficial in this while it's happening  
21       as opposed to coming in years later and kind of  
22       worrying about it then.

23               And, lastly, we'll finalize our public

1        outreach plan and our communication efforts and  
2        put that into a final document and kind of  
3        advance that forward.

4    MR. GEORGE:    Are you all set?

5    MR. JONES:    I'm all set.

6    MR. GEORGE:    So Rob does a really nice presentation  
7        on why bus stop balancing is important. We talk  
8        about things in a global nature here. We talk  
9        about percentage and things like that. As we  
10       move through this, bus stops are personal. All  
11       right? Some people -- Mrs. M has a bus stop  
12       outside of her home. As we go through this  
13       process, we may find you get very granular and  
14       you start talking about individual bus stops, it  
15       becomes personal to people. So as committed as  
16       myself and my staff is, as committed as the  
17       industry is to do this type of stuff, it  
18       generally doesn't go without some hiccups and  
19       some bumps along the road, as we get into the  
20       personal situations with Mrs. McGillicuddy as the  
21       example in this case.

22                So we're very committed to doing this, we  
23        think it's really important to our system, but I

1 don't think it will be without the individual  
2 phone call or the comment as we go through the  
3 public hearings as we start to do that. And it's  
4 really critical that we look at things such as  
5 accessibility, things that really when you start  
6 to talk about vulnerable people, that we don't  
7 affect them.

8 So when Rob talks about his analysis, he's  
9 going to be very granular because this problem  
10 becomes very granular. But I didn't want the  
11 board just to walk away with, this is wonderful,  
12 we really support it, because we do, but at the  
13 same point in time, when we get down to the very  
14 granular moving a stop, it becomes personal to  
15 one or two people. So I just wanted to leave you  
16 with that. A little bit of a dark cloud after  
17 this wonderful, shining presentation.

18 MS. MINKEL: Great. Thanks, Tom.

19 Are there any questions on bus stop  
20 balancing?

21 And Tom's right. As we go through this  
22 process, I know I will receive many calls, but  
23 board members as well may receive calls as we

1 look to change some of our bus stops.

2 Okay. If there's no questions, our final  
3 presentation is an update on our terminal  
4 enhancement project. Bill?

5 MR. VANECEK: Thank you. I wanted to give you an  
6 update on where the terminal enhancement project  
7 is going. And this is the west side of our  
8 terminal here. And above top here you'll see all  
9 the solar panels that have been installed over  
10 here, for Kim. She likes that. Her sunny  
11 disposition made us do this. And you'll see  
12 we're starting to pour the curbside now down for  
13 the arrivals area on the west end.

14 So this is another view of that. So you'll  
15 see the thought here. Lots of windows, so it's  
16 going to be a lot nice and bright in there. The  
17 lower level is going to have a lot of that  
18 seating that you just approved the furniture  
19 purchase down there, which will be great. So  
20 people can pick up passengers by the curb. Over  
21 a little bit to the left, there's an area where  
22 our limos can go in and stage and people can come  
23 out and find them.

1           This is the west escalator. It's getting  
2 really close to being done. But what's really  
3 beautiful up here is that hickory ceiling. It's  
4 actually going to be spectacular. It's going to  
5 be a great, great welcoming aspect to our  
6 airport.

7           Another view of that on the next slide.  
8 This is from down looking up and you can see how  
9 massive it is. It's going to be fantastic.

10          So moving ahead. This is the west end  
11 expansion. So this is where our automated  
12 screening -- exiting screening will go. It will  
13 go in an area right in this area here. And  
14 people will flow right on out and then right into  
15 the baggage claim area. So they're making good  
16 progress on that as well.

17          Over here is the ground transportation area.  
18 And you can see it's bright. It's going to have  
19 a lot of seating in this area in here. And so it  
20 will be a great, great opportunity for folks to  
21 come in there and relax while they're waiting for  
22 their bus coming to pick them up, or even private  
23 transportation to come into this area here, with



1 two huge restrooms, men's and women's on the  
2 north side of that area.

3 And our new baggage carousel number two.  
4 This is the one that's going to be coming online  
5 soon. You can see how close it is right now.  
6 It's getting very, very close, so I wouldn't be  
7 surprised if we beat the April 15th date, just  
8 like our tax returns, although that's been  
9 extended, we're not going to extend the date on  
10 this.

11 And you can see, again, we've got the  
12 hickory ceiling above. This area over here is  
13 where the artwork will be done. A really cool  
14 sculpture made out of hickory wood, so it will be  
15 fantastic. So we will expect that this will be  
16 open probably within, you know, maybe fifteen,  
17 twenty days. And we'll set a time for anybody  
18 that wants to come out and see it.

19 And then this is the west end. Again, we  
20 have that hickory ceiling. This is on the east  
21 end. I'm sorry. This is the arrivals on the  
22 east end, which comes down from are our main meet  
23 and greet area upstairs. And, again, they're

1 really going great guns.

2 Now, this is a shot of our offices. And our  
3 offices are complete. And this is going to be  
4 the reception area. So you will access it from  
5 the east end meet and greet area. You'll be able  
6 to go down and be buzzed in by our receptionist  
7 at the front desk.

