
NIAGARA FRONTIER TRANSPORTATION AUTHORITY

Monthly Board Meeting

January 28, 2021

Transcript of Video Recording

of Proceedings held at NIAGARA FRONTIER TRANSPORTATION

AUTHORITY, 181 Ellicott Street, Buffalo, New York,

stenographically transcribed by VALERIE A. ROSATI, Notary

Public.

1 MEMBERS IN THE BOARDROOM:

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

14 MEMBERS ON THE PHONE:

15 Commissioner LaVonne Ansari
16 Commissioner Joan Aul
17 Commissioner Anthony Baynes
18 Commissioner Rev. Mark Blue
19 Commissioner Margo Downey
20 Commissioner Jennifer Persico
21 Commissioner Stephen Tucker
22 Commissioner Philip Wilcox
23 Vicky-Marie Brunette (Deputy General Counsel)
24 Steven Duquette (Chief Information Officer)
25 Karen Novo (Director, Human Resources)
26 John Schaefer (Director, Engineering)
27 Hal Morse (Greater Buffalo Regional
28 Transportation Counsel)
29 Mary Perla (Senior Counsel)

30 MS. MINKEL: So we are ready to start.

31 Dave, if you could do a roll call.

32 MR. STATE: So we're going to do a roll call for the
33 quorum, and we need six for the quorum.

34 Commissioner Ansari?

1 COMMISSIONER ANSARI: Present.

2 MR. STATE: Commissioner Aul?

3 COMMISSIONER AUL: I'm here.

4 MR. STATE: Commissioner Baynes?

5 Again for Commissioner Baynes?

6 Commissioner Blue?

7 COMMISSIONER BLUE: Present.

8 MR. STATE: Commissioner Downey?

9 COMMISSIONER DOWNEY: Present and accounted for.

10 MR. STATE: Commissioner Hicks?

11 Commissioner Hughes?

12 COMMISSIONER HUGHES: Present.

13 MR. STATE: Commissioner Perry?

14 COMMISSIONER PERRY: Present.

15 MR. STATE: Commissioner Persico?

16 Commissioner Tucker?

17 COMMISSIONER TUCKER: Present.

18 MR. STATE: Sister Denise?

19 CHAIR SISTER ROCHE: Present.

20 MR. STATE: And Commissioner Wilcox?

21 COMMISSIONER WILCOX: I'm here.

22 MR. STATE: Thank you. We do have a quorum.

23 CHAIR SISTER ROCHE: We have a quorum. Okay. Thank

1 you very much. And thank you all for being on
2 the line.

3 Now I will ask for a motion to approve the
4 minutes of our last meeting, please.

5 COMMISSIONER HUGHES: So moved.

6 COMMISSIONER PERRY: Second.

7 CHAIR SISTER ROCHE: Any conversation about the
8 minutes?

9 If not, Dave would you please call roll.

10 MR. STATE: This is a unanimous consent motion, so
11 unless there's an objection, we can waive the
12 roll call vote.

13 CHAIR SISTER ROCHE: Thank you.

14 MR. STATE: Hearing no objection, Sister, the item
15 passes.

16 CHAIR SISTER ROCHE: And we call upon Kim for our
17 update. A lot has happened since the last
18 meeting.

19 MS. MINDEL: Yes. Thank you, Sister. And Happy New
20 Year to everyone who's on the phone.

21 A couple of things for the board. The
22 quarterly reports were sent out last -- excuse
23 me. The committee reports were sent out last

1 week. Since we are still in a pandemic, we are
2 not doing separate committee meetings, but the
3 committee reports were sent out. The audit,
4 governance and finance committee report, the
5 aviation committee and surface. In those reports
6 are quarterly reports that we bring to the board
7 each year.

