
NIAGARA FRONTIER TRANSPORTATION AUTHORITY

Monthly Board Meeting

June 25, 2020

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

1 MEMBERS IN THE BOARDROOM:

2 Commissioner Peter Demakos (Vice Chair)
3 Commissioner Adam Perry
4 Kimberley Minkel (Executive Director)
5 David State (General Counsel)
6 John Cox (Chief Financial Officer)
7 William Vanecek (Director, Aviation)
8 Tom George (Director, Public Transit)
9 Karen Novo (Director, Human Resources)
10 Helen Tederous (Director, Public Affairs)
11 Darren Kempner (Manager, Government Affairs)
12 Darlene Jaeger (Assistant to Executive Director)

13 MEMBERS ON THE PHONE:

14 Chair Sister Denise Roche
15 Commissioner LaVonne Ansari
16 Commissioner Joan Aul
17 Commissioner Anthony Baynes
18 Commissioner Bonita Durand
19 Commissioner Margo Downey
20 Commissioner Charles Gurney
21 Commissioner Wesley Hicks
22 Commissioner Michael Hughes
23 Commissioner Philip Wilcox
24 John Schaefer (Director, Engineering)
25 George Gast (Chief of Police)
26 Steve Duquette (Chief Information Officer)
27 Sara Dayton (Lumsden McCormick)
28 Seth Hennard (Lumsden McCormick)

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31 COMMISSIONER DEMAKOS: Welcome everyone. This is the
32 regularly scheduled monthly board meeting of the
33 NFTA. It's June 23rd, 2020. Before we
34 officially begin, we need a roll call of

1 commissioners to determine if we have a quorum.

2 David State, if you could do that, please.

3 MR. STATE: Absolutely.

4 Commissioner Ansari?

5 COMMISSIONER ANSARI: Here.

6 MR. STATE: Commissioner Aul?

7 COMMISSIONER AUL: Here.

8 MR. STATE: Commissioner Baynes?

9 Commissioner Demakos?

10 COMMISSIONER DEMAKOS: Here.

11 MR. STATE: Commissioner Downey?

12 COMMISSIONER DOWNEY: Here.

13 MR. STATE: Commissioner Durand?

14 Commissioner Gurney?

15 COMMISSIONER GURNEY: Yeah.

16 DAVID STATE: Thank you.

17 Commissioner Hicks?

18 Commissioner Hughes?

19 COMMISSIONER HUGHES: Here.

20 MR. STATE: Commissioner Perry?

21 COMMISSIONER PERRY: Accounted for.

22 MR. STATE: Sister Denise?

23 CHAIR SISTER ROCHE: I'm here.

1 MR. STATE: And Commissioner Wilcox?

2 COMMISSIONER WILCOX: Here.

3 MR. STATE: So we do have a quorum.

4 COMMISSIONER DEMAKOS: Thanks, David.

5 It's June 25th, not June 23rd. I apologize.

6 After -- we're in week fifteen now, I guess,

7 so --

8 MS. MINKEL: Yeah.

9 COMMISSIONER DEMAKOS: -- there's really, you know --

10 the joke is we all get to put on a tie one day a

11 month now so --

12 Anyway, as vice chair and the presiding
13 officer, I call the meeting of June 25th to
14 order. Since I'm physically present in the
15 boardroom and the chair is participating by
16 teleconference, I have agreed to serve as chair
17 for the meeting. So I ask for unanimous consent
18 to serve as the chairman pro tem for the June
19 25th, 2020 meeting, and hearing no objection, I
20 will serve as chairman pro tem for this meeting.

21 The first order of business is the approval
22 of minutes of the May 28th, 2020 annual meeting.
23 That was our annual meeting. Do I have a motion

1 to approve the minutes from May 28th?

2 COMMISSIONER PERRY: So moved.

3 COMMISSIONER DEMAKOS: Second?

4 COMMISSIONER HUGHES: Hughes.

5 COMMISSIONER DEMAKOS: I keep forgetting. Do we need
6 a roll for that, David?

7 MR. STATE: Not for that.

8 COMMISSIONER DEMAKOS: Okay. Thank you very much.

9 Before I turn it over to Kim, Kim has
10 brought up a couple good points. We've been
11 doing now -- this is now for the fourth straight
12 month. We now have several more people here as
13 we slowly work our way back. But, again, only
14 essential NFTA staff are here in person. The
15 public is not invited or included, and we're all
16 keeping a safe distance. There are no committee
17 meetings. All the committee reports will be done
18 at this meeting. As Kim mentioned, please keep
19 your phones on mute and let us know who you are
20 if you've got a comment. And we have three
21 groups of resolutions, but we'll probably do it
22 in four because of the financial statements we
23 probably should do in one separate one.

1 MS. MINKEL: Sure.

2 COMMISSIONER DEMAKOS: So we'll have four roll calls
3 per order.

4 Again, our foremost concern is the health
5 and safety of all the employees. And Kim later
6 will be doing her monthly report on how the NFTA
7 is managing this whole COVID situation. And,
8 again, we thank everybody who is out in the front
9 lines, wherever they are, for helping our
10 community provide safe and reliable
11 transportation services.

12 And now I'd like to turn it over to Kim for
13 her executive director's report.

14 MS. MINKEL: Great. Thank you, Peter.

15 Before I go over my executive director
16 report, we have our auditors from Lumsden and
17 McCormick on the phone, and they are going to
18 present to the board the audit of our financial
19 statements. On the phone I have Sara Dayton and
20 Seth Hennard from Lumsden and McCormick.

21 Sara and Seth, are you on the phone?

22 SARA DAYTON: We are.

23 MS. MINKEL: Great. Thanks. And before I turn it

1 over to you, so the board can follow along, a
2 copy of their presentation was in the PDF
3 document that I sent to you yesterday. It begins
4 on page four of that document. And now I'll turn
5 it over to Sara and Seth to present their
6 findings.

7 SARA DAYTON: Thank you, Kim. Good afternoon,
8 everyone. I will try to remember to ask you when
9 to turn the slides over. But, just as a
10 reminder, I'm Sara Dayton. I'm the partner in
11 charge of the audit for Lumsden and McCormick.
12 Donna Gonser was the partner in charge for a
13 number of years. As you know, the public
14 authorities are required to rotate partners every
15 five years. So Donna remains as the coordinating
16 partner, which was my former role, and basically
17 we have a second technical review partner of the
18 financial statements. So as I was involved
19 previously, just not as a member that you saw,
20 Donna continues to remain involved in her review.
21 And obviously she has a strong history and
22 understanding of the Authority.

23 I'm going to hand it over to Seth to go

1 through the reports, our audit process and our
2 required communications, and then I will
3 summarize the results of the financial section of
4 the audit when he's done.

5 SETH HENNARD: Hi. This is Seth Hennard from
6 Lumsden. I'm going to go over slide one to start
7 with. So this is really a summary of all the
8 reports that are in the financial statements. So
9 the statements themselves are about forty pages.
10 This slide summarizes the management reports, the
11 top three, which are basically reports that
12 management is responsible for. So the
13 certification of the financial statements and the
14 report on internal controls, those really come
15 from a public company Sarbanes-Oxley requirement,
16 and management has chosen to do that voluntarily.
17 So that's really more of an above and beyond
18 what's required, but it basically says that the
19 statements are accurate and that internal
20 controls are there and functioning within the
21 Authority. So those are both good things.

22 The third document is the management
23 discussion and analysis. That's prepared by

1 management. It's essentially a summary of your
2 financial statements with some extra analysis on
3 what changed during the year and what's going to
4 be changing in the future. And that's also on
5 the document.

6 The following reports are all the documents
7 we are responsible for. So the main one is the
8 financial audit. It is performed in accordance
9 with the government accounting and auditing
10 standards. And we have issued an unmodified or
11 clean opinion which basically says that the
12 financial statements as presented are materially
13 correct and they're not misrepresented in any
14 way.

15 Also included in the financial statements is
16 a federal single audit. That's performed in
17 accordance with the Uniform Guidance. So as part
18 of that, receiving all the federal grants that
19 the Authority receives, you have to comply with
20 the Uniform Guidance. And we have to perform
21 Uniform Guidance procedures to test those. So
22 for the fiscal year 2020, you had sixty-two
23 million dollars of federal funds. Most of that

1 was FTA funds. In the prior year, you had
2 thirty-four million dollars, so that would have
3 been a substantial increase over last year. Sara
4 will get into more details, but, essentially,
5 that was more capital grants and the CARES Act
6 funding.

7 Related to that is also we have the
8 collection forms. We'll be filing that over the
9 next few weeks. Essentially, all that is is an
10 electronic filing of the federal single audit
11 paper reports.

12 The New York State single audit is an
13 additional requirement that New York State DOT
14 has established for DOT funds. That functions
15 similarly to the federal single audit, that we
16 have to test state funds that come in mostly
17 through the STOA program. But, that in total was
18 seventy-four million dollars for all DOT funds.
19 That was audited this year, and no findings on
20 that either.

21 The next bullet point is the compliance with
22 investment guidelines for public authorities,
23 another requirement that we have to audit your

1 investments. So mostly you have CDs and, you
2 know, low term mutual funds. So as long as your
3 in-state investments and you're complying with
4 their policies, there's no findings with the
5 investment guideline report.

6 The national transit database report. We
7 will do that closer to October. That's when that
8 system is available, when management has had time
9 to enter in all that data. So we'll come back
10 and audit that later on.

11 The no material weaknesses report, also
12 known as the management letter, has no comments
13 in it. If we had any substantial internal
14 control concerns, material weaknesses,
15 insufficiencies, things like that, we would let
16 you know, or any kind of just recommendations for
17 improvement, if it was substantial enough, we
18 would tell you in that report.

