NIAGARA FRONTIER TRANSPORTATION AUTHORITY

Monthly Board Meeting

March 26, 2020

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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.
MEMBERS IN THE BOARDROOM:

Commissioner Peter Demakos (Vice Chair)
Commissioner Adam Perry
Kimberley Minkel (Executive Director)
David State (General Counsel)
John Cox (Chief Financial Officer)
William Vanecak (Director, Aviation)
Tom George (Director, Public Transit)
Karen Novo (Director, Human Resources)
Helen Tederous (Director, Public Affairs)
Michael Martineck (Sr. Communications Specialist)

MEMBERS ON THE PHONE:

Chair Sister Denise Roche
Commissioner LaVonne Ansari
Commissioner Wesley Hicks
Commissioner Bonita Durand
Commissioner Margo Downey
Commissioner Philip Wilcox
Commissioner Joan Aul
Commissioner Charles Gurney
Commissioner Michael Hughes
Christine D'Aloise (Director, Risk Management and Special Projects)
John Schaefer (Director, Engineering)
Darren Kempner (Manager, Government Affairs)

COMMISSIONER DEMAKOS: Good afternoon, everyone.

This is the regular scheduled monthly board meeting of the NFTA, March 26th, 2020.

Before we can officially begin, we need to roll call the commissioners to determine if we have a quorum. So, David State, if you could
please do that.

MR. STATE: Good afternoon, Commissioners. This is Dave State. So this is for commissioners only. I just need a verbal that you're on the line and/or present.

Commissioner Aul?

COMMISSIONER AUL: Here.

MR. STATE: Commissioner Ansari?

COMMISSIONER ANSARI: Present.

MR. STATE: Commissioner Baynes? Did I hear -- Commissioner Baynes, are you there?

No? Okay.

Commissioner Demakos is present.

Commissioner Durand?

COMMISSIONER DURAND: Present.

MR. STATE: Commissioner Downey?

COMMISSIONER DOWNEY: Yes.

MR. STATE: Commissioner Gurney?

COMMISSIONER GURNEY: Yes.

MR. STATE: Commissioner Hicks?

COMMISSIONER HICKS: Present.

MR. STATE: Commissioner Hughes?

Okay. Commissioner Perry?
COMMISSIONER PERRY: Here.

MR. STATE: Sister Roche, Chair?

CHAIR SISTER ROCHE: Here.

MR. STATE: And Commissioner Wilcox?

COMMISSIONER WILCOX: Present.

MR. STATE: Okay. So based on that roll call, we do have a quorum.

COMMISSIONER DEMAKOS: Okay. Thank you, David.

So given the fact there's a quorum, I as vice chair am calling the meeting to order. Since I'm here and Sister Denise, our chair, is not, I have agreed to serve as chair for the meeting. So through the process here, I have to ask for a unanimous consent to serve as the chairman pro tem for the meeting of March 26th, 2020. And hearing no objection, I will serve as the chairman pro tem for this meeting.

Are there any objections?

Okay. Great. Today's meeting is structured a lot differently than normal. Per executive order and keeping with the CDC guidelines, the meeting will be held telephonically for the board and staff members. There is no video required
for this meeting. The meeting can be accessed
either Live Stream voice and video on our
website, www.dot.NFTA.dot.com. The meeting is
also being recorded with a transcript available.

For those of you not here, only essential
NFTA staff are participating in person here in
the boardroom. There are about ten us of here
and we are all keeping a safe distance. And,
also, no committee -- there will be no committee
meetings held today, only the board meeting.

Information has already been distributed to
all the board members and committee members, and
if you have any questions or comments, please
feel free to interject. And when asked for a
vote in a second on resolutions, please state
your name.

Before we get to the executive director's
report, you know, this virus has affected every
part of our normal lives, and our first concern
is the health and safety of our sixteen hundred
plus employees. We've had, what, Kim, one test
positive and another sixteen or so in quarantine,
and our thoughts and prayers go out to all of
them.

You know, our team members are out there on the front lines with many of them leaving their families at home to continue to serve our community with reliable and efficient transportation services, and later Kim will be presenting the measures the NFTA is taking to keep them safe.

This has impacted the entire transportation industry, whether it's directly through less ridership or fewer passengers or secondarily through reduction of concessions or rental cars, parking. There are a lot of people affected.

We're fortunate to have the support and leadership from Mayor Brown, County Executive Poloncarz, and especially Governor Cuomo for their leadership. And we're also fortunate to have leadership here with Kim and the entire staff who are working very hard through an unfortunate time.

To begin our agenda, I would like -- our official agenda, I would like a motion to approve the minutes from the February 27th, 2020 meeting.
If I could have a motion, please?

COMMISSIONER PERRY: So moved.

COMMISSIONER DEMAKOS: Commissioner Perry.

Second?

COMMISSIONER GURNEY: Sam Gurney. Second.

COMMISSIONER DEMAKOS: All in favor?

COMMISSIONER PERRY: Aye.

UNIDENTIFIABLE COMMISSIONERS: Aye.

COMMISSIONER DEMAKOS: Any opposed or changes? If not, we're approved.

So I'd like to turn this over to Kim now for the executive director's report.

MS. MINKEL: Thank you, Peter. A couple of things for the board. First, I wanted to mention that our police exam has been pushed back to May 30th. That announcement and letters went out to anyone who had signed up. I also wanted to let the board know that at this time our safety and service award banquet has been postponed until further notice.

I also wanted to take a minute to express my sincere gratitude to our sixteen hundred employees. Transportation has always been a
dangerous job. Our police, our fire, our
operators are exposed to all sorts of hazards
that has been made even more challenging with the
coronavirus. Nevertheless, these employees
realize the importance of the work they do and
why transportation is essential during this
difficult time. These men and women are also
facing many of the same fears and uncertainty
that the nation faces. They have loved ones at
home that need their attention and care, and in
spite of their own struggles, they still come to
work. We will continue to do all we can to keep
them as safe as possible during these difficult
times. But, I just want to express my sincere
appreciation to all of the NFTA employees, my
leadership team in particular, and our board for
your support during this very difficult time.
That concludes my report.

COMMISSIONER DEMAKOS: Thank you, Kim.

       Now we go to the NFTA corporate report. We
had no committee meetings today, so there's no
report on that. So we go to the consolidated
financials with John Cox.
MR. COX: Yes. Thank you. Good afternoon, commissioners. If you can refer to page seven. For the month of February, our year to date -- I mean -- I'm sorry. Our net surplus is one million two hundred and ninety-six thousand dollars. Our total operating revenues and assistance was essentially on budget. It was just below by, by nine thousand dollars. Our total operating expenses were a hundred and thirty-six thousand below budget, and that's mainly driven by lower maintenance and repairs, transit fuel/power, utilities which were partially offset by higher personnel service costs, insurance and injuries and safety and security.

Now, if we turn to page nine. On a year-to-date basis, we have a net surplus of one million nine hundred and fifty-five dollars. Total operating assistance and revenues was a positive variance of three hundred and eighty-nine thousand, at just two tenths of a percent or essentially on budget. We had total operating expenses below budget by five hundred
and thirty thousand dollars, and that's mainly
driven by lower maintenance and repairs, transit
fuel/power and again utilities. And, also, the
same items were partially offsetting which was
higher personnel services, insurance and injuries
and safety and security.

And I just want to point out, this being the
eleventh month of our twelve-month year, if you
look down at each of the business centers, I
think it's important to note that every business
center has a positive variance through February.
So that's a good thing to have with the
challenges that we're currently facing, because
this will certainly -- I think March, once those
numbers come in and we have a better idea of
where we're closing out the year, it's always
good to have a positive variance, and that should
help partially mitigate some of the challenges
that we'll see come in when we actually get the
final numbers for March and also close out the
fiscal year.

And unless there are any questions, that
concludes the consolidated financials.
COMMISSIONER DEMAKOS: Any questions for John?

Okay. Next we have nine corporate resolutions which Kim will present.

MS. MINKEL: Sure. Thank you, Peter. So the first two corporate resolutions are related to our operating and capital budget and our five-year operating and capital plan. And since we did not have a committee meeting, I'm going to ask John to take us through those. But, before he does, I wanted to make a couple of comments to the board.

We're required to, through our PARIS reporting, have an approved, revised operating and capital budget and five-year operating and capital plan. And given what's happened over the past several weeks, it's been very difficult to put together a budget that we have a lot of confidence in. So I'm going to ask for the board's patience. We expect that this budget will change throughout the year as more develops with COVID. But, we do have to run our operations, so we've put something together with assumptions that, quite frankly, we know will change, and we will be coming back to you on a
month-to-month basis keeping you appraised of those changes going forward.

There's also possibly some good news in that the federal government has a Coronavirus Response Bill. And in that proposed Bill there is some potential funding for both aviation and the transit side of the house. So I thought I could ask Darren to give a very brief summary as to what could happen and where we may see some relief.

Darren, can you take us through that, please?

MR. KEMPNER: So last night the U.S. Senate passed the CARES Act, which is the Coronavirus Response Bill that Kim was referencing. The House is expected to pass the Act on Friday, and the President's indicated that he will sign the Bill into law immediately.

The Act appropriates ten billion for airports and twenty-five billion for transit systems, specifically to prevent, prepare for and respond to coronavirus. The FAA and FTA are required to apportion the funds -- these funds by
the end of next week, and those apportionments would be based primarily on the regular AIP and transit grant formulas. There's some differences there, but they're primarily based on the grant formulas. And all those funds would be provided one hundred percent federal. No match is required. Now, there are a couple different requirements in there, but I think the only thing I would mention now, and I'm happy to answer any questions, is that medium-hub airports like Buffalo are required to maintain ninety percent of their workforce through year-end. So that's a brief summary. Hopefully that was helpful.