8 The first quarterly report that I wanted to
9 highlight that's in the audit, governance and
10 finance committee report that was sent out last
11 week is the capital report which shows that we're
12 about twelve percent under budget for capital
13 projects. Now, some of this is timing, but some
14 of this is related to the pandemic in that we've
15 been trying to control our expenses as much as
16 possible. We've been delaying purchases and some
17 of those capital projects, so that's why we are
18 twelve percent under budget.

19 I also wanted to highlight to the board that
20 our injuries and illnesses are the lowest on
21 record with the Authority. Proudly, we had a
22 sixteen percent decrease in reportable injuries,
23 eleven percent decrease in lost time and a

1 thirty-seven percent decrease in days away. So a
2 special emphasis has been -- we've always had
3 that on safety, but it's been increased during
4 the pandemic. And thanks to all of our employees
5 here. They really did an outstanding job trying
6 to keep everyone, including themselves, safe.

7 On our self-insurance report that's in
8 there, we also have our Workers' Comp. report.
9 And of note, our Workers' Comp. claims are down.
10 We only had sixty-seven Workers' Comp. claims
11 year to date, which, again, is the lowest we've
12 ever had here at the Authority. Keeping those
13 claims down helps us to control our costs.

14 Our public affairs report in there
15 highlights that we did an outreach and partnered
16 with Feed More. We collected over four hundred
17 and fifty pounds of food and funds and our police
18 delivered over two thousand in toys to needy
19 families in Niagara and Erie County.

20 On the budget front, we thank Governor Cuomo
21 for his continued support and investment in
22 public transit and airports in Western New York.
23 Last week the governor released his executive

1 budget which has fifty-five point four million
2 towards State Transit and Operating Assistance
3 for the NFTA. The board should know this is five
4 point seven million less than what was in last
5 year's enacted budget, and it's five point seven
6 million less than what we have in our December
7 budget of sixty-one point one million.

8 But, like all transit systems in the nation,
9 we are challenged with an aging infrastructure,
10 increased demand for fixed route and paratransit
11 service that continues to stress our system,
12 along with the stresses that we are experiencing
13 as part of the pandemic. As is the case each
14 year, we recognize that the governor's budget is
15 simply the starting point of the budget process,
16 so we look forward to working with the governor
17 and members of both the Senate and the Assembly
18 in finalizing a budget that helps address Western
19 New York's needs.

20 And then, finally, I wanted to recognize a
21 few of our officers. We have Detective Thomas
22 Dewey who will be honored virtually by ASIS
23 International. Normally they have a nice event.

1 Unfortunately, this year most of these events
2 have been cancelled, so he will be featured on
3 their website. I also wanted to mention that our
4 canine team, Mike Bogulski and his dog Lyka,
5 aided with the explosive detection at the
6 inauguration last week. And we have our canine
7 teams, Officer Chrissy Clifford and her dog
8 Harvey and Officer Mario Capozzi and his dog Dok,
9 who will be aiding at the Super Bowl in Tampa and
10 representing Buffalo at the Super Bowl.

11 So that concludes my report.

12 CHAIR SISTER ROCHE: Thank you, Kim.

13 Any questions?

14 Thank you. We'll move along, then, to the
15 corporate report. I'm going to ask John Cox
16 please to take us through the financials.

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

18 Good afternoon, commissioners. On page six
19 and seven in your packet is the month of
20 December, and also on page eight and nine is year
21 to date through December. I'll be giving a
22 summary of those.

23 So for the month of December, 2020, which is

1 the end of the third quarter of our fiscal year,
2 we had a negative variance to budget of one
3 million fifty-one thousand dollars; and on a
4 year-to-date basis, two million three hundred and
5 twenty thousand dollars.

6 Total operating revenues and assistance were
7 above budget by five hundred and eighteen
8 thousand or two point five percent for December;
9 and on a year-to-date basis, it was below budget
10 by eight million eight hundred and ninety-nine
11 thousand or four point nine percent.

12 Our revenue shortfalls are primarily due to
13 Metro passenger fares. We had a negative
14 variance to budget for December of one point nine
15 million or sixty-one percent; and on a
16 year-to-date basis, it was eighteen point three
17 million or sixty-nine percent. We had decreased
18 ridership and no public school revenue.