8 And then moving on, this is kind of another  
9 angle. The door is in the corner there. You'll  
10 flow into the offices in this direction here.

11 And this is our main boardroom -- this is  
12 our main conference room right here. We've named  
13 it the Buffalo Niagara conference room. And this  
14 is kind of -- this can be expanded into another  
15 one which is -- next.

16 This is the Lake Effect conference room. We  
17 have a partition that will go up into the ceiling  
18 and we can actually expand that to make it  
19 bigger. So it's going to be a much, much larger  
20 area, actually than this conference room. We'll  
21 have a lot of room for meetings. And each of  
22 these rooms -- if you can go back a slide for a  
23 minute. You'll notice here that we have monitors

1       on the walls. So we'll be able to put  
2       presentations up for all of the participants.  
3       And, likewise, there's more monitors in the other  
4       rooms as well.

5               And then we have a smaller staff conference  
6       room right here. We call it the Blizzard  
7       conference room. So, again, it has the monitors  
8       in here too so that we can be wired no matter  
9       where you're at. And we can rent these out to  
10      try to hopefully generate some revenue and we'll  
11      see how that works out.

12             We now have an actual kitchen kind of area  
13      for our staff. It was something that was missing  
14      before. We had a little, tiny room by the  
15      copier, and now we actually have some areas where  
16      they can store some of their lunch goodies and be  
17      able to clean up after themselves and eating at  
18      the table or actually just gathering for lunch  
19      and getting a table and having some conversation.

20             There's one more view of that here. Again,  
21      microwave, toaster, so really all the amenities  
22      you would want for a small kitchenette area.

23             And then that's me, doing -- hard at work

1 here. Very hard at work and happy. We have a  
2 nice view of the office there. Isn't that nice?  
3 And so they really did a nice job of picking out  
4 the furniture pieces for the offices. And every  
5 office is a little bit different just based on  
6 some sizes.

7 And then we show you the overall view. This  
8 is our cubicle area in here, so we've got staff  
9 that work in this area back over in here.

10 Then, now -- I love this. The National  
11 Guard finally leaving the terminal. We're saying  
12 April 1st. It might actually be March 31st.  
13 It's going to be one of the two so -- but they'll  
14 be leaving us. And, you know, so when I was  
15 walking and doing my photos, I actually went up  
16 to them and talked to them. And I asked them if  
17 it was true that they were leaving and they said  
18 yes. So I thanked them very heartily for all  
19 that they did. Because they put up with a lot  
20 during this situation. You know, you had a lot  
21 of people that weren't -- didn't want to buy into  
22 that at all, and so they really had their hands  
23 full quite frankly. So, thank you, guys. And I

1 hope we don't see you again in the airport so --  
2 good luck with the rest of your careers.

3 And then last but not least, I wanted to  
4 give a quick update. We mentioned earlier that,  
5 you know, this is our parking garage here in  
6 pink. It's completely full today, and that's  
7 because people are paying ten dollars and they're  
8 going to be, you know, parking until that point.  
9 But, we're going to go back to what our actual  
10 rates were before the pandemic hit, which means  
11 it's twenty-four -- twenty-three dollars a day in  
12 the -- plus tax in the short-term garage.

13 The preferred lot, which is the green,  
14 that's another very walkable area for our patrons  
15 and it's twelve dollars a day and caps out at  
16 seventy-two dollars a week.

17 And then our long-term, we're going to start  
18 opening incrementally. Right now we've  
19 determined we're going to open only up to here  
20 and see how that gets filled. And we're not  
21 going to open up more of it until demand starts  
22 to recover and -- because we don't want to run --  
23 shuttle issues are going to be the issue for

1           that.

2                   And then our employee lot we've now located  
3           on the west end. It's actually a shorter walk  
4           than what they had before. And so we're, you  
5           know, we're very happy to be able to see the  
6           light ahead of us that says time to start opening  
7           some things. So I just wanted to make you aware  
8           that those rates will revert back to their  
9           official rates effective April 1.

10                   And I think that's it. Thank you. Any  
11           questions?

12   MS. MINKEL:   Any questions for Bill?

13   MR. VANECEK:   All right. Thank you.

14   CHAIR SISTER ROCHE: Thank you. Lots of good news.

15                   And we have no executive session?

16   MS. MINKEL:   No.

17   CHAIR SISTER ROCHE: Is there any other business that  
18           we have to bring forward to the board?

19                   Well, then I thank you all for your  
20           attendance and your input, and I will call for a  
21           motion to adjourn.

22   MS. MINKEL:   I don't think anyone wants to adjourn.

23   CHAIR SISTER ROCHE: We'll just take it for granted

1           that we're going to adjourn. We can stay here  
2           until later. That's fine. Thank you all.

3 MS. MINKEL: Thank you all.

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STATE OF NEW YORK)

SS:

COUNTY OF NIAGARA)

I, Valerie A. Rosati, a Notary Public in and for the State of New York, County of Niagara, DO HEREBY CERTIFY that the above transcript of a video recording was taken down by me in a verbatim manner by means of Machine Shorthand, and that the transcript was then reduced into writing under my direction.

I further CERTIFY that the above-described transcript constitutes a true and accurate and complete transcript of the video recording.

-----  
VALERIE A. ROSATI,  
Notary Public.



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