COMMISSIONER PERRY: So we're required to maintain ninety percent of our workforce, but the Bill will fund any shortfall that we have to do that?

MR. VANECEK: Not necessarily. If I can jump in?

COMMISSIONER DEMAKOS: Please.

MR. VANECEK: It's based on a formula that's going to allocate that to almost the airports in the United States. And so it's based in part on your calendar -- your fiscal year 2018 enplanement numbers. So fifty percent is based on that.
And, then, secondarily, another fifty percent factor is your debt service to on-hand cash will be another component of it. So if you are an airport with small debt and high cash, that will lower the amount you would get. And if it's the other way around then it would be you would get more money in that pocket. So it's not just a, you know, a straight, even, across-the-board type of allocation.

COMMISSIONER DEMAKOS: So it's not related to loss of revenue or loss of passenger count or -- obviously every airport will have different effects from the situation. So do none of those matter? None of those metrics matter?

MR. VANECEK: No, at this point it doesn't. Because you really can't -- you can't be able to project so far into the future on what's going to happen at each of the airports. I would imagine that certain airports will recover faster than others. But, right now, sitting today, really the only logical way to do it is to kind of take a look back in history. Assume that, you know, 2018 and 2019 were relatively similar, most of 2020 is
relatively similar, relative to the impacts to
each airport, so that's why they've come out and
done that.

COMMISSIONER PERRY: May I ask, is it possible for
you to characterize us as low cash/high debt,
vice versa, or something in the middle,
generally, from what you just laid out?

MR. VANECEK: John can answer that question.

MR. COX: Yeah. We're --

COMMISSIONER PERRY: For the airport operations
vis-a-vis what we were talking about.

MR. COX: Right. We're -- our base cash on hand
is -- and there's various ways of calculating it.
But, it's in the -- around the two hundred days
cash. And when -- typically, when we get
reviewed as far as the ratings, one of the things
they do mention is our cash position. We're
not -- they're -- as far as mid-sized airports,
there are people -- airports that are in worse
positions than us, but there also -- it runs the
gamut. There are people that have four or five
hundred days cash on hand, so --

And usually the hurdle is in that -- from
what I've seen from most of the ratings out there is, depending on the ratings, rating agency, if you fall, you know, below two hundred, that can be, you know, viewed as a challenge. And then basically they often say if you're above six hundred days, that can result in a positive view as far as your situation.

So we do -- you know, we're not, we're not the worst, but we're not the best. We're a little -- probably on the lower -- probably in the middle to, you know, the -- we're in the -- you know, a third down, somewhere in that area. But this is all going to change too because circumstances -- because nobody knows -- you know, again, everybody has different operating expenses, everybody has different other sources of revenues which may or may not help, so it's a very fluid situation.

COMMISSIONER PERRY: Thank you.

COMMISSIONER DEMAKOS: Everybody has been burning cash now, so --

Anyway, Kim, if you could please --

MS. MINKEL: Yes.
COMMISSIONER DEMAKOS: -- do the resolutions --

MS. MINKEL: Yeah.

COMMISSIONER DEMAKOS: -- the corporate resolutions.

MS. MINKEL: Yes.

Thanks, Darren. Thanks for going through that.

So the first resolution, the adoption of a revised operating and capital budget. We are reducing the budget by almost four million versus what we brought to the board in December, in recognition of what was in the Governor's executive budget.

So we needed to reduce our operating assistance under STOA. We are showing that our revenues are decreasing by one point one million based on forecasts for passenger fares at the Buffalo Airport. Now, keep in mind this is assuming that at some point the airport returns to normal. This does not recognize the current situation that we're in with COVID. But, as Darren indicated, where we are overstating on the revenue side, we don't have a category for what might be received on the federal level. We're
hoping that one offsets the other.

We have our expenses decreasing by a little over eight hundred thousand, primarily based on adjustments that were made within our Metro operation. We're lowering some of our personnel costs, maintenance costs, repairs, transit fuel/power. Transit fuel has dropped quite a bit, so we were able to lock in and save a little bit on the expense side. And that's being offset partially by our new fare collection system.

And then the big area that we're adjusting in order to balance the budget is decreasing our capital spending. We're decreasing it by a little over two point eight million by deferring projects to a later date. As part of this budget, in order to balance it, we are pulling some revenue diversion from the Buffalo Airport, although it's minimal. A little over three hundred thousand is being pulled from the airport to help support the Metro operation. And so that's the revised budget.

The five-year capital and operating plan, I'm going to ask John Cox to take us through
that. And that starts on page thirty-seven in your handout.

COMMISSIONER HICKS: Kim, can I ask a question real quick, please?

MS. MINKEL: Sure.

COMMISSIONER HICKS: Hello?

MS. MINKEL: Yup.

COMMISSIONER HICKS: The NFTA wants to move money from one system to another. But, there's no legal ramification for that? I actually should ask Dave State that. There's no problem with us shifting funds from one part of the organization to the other for support, financial support?

MS. MINKEL: Yeah. No. I'm glad you asked that question. We -- the Buffalo Airport is grandfathered for -- we are one of just a handful of airports across the nation that has been grandfathered for this revenue diversion. It's limited in the amount that we can take from the airport, and certainly in doing that it's at the expense of the airport itself.

We try not to pull money from the airport as much as possible. I think we're up to -- we can
pull up to four point two million. We're just a little over or under that amount. You can see we're pulling a little over three hundred thousand. So we do everything we can to minimize what we pull from the Buffalo Airport to support Metro, because keep in mind, the Buffalo Airport is also supporting the operation of the Niagara Falls Airport. We have an aviation system. So we think it's important to keep those as whole as possible.

Does that answer your question? Wes? Wes, are you still there or did I --

COMMISSIONER HICKS: Yes, it does. I was on mute. Sorry. I keep myself on mute so I don't have background noise. Yes, it does. Thank you very much.

MS. MINKEL: Oh, you're most welcome.

John, if you want to take us through the five-year.

MR. COX: Yes. Thank you, Kim.

So if we can refer to page forty. Within that you'll see that the first year is of course our budget year, and that's the current budget
that we have for your consideration today. And then there are the next five years of projections going out.

Within that some of the major assumptions that we have on the revenue basis, we have right now a fare increase in fiscal year ending '23, and that's based on CPI. Our last fare increase was implemented in 2012, so that will have been almost -- it will be about -- that will be eleven years since the last increase.

We do have passenger fares increasing two percent, but we anticipate that will probably be -- all of these revenues we anticipate will be shifting down. So any trend that we have, we'll probably see a continuation of trend, but what will happen is we'll have a start over. We'll be starting from a lower point once we have better vision as far as how this year is going to play out.

BNIA. With the recovery at the airports, we do see some increases in traffic, but, again, from a lower point. BNIA, we have those in there. Also NFIA.
We do have in property development the annual three-percent increases that we typically have in the leases.

On the operating assistance side, Erie County sales tax, that's one of the things -- that's a local assistance. That's one of the things where it's dependent on how long the current events happen and how long it takes for this to work itself out. But, we are using -- whatever that new reset point is, we are using a two-percent increase based on what we've seen over the last five years. So we'll probably work that down too as far as percentage.

Mortgage tax is also based on two and a half percent and 88c, which is another local funding source. We do have operating assistance and that's increasing five percent. We'll probably have to reset the starting point there.

But one thing that -- area that we probably won't have to is federal assistance because that's -- as you're seeing, that's the big source of a lot of the assistance that's currently being made available to assist with this -- with the
current fiscal challenges because of the virus. So we're hopeful that that will maintain, and then that increase is based on one percent going forward.

On the key expense sides, health insurance we have increasing five percent annually. That will probably stick to that trend. We may see some spikes because of the current event showing up in the next sixty to ninety days through our health insurance billing, but we anticipate some moderation there throughout the remainder of the year. And a lot of this trend is just because of the changes that we've made in health insurance and also the better utilization of that health insurance as far as the cost associated with those and also how that health insurance is used by employees.

Workers' Comp. is pretty standard --

COMMISSIONER HICKS: Can I ask a question?

MR. COX: Sure.

COMMISSIONER HICKS: I'm sorry, but I want to ask a question. I heard you say -- I think I heard you say, John, that you think there's going to be
moderation in terms of our cost on health insurance. Are we, are we at risk with our insurer -- I don't know whether it's BlueCross BlueShield or Independent Health. I don't know who we use. Are they charging us an up premium for events or increased usage?

MR. COX: We -- yes. We actually do not pay a premium. We actually pay the actual claims. So it's based on employees seeking service and then that resulting in a charge. So we, so we don't pay the, we don't pay the insurance, the premium that it takes to be fully insured. But, what we do have is stop-loss insurance, which will, on the high claimants, will kick in and assist with high claims.

COMMISSIONER DEMAKOS: Yeah. For everything else, we're self-insured.

MR. COX: That's correct.

COMMISSIONER HICKS: Hold on. Yeah. Okay. I got it. I understand this pretty well. So, yeah, I'm glad we have stop-loss, because I think your assumption there's going to be moderation by the middle of the year goes against everything that
I'm hearing in the business I'm in, which is health care. I'm hearing what's looking to September, December. You know, from the information we have now, and obviously this is a fluid situation, the thought is this is going to continue for some time. So having the stop-loss is important because I do believe we're going to see increased charges against our policies, what we're going to owe. Hopefully not. But, I would really look to this more as six to nine months, maybe a year, in terms of how we budget things. I'm not, I'm not, you know, I'm not -- I know health care fairly well, but I'm not an epidemiologist. I might be wrong. But, what I'm hearing in my hospital and from people across the country that I talk to, that's kind of the plan.

MR. COX: Okay. Fair enough.

The Metro transit fuel/power. Again, this will probably be from a lower starting point because of how much fuel prices have gone down. But, we do have three percent increases there going out.

