

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

Notes to Financial Statements

March 31, 2019

(6) Long-Term Debt

(a) Long-Term Obligations (in thousands)

	2019	2018
(1) Airport Revenue Bonds 2019: Series A, maturing April 1, 2039 with variable annual principal payments commencing April 1, 2020, bearing interest at 5.0% (including unamortized premium of \$9,966 in 2019)	\$ 91,886	\$ -
(2) Airport Revenue Bonds 2014: Series A, maturing April 1, 2029 with variable annual principal payments commencing April 1, 2015, bearing interest at 3.0% to 5.0% (including unamortized premium of \$4,179 in 2019 and \$5,012 in 2018)	63,145	65,182
Series B, maturing April 1, 2019 with variable annual principal payments commencing April 1, 2016, bearing interest at 4.0% to 5.0% (including unamortized premium of \$105 in 2018)	3,050	6,425
(3) Airport Revenue Bonds 2004: Series A, original maturity of April 1, 2024 with variable annual payments commencing March 10, 2005, bearing fixed interest at 3.646% and a variable auction interest rate, offset by earned swap interest rate at 71% of the prevailing LIBOR rate, refunded February 2019	-	24,350
Series C, original maturity April 1, 2024 with variable annual payments commencing March 10, 2005, bearing fixed interest at 3.55% and a variable auction interest rate, offset by earned swap interest rate at 69% of the prevailing LIBOR rate, refunded February 2019	-	3,825
(4) New York State, non-interest bearing	3,380	3,380
(5) Capital leases, monthly payments with fixed interest rates ranging from 4.19% to 6.59%, maturing in 2019, secured by related equipment	166	489
(6) Environmental Facilities Corporation (EFC) maturing January 15, 2020 with variable annual principal payments, bearing interest at 5.612% to 5.742%, offset by a variable refunding interest credit provided by EFC (NYS EFC Series 2011A)	255	500
(7) Capital leases, monthly payments with fixed interest rate of 2.91%, maturing in 2025, secured by related equipment	2,798	3,173
(8) Capital leases, monthly payments with fixed interest rate of 4.27%, maturing in 2020, secured by related equipment	277	569

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(9) Capital lease, monthly payments with fixed interest rate of 7.75%, maturing in 2032, secured by related equipment	3,516	3,654
(10) Capital lease, monthly payments with fixed interest rate of 2.57%, maturing in 2022, secured by related equipment	1,172	1,486
(11) Capital lease, monthly payments with fixed interest rate of 1.511% maturing in 2023, secured by related equipment	6,735	8,199
(12) Capital lease, monthly payments with fixed interest rate of 2.093% maturing in 2024, secured by related equipment	7,188	8,428
(13) Capital lease, annual payments with fixed interest rate of 1.60% maturing in 2020, secured by related equipment	333	496
(14) Capital lease, annual payments with fixed interest rate of 3.19% maturing in 2022, secured by related equipment	1,995	-
	185,896	130,156
Less current portion	9,310	13,303
	\$ 176,586	\$ 116,853

- (1) On February 26, 2019, the Authority issued \$81,920,000 Series 2019A Airport Revenue Bonds at a premium of \$10,110,710. These bonds were issued to provide financing for certain capital improvements at BNIA, to refund outstanding Series 2004A and 2004C bonds in the amounts of \$24,350,000 and \$3,825,000, respectively.
- (2) On September 3, 2014, the Authority issued \$65,340,000 Series 2014A and \$12,430,000 Series 2014B Airport Revenue Bonds at a premium of \$9,336,000. These bonds were issued to refund outstanding Series 1999A, 1999B, and 1998 bonds in the amounts of \$61,525,000, \$13,775,000, and \$13,485,000, respectively.
- (3) On January 15, 2004, the Authority issued \$63,000,000 Series 2004A and \$10,025,000 Series 2004C Airport Revenue Bonds with fixed interest rates of 3.646% and 3.55%, respectively, and variable auction rates offset by a swap of fixed percentages of the prevailing LIBOR rate. These bonds were issued to refund the Series 1994A and the Series 1994C Airport Revenue Bonds of \$55,435,000 and \$9,765,000 with interest rates ranging from 5.70% to 6.25% for Series 1994A and 5.50% to 6.00% for Series 1994C, respectively.
- (4) The State Legislature passed a law in 1994 that granted the Authority immediate relief from the repayment covenant for a non-interest bearing loan totaling \$3,380,000. The law provides in pertinent part that repayment of the loan would be deferred for a two-year period, which expired on May 12, 1996. The Director of the Budget has been granted the discretion to either enter into an agreement with the Authority setting forth a schedule for reimbursement without interest or waive the requirement for reimbursement in whole or in part. No decision has been made to date. Maturities for this loan have been included in the category of loans and capital leases for long-term debt maturities for 2040 due to the uncertainty of repayment.