19 And then finally is the communication with
20 those charged with governance, which is an
21 interest line I'll get into.

22 So on page two is the audit plan. So we
23 went over this for the planning meeting, so I

1 don't want to really go through this. I'll be
2 very brief. It's a risk based audit. You know,
3 we communicate with management throughout the
4 year to kind of go over the more complex theories
5 like OPEB and pensions so there's no surprises
6 during the year. We kind of have that continuous
7 communications. We obtain a detailed
8 understanding of Authority operations and
9 procedures, unique historical knowledge and past
10 experiences. And that really makes it more
11 efficient for us and for management. And that
12 was really important this year, especially with
13 how things have turned out. We were on site for
14 maybe a day or so total, so most of the audit was
15 performed remotely. So that was really a lot of
16 uploading files for us to review, scanning
17 documents by management, and we were still able
18 to file this, you know, before the June 30th
19 deadline. So I think that historical knowledge
20 and knowing really what to ask for and having
21 management be very cooperative really helped that
22 process along to file -- to get the audit done.

23 Identify major audit areas. So that's stuff

1 like receivables, pensions, OPEB, especially it's
2 your grants. Those are big audit areas. We also
3 do coordination with the Authority's internal
4 audit department. So we really look at the audit
5 plan, internal audit plan, get the documents and
6 get the files that were audited for the internal
7 audit and review those files, and then kind of
8 supplement the audit as we can. If we find
9 anything in there that is a red flag, we take it
10 further.

11 Fraud risk. The financial audit is not
12 designed to detect fraud, but we do perform
13 limited procedures as necessary. We have no
14 significant items -- or, any items, really, to
15 report on a fraud concern basis.

16 Page number three is the required
17 communications I mentioned. So that's about a
18 three-page report, but essentially what it gets
19 into is it's a communication to the board of any
20 significant findings or any issues we had during
21 the audit. We're pleased to report there were no
22 disagreements with management, there were no
23 audit findings, there were no issues. Really the

1 only thing we had was some delays because of
2 working remotely. But, that really wasn't a
3 management issue, just a function of how to do
4 things remotely, and it still went very well.
5 For the size of your audit, the size of your
6 organization, to do it as efficiently as we did,
7 I think that worked out quite well and there was
8 no issues.

9 Now, the accounting estimates were found to
10 be reasonable. So in the financial statements,
11 there's a lot of accounting estimates. They're
12 listed there. You know, accounts receivables,
13 grants, capital assets. They're all -- they have
14 varying degrees of estimates involved with them.

15 The final three bullet points, provisions
16 for claims and settlements, if you're
17 self-funded, the pensions and the OPEB liability.
18 Management gets actuarial reports for all those
19 items. We look at those reports as an expert
20 that is essentially helping determine what those
21 liabilities should be from an actuarial basis.
22 So we get those reports and review those.

23 And then, finally, there were additional

1 disclosures related to the coronavirus. That's
2 in the footnotes. So in the statements that you
3 have, about forty pages, in note two there is
4 additional disclosure on revenue recognition
5 related to grants. So note two pops up. The
6 CARES Act funds and how the Authority has
7 received FTA funds of sixty-one point three
8 million and FAA funds of twenty-three point five
9 million. Those were the grant awards, and only
10 about eighteen million of the FTA funds were
11 drawn down for fiscal year 2020.

12 And then note thirteen talks about risks and
13 uncertainties. So it's a requirement in federal
14 statements that you disclose basically subsequent
15 events and what's happened after the year-end.
16 So there was a note in there about coronavirus
17 and how that's really affected into these
18 operations and how you had decreased ridership
19 and stopped collecting fares in March. So that's
20 all disclosed. And you also further disclosed
21 that more on the MD and A, but that's also in
22 note thirteen.

23 Then on page four, just to wrap it up on

1 this part with some recommendations. Again,
2 there were no material weaknesses, there's no
3 items that received significant deficiencies.
4 There were no real issues or any kind of concerns
5 about internal controls. We kind of made
6 recommendations to management and received kind
7 of minor items here and there to, you know,
8 improve some of the control signoff and review of
9 procedures like that. We continue to recommend
10 that the GBNRTC and NITTEC relationship and
11 allocations be reviewed just to make sure that it
12 is being charged correctly.

13 And then, finally, the new pronouncements
14 that we usually go over, the new GASBs. And I
15 know in the planning meeting and last year, we
16 talked about GASBs 84 and 87. 84 would have been
17 implemented this year, and 87 would have been
18 slated to go for next year, but because of the
19 coronavirus, GASB issued GASB 95, which basically
20 postpones about eight or nine GASBs. And so now
21 GASB 84 is required for 2021.

22 And then leases got extended by a year and a
23 half, but because of the way your fiscal year

1 falls, you actually have until March 31, 2023
2 now. So you actually got a two-year extension on
3 that. We've been working with management on the
4 leases already, going to talk to them about how
5 to implement that going forward, so at least now
6 you have another two years before that has to be
7 implemented.

8 And then on page five, Sara is going to get
9 into the actual numbers part.

10 SARA DAYTON: Thanks, Seth. So pages five and six
11 are just a snapshot of the financial statements.
12 Page five is your income statement. Those
13 numbers are reported in thousands. I'll briefly
14 go through it.

15 On the operating revenue side, you'll see a
16 decline overall in operating revenues of about
17 two point four percent. The biggest reason for
18 that decline is COVID-19. Keep in mind your fare
19 collection wasn't suspended until March 27th, so
20 the decline in fares is also just a result of
21 decreases in ridership in the month of March as a
22 result, while still trying to -- or, still
23 charging a fare. There were no fare increases

1 either during the year prior to that.

2 For the concessions, commissions and rentals
3 as well as the airport fees and services, that,
4 again, is a result of COVID-19. Fewer
5 enplanements, you know, therefore fewer parking,
6 less fees through the airlines, less food and
7 retail charges. Also occurring in 2020 -- well,
8 actually in March of 2019, was the grounding of
9 the Boeing 737 Max, so that continued grounding
10 also had an impact on those revenues and lower
11 enplanements for 2020.

12 On the operating expense side, the decline
13 in salaries, payroll taxes and benefits is
14 primarily a function of benefit decreases. Most
15 significantly was savings in your self-insured
16 health insurance and Workers' Comp. plans. Some
17 of that savings was offset by an increase in your
18 OPEB expense. OPEB is other post employment
19 benefits. As you may recall, there was a
20 standard GASB 75 that was implemented in the
21 prior year, 2019, and that required that the
22 actuarial evaluation in your financial statements
23 reflect the entire value of the OPEB liability as

1 calculated by the actuaries. And the OPEB
2 liability is really health insurance that will be
3 paid to retirees up to as much as a hundred
4 percent based on the timing of when employees
5 were hired. So that is an estimate of that
6 calculation. Seth mentioned the estimate within
7 your financial statements.

8 The biggest actuarial ones are the OPEB and
9 your pension plans. So changes in those
10 estimates, which can result from many factors,
11 for the plans that are funded, which is really
12 the pension, the estimates include estimated
13 earnings versus actual earnings. And then on the
14 other side for OPEB is estimates of health care
15 cost trends, mortality. So there's a lot of
16 pieces that go into that, so those, those
17 estimates can fluctuate rather significantly year
18 to year, and you do see those flowing through
19 this line. And you'll see that a bit more on the
20 balance sheet, which I'll go through in a minute.

21 No significant depreciation changes. Your
22 other operating expenses this year included some
23 more software and maintenance costs, including

1 some IT security upgrades. So you -- it resulted
2 in an operating loss similar to the prior year, a
3 hundred and seventy-eight million. That's all --
4 that's been offset by your non-operating
5 revenues. As Seth mentioned, in the current
6 year, you did recognize around about nineteen
7 million in federal funding relative to the CARES
8 Act of eighty-five million total. So you'll see
9 the rest of that recognized in 2021 as you have
10 the related expenses recognized.

11 You also had increases in the state budget
12 items and as well with county money, which is
13 mortgage recording tax and sales tax. So
14 obviously you're going to see a decline in those
15 in 2021, but you will see the recognition of the
16 additional CARES funding, the remainder of that
17 in 2021 as well.

18 The passenger facility charges, again a
19 function of COVID-19 and the 737 Max caused
20 declines there. Down to capital contributions.
21 You had an increase there. That's really timing
22 of project expenses. About twenty-five million
23 of that thirty-five million in Metro Federal

1 Transit Authority funds, and a lot of that is
2 because of the buses. You purchased twenty-three
3 buses in 2020 with those funds. So at the end of
4 the day, you actually do show a net income of
5 nine point one million this year. But, again,
6 that's really a function of that CARES Act
7 funding that is offsetting some of those costs in
8 2020.

9 If you move then to page six, that's the
10 balance sheet. Starting with assets and deferred
11 outflows. You had issued a bond in 2019 for the
12 airport project, so you had some unspent proceeds
13 still at the end of 2019. You spent those in
14 2020. Receivables include that eighteen or
15 nineteen million for the CARES Act funding. Your
16 capital assets, so this is your land, buildings
17 and equipment, net of depreciation. You had
18 about twenty-eight million dollars in addition
19 for construction on the terminal expansion and
20 renovation project as well as fourteen million
21 dollars for the new buses, offset by depreciation
22 expense of about fifty-one million dollars this
23 year.

1 Deferred outflows of resources as well as
2 deferred inflows of resources, which you can see
3 further down under liabilities and deferred
4 inflows, are, as I was mentioning, a function of
5 those actuarial valuations. So as those
6 assumptions change, they hit those two lines and
7 then they hit the net pension liabilities and the
8 total OPEB liability and then they basically -- a
9 piece of it gets expensed each year, so that's
10 the fluctuation you see on the income statement
11 on the expense side.