And, again, I won't get too much into the
capital because a lot of this is very fluid, which certainly we’ll be changing these and looking at these things as, you know, we have certain challenges as far as affording capital and as there are various stimulus bills that come in from the federal level, whether it's the current one or something down the road, that will essentially -- that may help out to pay for some, some capital items down the road as -- you know, when you think of -- there may be Buy America Bonds, there may be various programs for shovel-ready projects that we have, which may come maybe twelve months from now or somewhere down the road.

So with that, I'd like to refer to page forty-one, where if you look most of the way down the page, we have all of the -- our operating assistance and revenues. What we have starting with additional operating and capital assistance, which is just above total operating assistance, if you look under projections -- well, actually, look at the first year, which is the current budget year. We have zero there which means we
have a balanced budget.

Then starting with fiscal year '22 out to fiscal year '25, we have the various additional amounts of either additional operating or capital assistance that will be required to balance this budget. Next year it's at twenty-two million and change, and so we'll have to take another look at that when we actually get to the budget year and as we have more information. And it continues out, as you see, ten million, approximately eight point six million, and in the final year at about five point six million.

Again, you know, with, with the current situation, we don't have a lot of visibility, but this is our -- you know, this is based on what we -- what was in the executive budget, what we had at that point in time. You have to pick a point in time. And certainly we will be looking at all of these things and adjusting going forward as more information becomes available.

I know it's, it's not -- you know, it's kind of, you know, throwing darts at a wall. We don't really -- you know, we're doing our best based on
information and adjusting as more information becomes available. But, to meet the requirements as far as putting this in and what PAL requires, this is sufficient to meet those.

COMMISSIONER DEMAKOS: Well, under normal circumstances it's a challenge, but now it's -- as you say, it's like throwing darts. You don't know exactly what you're going to hit.

One quick thing on the capital side. It won't affect any of our current -- like our airport projects or anything like that? Those are not in jeopardy of being delayed?

MS. MINKEL: That's correct. Anything that's already started, we're continuing with. There is a project that the board awarded last month, the de-icing treatment system expansion. We've put that on hold for the moment because we were paying for that with PFCs that currently are not being collected. We're working with the contractor on that.

Anything that's safety sensitive will go forward, but we're being very careful and looking at things twice, does it really need to go
forward. And the other thing that we're doing is we're looking at increasing our line of credit so that liquidity doesn't become an issue for the organization.

John's been working with a number of banks, and we hope to come back to the board at the April meeting with a recommendation to increase our line of credit so that we, we have more coverage.

MR. COX: And if I could just add one thing. On the airport improvement project, all of the funds for that project are in escrow. We borrowed the whole project amount from the bonding, and so we're still, you know, we're still making payments to the vendors as far as that's concerned, and all of those funds are there, so we can -- it's not a, it's not a revenue issue as far as getting the revenue to come in to pay for that. We have those funds available so we can continue forward with that project.

COMMISSIONER DEMAKOS: Okay. Great.

COMMISSIONER PERRY: And can I -- and what about thoughts about how this affects the rail
expansion project, if anything specific?

MS. MINKEL: So one of the things that could happen is stimulus funds for significant capital projects. So staff is already preparing to have things ready to go, so if and when that comes out, we have projects in the queue that we can jump on.

COMMISSIONER PERRY: So as a matter of recovery, economic development projects --

MS. MINKEL: That's right.

COMMISSIONER PERRY: -- for capital, we will have all of our stuff that we're interested in lined up at all of our major facilities, both airports and --

MS. MINKEL: Yes.

COMMISSIONER PERRY: Okay.

COMMISSIONER DEMAKOS: Kim, if you could please present the remaining six -- seven items.

MS. MINKEL: Do you want the board to take --

COMMISSIONER DEMAKOS: That's a good point. Let's take these now. Without anyone's objection, I'd like to take the two -- the revised operating capital budget and the five-year operating capital plan as a motion separately. So may I
have a motion to approve those?

COMMISSIONER PERRY: So moved.

COMMISSIONER DEMAKOS: Second?

CHAIR SISTER ROCHE: Second. Sister Denise.

COMMISSIONER DEMAKOS: Sister Denise. All in favor?

COMMISSIONER PERRY: Aye.

UNIDENTIFIABLE COMMISSIONERS: Aye.

COMMISSIONER DEMAKOS: Any opposed?

MR. STATE: So I'm going to do the roll for this just in case we had anyone who had joined us. This will be alphabetical. So this is on items one and two as was moved and seconded.

Commissioner Aul?

COMMISSIONER AUL: Yes.

MR. STATE: Commissioner Ansari?

COMMISSIONER ANSARI: Yes.

MR. STATE: Commissioner Demakos?

COMMISSIONER DEMAKOS: Yes.

MR. STATE: Commissioner Durand?

COMMISSIONER DURAND: Yes.

MR. STATE: Commissioner Gurney?

COMMISSIONER GURNEY: Yes.

MR. STATE: Commissioner Hicks?
COMMISSIONER HICKS: Yes.

MR. STATE: Commissioner Perry?

COMMISSIONER PERRY: Yes.

MR. STATE: And Chairwoman Roche?

CHAIR SISTER ROCHE: Yes.

MR. STATE: Are there any other commissioners who wish to vote or have joined the meeting?

MS. MINKEL: Wilcox.

COMMISSIONER HUGHES: It's Mike Hughes. I don't know what you're voting on, so I'd have to abstain. I just got on.

MR. STATE: Okay. And Commissioner Wilcox?

COMMISSIONER WILCOX: Yeah. And at some point I would like to talk about any potential impact to personnel, whether layoff, furloughs. I don't know if this is the appropriate time. I'd like to see if there's any anticipation of that with that question.

COMMISSIONER DEMAKOS: I think we can do that at the end of the meeting after the agenda. We'd be open -- and I'm sure there will be other questions also, Commissioner, so we can definitely have that at the end of the normal -- at the end of the
COMMISSIONER WILCOX: Very good. Thank you.

MR. STATE: The item passes.

COMMISSIONER DEMAKOS: Okay. The item passes. Okay. Thank you.

And then items three through nine, Kim.

MS. MINKEL: Thank you, Commissioner.

Starting on page forty-eight. Corporate resolution number three. Staff is looking for the board to authorize an agreement with New York State Department of Transportation in the amount of twelve million eight hundred and thirty-two thousand seven hundred and twenty-four dollars. This is for a number of Metro transportation capital projects. This is our standard grant agreement that we get for these capital projects.

In line with that, on page fifty, we're looking for authorization for another grant agreement with NYSDOT, this time in the amount of twenty million dollars. This is for our rail capital projects, and this is a hundred percent funding through NYSDOT.

On page fifty-one, staff is looking for the
board to authorize a three-year collective bargaining agreement with our Teamsters Local 264. This would start April 1st and continue to the end of March of 2023. These are our transportation supervisors. They're our front-line supervisors with the Metro bus and rail operations. Under the agreement, they would receive a wage increase in year one of two and a quarter percent, a two-percent increase in year two, and a two-percent increase in year three. They will increase their health care contribution from ten percent to twelve percent of the monthly premium cost. A great group of individuals. It's a smaller union. There's only six employees in this group. But, after this agreement is in place, again, all of our labor agreements will be within term, no holdovers, no expired labor agreements.

On page fifty-three we're looking for an authorization for an agreement with Microsoft. This is just for our Microsoft Office products. It's a three-year agreement for a total cost of four hundred and thirty-six thousand seven
hundred and fifty-six dollars and fourteen cents. We procured this off of the OGS service contract.

The next resolution on page fifty-four is with ClearSky. This is the migration of our Oracle system to Windows/SQL using Migrate.S3 and Transform.S3. The custom integration and implementation would be done at a total cost of three hundred and seventy-five thousand dollars. This procurement was determined to be sole source, based on our legacy system has been experiencing some failures and we needed to move very quickly to get this over so that we can avoid interruption of our operations.

The next resolution is on page fifty-five. Staff is looking for an authorization for agreement with FirstLight. This is a support renewal in addition to equipment at a total cost of a hundred and sixty-five thousand one hundred and forty-five dollars and thirty-one cents. This procurement is being done through OGS. And this renewal will continue to provide the hardware and software to support our Cisco routers and our switches throughout our
operation.

And the final corporate resolution on page fifty-six is a lease amendment with RPRT at 247 Cayuga Road. This is for class C office space. They've been a tenant with us since 2018. They are a Start-Up NY company. They're looking for an additional nine hundred and seventy-five square feet of office space at a rate of thirteen dollars and thirteen cents per square foot, and they would be subject to a three-percent annual escalator. The term would be eighteen months and is equal to a little over nineteen thousand five hundred dollars. They would also as part of this agreement have the right to first refusal of an additional six hundred and twenty-three square feet of adjacent office space.

And those are the corporate resolutions.

COMMISSIONER DEMAKOS: Okay. Thanks, Kim. If there are no objections, I'd like to take these seven items as a batch.

COMMISSIONER PERRY: So moved.

COMMISSIONER DEMAKOS: Okay. Second?

COMMISSIONER GURNEY: Second. Sam Gurney.
COMMISSIONER DEMAKOS: Okay. So that's a motion to take them as a batch. I'd like now to approve these seven items.

COMMISSIONER PERRY: So moved to approve.

COMMISSIONER DEMAKOS: Commissioner Perry, thank you. Second?

COMMISSIONER GURNEY: Sam Gurney.

COMMISSIONER DEMAKOS: All in favor?

COMMISSIONER PERRY: Aye.

UNIDENTIFIABLE COMMISSIONERS: Aye.

COMMISSIONER DEMAKOS: Any opposed?

Do we have to go through the roll again, David?

Okay. I'm sorry. We have to -- by process here, we have to go through the roll again.

MR. STATE: So once again I'll call out commissioners' names alphabetically. Indicate your vote verbally.