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The Airport Revenue Bonds from 2019, 2014, and NYS EFC Series 2011A are payable from and secured by a lien against net revenues derived from the operations of the BNIA. Payment of scheduled bond principal and interest payments are also guaranteed by municipal bond insurance policies maintained by the Authority. The bonds are special limited obligations of the Authority. They are neither general obligations of the Authority nor a debt of the State or any political subdivision.

Changes in long-term debt for the years ended March 31, 2019 and 2018 were as follows (in thousands):

	2019	2018
Balance, beginning of year	\$ 130,156	\$ 133,575
Proceeds from issuance of debt	94,180	9,799
Repayment of long-term debt, including premium amortization	(38,440)	(13,218)
Balance, end of year	185,896	130,156
Less current portion	9,310	13,303
Noncurrent portion	\$ 176,586	\$ 116,853

Required principal and interest payments for long-term debt, including unamortized premiums, are as follows (in thousands):

	Loans and Capital Leases		Serial Bonds		
	Principal	Interest	Principal	Unamortized Premium	Interest
Years ending March 31,					
2020	\$ 4,505	\$ 673	\$ 4,805	\$ 2,380	\$ 5,481
2021	4,154	572	10,870	2,122	6,766
2022	4,048	476	11,420	1,863	6,215
2023	4,035	381	11,980	1,665	5,637
2024	2,992	293	12,370	1,416	5,084
2025-2029	3,103	825	47,820	4,699	17,647
2030-2034	1,344	207	20,920	-	8,268
2035-2039	3,380	-	19,500	-	3,659
2040	-	-	4,505	-	113
	\$ 27,561	\$ 3,427	\$ 144,190	\$ 14,145	\$ 58,870

At March 31, 2019 and 2018, the Authority was in compliance with all loan and bond covenants.

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(b) Derivative Instruments

Interest Rate Swaps

To reduce exposure to changing interest rates, the Authority previously entered into two hedging interest rate swaps with Goldman Sachs Capital Markets, L.P. in connection with its \$73,025,000 Refunding Series 2004A and 2004C variable-rate bonds. The interest rate swaps were forward, floating-to-fixed agreements in notional amounts equal to the outstanding bonds pursuant to which the Authority will pay a specified fixed rate of interest in return for receipts of a variable rate of interest based on a fixed percentage of the prevailing LIBOR rate. The intention of the interest rate swaps was to effectively change the Authority's variable interest rate on the bonds to a synthetic fixed rate of 3.646% and 3.55% for Series 2004A and 2004C, respectively.

The swap agreements were terminated in 2019 in connection with the refunding of the Series 2004 bonds. The Authority paid \$1,429,500 as a swap termination payment that was funded from proceeds of the Series 2019 bond issuance.

Risks

Below is a list of risks inherent in the Authority's interest rate swaps:

Basis Risk – The risk that the Authority's variable rate interest payments will not equal the variable rate swap receipts because they are based on different indexes. If the rate under the swap is lower than the bond interest rate, the payment under the swap agreement will not fully reimburse the Authority for the interest payments on the bonds. However, if the bond interest rate is lower than the swap payment, there is a net gain to the Authority. At March 31, 2018, the unfavorable basis variance totaled \$3,150,000.

Tax Risk – The risk that a change in Federal tax rates will alter the fundamental relationship between auction rates and LIBOR.

Interest Rate Risk – The risk that changes will adversely affect the fair value or cash flows.

Credit Risk – The risk that a counterparty will not fulfill its obligations under the swap. In this event, the Authority would have to pay another entity to assume the position of the defaulting counterparty. The Authority has sought to limit its counterparty risk by contracting with a highly rated entity.

Terms

At March 31, 2018, the negative fair values of the Series 2004A and 2004C interest rate swaps was \$1,547,000 and \$235,000, respectively. At March 31, 2018, the notional amounts of Series 2004A and 2004C swaps were \$24,350,000 and \$3,825,000, respectively.

The Series 2004A and 2004C interest rate swaps as of March 31, 2012 were considered ineffective because they did not meet the effectiveness criteria under the synthetic instrument method quantitative method of evaluating effectiveness. Therefore, changes in the fair value of the swaps were recorded as derivative instrument losses in the statements of revenues, expenses and changes in net position for 2012 through termination in February 2019.

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As of March 31, 2018, the negative fair values of all investment and ineffective derivative instruments totaled \$1,782,000 and are recorded as other noncurrent liabilities. Negative fair value decreases of \$1,192,000 for 2018 are recorded as non-operating revenues in the statement of revenues, expenses and change in net position.