19 Now, the schools, there's a planned phased
20 reopening on February 1st, and my understanding
21 of that will be K through second grade and also
22 the seniors so -- and there is also the -- you
23 know, there's also the option to opt out. So we

1 may see some incremental increase in our revenues
2 as far as Metro passenger fares, but I imagine
3 that through the rest of this year and possibly
4 into the next fiscal year, it will take a while
5 for those to ramp up. It may not actually be
6 until September or so that we see a significant
7 increase in our Metro Passenger fares as it
8 relates to public school -- Buffalo Public
9 Schools.

10 On STOA, we had a two point seven --
11 twenty-eight point seven, excuse me, percent
12 reduction versus budget, and that's approximately
13 one point six million for December and thirteen
14 point two million on a year-to-date basis.

15 BNIA operating revenues were one point six
16 million or twenty-nine point seven percent below
17 budget in December, and seventeen million or
18 thirty-three point one below budget on a
19 year-to-date basis.

20 NFIA operating revenues were a hundred and
21 sixty-seven thousand or seventy point five
22 percent below budget for December, and one
23 million sixteen thousand or forty-eight point

1 four percent below budget on a year-to-date
2 basis.

3 Now, these revenue shortfalls have been
4 offset by CARES Act funding from both FTA and
5 FAA. And for the month of December, that was
6 approximately five point six million; and on a
7 year-to-date basis, that was forty-four point
8 eight million that we used to offset those
9 revenue shortfalls.

10 Our total operating expenses were below
11 budget by one point three million or six point
12 seven percent in December; and on a year-to-date
13 basis, fifteen point seven million or nine point
14 eight percent.

15 We had generally lower expenses across the
16 board due to reductions in costs via delayed
17 purchases, vendor discounts and various cost
18 controls. The exception being, of course, any
19 operationally critical or safety sensitive
20 expenditures. And, again, we had continued
21 favorable pricing for commodities such as diesel,
22 gasoline, natural gas and electric. And with the
23 one exception being -- just in the month of

1 December being insurance and injuries where we
2 had to make an adjustment to reserves for higher
3 claims losses, and that was in amount of
4 approximately three hundred and sixty thousand
5 dollars. But, on a year-to-date basis, we're
6 still below budget overall for insurance and
7 injuries.

8 And the CARES Act, you know, for both Metro
9 and the two airports has been critical to the
10 continued operations of all those business
11 centers. Without it we would have recognized a
12 six point seven million dollar negative variance
13 to budget and a six point four million dollar
14 deficit just in the month of December; and on a
15 year-to-date basis, a forty-seven point one
16 million dollar negative variance to budget and a
17 thirty-nine point one million dollar deficit on a
18 year-to-date basis.

19 And unless there are any questions, that
20 concludes the consolidated financials for the
21 month of December.

22 CHAIR SISTER ROCHE: Extraordinary. Thank you.

23 Any questions?

1 If not, we accept the financials and thank
2 you very, very much. I know you've all been
3 working hard to keep us in budget as well as you
4 can and to protect the NFTA at the same time.

5 And I'll ask Kim to do the resolutions,
6 please.

7 MS. MINKEL: Yes. Six resolutions.

8 So, commissioners, in the packet that was
9 e-mailed to you on Monday from Lara, on page
10 fifteen is the first corporate resolution. Staff
11 is looking for an authorization for agreement
12 with NYSDOT for capital project number K007460 in
13 the amount of two million nine hundred and
14 sixty-seven thousand sixty-two dollars. And this
15 is grant funding under the MEP program that the
16 state has. It's a competitive program that would
17 be used to design and install customer
18 communications throughout our system. This is to
19 take an integrated approach to our PA system and
20 our signage that will have a graphic user
21 interface with kiosks in our system.