12 Continuing into the liabilities. Your
13 long-term debt you see went down this year. You
14 had no, no significant new debts, you had no
15 bonds that you issued this year, so it's really
16 just payments of just under twelve million
17 dollars of principal this year. On the
18 liabilities for the pension and OPEB, as I
19 mentioned, those are based on actuarial reports.
20 Your pension liabilities include really three
21 plans; the state plan which is the employees
22 retirement system, the stipend plan and then the
23 Metro plan which is actually funded. So those

1 three all combine to that twenty-seven point four
2 million dollar net pension liability. You can
3 see your total OPEB liability is large, five
4 hundred and sixty-five million dollars. Again,
5 as a reminder, that is just the estimate of what
6 the Authority owes for health insurance for
7 employees upon retirement, including as much as a
8 hundred percent. And that's really for employees
9 hired prior to 2004.

10 At the end of the day, the difference
11 between those two categories is your net
12 position. Your total net position is about
13 fourteen million dollars at year-end, but that's
14 made up of various categories, and the biggest is
15 your investment in capital assets, and that's
16 really just the assets net of the debt on those
17 assets. Restricted is amounts restricted for
18 debt service, and that's the passenger facility
19 charges as well. And then unrestricted by
20 difference is a deficit really directly as a
21 function of that OPEB liability at the end of the
22 day.

23 So that's the relatively quick synopsis of

1 your financial statements. Does anyone have any
2 questions?

3 COMMISSIONER DEMAKOS: Yes. Do any of the board
4 members have any questions for the Lumsden
5 McCormick team?

6 COMMISSIONER BAYNES: Peter, this is Anthony. I
7 don't have any.

8 COMMISSIONER DEMAKOS: I think we need a mute
9 somewhere.

10 MS. MINKEL: Yeah. Sam?

11 COMMISSIONER GURNEY: Yeah.

12 MS. MINKEL: Did you have any questions? We thought
13 we heard you in the background.

14 COMMISSIONER GURNEY: No.

15 MS. MINKEL: Okay. Great. Are there any other
16 questions of the auditors?

17 COMMISSIONER DEMAKOS: Okay. If not, thank you,
18 Lumsden McCormick team, for all your hard work.
19 Do they click off now, I guess, or not?

20 MS. MINKEL: Sara and Seth, you're welcome to stay on
21 the line, but you don't need to, so thank you
22 very much.

23 SARA: Thank you. Thank you to the board.

1 COMMISSIONER DEMAKOS: Having been through more of
2 these presentations than I care to admit,
3 sometimes maybe you take it for granted and you
4 keep -- you know, every year -- really almost
5 every year that I can remember you hear things
6 like, no material weaknesses, no significant
7 deficiencies, and we, we may take it for granted,
8 but I think it's really a credit to, John, your
9 team, everybody on the staff, because there's a
10 significant amount of information that goes into
11 these audit reports, and having done it all
12 remote or most of it remotely, maybe even more
13 difficult I'm sure. So I think it's -- you know,
14 their comments about the fact that these are well
15 done and well presented to them, I think is just
16 a validation of everybody here and all the hard
17 work, so thank you to everybody on the team.

18 MR. COX: Thank you. And I certainly will pass that
19 on to staff too, let them know.

20 COMMISSIONER DEMAKOS: All right. If there are no
21 other questions, Kim, your executive director's
22 report, please.

23 MS. MINKEL: Thank you, Peter.

1 A couple of things that I wanted to
2 highlight for the board that are in your
3 committee reports, but I just wanted to bring
4 them to your attention. At the end of this
5 meeting, there will be presentations from both
6 the operating centers, from Tom George on surface
7 transportation and aviation, and Darren Kempner
8 as it relates to our COVID finance and government
9 affairs. But, in addition to that, there are
10 other things that are in the committee report
11 that I wanted to highlight for you.

12 I echo Peter's sentiments and appreciate all
13 the hard work from our financial department in
14 getting this audit complete, especially during a
15 pandemic. It was a challenge, but to meet the
16 deadline so that we can file our financial
17 statements in our PARIS report is certainly a
18 testament to the hard work of our financial group
19 and our audit group, so I have appreciation for
20 them, and certainly our operation folks for
21 another month of providing outstanding service
22 throughout the agency.

23 Despite these challenges of operating during

1 a pandemic, I did want to highlight that our
2 injuries and illnesses are down compared to last
3 year. We have an eight-percent reduction in
4 reportable injuries and lost time days are also
5 slightly down. The number of lost time injuries
6 actually remained the same. But during a
7 pandemic where there's more opportunity for
8 exposure I think speaks volumes about the hard
9 work of all employees within the agency. So I
10 certainly commend all of them. Safety is
11 important to us, and as you heard from the
12 auditors, our salaries line went down and it was
13 because of the benefit piece, particularly
14 Workers' Comp. and health insurance. And that's
15 no accident. We spent a lot of time on that
16 because we realized the impact both in terms of
17 human capital but also financial capital on the
18 Authority.

19 I also wanted to highlight that recruitment
20 remains challenging during a pandemic. We have
21 had a number of operators and mechanics retire
22 and we expect that trend to continue. And like
23 other agencies, we struggle to find both

1 operators and particularly mechanics. And we're
2 competing for a limited pool out there among many
3 other companies. So we continue to recruit, to
4 do everything that we can, but I wanted to
5 highlight to the board that this is becoming even
6 more challenging, especially during a pandemic.
7 So we're holding our own, but when school starts
8 back up, certainly we have concerns.

9 Additionally, we're trying to schedule the
10 police exam. We had a police exam that was
11 scheduled to be given at the end of March that we
12 had to postpone. We postponed it until May a
13 couple of times, and now we're still waiting to
14 get a date. We are fortunate that we had over
15 thirteen hundred applicants express interest in
16 the exam. And we hope to have a date that we can
17 send out an announcement, and we're anticipating
18 it will be in smaller groups, maybe no more than
19 a hundred or two hundred at a time in a very
20 large room, over multiple dates in order to
21 accomplish that exam.

22 But in addition to the exam, the police
23 academy has been closed, so we have a number of

1 officers who have not been through the academy
2 who are working dispatch. So the number of
3 officers we have are down in the Authority, so
4 that is presenting a challenge, one that we know
5 we'll get through, but it's nevertheless creating
6 additional stress on our officers.

7 I also wanted to express my appreciation to
8 former commissioners. We had two former
9 commissioners, Ernestine Green and Eunice Lewin
10 who were out passing out chocolate bars to our
11 frontline staff and operators in appreciation of
12 their service. And I can tell you that sweet
13 thought was greatly appreciated by all. And I
14 also wanted to express my appreciation to Conway
15 the Machine for donating breakfast treats. He's
16 a local rap star, and he donated breakfast treats
17 to our frontline operators.

18 And then I also wanted to personally thank
19 Kaleida Health and Commissioner Mike Hughes who's
20 on the line for providing the coronavirus testing
21 for all of our NFTA employees. I can tell you
22 that was so well received and much appreciated.

23 Two other items for the board. I sent an

1 e-mail to all of you yesterday. I'm pleased to
2 report that on July 1st at ten a.m. we will
3 commemorate the installation of the highest beam
4 at the west end of the Buffalo Airport. Similar
5 to what we did on the east end, we will be doing
6 a similar event with masks and social distancing,
7 but a significant accomplishment nonetheless. On
8 July 1st at ten a.m. So I hope many of you can
9 join us for that event.

10 And then, finally, I wanted to mention to
11 the board that after over thirty years of
12 service, Darlene Jaeger will be retiring at the
13 end of August. Darlene has helped so many of us
14 over the years. She keeps us well fed, hydrated
15 and happy. So we'll greatly miss her. She'll be
16 here until the end of August, but we wanted to
17 wish her a very long, healthy, safe and happy
18 retirement. So congratulations, Darlene.

19 COMMISSIONER DEMAKOS: Congrats.

20 We'll need kleenex for the meeting in
21 August.

22 MS. MINDEL: And that concludes my report.

23 COMMISSIONER DEMAKOS: Thanks, Kim.

1 Are there any questions for Kim on her
2 executive director's report?

3 If not, I can turn it over to John Cox for
4 the consolidated financials for -- it will be for
5 May.

6 MR. COX: May, yes.

7 COMMISSIONER DEMAKOS: And that's the first month of
8 our -- second month of the fiscal year. Sorry.

9 MR. COX: Yes. Thank you. Good afternoon,
10 commissioners. If you can refer to page fifteen
11 in your packet. For the month of May, 2020, we
12 had a negative variance to budget of eight
13 hundred and thirty-four thousand dollars. Total
14 operating revenues and assistance were below
15 budget by approximately two point nine million or
16 fourteen percent for May, and that was three
17 point two million or seven point eight percent on
18 a year-to-date basis. And this is mainly due to,
19 again, for this month we had zero Metro passenger
20 fares, so that would be down a hundred percent.
21 That is for the month, three point one million;
22 and on a year-to-date basis, six point two
23 million.

1 We have a twenty-five percent estimated
2 reduction in STOA which is one point two million
3 for the month of May; and on a year-to-date
4 basis, two point four. Revenues at BNIA were
5 below budget by thirty-four percent or one point
6 nine million dollars. Now, for some perspective,
7 in April they were down thirty-nine percent or
8 two point two million below budget. So we have
9 seen some incremental improvements month over
10 month there. And so on a year-to-date basis,
11 BNIA is down thirty-six percent negative variance
12 to budget or four point one million.

13 Now, NFIA revenues for the month of May were
14 forty-nine percent or approximately a hundred and
15 seventy thousand dollars below budget. And,
16 again, just to compare it to the last month of
17 April for -- to have -- for comparison purposes,
18 that was eighty-three percent below budget or a
19 hundred and ninety thousand. So, again, we did
20 see an incremental improvement in the month of
21 May. And on a year-to-date basis, NFIA revenues
22 were down fifty-three percent or three hundred
23 and sixty thousand dollars.