Commissioner Aul?

COMMISSIONER AUL: Yes.

MR. STATE: Commissioner Ansari?

COMMISSIONER ANSARI: Yes.

MR. STATE: Commissioner Demakos?
MR. STATE: Commissioner Durand?

COMMISSIONER DURAND: Yes.

MR. STATE: Commissioner Gurney?

COMMISSIONER GURNEY: Yes.

MR. STATE: Commissioner Hicks?

COMMISSIONER HICKS: Yes.

MR. STATE: Commissioner Hughes?

COMMISSIONER HUGHES: Yes.

MR. STATE: Commissioner Perry?

COMMISSIONER PERRY: Yes.

MR. STATE: Chairwoman Roche?

CHAIR SISTER ROCHE: Yes.

MR. STATE: And Commissioner Wilcox?

COMMISSIONER WILCOX: Yes.

MR. STATE: Any other commissioners who have joined us that wish to vote?

Item passes.

COMMISSIONER DEMAKOS: All right. Thank you, everyone.

We're now moving to the aviation business group. We did not have a committee meeting this morning, but I'll turn it over to Commissioner
Perry, who will probably turn it over to Bill Vanecek.

COMMISSIONER PERRY: Let me think about that for a minute. I've decided I'm going to turn it over to Mr. Vanecek.

MR. VANECEK: Thank you, Commissioner Perry. So I won't -- this will be very high end. I'm not going to go through the airport improvement projects --

COMMISSIONER PERRY: Excuse me, Mr. Vanecek. Could we make it -- instead of high end, could we make it high altitude?

MR. VANECEK: High altitude? You got it. High altitude it is. Having grown up in Colorado, I'm used to high altitude.

So the only comment I would have on the API status report is the fact that our terminal enhancement project is still ongoing. There are still construction workers there daily. It's progressing very nicely and moving on -- at least on time.

COMMISSIONER PERRY: And construction is considered generally to be an essential business, so there
won't be any impact from the Governor's orders.

MR. VANECEK: That's correct.

COMMISSIONER PERRY: And in addition to that, we
don't have the problem that some projects,
private projects might have, because there would
be performance bonds and other public
construction project protection. So even if one
of these construction companies were to go out of
business, we would be protected and we would be
able to have the services continue.

MR. VANECEK: That's correct.

COMMISSIONER PERRY: Okay.

MR. VANECEK: So moving to the key item report.
Really high end. Overall operating revenues were
nineteen thousand budgeted -- under budget,
basically flat. Operating expenses were five
percent favorable. So the bottom line was we
were four hundred and ninety-seven thousand or a
hundred and forty-two percent favorable on our
net surplus for the month of February. Our
enplanements for the month of February were down
by over fifteen thousand, again, citing the --
primarily the effects of the Southwest and the
Max aircraft. We haven't quite gotten to the point yet where we start seeing more dramatic increases, and I'll talk a little bit about those later.

Year to date on the budget, our variance was five hundred and eighty-one thousand unfavorable on the revenue line. We were one million seventy-nine thousand favorable on the expense line, so the bottom line was our net surplus for year to date through February was six hundred and thirty-eight thousand favorable. And enplanement-wise, we were down five percent over that eleven-month period.

In February our net revenues were a hundred and forty-six thousand or three percent favorable. We had -- operating expenses were two hundred seventeen thousand unfavorable or six percent. Bottom line, net surplus was three hundred twenty-five thousand -- I'm sorry. A hundred and forty-eight thousand -- or, a hundred and seventy-seven -- hundred and seventy-seven thousand deficit for the month or fifty-five percent, but our enplanements were actually up by
one percent in Buffalo.

Year to date through -- for actuals, our operating revenues were a hundred and sixty-eight thousand, basically flat. Operating expenses seven hundred and sixty-six thousand, two percent unfavorable. And our bottom line net -- and then our operating capital was a hundred -- was one million six hundred forty-eight thousand unfavorable. So the net surplus was -- net deficit was two point two -- basically two point two million or forty-seven percent. Enplanements for the eleven months came in at two million two hundred and eighty thousand four sixty-seven which was only one percent unfavorable year over year. That's the good news.

COMMISSIONER DEMAKOS: All right. I'm sure there will be questions about the last few weeks, and maybe, again, like everything else, we'll wait until the end of the meeting to go over those and have every -- you know, have a general discussion and questions, because obviously aviation and next will be surface transportation have all been affected.
So there was one resolution. Kim?

MS. MINKEL: Yeah. Thank you. On page fifty-nine, staff is looking for the award to authorize a five-year renewal of an agreement that we've had in place with NYSEG to provide redundant 12kV electric service at the Buffalo Airport. The annual cost is sixty-nine thousand three hundred and sixty-two dollars and ninety cents over each of the years over the five-year renewal term. I just want to mention the previous annual cost was the same dollar amount, so NYSEG has been holding that cost for us for quite some time.

The redundant independent power feeder improves the reliability of the electric service for the airport. It provides a second power source into the facility. In the event that we have a complete power outage where we would lose both power feeder sources, we do have an emergency generator, but that's just for life safety for the airport, and so that wouldn't operate the food concessions, the jet bridges or any other equipment that might be needed for flight operations. So having this second source
helps and is important to provide that redundancy. And that's the only resolution within aviation.

COMMISSIONER DEMAKOS: May I have a motion to approve this resolution?

COMMISSIONER PERRY: So moved.

COMMISSIONER DEMAKOS: Commissioner Perry.

Second?

COMMISSIONER DURAND: Durand. Second.

COMMISSIONER DEMAKOS: Okay. All in favor? David State will do the roll again.

MR. STATE: By alphabetical once again.

Commissioner Aul?

COMMISSIONER AUL: Yes.

MR. STATE: Ansari?

COMMISSIONER ANSARI: Yes.

MR. STATE: Demakos?

COMMISSIONER DEMAKOS: Yes.

MR. STATE: Durand?

COMMISSIONER DURAND: Yes.

MR. STATE: Gurney?

COMMISSIONER GURNEY: Yes.

MR. STATE: Hicks?
COMMISSIONER HICKS: Yes.

MR. STATE: Hughes?

COMMISSIONER HUGHES: Yes.

MR. STATE: Perry?

COMMISSIONER PERRY: Yes.

MR. STATE: Sister Denise?

CHAIR SISTER ROCHE: Yes.

MR. STATE: And Wilcox?

COMMISSIONER WILCOX: Yes.

MR. STATE: Any other commissioners wish to vote?

Item passes.

COMMISSIONER DEMAKOS: All right. Thank you very much, David. That concludes the aviation business report.

Next is surface transportation.

Commissioner Hughes I know is on the line, but will probably do the same thing and just turn it to Tom George for his report.

COMMISSIONER HUGHES: Please.

MR. GEORGE: Thank you. Starting with the financial report for the month of February. We did have another challenging month of operating revenues through our fares, two hundred and forty-four
thousand unfavorable, which was overcome by, again, a nice strong month for mortgage tax and Erie County sales tax, two hundred and eight thousand. Overall operating revenues and assistance, thirty-five thousand unfavorable for the month of February.

On the operating expense side, we had a number of items that were favorable including personnel services, maintenance and repair, transit fuel/power and utilities. Overall we were on budget for total operating expenses and generally on budget, thirty-seven thousand unfavorable, for the month of February as our budget was concerned.

At the year to date, as John Cox has stated in the earlier meeting, although we were one point one million unfavorable on fares, we were two point o two eight million favorable for our operating assistance for year to date. Total operating revenues and assistance, nine hundred and twenty-seven thousand favorable, offset somewhat by six hundred and forty thousand dollars unfavorable in operating expenses.
Operating income, year do date, two hundred and eighty-eight thousand favorable through eleven months of the year. We're waiting for the final month to see where we ended up.

That's all I had on the financials. If there's any questions?

Just, quickly, if I can go over our program of projects. Under the initiative status reports, the battery/electric bus program. I'd just like to state that we are actually out for bid and bids are due for the battery/electric bus charging infrastructure at Cold Spring garage, as well as the utility improvements. We do anticipate getting those bids in. It's not bid directly to us. That's a NYPA project. They're doing it on our behalf. But that project is out to bid in concurrence with some projects at MTA in New York City.

We're also -- on the Amherst/Buffalo Light Rail Project, the public comment period has ended effective March 24th, so we are no longer accepting public comments on that. We are leaving it open for a couple weeks for agencies
to continue and provide their comments. I will have a report at the next board meeting of a summary of those comments.

And on the DL and W Rail Project, we are continuing with construction there as well, just like we are at the airport, so that project is still full construction ahead.

And the fare collection system project is also moving ahead, although there may be some ramifications relative to our fare policy having some slight impacts to that; but, generally, that project is moving ahead as well.

COMMISSIONER DEMAKOS: Okay. Commissioner Perry?

COMMISSIONER PERRY: And I'm sorry if I didn't catch this. So the change to the barriers in rail stations, that's still on track?

MR. GEORGE: That's still moving forward.

COMMISSIONER PERRY: And the other changes to fare collection?

MR. GEORGE: The entire project is in place. The only ramifications we see at this point is depending on the length of any fare waiver that is approved by the board later in the meeting
will hamper our ability to do some pilot testing on the fare boxes in the buses themselves. Other than that, the project is still being pushed along as we had it scheduled.

COMMISSIONER PERRY: And the current depression in petroleum prices, assuming that continues for some period of time, what impact might that have, if any?

MR. GEORGE: On our budget as an operational --

COMMISSIONER PERRY: Yes.

MR. GEORGE: -- it will be favorable for us.

COMMISSIONER PERRY: I know it will be favorable, but like what kind of magnitude are we talking about here? Any concept of that at all?

MR. GEORGE: We'll we've locked in -- John, do you want to --

MR. COX: Yeah.