22 The second resolution on page sixteen is an
23 authorization for agreement with Oliver Wyman for

1 actuarial services for Workers' Comp. Staff is
2 recommending a seven-year agreement with Oliver
3 Wyman. The estimated annual cost for the first
4 year is fourteen thousand three hundred; year
5 two, fourteen thousand six hundred and fifty
6 dollars; and fifteen thousand in year three. The
7 agreement can be renewed for four additional
8 years at our discretion. That would escalate
9 starting at fifteen thousand three hundred and
10 fifty dollars in year four and end at sixteen
11 thousand four hundred in the seventh year.

12 Staff did go out with an RFP. A number of
13 proposals were received. Oliver Wyman was scored
14 the highest based on their knowledge of New York
15 State Workers' Comp. law, specifically the
16 Workers' Comp. trends, the case law and New York
17 case and reserve history. Empire State
18 Development has excluded this procurement from
19 MWBE requirements because there are no certified
20 New York State providers of this service. And,
21 similarly, we've excluded this procurement from
22 SDVOB requirements because there's no certified
23 providers of this service.

1 The third corporate resolution is on page
2 nineteen. Staff is recommending a settlement
3 agreement in the amount of three hundred and
4 twenty-five thousand seven hundred and sixty
5 dollars and sixty-five cents in the matter of
6 Yvette Gumas versus the NFTA. This is related to
7 an event that occurred back in April of 2011.
8 One of our bus drivers unintentionally closed the
9 door on the arm of the plaintiff. At that time
10 she did go for medical treatment for the arm.
11 She did not complain of any shoulder pain.
12 However, six years later she did come under the
13 care and have a right shoulder cuff procedure
14 done to her shoulder. We did have her examined
15 by an IME who did indicate that there was a
16 causal relationship to the rotator cuff tear and
17 the event.

18 We tried various settlement negotiations
19 before the trial, but to no avail, and the jury
20 determined that we were negligent and that her
21 injuries were causally related to the event. So
22 the jury awarded the plaintiff a hundred and
23 fifteen thousand for past pain and suffering and

1 future damages of a hundred and eighty-seven
2 thousand five hundred. We did appeal, but
3 unfortunately, the Fourth Department Appellate
4 Division, we were not successful. The plaintiff
5 is entitled to the statutory interest on the
6 judgment of four percent per annum as part of
7 this as well.

8 The fourth corporate resolution is on page
9 twenty-one. This is for a lease agreement with
10 The Frag Father Corals at 485 Cayuga Road. They
11 have been a tenant of this space for a couple of
12 years. His current lease expires on January
13 31st, 2021. The lease would be for a one-year
14 term that would expire next January of 2022, and
15 he would have the option of an additional one
16 year. The initial rental rate will be seven
17 eighty-three per square foot or just under
18 fifteen thousand two hundred dollars for the
19 first year, and then it would be subject to a
20 three-percent annual escalator after that.

21 The second lease agreement, but the fifth
22 corporate resolution, is also with a coral
23 company. This one is Glow Coral Reserves. They

1 were formerly known as Aquapros and has been a
2 tenant since 2017 at the same facility. They are
3 looking for additional space and, unfortunately,
4 we could not accommodate that additional space at
5 this facility; however, we have space for them at
6 our 247 Cayuga facility. So they are asking for
7 a three-month extension to their lease -- their
8 current lease agreement that would take them to
9 the end of April, and then they would move into a
10 new space at 247 at a rate of eight twenty-two
11 per square foot. The initial term of the lease
12 will be for three years. That would start May
13 1st and then would expire at the end of April in
14 2024. They would have the option to renew for
15 one additional two-year period with our approval.
16 And the rent rate will carry a three percent
17 escalator each year.