1 Now, this was offset partially by CARES Act
2 funding from the FTA and FAA. And for the month
3 of May, it was approximately four point two
4 million dollars that were applied to our books;
5 and on a year-to-date basis, it is eleven and a
6 quarter million dollars.

7 Total operating expenses were below budget
8 by two -- approximately two million dollars or
9 eleven percent in May; and on a year-to-date
10 basis, three point one million dollars or eight
11 point five percent. And I think that, you know,
12 those lower expenses, a lot of that is due to
13 some delays in purchases and certainly the hard
14 work of staff here at the NFTA to control costs,
15 and, in addition, also some favorable pricing
16 that we're seeing in several commodities that we
17 purchase in large quantities due to the high
18 supply and low demand because of economic
19 conditions such as diesel gasoline and natural
20 gas.

21 Now, just to -- I'd like to emphasize, you
22 know, the CARES Act assistance for both Metro and
23 the two airports, what a lifeline it is. Without

1 it we would have recognized approximately a five
2 point one million dollar negative variance to
3 budget and a four point one million dollar
4 deficit in the month of May. And on a
5 year-to-date basis, we would have seen an eleven
6 and a quarter million dollar deficit -- I'm
7 sorry. Eleven and a quarter million dollar
8 negative variance to budget and a nine point two
9 million dollar deficit. And so that just shows
10 you how important this CARES Act is and it really
11 has kept our head above water for these two
12 months, and it's just -- without it, you know,
13 you can see how -- what -- I can't even imagine
14 what the challenges would be that we'd be facing
15 if we didn't have that CARES Act funding.

16 So unless there are any questions, that
17 concludes the consolidated financials for me.

18 COMMISSIONER DEMAKOS: Are there any questions for
19 John on the financial report?

20 None -- hearing none, there are four
21 resolutions in the agenda, and I'd like Kim to
22 present those, please.

23 MS. MINKEL: Thank you, Peter.

1 The first one is on page thirty-three of
2 your PDF. Staff is recommending approval of the
3 financial statements for NFTA and NFTA Metro for
4 fiscal year ending March 31st, 2020. And a copy
5 of the draft financial statements start on page
6 thirty-four. They were presented earlier in the
7 meeting by Lumsden and McCormick. And they
8 continue on through page eighty-seven of your
9 report.

10 The second corporate resolution, starting on
11 page eighty-eight, staff is recommending a
12 procurement with Dell Inc. This is for software
13 and system support for firewalls. It would be a
14 three-year agreement at a total cost of two
15 thousand six hundred and sixteen dollars and
16 seventy-five cents.

17 The third corporate resolution is an
18 authorization for agreement with Grove Roofing.
19 This is phase two of a roofing rehab project at
20 our 485 Cayuga Road facility. The cost of the
21 roof rehab is a hundred and seventy-two thousand
22 dollars. This will replace the roof membrane and
23 the insulation segments that have wet insulation

1 and where we're seeing existing leaks over at the
2 tenant space. Grove Roofing was approved by the
3 board back on December 21st, 2015 for a five-year
4 term agreement.

5 Corporate resolution number four on page
6 ninety is an authorization for a lease amendment
7 with PriorityBiz, its space at 247 Cayuga Road.
8 They've been a tenant for some time. They are
9 looking to add additional storage space to their
10 current lease. They're looking for an additional
11 fourteen hundred square feet at the same current
12 rental rate that they're paying now of three
13 dollars and sixty-nine cents for the storage
14 space. So this would provide an additional four
15 thousand seven hundred and thirty-five dollars
16 and fifty cents over an eleven-month term. The
17 reason why it's eleven months is because their
18 existing lease will expire at the end of March
19 31st, 2021, so this is to align with the term of
20 the initial lease.

21 And those are the corporate resolutions.

22 COMMISSIONER DEMAKOS: Okay. Thanks. I'd like to
23 take number one separately, and I'm sure I don't

1 have any objections except maybe David who I'm
2 sure loves taking an extra roll call.

3 But, I'd like a motion on number one, which
4 is the approval of the financial statements for
5 the year ending March 31st, 2020.

6 COMMISSIONER PERRY: So moved.

7 COMMISSIONER DEMAKOS: Second?

8 COMMISSIONER AUL: Aul. Second.

9 COMMISSIONER DEMAKOS: Okay. David, if you could
10 please do the roll?

11 MR. STATE: Commissioner Aul seconded?

12 MS. MINKEL: Yes.

13 MR. STATE: Roll call for a vote on item C one.

14 Commissioner Ansari?

15 COMMISSIONER ANSARI: Here. Present. Affirm.

16 MR. STATE: Affirmative? Okay.

17 Commissioner Aul?

18 COMMISSIONER AUL: Yes.

19 MR. STATE: Commissioner Baynes?

20 COMMISSIONER BAYNES: Yes.

21 MR. STATE: Commissioner Demakos?

22 COMMISSIONER DEMAKOS: Yes.

23 MR. STATE: Commissioner Durand?

1 COMMISSIONER DURAND: Yes.

2 MR. STATE: Commissioner Gurney?

3 COMMISSIONER GURNEY: Yes.

4 MR. STATE: Commissioner Hicks?

5 COMMISSIONER HICKS: Yes.

6 MR. STATE: Commissioner Hughes?

7 COMMISSIONER HUGHES: Yes.

8 MR. STATE: Commissioner Perry?

9 COMMISSIONER PERRY: Aye.

10 MR. STATE: Sister Denise?

11 CHAIR SISTER ROCHE: Yes.

12 MR. STATE: And Commissioner Wilcox?

13 COMMISSIONER WILCOX: Yes.

14 MR. STATE: Item passes.

15 COMMISSIONER DEMAKOS: All right. Thank you. That

16 passes.

17 Now I'd like a motion for approval of

18 corporate resolutions two, three and four, the

19 software, the roof rehab and the lease agreement.

20 May I have a motion to approve those as a group?

21 COMMISSIONER PERRY: So moved.

22 COMMISSIONER DEMAKOS: Second?

23 COMMISSIONER HUGHES: Hughes.

1 COMMISSIONER DEMAKOS: Okay. David?
2 MR. STATE: Ansari?
3 COMMISSIONER ANSARI: Yes.
4 MR. STATE: Aul?
5 COMMISSIONER AUL: Yes.
6 MR. STATE: Baynes?
7 COMMISSIONER BAYNES: Yes.
8 MR. STATE: Demakos?
9 COMMISSIONER DEMAKOS: Yes.
10 MR. STATE: Durand?
11 COMMISSIONER DURAND: Yes.
12 MR. STATE: Gurney?
13 COMMISSIONER GURNEY: Yes.
14 MR. STATE: Hicks?
15 COMMISSIONER HICKS: Yes.
16 MR. STATE: Hughes?
17 COMMISSIONER HUGHES: Yes.
18 MR. STATE: Perry?
19 COMMISSIONER PERRY: Aye.
20 MR. STATE: Sister Denise?
21 CHAIR SISTER ROCHE: Yes.
22 MR. STATE: And Commissioner Wilcox?
23 COMMISSIONER WILCOX: Yes.

1 COMMISSIONER DEMAKOS: All right. Thanks, David.

2 Next on the agenda is the aviation business
3 group report. Commissioner Perry?

4 COMMISSIONER PERRY: Thank you, Mr. Chairman. I'm
5 going to ask Mr. Vanecek to go through the
6 matters in the aviation committee agenda.

7 MR. VANECEK: Thank you, Commissioner Perry.

8 COMMISSIONER PERRY: You're welcome.

9 MR. VANECEK: So I'm going to be fairly brief, but I
10 wanted to point out a few highlights. I know
11 John went over the financials, but one of the
12 things that's really hurting us right now is the
13 parking lot revenues at the airports. And to put
14 it in perspective, the parking lot revenue in May
15 relative to the budget was over one point three
16 million or ninety percent unfavorable.

17 So part of the things that we've done to try
18 to help us offset those revenue losses is to cut
19 back on the expenses. And, therefore, what we've
20 done is we've had all of our patrons who are
21 coming to the airport are allowed to either use
22 the short-term parking garage at the long-term
23 rate, which is ten dollars an hour or at -- not

1 an hour. Per day. And then in the -- or else in
2 the preferred lot if they have a vehicle that's
3 over eight feet, you can't get into the garage,
4 you can go in there.

5 So we've had a peak of about seven hundred
6 and fifty cars in the short-term garage and --
7 but, right now until travel starts picking up,
8 it's going to be, it's going to be pretty sparse.
9 I'm also guessing, just based on those numbers,
10 that we're probably seeing more drop-offs at the
11 airport than we previously would. So we're
12 keeping an eye on it, but it's, you know, it's
13 not a pretty story right now with respect to
14 those revenues.

15 We did eliminate all the shuttle operations
16 so we can save on that expense. So when you look
17 at the key audit reports -- I'm not going to go
18 through it because John's basically already gone
19 through it. But, one of the things we did is we
20 stopped all shuttle service, so we don't have to
21 pay Standard Parking -- we pick up the expenses
22 for the parking operation. Standard Parking
23 manages it and they get a small percentage

1 basically on the revenues. So we were able to at
2 least cut back on those.

3 And then some other contracts where we had
4 multiple people that were really in excess of
5 what we needed, we've asked -- we've furloughed
6 some of them. And until activity comes back,
7 we're not going to bring those folks back. I'm
8 not talking about NFTA employees. I'm talking
9 about contractors.