COMMISSIONER PERRY: I was thinking about the fact that we locked in a price for a period of time, so I was wondering, is it going to have any effect at all?

MR. COX: Yeah. So we locked in two thirds of our usage for this upcoming budget. And we started
in December at two dollars and thirty-eight cents a gallon. We're now locked in between a dollar eighty and a dollar ninety-five, so right there is a decrease of almost four hundred and fifty thousand dollars.

COMMISSIONER DEMAKOS: I assume you buy on the spot market anyway, you buy on the open market anyway.

MR. COX: Right. So the remainder will be on the spot market, which has actually fallen below even these lock-in prices. So we will -- you know, on that remaining third, we will recognize additional savings there too also.

COMMISSIONER PERRY: Thank you.

COMMISSIONER DEMAKOS: Great. Thanks. If there are no other questions, there are four --

MR. GEORGE: One last, if I could?

COMMISSIONER DEMAKOS: I'm sorry.

MR. GEORGE: Citizens advisory committee and I think accessibility advisory committee, there were none last month and those for the month of March were canceled.

COMMISSIONER DEMAKOS: Okay. Thank you for your report, Tom.
Under surface transportation, there are four resolutions. Kim?

MS. MINKEL: Yes. Thank you, Peter.

Starting on page sixty-two, the first one is an authorization for agreement with the City of Niagara Falls. This is for our seasonal trolley service that we've had in operation since the summer of 2005. We would start the service on May 15th and it would expire on October 25th. The price for this service is six hundred and thirteen thousand dollars, which is a three-percent increase from what they were paying for the previous year for this service.

The next resolution on page sixty-three is an authorization for agreement with DCB Elevator. This is for our escalator rebuild project. This is year three and the final year for this project. This would include rebuilding two escalators in our Summer-Best station. The lump sum amount is three hundred twenty-seven thousand seven hundred forty-eight dollars, and it would increase the total contract amount to just under one point four million dollars. And the funding
for this has already been provided as part of our 2018-2019 and 2019-2020 state transit capital program.

The third resolution is an amendment with C and S Companies for regional traffic count program. This four-year agreement is in a not-to-exceed amount of a hundred and twenty-nine thousand eight hundred and eighty-six dollars for the four years. And this is for C and S Companies to conduct the traffic counts for GBNRTC. GBNRTC did go out for procurement. C and S was selected based on their qualifications, technical criterion and their cost. The funding for this is paid through -- with federal funds through federal highway. And Hal Morse is on the call in case there's any questions related to this. As a reminder, we are the host agency under GBNRTC and that's why this comes to the NFTA board for approval.

And then the final resolution. Staff is recommending that the board authorize us to have the ability to temporarily suspend fare collection for both our bus and rail operations.
And this is in response to the COVID-19 pandemic and the declared state of emergencies. We want to do everything we can to improve the safety of the public and our operators. And so one of the ways to do it is to maximize social distancing. And having our patrons enter through the back of the bus versus entering through the front, paying their fare, showing their day pass, monthly pass, interacting with the operator, and waiving the fare collection is a great way to do that.

So with the new process, they would enter through the back. Those who have mobility challenges where they need to have the bus kneel or if they take a wheelchair and use a wheelchair, they would still enter the front. But, we would significantly reduce the exposure to our operators and to the public as well.

We're also recommending this on the rail side because it's an honor system that we operate here at the NFTA. So we have ticket inspectors, we have police officers who inspect for -- to make certain that people are paying their fare, asking for the ticket. This would eliminate that
requirement during this pandemic, and it certainly I think would make our operators feel much safer. I know the union president has asked for this, a number of the operators have asked for this. And there are other systems across the nation who are taking a similar approach, just so the board knows. New York City Transit, for example, has waived it for their bus system. Similarly, WMATA. And smaller systems just down the thruway. Rochester has also taken that approach.

I apologize. I know there was an article in The Buffalo News today before the board could take action. We're required to post our agenda on our website and we do. And as you can imagine, when you post that, that becomes available, and that's how it became the newspaper article.

COMMISSIONER DEMAKOS: Two questions, Kim. Do you have an end date on this or this just depends on how long the situation lasts?

MS. MINKEL: It just depends on how long the situation -- and the other reason why I don't
have an end date is we may find that this creates other issues or challenges for us. We're doing this with the intention of improving safety and reducing exposures. There are some unknowns. And if we find that this becomes a challenge for us, we may have to modify. So I didn't want to say this is effective between now and April 20th.

One of the things that Tom and his team have identified, a concern, that we will alert the operators to, it's easier for them to look at people boarding -- getting on the bus through the front door versus the rear door. The mirrors are more limited in scope. So if we find that this presents a different safety hazard, we immediately want to go back, so that's why there's no end date.

COMMISSIONER DEMAKOS: And I know this question is difficult to quantify. But, based on reduction of ridership, which we'll talk about later I'm sure, do we know what the economic impact is per day, per week?

MS. MINKEL: We are estimating -- typically, we receive about three million a month in fares.
Based on where ridership is today, we would be foregoing about six hundred thousand. That's how low --

COMMISSIONER DEMAKOS: For a month? Over a month?

MS. MINKEL: For a month, right. And that's really a best guess.

COMMISSIONER DEMAKOS: Absolutely.

MS. MINKEL: A fair question, though.

COMMISSIONER DEMAKOS: All right. Are there any other questions?

Based on --

COMMISSIONER AUL: Yes. It's Joan. I'm sorry. So, Kim, is it -- that's probably not in the budget projection that you looked at, so that would be on top of anything that we just looked at in projected numbers?

MS. MINKEL: Yes. That's correct, Joan.

COMMISSIONER AUL: Okay.

COMMISSIONER DEMAKOS: Are there any other questions?

Based on previous unanimous response, we'll take these four as a group. May I have a motion to approve all four of these as a group?

COMMISSIONER PERRY: I abstain on one.
COMMISSIONER DEMAKOS: Okay. I'm sorry. So
  Commissioner Perry you're abstaining on?
COMMISSIONER PERRY: I can vote for them as a group,
  except I'm abstaining on number one.
COMMISSIONER DEMAKOS: All right. Are there any
  other abstentions?

  May I have a motion to approve these four
  items with -- noting Commissioner Perry's
  abstention on number one?
COMMISSIONER PERRY: So moved.
COMMISSIONER DEMAKOS: Second?
COMMISSIONER GURNEY: Second. Sam Gurney.
COMMISSIONER DURAND: Durand.
COMMISSIONER DEMAKOS: David, please call the roll.
MR. STATE: Commissioner Aul?
COMMISSIONER AUL: Yes.
MR. STATE: Ansari?
COMMISSIONER ANSARI: Yes.
MR. STATE: Demakos?
COMMISSIONER DEMAKOS: Yes.
MR. STATE: Durand?
COMMISSIONER DURAND: Yes.
MR. STATE: Gurney?
COMMISSIONER GURNEY: Yes.

MR. STATE: Hicks?

COMMISSIONER HICKS: Yes.

MR. STATE: Hughes?

COMMISSIONER HUGHES: Yes.

MR. STATE: Perry?

COMMISSIONER PERRY: Abstaining on one and affirmative on the others.

MR. STATE: Chairwoman Roche?

CHAIR SISTER ROCHE: Yes.

MR. STATE: And Commissioner Wilcox?

COMMISSIONER WILCOX: Yes.

MR. STATE: Any other commissioners voting?

Item passes.

COMMISSIONER DEMAKOS: All right. Thank you, David.

This ends the committee meetings reports.

General counsel report, David?

MR. STATE: Yeah. Very quick, Chairman. Very good news from this jury verdict, which I've supplied and can supply for the remote commissioners.

This case was a, you know, run-of-the-mill rear-ender. Our bus hit a vehicle, minor property damage. We -- it was interesting,
though, because it was one of the few civil cases that was allowed to continue. All civil trials were prohibited at some point. This one had started, was in the queue and it was allowed to continue. Ten days of proof. The verdict was actually rendered on a Saturday, which is also a bit unusual. The Court accommodated the parties, and the jury accommodated all of us.

The verdict was favorable, no cause, meaning zero dollars to the plaintiff. The case was tried by John DePaolo, one of our in-house litigators, and Vicky obviously monitored and oversaw the entire trial. So very favorable verdict for us. I will say the jury was very impressed not only with our counsel, but the driver, the individual who drove the bus testified, and they were very impressed at his professionalism, how he handled this accident and obviously his testimony on the stand.

COMMISSIONER PERRY: So the plaintiff wanted five million dollars, but got zero?

MR. STATE: That's correct.

COMMISSIONER PERRY: So our counsel staff saved us
five million dollars, saved the riders in the
system five million dollars.

MR. STATE: I would say the -- I don't want to
quantify. That was the claim, that's what was
asked for, and the number was zero. We also
made, as we often do, a favorable settlement
offer. You know, we're not adverse to resolving
cases. We also essentially acknowledged that --

COMMISSIONER HICKS: How much did you offer, David?

MR. STATE: We offered forty-five --

COMMISSIONER HICKS: How much was offered?

MR. STATE: Forty-five thousand dollars. In the end,
as simply as I can say it, the jury did not
believe the plaintiff was injured. That's the
sum and substance as to how their verdict read.

Any other questions?

COMMISSIONER PERRY: Outstanding.

COMMISSIONER DEMAKOS: Outstanding. Good work by the
team.

In lieu of an executive session, Kim has
prepared a presentation on COVID-19 response by
the NFTA.

MS. MINKEL: Thank you. So I sent you all a separate
PDF of the presentation. And as I go through it and staff goes through it, I'll make certain to let you know what slide we're on so you can follow along. As we go through this, if any board member has any questions or comments, feel free to jump in and ask.