10 And we've, you know, we've been working with
11 our concessionaires who are also hurting, you
12 know, pretty badly as well. But, we were pretty
13 fortunate that in each of our contracts, we have
14 minimum annual guarantees for food and beverage,
15 for advertising and for a couple of other
16 operations. And so we've held steady that we
17 have to maintain those minimum payments coming
18 in. So absent that would have been, you know,
19 pretty dire.

20 So, you know, we'll see when we come out.
21 Hopefully, things will turn around, but I -- you
22 know, we're kind of projecting and thinking that
23 right now if we can get to that -- as I said

1 before, that fifty-percent level by the end the
2 year, that will be very helpful. You know, the
3 impacts of the Canadian border being closed, it
4 hurts us dramatically. And, you know, so right
5 now we're still kind of in flux as to kind of
6 projecting where we might be at the end of the
7 year, but hopefully, we can get back to that
8 fifty percent.

9 The good new is, while looking at Buffalo,
10 is that for the past over two weeks period, every
11 single day we've had over a thousand people
12 flying out of the airport. And, again, to put it
13 in perspective, when this whole thing started, at
14 times we were having a hundred and fifty people
15 fly out of the airport. So that has grown pretty
16 substantially, but, again, we normally would be
17 doing about seventy-five hundred people per day.
18 So now we're -- our average is probably about
19 twelve hundred to thirteen hundred per day over
20 the past couple of weeks. And we'll see what
21 happens, you know, in the summer months. And so
22 that's where we are on Buffalo.

23 On Niagara Falls, we just quick -- well, let

1 me go back to -- a couple other things I want to
2 point out for you. In your book you have our --
3 what we typically do is look at the concession
4 revenue per enplanement and deplanement. And
5 when you look at those graphs, you're going to
6 say how in the heck has this happened that it's
7 all of a sudden jumped from eleven dollars and
8 fifty-eight cents to a hundred and eleven dollars
9 and sixty cents revenue per enplanement. That's
10 because of the minimum annual guarantees. We're
11 still collecting those, so that's kind of skewing
12 those results. I just wanted to point that out.

13 And then, again, for Niagara Falls, not a
14 lot to point out there so not much to talk about
15 with respect to enplanements, but -- let me see.
16 Let me jump ahead to what would be page
17 twenty-two in your books. If you look at
18 the schedule, airfare and market share, I just
19 wanted to point out that, you know, enplanements
20 are down ninety-two percent.

21 If you look at the actual flights that are
22 going out, which is in the third box down on the
23 right-hand side, what you'll see is a dramatic

1 reduction in schedule by the carriers. American
2 is sixty-six percent down year over year. Delta
3 is the league leader at eighty-six point seven
4 percent down in flights. You know, they were our
5 number two carrier prior to this whole downturn
6 behind Southwest. You know, JetBlue is
7 eighty-six point five percent down. United is
8 eighty. Southwest is only fifty-six percent
9 down, so they've been from a flight standpoint
10 the most positive thing you can say about the
11 flight activity at the airports, that they
12 haven't cut their schedule as dramatically.

13 So with Niagara Falls, you know, on page
14 twenty-four, if you look at the top box which is
15 enplanements, if you just do the math on how many
16 flights they actually flew. Spirit was going --
17 they flew -- they were flying twenty-five people
18 per flight over fourteen flights for the month of
19 May. And Allegiant had twenty flights, but they
20 were actually up at sixty-nine flights per
21 passenger. So of course they fly to Florida. So
22 Florida is a big question mark right now for us
23 with what's been happening with the coronavirus

1 down in several of those southern states. You
2 know, hopefully it can come under control and
3 that we can get a little bit more confidence and
4 send people down there and they'll be able to get
5 back.

6 So those are the very uplifting points I
7 have for the meeting today, and if there are any
8 questions, I'd be happy to address them.

9 COMMISSIONER PERRY: Any questions?

10 Questions from the phone?

11 MR. DEMAKOS: Okay.

12 MR. PERRY: Anything -- and, Mr. Chairman, we don't
13 have anything else other than the --

14 MR. DEMAKOS: One resolution.

15 MR. PERRY: -- one resolution.

16 MS. MINDEL: All right. Thank you. You can see
17 since there's no money coming in, there's no
18 money going out. There's only one resolution
19 within aviation. Staff is recommending
20 authorization for a procurement from Five Star
21 Equipment for two articulating four-wheel-drive
22 wheel loaders at the Buffalo Airport. The total
23 cost is five hundred and seventy thousand four

1 hundred and ninety dollars. We did go out with
2 an RFP. We received two responsive proposals.
3 Five Star scored the highest. It was the least
4 expensive of the two proposals. The DBE goals
5 are exempt from FAA because there's no certified
6 vendors for this equipment. And New York State
7 MWBE and SDVOB goals do not apply because we are
8 using federal funds for this procurement. And
9 this is a hundred percent funded through our
10 Airport Improvement Program grant to pay for this
11 purchase. And that's the resolution.

12 COMMISSIONER DEMAKOS: May I have a motion to take
13 this one aviation group resolution?

14 COMMISSIONER PERRY: So moved.

15 COMMISSIONER DEMAKOS: Second?

16 CHAIR SISTER ROCHE: Second. Sister Denise.

17 COMMISSIONER DEMAKOS: Okay. David?

18 MR. STATE: Commissioner Ansari?

19 COMMISSIONER ANSARI: Yes.

20 MR. STATE: Aul?

21 COMMISSIONER AUL: Yes.

22 MR. STATE: Baynes?

23 COMMISSIONER BAYNES: Yes.

1 MR. STATE: Demakos?
2 COMMISSIONER DEMAKOS: Yes.
3 MR. STATE: Durand?
4 COMMISSIONER DURAND: Yes.
5 MR. STATE: Gurney?
6 COMMISSIONER GURNEY: Yes.
7 MR. STATE: Hicks?
8 COMMISSIONER HICKS: Yes.
9 MR. STATE: Hughes?
10 COMMISSIONER HUGHES: Yes.
11 MR. STATE: Perry?
12 COMMISSIONER PERRY: Affirmative.
13 MR. STATE: Sister Denise?
14 CHAIR SISTER ROCHE: Yes.
15 MR. STATE: And Commissioner Wilcox?
16 COMMISSIONER WILCOX: Yes.
17 MR. STATE: Item passes.
18 COMMISSIONER DEMAKOS: All right. Thank you. Thank
19 you, Commissioner Perry.
20 Next on the agenda is the surface
21 transportation business group report.
22 Commissioner Hughes, are you on the line?
23 COMMISSIONER HUGHES: I am. But, for the sake of

1 continuity, we'll have Tom George go over the
2 financial and business update and then Kim can
3 take us through the resolutions.

4 COMMISSIONER DEMAKOS: Thank you.

5 MR. GEORGE: Thank you. Couple things on the
6 finances. We talked about earlier obviously the
7 fare collection has been no income yet this
8 fiscal year. On the Erie County sales tax, we
9 did see very consistent results two months in a
10 row. We're down thirty-five percent on that.
11 And I think the other thing I just wanted to note
12 is this month on the operating expenses side, we
13 were one point one seven million favorable or
14 eight point eight percent year to date. Efforts
15 of both staff as well as, as John had indicated
16 earlier, some commodity prices have been very
17 favorable for us as well which kind of helped to
18 stem the tide.

19 Year to date on the Federal Fares Act
20 Funding relative to the Metro side, eight point
21 three seven one million dollars which has allowed
22 us to balance our budget so far year to date, as
23 well as on our total operating expenses, one

1 point six one five million favorable year to
2 date. So those two items keeps -- gives us a
3 balanced budget year to date on the financials.
4 If there's any question of those.

5 Otherwise, just to comment on the
6 initiatives. The battery electric bus program
7 has been delayed somewhat. We have been working
8 with NYPA on doing the facility upgrades at Cold
9 Springs station. Those have been bid. We do
10 have the proposals in. Those, once again, are
11 being done by NYPA. They're in the evaluation
12 process, and looking like the scheduled
13 completion date for those of September of '21,
14 which will align with us procuring buses at that
15 point in time. So the project is still ongoing,
16 but there has been some delay with it.

17 I will talk a little bit about ridership in
18 the presentation later. And I just, you know, I
19 wanted the board to not feel like we're totally
20 out of sync here today, so I have a report on
21 citizens advisory committee and accessibility
22 advisory committee because I wouldn't want to
23 forgo that.

1 Just a quick comment. We did have a CAC
2 meeting on May 28th, it was virtual, and we did a
3 presentation on COVID-19 and our response. There
4 was questions on the corporate pass program and
5 would that be able to evolve as people working
6 from home and other conditions change the
7 environment from which we work in. So I think
8 that was a really insightful question and
9 comment. I think we may have to be resourceful
10 in how we adjust and develop a new corporate pass
11 program in the future.

12 We also had some questions about capacity
13 ramping back up. And as was indicated earlier by
14 Kim, you know, we've got a lot of challenges with
15 resources. Not just the financial resources, but
16 operators, mechanics. And we have done some
17 slight reductions in service. We're going to be
18 very challenged to continue to ramp that up until
19 we can get some resources back in. Our last
20 training class was three people, and the only
21 reason we had three people in it was because they
22 had permits in hand already. The DMV has been
23 closed for months. So we're unable to do

1 testing, we're unable to get permits for operator
2 training classes, and it even impacts our
3 maintenance staff as well.

4 And then on the accessibility advisory
5 committee -- oh, by the way the AAC, the next
6 meeting will be in July. The accessibility
7 advisory committee was also held via conference
8 call, and we basically went through with that
9 group what we were doing with our protocols and
10 our operation. They had some questions as well
11 requesting maybe we look at doing some videos to
12 tell people how to be safe and looking at some
13 different payment options. But, generally
14 commended Metro for the response we've had for
15 the COVID activities we've undertaken.