So all of this evolved, as you know, very quickly. We went from a point of everything being normal to almost a state of organized chaos here at the NFTA. One of the first things we focused on was safety and making certain that we had an infectious control emergency response plan in place so that we could protect the safety of our employees and the public that we serve.

So very early on we established communication with a number of parties, all of them incredibly helpful. We reached out to New York State Department of Health, the Erie County Department of Emergency Services, New York State Public Transportation Safety Board. I personally was in regular contact with Albany, the executive chamber, almost on a daily basis, and they've just been absolutely incredible in providing
guidance and assistance under the Governor's leadership. We also were in contact with Federal Transit Administration and the FAA.

There were protocols that came out early by the Center of Disease Control and the Department of Health and then there were protocols that were being issued almost on a daily basis by Governor Cuomo through his executive orders. So we were monitoring those and putting those in place as quickly as they were coming out. And then there was numerous webinars and updates that we could get other information.

The other thing we did is almost on day one, we took a look at procurement to make certain that we have supplies in place for our employees. I had been involved with the anthrax issue a number of years ago in 2001. One of the first things I noticed with anthrax was that there was a run on respirators and gloves. So we wanted to make certain that we had gloves and respirators on hand, and we were able to secure those, and cleaning supplies and sanitizers.

One of the challenges we continue to face
today, though, however, is with hand sanitizer. We were not able to get enough hand sanitizer and we continue to struggle with that. The Governor has New York State producing hand sanitizer, and we went and we grabbed as much as we could, and that was very helpful. We are also working with small production companies assembling our own hand sanitizer, trying to get that out for our drivers.

So the new fare policy is certainly going to be well-received by many of our operators going forward, because that, in particular, has been a challenge.

And then the next slide, limit the exposure. We wanted to make certain that we could limit our employee exposure and the public exposure as much as possible. So working with directions that had come from Albany, we set up a process to identify essential versus nonessential employees. And our transportation system, what we provide both in terms of mass transit and the airport is essential, and we remain open during this event. But, we do have some employees that could be
determined to be nonessential. Nonessential is kind of a unique term. It doesn't mean that they're not critical employees. It simply means that these are employees who could work from home, telecommute. So it's somewhat of a misnomer. So we very quickly put together a telecommuting program. Currently, we have about seventy employees who are telecommuting, working from home, and we're experiencing all the trials and tribulations that go along with telecommuting.

We also looked at any of our processes and procedures that we could reduce density. For example, our board meeting today, there's no more than ten people in this room, and we're all spread out. We also looked at additional operational and engineering controls. So one of the things you do with safety, you want to engineer the problem out, if possible, and then if you can't, you look at operational controls, procedures. So for those board members who came into the meeting, you'll notice that at the front desk down below, there's a physical shield now
that's shielding the individual. That's the engineering control. The operational controls, our new fare collection -- or, waiving the fair collection is an operational control, and that we're able to move people to the back of the bus and reduce exposure.

The other thing to limit exposure, and it's not on the slide, we looked at the Authority's financial exposures during this time. So we are carefully monitoring the federal Coronavirus Response Bill, we are expanding our line of credit, we are deferring capital projects and expenses, and we are tracking -- we are keeping track of our revenue loss and our increased expenses in case there's the opportunity for reimbursement under FEMA or other mechanisms going forward.

So now I'll turn it over to Helen to take us through communication, which was an important part of this. Helen?

MS. TEDEROUS: Communication with COVID-19 as well as every other communication -- our strategy at the NFTA with COVID-19 as well as day to day is to be
open and transparent communication. We're a public authority. We take this very seriously. So our goal; to inform, to educate and respond to our employees and the public. We want to provide them with the latest information on travel or service status. We also feel it's our role as a public authority to help educate the employees and our public on important health directives that can be taken to prevent the spread of COVID-19. And also to respond, to provide answers or directions to the many questions we are receiving from the public and our employees.

And as you can imagine, this is fluid and continuous. We are working very closely with both Metro and aviation, all the business units, to make sure we're providing everyone with the latest information. Media of course is our first source, our liaison with the public. We are providing social media posts with the latest information at our Twitter account, at NFTA newsroom, with alerts and information. Also, we are providing media releases twenty-four/seven with communication with these news outlets to
provide information and also to contact. As you can imagine, they are counting on us and asking us questions about COVID-19 for various topics.

MR. MINKEL: I'm sorry, Wes. What was that?

COMMISSIONER HICKS: I was telling someone to turn the sound down.

MS. TEDEROUS: The sound down?

UNIDENTIFIABLE SPEAKER: He's talking to somebody else.

MS. TEDEROUS: Oh, okay. I know I'm loud, but I didn't think I was that loud.

And here's some examples of our external communications. As I mentioned, our Twitter account and also some of our Facebook accounts, both for aviation and for Metro.

We are also providing information via our website. We are including health information from CDC, New York State Health Department and continuous information on any operational changes throughout the NFTA and provide alerts as appropriate. As you can imagine, we are receiving quite a bit of rumors, as other agencies are, about closures. We are keeping
people informed continuously on updated information that is accurate. And here's some examples of our website. And it links right to CDC and it also provides any service or travel updates.

We've also helped with health signage, public service announcement material on bus and the rail and also at the airports for our employees illustrating ways to help prevent the spread of COVID-19.

Internal communication. Equally important to inform our employees on what is happening at the NFTA. Our extranet, which is called Elements, we have provided alerts. We actually created a communication center where our employees can go. This is very important because we are not just a computer-based entity. We have many people -- the majority of our employees are out in the field. They can access this from their phones or their computers at home. And this provides all with employee information in one spot, in one portal. We also have e-mail alerts internally that we are using to help keep
employees informed.

Paychecks. We are including instructions and attachments right in the paychecks providing people with information from Kim and from other sources to make sure they are aware. As well as CDC posters. They are placed throughout the NFTA work sites to remind our employees about healthy habits which we find are very important. We know that everyone is getting so much information from many different sources, but we feel when it comes to COVID-19, you can't overcommunicate.

MS. MINKEL: Great. And so now Karen Novo will talk about some of the challenges we had within human resources. Karen?

MS. NOVO: Thank you and good afternoon. So as we all know, these have been some trying times for all of us, and we have a lot of internal and external communication, as Helen has mentioned. So we as HR have taken additional steps by being in consistent communication with our business centers, the airport, Metro, local officials and all of our employees, which is very important. They're on the front line.
So what we're doing is staff right now, HR, we're continuously working daily with Metro operations, supervisors and managers. We're on calls with them a couple times a day. We're in constant communication with the airport making sure the supervisors and managers are, first and foremost, which is not on the slide, we're encouraging employees that are not feeling well to please stay home and utilize their sick time. That's the first step of all of this. If you're not feeling well, you have sick time, you have benefit time, please use it, stay home and get well. So we're encouraging that, and the supervisors and managers are doing a great job there.

We're reaching out to the Federal Transit Authority seeing what they're doing differently, if there's anything that we can do to help our employees. We all seem like we're doing the same type of communication, as Helen mentioned, the paychecks and everything, making sure they're well-communicated.

I'm in constant contact on a daily basis
with GOER, or the Governor's Office of Employee Relations. If we have questions, we call, we ask, we e-mail. They've been very, very responsive, as Kim has mentioned. All the local and government officials have been very responsive to us.

We actually have to report in every day for our cases. As Kim mentioned earlier, we have one positive and the sixteen that are in self--voluntary or mandated quarantine right now. They're all doing well. And we are keeping in constant contact with them, and anything we can do to help them to get back to work or guides from their doctor's office or so forth we're doing.

We actually set up an HR hotline, so we have a 6500 number, so that is being monitored twenty-four/seven. We're monitoring it on weekends, evenings and keeping, you know, in contact every few hours to make sure employees that are working twenty-four/seven that if they have any questions that we get back to them if they need some assistance.
Social distancing. We all hear about that every day and which we're doing right now in the boardroom. So it's constant communication to our employees out there that we -- as a public authority, we are essential, we have to keep the medical department running. We've made some changes where we're doing some of our thirty-day reports for disability and Workers' Comp, we're doing them via telephone.

For employees that may have to come -- return back to work even before this all started, our doctor and our PA who was on staff Monday, Wednesday and Friday, they're actually making a decision if they need to come in the office or not. It all depends on their situation. So we're making some changes there. Employees that are coming into medical, we're making sure they stay out -- they come up one at a time, they stay out in the area, they fill out their paperwork and then they walk down by themselves, and we're just making sure the safety of both our staff and the employee is staying in social distancing.

As Kim mentioned too, the transit police, we
actually had over thirteen hundred applicants. So as you well know, we had to get out quickly thirteen hundred letters and we have postponed it until right now May 30th. So far we received about seventeen calls -- or, I'm sorry. Fourteen calls that stated they couldn't make that date, our new date, but we will work with them and make sure that we're able to test them at some point. So we're making arrangements with that, as well as our safety and service awards, we've postponed that until further notice as well.

And like everyone else, we are -- brought in additional cleaning, the doorknobs, phones, everything, trying to keep everybody safe and everything proactive as far as cleaning for drug screens that are coming in and so forth.

Employee assistance program. That's important at this time. People are going through a lot of stress, anxiety, they're scared, there's all -- everything is going on. People aren't working, they're anxious. So our employee assistance program, we're making sure that information is getting out by -- with Helen's
group and with paychecks and having the managers 
and supervisors and our staff tell employees 
that's still there, the employee assistance is 
there for you. They actually have set up a 
telecommunicating, so they're doing voice 
conferences and working on the phones too with -- 
for employees so that they could help them. 

We're just trying to keep in contact with 
employees and we're getting a lot of calls, but 
we're just trying to keep everybody calm, trying 
to work through it together. We're all in it 
together, so I think if we all work together, 
keep everybody calm, we'll hopefully get through 
this.

MS. MINKEL: Great. Thanks, Karen. So now we'll 
talk about the aviation side.

MR. VANECEK: Some of the things that we're doing out 
at the airport, obviously we are very, very 
concerned about our employees as well as our 
traveling public, and so we have really ramped up 
our sanitizing of areas that they tend to 
frequent. So we're giving additional attention 
to the door handles, card readers, the hold room
seating, we're sanitizing those with a bleach/water mixture. And we're also putting --
installed wipes at each of the access points where employees actually have to put a finger
onto a fingerprint reader so that they have the ability then to sanitize themselves following
entry into the area.

We have also closed two sets of our restrooms, so it gives our janitorial staff more
opportunities to clean the other ones that are open more often. And they're not necessary right
now anyway, given the lack of passengers that we have at the airport, and I'll get into those
numbers in a little bit.

We started take-out food service only beginning March 16th. We have now gone down to
only two offerings which were Tim Horton's and the Queen City, and we have kept open the one
gift shop that's right by the checkpoint. Everything else in the airport now is closed, and the
hours have been significantly cut back. So we're not making them stay open until, you know,
nine o'clock, ten o'clock at night. They're
closing sooner than that.

At Niagara Falls we've also done the same thing. We've eliminated -- it's take-out food only, so there's no seating within those areas. We encourage people when they're going into the hold rooms -- because now you're taking people from the dining areas where you have tables that are separated to seats that are side by side by side, and when necessary, we go out and talk and we say, you know, folks, please try to find ways where you're a little bit separate and apart. Families of course are a little more tougher to do that, they all want to be together, but we were trying to get that word out as well.

Our club has been temporarily closed as of March 17th. They were -- they fall under the no food preparation in the club and so we gave them the ability to go ahead and shut down.

A couple of other items of note. We are, we are closing -- we're going to be -- we've already closed our economy lot which is the one off of Holtz Road. We only have about five hundred cars of our seven thousand space inventory that are
occupied by revenue generating patrons, so it's
a -- you know, we try to weed those out so we can
reduce shuttle costs to help with the financial
aspects of the airport.

And, likewise, we are -- let's see here.
Likewise, we are -- Allied Security is our
traffic guards that do the upstairs and the
downstairs. We've reduced them significantly to
cut costs. So as before we had, you know, three
people upstairs, three people downstairs, plus
two supervisors, it's now one up, one down, one
supervisor on any shift, so we're cutting those
costs down.

We're also looking to implement credit
payments only in the parking lots for two
reasons. One, it helps us to eliminate staff,
face-to-face staff which costs us money. And,
also, secondarily, it's not people handling cash
and handing it to a cashier and them handling it
and then somebody else handling it when they're
counting it. So we were cognizant that that's
one thing that we wanted to do and we have.

Let's see. So TSA has now gone down to one
lane only for screening, which is actually more than enough at the airport. It's a sad statement, but it's true.

I did want to mention that the -- as everybody knows, the Canadian border now has been shut down, except for essential travelers, so that's going to have an impact obviously on our flights. As we typically get about thirty percent of our traffic coming down from Canada, that's going to dry up significantly.

Let's see. The other issue that's out there is the Trusted Traveler enrollment programs have been temporarily suspended, so nobody can go and re-up on those. And then Real ID has been delayed for at least a year, which actually is about the only good news I have because we were really expecting to have some chaos at the checkpoint if they were going to hold to that first date in October, October 20th. So it's suspended for at least a year and may go further, so that was important for us.

I'd like to give you just a quick kind of high-level summary of what the airport provisions
are in the Bill that was voted on by the Senate yesterday and expected to be voted on by the House either later today or tomorrow morning.

So the final Bill includes ten billion dollars. There's a five hundred million dollar fund to fund the local share of AIP grants, so that's good. That takes us off the hook for the federal share -- or, our local share. There's seven point four billion for commercial service airports that can be used for any lawful purpose, which means any activities that they can legally use their funds for now.

Fifty percent set-aside for the distribution of each sponsor's calendar year 2018 enplanements as a percentage of total. I talked about this a little earlier. Fifty percent based on the debt service and the -- relative to the outstanding cash. All grants will now have a one hundred percent federal share, so we will not have to -- going forward on grants, don't have to match. It will be funded by one hundred percent.

Let's see. The entitlement numbers. These are entitlement numbers based on your
enplanements each year, you get a set amount. They're doubling that formula. So as we're going down in enplanements, it would be less, but hopefully they'll do it on the last part of the fiscal year, and we'll get, again, a doubling of that so we can fund the types of projects that we need to fund.

Let's see. What else is in here? The local -- I talked about funding. On the airline side, I think it's important to note too the current Bill that's being circulated hasn't been voted on yet, but the passenger and air cargo airlines would receive a total of sixty-one billion dollars in direct aid, loans and loan guarantees, and they would also be exempt from collecting the major excise taxes on a ticket, so that will I guess help give them the ability to charge lower fares and, therefore, hopefully stimulate and get some demand. And then there's -- they can also look to get some low-interest rate loans from the government as well, up to twenty-nine billion in total for that. And those are the major concepts affecting our industry.
COMMISSIONER DEMAKOS: Do you still have more on the -- can we finish -- before you ask your question, can we just finish the Metro side of the presentation?

MR. VANECEK: Oh, yeah, and by the way, Fisher-Price is closed.

MR. GEORGE: So on the Metro side, as of -- this was 3/19, it's a living doc, so I'm going to move on from it. We still are operating regular scheduled service in the system. We're in the process right now of rolling out approximately a fifteen to twenty percent reduction in the service. That will occur in the next couple of weeks. It takes us a while to rebuild essentially our service and get that performed.

School service has been interrupted. The schools have currently terminated school through April 20th. And we don't know if that's a date that will be moved or not, but we are no longer providing school service. As a note, we still are seeing some ridership from our college students. It's down significantly, but there are still some college students in the system. And
our PAL operation hours and areas are maintaining service as scheduled. I'll get into some of the impacts on the ridership in a minute.

Facilities maintenance and cleaning. We've reassigned staff in certain areas and we are looking to do significantly more. Bus cleaning. We're cleaning and sanitizing daily and we're doing high -- touch-up sanitization in the high-touch areas additionally during the day. Right now we're looking to put a program into place where we go to each one of the loops or some of the higher populated loops such as out here or at University Station and actually have people there cleaning the buses.

Rail cars. Full cleaning daily and sanitizing high-touch areas during the midday. On the PAL vehicles, vans are cleaned and sanitized daily, and we're doing the high-touch areas two more times a day. That's a more vulnerable population, so we're a little more focused on that. And then our rail stations are a full clean daily and then each crew they're going through again and sanitizing in the areas
of high touch to get vending machines, handrails, anywhere where you have a lot of people coming and going through the station. So we've really upped the ante on the cleaning of the stations. You'll see in the next slide just photos of the individuals out there doing a lot of the work.

On the policy side, you'll see in the one photo here, we've deployed operator barriers. In all of our new fleet since 2015, we've bought those with operator barriers. Those have all been fully deployed. That's a hundred and fourteen vehicles. So basically a third of our fleet has operator barriers up to create some separation. We've eliminated the availability of the seating in proximity to the operator, so anything within approximately six feet or less of the operator has been closed off and eliminated to keep that social spacing in place.

And then on the paratransit side, we've extended the recertification dates for ninety days to give people a break, and they don't have to come in and get recertified. We've removed the no-show late penalties and cancelled
suspensions, and we're contacting all the subscription riders to make sure that the riders are confirming the viability of those trips. So we have people who subscribe a trip every Wednesday. We want to make sure that that trip is still viable so we're not sending those vehicles out.

And then there's a number of other policies that will be moving forward based on the board's approval of the board action to reduce fares. We will be doing a rear boarding only. Rear -- I shouldn't say only. Rear boarding primary. Those with either cognizant or physical issues who are unable to use the rear door will still be allowed to board the front door, but we will not be collecting fares at the fare boxes. So we won't have all of our patrons coming up and we won't have our operators handing out day passes to eliminate a lot of the interaction. And once again, if every passenger comes in and touches the fare box, it's really not a positive thing relative to what we're trying to accomplish here. So we've adopted a number of new policies and
we're continuing to look at that as we go forward.

On the ridership impacts, these dates were as of March 16th. We saw a precipitous drop in ridership last week. This week we're seeing a fairly stable ridership amount. So as of the first three days of this week -- and we talk about our automatic passenger counting system and migration to that, that gives us the ability to get realtime data. Our PAL ridership is down eighty percent as of right now. We normally average trips about eight hundred and fifty in a day and we're currently delivering about a hundred and seventy.

Our bus, our bus ridership is down sixty-nine percent total reduction, but only sixty-four percent in general reduction. What that means is -- the difference between those two is the school kids. So if we take the school kids out of the mix, our general or what we refer to as our regular riders, we're down sixty-four percent on the bus. We -- normal weekday it's about seventy-one thousand five hundred. Average
this week is twenty-two thousand five hundred.
So there's still twenty-two thousand five hundred
people out there using the bus system on a daily
basis.

On the rail system, we are down
seventy-three percent total. Seventy in the
general population. Normal weekday, thirteen
thousand five hundred. Earlier this month down
to about thirty-seven hundred folks using the
rail system. So a significant reduction in that.
And our token transit usage is down sixty-six
percent this week.

So you're seeing generally across the board
I would characterize it as a seventy-percent
reduction in ridership, between seventy and
seventy-five percent. It's significant. And
that goes back to the numbers that Kim had said
earlier relative to the fares we would anticipate
receiving would be on the order of six hundred or
six hundred and fifty thousand dollars.

Internal communications. We're working
regularly -- in each one of our facilities, we
have screens that are up that we communicate with
our operators and mechanics. We are having twice
daily conference calls with our entire management
team, and then we're doing a lot of customer
facing, staff interactions where actually we've
given our supervisors a lot of additional
information.