16 And that's the end of my report unless
17 there's any questions or comments.

18 COMMISSIONER DEMAKOS: Are there any questions for
19 Tom on the surface transportation report?

20 Hearing none, Kim, there are two resolutions
21 in the surface transportation business group.

22 MS. MINKEL: Thank you, Peter.

23 Starting on page ninety-seven, staff is

1 looking for an authorization for agreement with
2 Prevost Cars for our Nova bus K program parts
3 purchase. The total cost of the procurement is
4 approximately six hundred and fifty thousand
5 dollars. This is part of our K program
6 preventative maintenance plan, where we are using
7 a method of predict and prevent, not fix as
8 fails. It's a program that Tom and his staff
9 have had in place since 2018. The procurement of
10 these parts will provide a cost savings of
11 approximately six percent along with a reduction
12 in inventory of approximately two percent. So in
13 total dollar amounts, this procurement is
14 estimated to save us anywhere between a hundred
15 and a hundred and twenty-five thousand dollars as
16 part of our preventative maintenance program.

17 The second resolution is an authorization to
18 rescind the temporary suspension of the fare
19 collection of our Metro bus and rail. The fares
20 would resume effective June 29th, on Monday, for
21 both Metro bus and rail. In order to do this,
22 staff has worked to make certain that we can
23 provide as safe as possible an environment for

1 our customers and our employees.

2 And by reinstating the fares, people will
3 now have to board through the front of the bus,
4 so we have placed operator barriers for our
5 drivers. Previously, about a third of our fleet
6 had these barriers. Tom and his group very
7 quickly designed and put in place new barriers to
8 prevent our frontline employees.

9 Additionally, PPE has been provided to all
10 of these employees such as the masks, the gloves,
11 and they've also been given face shields when
12 they need to secure someone in a wheelchair, for
13 example.

14 We also have continuous cleaning and
15 disinfecting of our vehicles, both at the end of
16 the day and midway throughout the day, using the
17 latest best practices and products that are on
18 the market. And we also have a requirement that
19 all riders need to have face coverings in order
20 to use our system. And we try to communicate and
21 promote social distancing as best as possible
22 when using mass transit.

23 The reintroduction of the fares we also

1 expect may reduce demand of the system slightly.
2 That will be seen over the next following weeks.
3 But, it will also increase the available space on
4 our vehicles to help with social distancing on
5 the buses.

6 And those are the two resolutions.

7 MR. DEMAKOS: Okay. Unless there's an objection, I'd
8 like to take them both. So may I have a motion
9 to approve the two resolutions in the surface
10 transportation business group?

11 COMMISSIONER PERRY: So moved.

12 COMMISSIONER GURNEY: So moved.

13 COMMISSIONER PERRY: I'll second.

14 COMMISSIONER DEMAKOS: Second? Commissioner Perry,
15 thank you.

16 David?

17 MR. STATE: Commissioner Ansari?

18 COMMISSIONER ANSARI: Yes.

19 MR. STATE: Commissioner Aul?

20 COMMISSIONER AUL: Yes.

21 MR. STATE: Commissioner Baynes?

22 COMMISSIONER BAYNES: Yes.

23 MR. STATE: Demakos?

1 COMMISSIONER DEMAKOS: Yes.

2 MR. STATE: Durand?

3 COMMISSIONER DURAND: Yes.

4 MR. STATE: Gurney?

5 COMMISSIONER GURNEY: Yes.

6 MR. STATE: Dr. Hicks?

7 COMMISSIONER HICKS: Yes.

8 MR. STATE: Hughes?

9 COMMISSIONER HUGHES: Yes.

10 MR. STATE: Perry?

11 COMMISSIONER PERRY: Aye.

12 MR. STATE: Sister Denise?

13 CHAIR SISTER ROCHE: Approve.

14 MR. STATE: And Commissioner Wilcox?

15 COMMISSIONER WILCOX: Yes.

16 MR. STATE: Items passes.

17 COMMISSIONER DEMAKOS: All right. Thank you, David.

18 Let's see, a general counsel report?

19 MR. STATE: Thank you. I wanted just to remind the

20 board, you have plenty of time, but the financial

21 disclosure statements are due August 17th. So

22 these are the ones that normally would be filed

23 in May. They've given all of us a COVID

1 extension. I know some of you have already
2 filed, but if you haven't, you have plenty of
3 time. The good news is it lets you populate. So
4 it's your old form. If you haven't changed much,
5 you may be able to do this very quickly. The not
6 so good news is they don't send you an e-mail
7 confirmation anymore, which is weird, but that's
8 what's happening. But, again, if you have
9 trouble filling out the form, trouble getting
10 into the system, let me know, let Karen know, and
11 we can take you through it. But, again, you have
12 until August 17th to complete the report. And
13 that's it.

14 COMMISSIONER DEMAKOS: Thank you. Any questions for
15 David?

16 And I understand there's no -- nothing on
17 the agenda that requires an executive session.

18 MS. MINKEL: That's right.

19 COMMISSIONER DEMAKOS: So now I'll turn it over to
20 Kim for her monthly report on the fiscal impacts
21 of the COVID-19.

22 MS. MINKEL: Right. Thank you, Peter.

23 So starting on page -- I believe it's

1 ninety-nine of what I sent to the board as part
2 of your PDF. We have the slides that staff will
3 go through. The first one I'm going to ask
4 Darren Kempner to talk about the fiscal impacts
5 over the past two months of this fiscal year of
6 COVID and what he's hearing in terms of future
7 funding that we might expect from the federal
8 government through the rest of the year.

9 Darren?

10 MR. KEMPNER: Thanks, Kim. So I'll pick up where
11 John left off. The CARES Act has been a lifeline
12 for our operations, and when someone throws you a
13 lifeline and significantly invests in your
14 operations, you can hinge your communication with
15 them and let them know how you're doing. Right?
16 So we have sent -- Kim has sent a number of
17 communications as things have evolved updating
18 our federal electeds as well as our state
19 electeds and others about some qualitative and
20 quantitative data that we're seeing as we go
21 through the COVID impact on our operations. So
22 I've included some slides there that we've
23 communicated to you as well as, as well as to

1 them on how we're being impacted.

2 Certainly, the federal assistance has been
3 incredibly important. The impact of COVID on the
4 state we all know has been significant, and as
5 you'll -- and on localities including Erie County
6 sales tax as Tom had mentioned before.

7 So as you'll see when you're looking at
8 those impacts on a year-to-date basis and trying
9 to forecast them out, there are some significant
10 numbers that we're dealing with. Now, of course
11 these are forecasts. Just like the weather
12 forecast, it's hard for them to tell you whether
13 it's going to rain tomorrow, especially five days
14 from now. Right? So there is some significant
15 variability, but we feel it's important to
16 continue to communicate as the situation evolves.
17 And, for example, as Bill eluded to today, the
18 announcement of the travel advisory will have
19 additional impacts on our operations, so that
20 isn't reflected here.

21 So we've not only continued to communicate
22 with our federal electeds, but also our state
23 electeds, and asked them to advocate on our

1 behalf as well as their own, which they're doing
2 with our federal partners, to provide additional
3 assistance to the state, which would result in
4 the state -- the impact on the state operating
5 assistance. So these are the operating revenues
6 and assistance losses we've been experiencing and
7 expect to continue to experience.

8 Next slide. But the heavy and kind of the
9 long-standing impact has been on -- we think will
10 be on our capital funding. Certainly passenger
11 facility charges, as Bill mentioned, we've seen a
12 significant decrease in that, and that's our
13 primary capital funding source for aviation.
14 State transit capital, our large state capital
15 funding source for Metro, we don't know that
16 impact yet. We've received appropriations, but
17 have not yet seen that money or the applications
18 or contracts related to the 2021 state transit
19 capital, and we've continued to inquire.

20 All that said, the future outlook for
21 federal legislation as well as state action on
22 budget items and CARES Act funding, in talking
23 with our federal and state lobbyists this

1 morning, state and local assistance from the feds
2 is still expected, but not guaranteed. The
3 timeline around that looks to be later in July,
4 if that soon. So we could be back here in front
5 of you next month without any announcement of
6 state and local assistance.

7 The corresponding impact on state finances,
8 the trigger has been met for the governor to
9 announce cuts and present them to the
10 legislature. They have not yet done so. As
11 you've probably heard, they've mentioned they're
12 waiting on federal assistance. If that does not
13 come until July, we could see action thereafter
14 or action before then. The next cash report from
15 the state controller's office is mid July, and
16 then both the feds and the state typically take
17 an August recess, so that would put us into
18 September and another month closer to elections
19 and jumbling the timeline.

20 So there's a lot folks are dealing with, let
21 alone racial justice legislation, other COVID
22 legislation as you've seen at the federal level.
23 So a lot up in the air on timing, but we'll

1 continue to communicate our situation as we
2 reintroduce fares and the impacts there as well
3 as aviation changes.

4 So that's the update for now. I'm happy to
5 answer any questions.

6 COMMISSIONER DEMAKOS: Thanks.

7 MS. MINKEL: Tom, you want to take us through surface
8 transportation?

9 MR. GEORGE: Yeah, I would. So we just approved
10 bringing the fares back, so I'll let Helen bring
11 up our presentation. So, yeah, Metro service
12 update. Where are we today and where are we
13 going? So as we reopen the front door, bringing
14 the fares back is something that has a lot of
15 ramifications. We've been letting everybody in
16 the back door. We've been barricading off the
17 front portion of the bus and creating -- and that
18 eliminates anywhere from ten to twelve seats on
19 the vehicle. So by reinstating the fares,
20 we're putting a gate keeper again in front of the
21 bus, so that when people are coming into that
22 vehicle, we have that gate keeper there who can
23 then make sure that those individuals are wearing

1 a mask in accordance with our requirements as
2 well as paying the fare, which has some impacts
3 which I'll talk a little bit about.

4 We set some goals to maintain a transit
5 environment as safe and clean as possible. As I
6 said before, really our job is to reestablish
7 confidence in the public in the fact that our
8 system is safe and they can come onboard and not
9 be concerned. And we need to continue to monitor
10 and respond to ridership needs with supplemental
11 service.

12 Just a comment. We just completed a survey
13 on 6/22. Three hundred and twenty-three people
14 responded. Forty-seven percent of those people
15 are still riding transit. So fifty-three percent
16 have stopped riding transit. A majority of those
17 were essential workers. Too crowded is the
18 comment we get. Being passed up is the comment
19 that we get. So it's this tightrope that we
20 continue to walk with the bus. You know, we try
21 to limit the ridership and we're passing up
22 customers. We put customers on it, it gets too
23 crowded for those that are on there. It's really

1 a no-win situation.

2 We asked them to name the most, the most
3 common for non-riders of why they weren't taking
4 the bus. Most of those are working from home, so
5 there may be an opportunity to recapture those
6 folks. And then we asked them what the
7 mitigation measures were most important to them
8 in order to start riding again, and the two
9 things that were significantly higher than
10 anything else were wearing of masks and hand
11 sanitizers. So those two items came through
12 true. Forty-three percent of the folks said
13 they'll be riding less frequently in the next
14 three months.

15 And then just the last thing is the majority
16 of -- almost seventy percent of the riders, the
17 people that are still riding, ranked our cleaning
18 of our bus either very good or excellent. So
19 we're getting really good feedback, almost
20 seventy percent of the people feel we're doing a
21 good job of cleaning the bus, but there's still
22 essentially more work that can be done.

23 So we've talked about the mandatory face

1 coverings. Obviously we know why we're doing
2 that. We talked about the survey here. We've
3 done a lot of outreach. There's signage
4 everywhere. We're still challenged with
5 individuals on the vehicles, who -- like in any
6 place in society now, we're challenged with
7 people who don't want to do that, who are maybe
8 disregarding the rules. We've been -- some of
9 our operators have been very good, but we're
10 trying to keep the operators out of an
11 enforcement or a confrontational role. And then
12 we're leaning on the police department, but once
13 again, they're looking to stay out of
14 confrontational roles as well. So we're looking
15 at how that will move forward. Talking to the
16 police chief, so far this week we had five people
17 who were unwilling to wear masks. We simply
18 asked them to leave the vehicle and they
19 complied, so we really haven't seen a lot of
20 problems with that.

21 We're doing enhanced cleaning and
22 disinfecting. We did bring in an outside party
23 to do a review of our entire cleaning operation,

1 everything we do in the system from the floors to
2 the wipe-downs, everything. We've got the
3 initial report back. There will be some changes
4 we're making because of that. Just some of the
5 solutions we're using, the concentration of the
6 solutions, some of the way we deploy things and
7 then we've identified some other areas that need
8 improvement. And we're going to be looking at
9 the best practices. There's been a lot of
10 documentation out on those.

11 And then supplemental process for
12 sustainable environment. We're just looking at
13 whatever we can do to sustain this. We currently
14 have twenty-four paratransit operators out in the
15 system cleaning those vehicles. That's not
16 sustainable. We need to get those people back
17 into operating paratransit vehicles as our
18 ridership picks up. So we've got to come up with
19 alternative solutions for that.

20 Employee safety initiatives. Kim mentioned
21 the barriers. There's a photo of one there. So
22 there's over two hundred of those built in a very
23 short period of time. Tremendous work by our

1 employees, our ATU represented staff as well as
2 our management team who put that together. We
3 put in agency-wide health screening. You may
4 have seen them in the lobby when you came in
5 today. There's places down there to take your
6 temperature. That's been deployed throughout the
7 agency, so all of our operators, all of our
8 mechanics on the Metro side are going through
9 that on a daily basis. And we have a sustainable
10 supply of PPE now. We've got all we could ever
11 need relative to masks and gloves. Early on that
12 was a challenge. We've come, we've gotten across
13 that.

14 We've also moved forward with contactless
15 payment options. So we've had Token Transit
16 which allowed us to pay one-way, roundtrip, up to
17 a weekly fare. We've now moved into a monthly
18 product with them. So nearly every cash product
19 we have, our riders will be able to use their
20 smartphones or their devices to pay for fares so
21 they can get out of putting money into the fare
22 box. They have a contactless way of doing that.

23 Hand sanitizer. We have deployed those on

1 all of our vehicles and all of our stations.
2 It's a little tough right now with the supply
3 we're getting. We will have two hundred and
4 eighty cases in by Friday of this week. We'll
5 deploy those. But, as you can imagine, with a
6 fleet of nearly three hundred buses and
7 twenty-seven rail cars and all the stations,
8 we're putting two hand sanitizers on every
9 vehicle, one at the front door, one at the back
10 door, we're running through. The supply on that
11 is close to once a week, so it's going to be a
12 major effort for our maintenance department to
13 make sure these hand sanitizers are deployed and
14 filled, but we're doing that. And we feel that
15 that's important, as I had mentioned, by the
16 survey that we received here internally and then
17 other surveys we've gotten outside.

18 And then capacity limits. We've been at
19 fifteen riders. We're moving to twenty to
20 twenty-four based on whether you're riding as a
21 group or not, in phase three, which is where we
22 are right now. We're looking at either unlimited
23 or no limited ridership in phase four. We may

1 limit that to a seated load only, which is
2 thirty-eight people on the vehicle. So we're
3 looking at some best practices there and haven't
4 done that announcement as we haven't gotten into
5 phase four yet.

6 And we're doing supplemental service
7 deployment. So we've done two things. We've got
8 chase buses that we've deployed. So we identify
9 a week before what routes are having capacity
10 issues and then we assign additional vehicles to
11 those routes. We've recently moved into a staged
12 bus program where we'll take operators and we'll
13 put them in strategic areas within the community.
14 And then we'll have bus control call them on a
15 realtime basis and deploy those vehicles to pick
16 up. As an example, last Saturday with the staged
17 bus program, we picked up a hundred and sixty
18 additional riders who had been left behind
19 because of the capacity issues. The week before
20 that it was a hundred and ninety-eight. So
21 that's a Saturday. The other thing we're seeing
22 is that Saturday ridership is starting to get up
23 closer to weekday ridership.

1 So how are we getting the message out?
2 Helen and her group have done a tremendous job of
3 building a comprehensive program of TV spots and
4 radio spots, and most of the stuff is focused on
5 what we've done as an agency to make the system
6 safe. The hand sanitizers, all the work that we
7 have done internally, we want to communicate that
8 to the public so when they come into our system,
9 they know what to expect.

10 We've done website -- an interesting
11 statistic from the survey we talked about
12 earlier, over forty percent of our respondents
13 get all of their information from our website.
14 So the website is still our number one
15 communication tool we have at Metro and that's
16 being used. As well as social media, we do a lot
17 of that. And then internal communications, there
18 has been a large amount of information provided
19 to our employees.

20 The last thing I wanted to talk about is
21 ridership a little bit.

22 MS. MINKEL: Excuse me. Someone has not muted their
23 phones.

1 MR. GEORGE: So you can see, in January we're
2 actually up a little bit. The legend here, the
3 gray is the rail. So on bus -- or, paratransit
4 we're obviously always up. That's our trend.
5 But on bus we're up a little bit, starting to
6 slide. You can see now down into April we were
7 down nearly seventy percent on paratransit and
8 over fifty percent on big bus. And we stayed
9 over fifty percent in May.

10 But if you look at this graph down here, on
11 the 26th of March, we went back -- we eliminated
12 fares. We got a big bump in ridership right when
13 we eliminated fares. That's another reason why
14 we're putting the fare back on. We think it will
15 help with our social distancing. We believe and
16 we have strong evidence from our operators that
17 when we put fares back on, the ridership will
18 drop. That, combined with eliminating those
19 barriers on the vehicles, will give us additional
20 capacity, less riders, it should give us more
21 time with the spacing.

22 What you'll also see is when we got into
23 May, we started to take up. And towards the end

1 of May and into June we started to take up quite
2 a bit. Currently, today, on bus we're nearly
3 down almost thirty percent. And we were down
4 nearly fifty percent in April. So we're starting
5 to see the ridership come back up. On the bus --
6 or, the rail side, we're down about fifty
7 percent. So those numbers are very drastic, but
8 once again, compared to our peers and compared to
9 where we've been, you're starting to see some
10 impacts. We think, again, that the fares going
11 on will impact ridership in a negative fashion
12 relative to numbers, but a positive fashion
13 relative to the environment on the vehicle.

14 And that was all I had today unless there's
15 any questions.

16 COMMISSIONER DEMAKOS: Are there any questions for
17 Tom?

18 Thank you.

19 MR. GEORGE: Thank you.

20 MS. MINKEL: And now we will have Bill who will
21 provide an update. And along with what he's
22 going to be talking about is very visual, so if
23 you want to look at that PDF I sent you, near the

1 end there is some beautiful photos of our
2 terminal enhancement project.

3 MR. VANECEK: So, first, before that, just a quick
4 update. With the news conference that happened
5 yesterday afternoon, we were immediately flooded
6 with calls this morning to try to get more
7 information, so we have posted the links to the
8 New York State website, Department of Health, for
9 the COVID issues that are out there. And we're
10 not going to be giving anybody any advice. They
11 really need to go to those websites and sort it
12 out from there, but we're not going to be giving
13 anybody any advice whatsoever. So we've got it
14 posted on both our Buffalo website as well our
15 Niagara Falls website for the airports so they
16 can navigate to where they need to be.