Our fare inspectors had already been
directed to eliminate fare inspection and move
into a fare ambassador type of mode where they're
out there providing information and keeping their
distance from folks. And then we're doing direct
information transfer using, as I said, these
signs, we're doing a lot of notices, we're
supporting our supervisors with significantly
more information.

On the staffing side, we currently have all
of our staffing in place. We've done -- as Kim
mentioned, a lot of people are -- essential and
nonessential folks are working offsite. We are,
as I said, reducing service at the attempt of
between fifteen and twenty percent shortly. In
the event that we are forced with having sickness
hit our thing, we're unable to deliver those
services, and then we're preparing for further reductions as necessary going forward.

And I just want to put kudos out to our IT department who's really created a lot of infrastructure to allow us to do this work-at-home provision which has been really helpful. And that's a summary of the Metro side.

MS. MINKEL: Do you want to talk about --

MR. VANECEK: Yeah. I want to talk about our numbers. Save the worst for last, I guess. So looking at the month of March. Of course, you know, the COVID started before that, and so initially there wasn't a huge response to drop. There was some drops relative to the types of aircraft that were flying to the airport, and that's what we've been talking about all year; i.e., you know, the Max aircraft.

But, to put it in perspective, so on average we were doing about -- for the last -- March of 2019, if I do rough numbers, you're probably looking at about seven thousand to seventy-five hundred per day at the airport. And so we had the impact of the Max coming out, so we had
dropped, oh, probably to an average of about six thousand.

And if I just start on the -- let me see, what would be a good day to start here. Say the 15th of March. We did about thirty-two hundred passengers. If I drop to the 20th, we did about one thousand four hundred passengers. On the 24th, it was our lowest day, we did seven hundred and eighty-eight passengers. And as of the 25th, it was -- it jumped a little bit back up to one thousand two hundred. So the airline -- the airport is a ghost town.

COMMISSIONER DEMAKOS: It's like a hundred an hour.

Nothing.

MR. VANECEK: Yeah. The airport is a ghost town. I mean, flights are literally going out with four or five people on them. We're talking about a hundred and fifty seat planes. So it's, you know, it's really pretty incredible to see what's happening to the airline industry. You know, a lot of that is going to -- because of the Canadian border shutting down, that's why the numbers are going to get dramatically smaller,
but even so, it's -- you know, this isn't turning
around until likely later. So we are estimating
about seventy percent down ultimately.

And we don't know how long that will last
because once the -- it starts to turn, it's not
like you turn on and off a faucet. You know,
it's like you suddenly get a couple drops and
then you go to a little stream and then you get a
little bit better flow before it's going to
recover. So I don't see this as a, you know, one
or two-month recovery from the airlines, because
they're dealing with, you know, a lot of
airlines, a lot of airports in the United States,
and they're going to have to make strong
decisions about, you know, for them, they're
starting now to furlough employees because
they're not flying planes, and there's going to
be a natural slowdown in getting those people
back to work. And so I think this is going to
last for -- I would think -- John said -- he kind
of threw out six to nine months. I think you're
probably looking at something in that vein before
we're approaching what we were doing before. And
there's no guarantee that that happens.

COMMISSIONER DEMAKOS: Well, the presentation obviously was excellent. The information is tough to digest, but it's amazing the amount of work that's being done and how important still our service is to the community.

I guess that would conclude our agenda. Are there any questions from members who are not here or who are here?

COMMISSIONER GURNEY: Hi. It's Sam Gurney. Can I ask a question? Or, maybe it's not a concern. But, the mortgage tax, that's going to change considerably.

MS. MINKEL: Yeah. So that is a concern, and we're -- we don't know where it's going to go. On the one hand, we know less people are selling and showing houses, and home purchases will go down without a doubt. On the other hand, there may be more re-fi's going through. So we just don't really have a good handle when it comes to mortgage recording tax and 88c funding. But, you bring up a good point in that we also receive a quarter of a penny of Erie County sales tax, and
that we expect is way down as well.

MR. COX: And with the -- also with the -- there now is taxing on Internet orders, so the question is, is how much of that changes. Is it a shift from brick and mortar to more Internet, but it's just such an unknown. We're assuming it's going to be down, but that may help mitigate is that there will be a shift to purchasing online and then now that that's being taxed that we'll have some mitigation from that.

COMMISSIONER DEMAKOS: Any other questions?

COMMISSIONER GURNEY: Thank you. Just one more question. The trolley in Niagara Falls, isn't it funded by bed tax?

MS. MINKEL: Yes, it is. So we have this agreement in place. We understand that they had some reserves there, but going forward --

COMMISSIONER GURNEY: Oh, good.

MS. MINKEL: But, you're right, it could be a concern after this season.

COMMISSIONER GURNEY: Well, you guys are doing an incredible job. It's just incredible. It's wonderful.
MS. MINKEL: Thank you.

COMMISSIONER DEMAKOS: Commissioner Perry, you have a question?

COMMISSIONER PERRY: Yes. So we're going to have a number of lessees whose business is going to be decimated. Some leases have force majeure and other clauses. Do we have any kind of idea -- I mean, I know it's really early. Do we have any kind of idea on that issue of whether that's going to cause an impact? You know, lessees not being able to pay their rent? Do our leases provide that they have to pay anyway or --

MR. STATE: It's Dave. I mean, we're -- by business center here, legal staff, is reviewing all of those contracts. Some of them have force majeure clauses, some don't. I anticipate even if they don't, you're going to get potential arguments like impossibility and frustration. As Commissioner Perry noted before, some of our contracts have performance bonds. So we're pulling all that together as these requests come in, and of course we are approaching folks that we are committed contractually to to see if we
can get our own adjustments as are appropriate.

COMMISSIONER PERRY: And I noted that you commented
on the waiver -- or, extension of the Real ID,
which is great. But, there's this issue of the
federal government saying that it was not going
to approve or renew TTP. I know that's all
suspended right now, they're not doing it, but
that's going to be -- that's another bottleneck
that I expect it to come up somewhere in the
discussion. Where as a salutary measure, maybe
the federal government would say, as soon as TTP
opens, anybody who wants to get the Trusted
Traveler, they're going to do it for New York.
Have you heard anything about that, Bill?

MR. VANECEK: No, I've not heard anything about that
yet.

COMMISSIONER PERRY: I'm going to mention that, I'm
going to mention that to people that I know that
that's another thing that they should throw in
there, which is when things open up, there
shouldn't be anything that's going to impede, you
know, improvement of throughput across the border
or commerce. That's something that has an impact
on the airport as well.

COMMISSIONER DEMAKOS: There was a question raised that's going to require -- the answer to which is going to require discussion about personnel, so given that, I would make -- require or ask for a motion to go into executive session.

And, Dave, you can explain the rationale for that.

MR. STATE: So the board is requesting an executive session to discuss potential personnel ramifications from COVID-19. This will involve not only legal advice, because of course we have union CBAs to consider, but legal compliance with a whole host of notifications and so forth, so we would need a motion to go into executive session on that basis -- for that reason, a second and a vote.

COMMISSIONER PERRY: So moved.

COMMISSIONER DEMAKOS: David, how do we do that when we are on --

MS. MINKEL: I'm going to ask staff, anyone who is on -- and I get an electronic printout of the numbers who are on, so I will know who remained
on and who didn't. But, I would ask that staff, if you could please sign off, and thank you so much for everything you do. Thank you for being on the call. I really appreciate it.

COMMISSIONER PERRY: Isn't anybody staying on and violating the sanctity of an executive session committing a misdemeanor under the New York Penal Law?

MS. MINKEL: Archie will tase you if you stay on.

COMMISSIONER DEMAKOS: They'll come to your house. We have a motion to go into executive session. May I have a second?

COMMISSIONER DURAND: Durand. Second.

COMMISSIONER DEMAKOS: Do we have to call roll on this also, David?

MR. STATE: I will call a quick roll. So firsted by Perry, seconded by Durand. A quick roll.

Commissioner Aul?

COMMISSIONER AUL: Yes.

MR. STATE: Ansari?

COMMISSIONER ANSARI: Yes.

MR. STATE: Demakos?

COMMISSIONER DEMAKOS: Yes.
MR. STATE: Durand?
COMMISSIONER DURAND: Yes.
MR. STATE: Gurney?
COMMISSIONER GURNEY: Yes.
MR. STATE: Hicks?
COMMISSIONER HICKS: Yes.
MR. STATE: Hughes?
COMMISSIONER HUGHES: Yes.
MR. STATE: Perry?
COMMISSIONER PERRY: Yes.
MR. STATE: Sister Denise?
CHAIR SISTER ROCHE: Yes.
MR. STATE: And Commissioner Wilcox?
COMMISSIONER WILCOX: Yes.
MR. STATE: Okay. It passes.
COMMISSIONER DEMAKOS: I guess we are -- as long as everyone is off, we can shut the video and audio down.
(Whereupon, the Board went into Executive Session.)
COMMISSIONER DEMAKOS: Okay. We are back in regular session again. I'd like to thank the entire NFTA organization for their help and support through
this unprecedented and difficult time and, you know, it's amazing how every employee in this system is stepping up, and obviously the health and well-being of our team is always a priority. So on behalf of the board, I think I can speak for the board and the entire Western New York community, I'd like to thank everyone at the NFTA for their service and dedication.

So if there are no other comments, I'd like to ask for a motion to adjourn.

COMMISSIONER PERRY: So moved.

COMMISSIONER DEMAKOS: Second?

UNIDENTIFIABLE SPEAKER: Second.

COMMISSIONER DEMAKOS: And I'm sure we have no opposition, so thank you all for your time for participating however you did, and thank you everyone in the room who came downtown. So everyone stay safe out there.

* * * * * *
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.