17 So just a little bit of update too before we
18 get into this. We have now multiple hand
19 sanitizers at the end of the checkpoints.
20 They're there when people come out. And they're
21 taking big advantage of that, which is great
22 news.

23 Again, our cleaning staff is -- you know,

1 there's nobody better. They have been, number
2 one, great at doing their jobs, but even more
3 importantly, having great attitudes and, you
4 know, their interactions with, you know, with
5 passengers, et cetera, et cetera, has been
6 phenomenal. So those frontline employees have
7 really, really stepped up their game and --
8 they've always been good, but I'm so proud of
9 them right now. I can't say enough about what
10 they're doing for the image of our community and
11 of our airport.

12 But now the fun stuff. Right? We get a
13 little fun stuff, a little break here. So as you
14 know, the terminal enhancement project is going
15 on, and there's some pretty significant changes
16 from the last time I showed you. You saw a lot
17 of white plastic coverings of things. Now let's
18 go in and look at some fun stuff.

19 This is on the east end of the baggage claim
20 areas. So now the new baggage offices on this
21 end have been installed.

22 And you can go ahead to the next one there.
23 And now this is the cool stuff. This is the

1 really, really cool stuff. What you're looking
2 at here is a view of where our escalators are
3 going to go down to the lower level. This area
4 over here in blue, that's going to be opened up
5 so that our visitors and our passengers can
6 actually go from the ticket lobby right back into
7 this area over here. There will be a set of
8 staircases over here. The elevator shafts are
9 in, the equipment is not yet, but that's going to
10 be coming quickly.

11 And then this is what the outside looks like
12 now. And last time you saw it, you know, we
13 maybe had about that much of our windows and
14 building complete. And now we're all the way
15 over to almost the end of this. So this -- the
16 white area here, which is taller, that's going to
17 be -- and you'll see a better picture from the
18 inside -- that's going to be the big meet and
19 greet area. That's going to really change the
20 way people can navigate the airport and actually
21 not be jamming things up in the middle by the
22 jetport.

23 But here again is another look at it and you

1 can see it's, it's -- it's changed dramatically
2 from the last time around. This is almost my
3 view from my office which I see, so it's
4 phenomenal. They're still doing a lot of the
5 fireproofing of the steel in there right now.
6 They're still working hard to get that completed.

7 Go ahead. But now you get a kind of even
8 better look at what's happening because this is
9 now the removal of the white capping and they're
10 starting to do some of the glass now on this end
11 over here on the east side, so we're -- you know,
12 it's exciting.

13 Go ahead. This is another view here. You
14 can see the white was up before. Now they've
15 pulled that back. So they're really starting to
16 attack this area here with respect to starting to
17 button up the outside and then they can really
18 make some headway doing the interior finishes.

19 So glass going in. Scares the heck out of
20 me every time I see those suction cups on those
21 pieces of glass going up, but they know what
22 they're doing. They've been doing a great job.
23 Pike and Company has been -- just been fantastic

1 in overseeing the construction project here,
2 keeping people not just doing their jobs and the
3 construction correctly, but also making sure
4 they're wearing all the protective equipment that
5 they need to be doing, including when they're in
6 areas with masks, et cetera. So big kudos to
7 Pike for getting that going.

8 So this is now -- this is the west side.
9 And so there's -- they've done a lot of -- the
10 groundwork is all pretty much out there now, it's
11 all level and it's waiting for the structural
12 steel to start going up. But, this is the
13 elevator shaft on the west side. It's actually
14 more complete now even than it was a week ago.
15 And of course they're going to be start filtering
16 in the structural steel. And the crane was
17 delivered today for the structural steel. It
18 looks like Friday -- or, tomorrow that the
19 structural steel will actually arrive and then of
20 course it will be going up. And we'll have the
21 beam signing and all that going on next week.

22 And then over here, this is a pretty good
23 view of looking from the roadway into the meet

1 and greet area. So if you were standing with
2 your back at the wall along the elevated roadway,
3 you're looking here. So this is where you'd be
4 exiting -- where our passengers will be exiting
5 from the east end and coming around and coming
6 into this expansive area where now they'll be
7 able to gather -- you know, people -- and not
8 have to fight people coming through. And it's
9 really -- walking through it, it amazes me how
10 big that space is. Back in this corner back here
11 is where our new offices will be -- are being
12 built. They've actual framed all the offices
13 now, so now they're going to start doing some of
14 the drywall, getting some of those things in.
15 And then once our offices are complete then
16 they'll shut down our existing offices and
17 they'll continue to push out to the concourse and
18 continue then to the, to the east end of the
19 terminal.

20 And now this is kind of a really cool thing.
21 So Delaware North has been -- you know, they
22 were -- they came to us about a year ago and said
23 we want to upgrade some of our offerings. And so

1 this is where used to be the Which Wich Sandwich
2 and the BUF Bar that we had down over here. They
3 have dramatically changed this. This is really,
4 really cool. So it's now called The Market on
5 Elmwood. And if you take a look here, some of
6 the things we have -- it's not completely done
7 yet, but this is the inside of the bar. Right?
8 And you're going to see basically three or four
9 more shots of the same thing, and you'll see why
10 in a minute. Go ahead. Go ahead. Go ahead.
11 All different colors. It's going to be, you
12 know, rotating lighting in the area. You
13 almost -- brings me back to my disco days, so
14 yeah. But, it's very, very cool. So this is a
15 big, long bar. It's great. The woodwork is
16 great. And then there's different sections. If
17 you go ahead and go to the next slide here.

18 Another angle of the bar looking on this
19 end. Again, the big wine rack here, the woodwork
20 is just -- looks fantastic. The next slide.

21 And then, again, just another -- a different
22 angle. This is the window that will look out
23 over gate nineteen. And so people can actually

1 see in, which is nice. So if they're sitting
2 there and say, hey, there's a restaurant, people
3 in there, drinks, beers, let's go. Next.

4 And so that's just from the outside now.
5 They've got the sign up, so this is all in one
6 gate. It's still gated, so you can't really see
7 from the front in, but it's -- you know, it gives
8 people at least an idea that something new is
9 coming. That's another shot here.

10 So this is -- the concept here is the bar.
11 And in here -- and the tables have been
12 delivered, but they were just delivered so we
13 couldn't get pictures of that. They haven't set
14 them up yet. So this is all going to be a
15 seating area over here where you can actually
16 have people bring you your food at your table,
17 which is nice. You can order -- you go up and
18 you order it and then they'll bring it to your
19 table. This is the grab and go area over here,
20 the cold drinks are over here. And then they
21 have also, besides that -- you can go ahead.

22 This is a whole area where they're going to
23 be preparing hot, fresh food being prepared. So

1 this is a really big upgrade to what we have --
2 what we had there before. And the workmanship is
3 just fantastic. It's really a very appealing,
4 inviting, open concept when you walk into it so
5 it's going to be great.

6 And I think -- is that the last one? And
7 that's the last one so -- but so they should be
8 within about -- probably by mid next month ready
9 to open. But the big question is will they open
10 or will they not open. Because we're still at
11 levels where we've got the Queen City Kitchen
12 open. Now, the next step is trying to get the
13 Queen City to start serving beer and wine. We've
14 been getting a lot of requests for that at the
15 airport. And with the -- you know, the way the
16 employee structures work for them, people coming
17 in with the lack of tips for bartenders, they're
18 really hesitant to come back because they're
19 making more money now at home. So they're
20 sorting through those types of issues and -- but
21 pretty soon we'll have this up and operating.
22 Southwest continues to grow, so I don't think it
23 will be too long before this will be open.

1 And that's my update for the project.

2 COMMISSIONER DEMAKOS: Thanks. Any questions for
3 Bill?

4 I know the pictures, especially the PDF,
5 don't do it justice, but I'm sure if any of you
6 are looking for something to do, Bill would
7 gladly give you a tour.

8 MR. VANECEK: Absolutely. Come on out.

9 COMMISSIONER DEMAKOS: No. It really looks -- it's
10 amazing. Just from the pictures. It looks --

11 MR. VANECEK: And we can take you through the
12 construction. I've already gone through the
13 safety training, so I'm a qualified person who
14 can bring you along and get you into the
15 construction areas as well so --

16 COMMISSIONER DEMAKOS: Great.

17 MS. MINKEL: And if you want to see Bill and his
18 disco dancing, I'm sure he'd be happy to do that
19 for you as well.

20 COMMISSIONER DEMAKOS: Let's see. Are there any
21 other items on the agenda, Kim?

22 This is my fourth and probably last month as
23 acting chair. And unlike Darlene's announcement,

1 there are no tissues being passed around.

2 But, I'd like to really again thank everybody
3 at the NFTA. I mean, no matter what the role,
4 what you're doing, the organization,
5 professionalism and everybody worrying about our
6 community. Obviously it starts at the top. I
7 mean, Kim and David and John and Bill and Tom and
8 everybody on the staff are doing such a great
9 jobs. And, you know, you've managed all the
10 challenges so far, but I think as we get into
11 whatever normal becomes, we're going to have even
12 more challenges. Put up stuff, take it down,
13 move it over here, put it -- I mean, it's just --
14 it will never -- well, hopefully it will end
15 soon.

16 But, if there are no other comments or
17 questions, I'd like for a motion to adjourn.

18 COMMISSIONER PERRY: So moved.

19 COMMISSIONER DEMAKOS: Second?

20 CHAIR SISTER ROCHE: I second. Sister Denise.

21 CHAIRMAN DEMAKOS: Thank you everyone. And hopefully
22 next month we see more of you in person.

23 MS. MINKEL: Thank you all.

1 COMMISSIONER DEMAKOS: Be safe everybody.

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STATE OF NEW YORK)

SS:

COUNTY OF NIAGARA)

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VALERIE A. ROSATI,
Notary Public.

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