18 The next lease agreement and the final
19 corporate resolution on page twenty-three is with
20 Richard Reinhart who is doing business as
21 Mailmasters. He has been a tenant since 2010 at
22 our 247 Cayuga Road facility. He's leasing six
23 hundred and sixty-three square feet of light

1 industrial space. He is looking for a new
2 two-year agreement that would start on February
3 1st and end at the end of January of 2023. The
4 rent rate would be eight forty-nine per square
5 foot or just over fifty-six hundred a year, and
6 the initial rent rate would increase three
7 percent each year thereafter.

8 And those are the corporate resolutions.

9 CHAIR SISTER ROCHE: Thank you very much, Kim.

10 I suggest we take these all as a group,
11 unless anyone would like to take any one of these
12 resolutions separately. Any comment on that?

13 Could I have a motion, please, to take these
14 all as one through six as a group?

15 COMMISSIONER PERRY: So moved.

16 CHAIR SISTER ROCHE: And a second?

17 COMMISSIONER BLUE: Second the motion.

18 CHAIR SISTER ROCHE: Thank you. Second from Reverend
19 Blue.

20 Is there any discussion about any one of the
21 resolutions?

22 Not hearing any, I suggest that we take them
23 all, and if you want to vote yes, please do so

1 now.

2 MR. STATE: We'll do a roll call, Sister.

3 CHAIR SISTER ROCHE: Yes. That's right.

4 MR. STATE: And prior to the vote, Commissioner
5 Hughes has advised he's recusing on item number
6 three.

7 Roll call vote on corporate resolutions one
8 through six.

9 Commissioner Ansari?

10 COMMISSIONER ANSARI: Yes.

11 MR. STATE: Commissioner Aul?

12 COMMISSIONER AUL: Yes.

13 MR. STATE: Commissioner Blue?

14 COMMISSIONER BLUE: Yes.

15 MR. STATE: Commissioner Hughes?

16 COMMISSIONER HUGHES: Yes. Except for number three.
17 Abstain.

18 MR. STATE: Commissioner Perry?

19 COMMISSIONER PERRY: Aye.

20 MR. STATE: Commissioner Tucker?

21 COMMISSIONER TUCKER: Yes.

22 MR. STATE: Sister Denise?

23 CHAIR SISTER ROCHE: Yes.

1 MR. STATE: And Commissioner Wilcox?

2 COMMISSIONER WILCOX: Yes.

3 MR. STATE: Any other commissioners that have joined
4 since the quorum call?

5 COMMISSIONER BAYNES: Anthony Baynes. And I say yes
6 also.

7 MR. STATE: Commissioner Baynes voting yes.

8 COMMISSIONER PERSICO: And good afternoon, everyone.
9 I had a little trouble dialing in. This is Jen
10 Persico and I vote yes as well.

11 MR. STATE: Commissioner Persico votes yes.

12 Item passes.

13 CHAIR SISTER ROCHE: Thank you very much. I
14 appreciate that.

15 The aviation business group. Bill and Adam.

16 MS. MINKEL: We actually have a presentation --

17 COMMISSIONER PERRY: Yes.

18 MS. MINKEL: -- at the end of the meeting --

19 COMMISSIONER PERRY: Yes. Yes.

20 MS. MINKEL: -- and we can talk about it then.

21 COMMISSIONER PERRY: So we're going to do that at the
22 end.

23 MS. MINKEL: Yes.

1 COMMISSIONER PERRY. So for this meeting of the
2 aviation committee in our abridged, abbreviated
3 and adjusted format, I'm going to ask if Mr.
4 Vanecek has any highlights that we should cover,
5 holding the presentation and the resolutions for
6 later.

7 MR. VANECEK: Yes. Just a couple points that I would
8 like to make. So as you know, there's
9 anticipated to be another round of funding for
10 relief, including airports. And right now the
11 current number on the FAA bill is no less than
12 two hundred million for -- to be spread
13 amongst all of the -- two hundred -- I'm sorry.
14 Two hundred -- yeah. Two hundred million
15 (inaudible) for primary airports. So we'll get a
16 percentage of that. And the anticipation is that
17 that is going to go towards relief for
18 concessionaires at the airport. It can't be used
19 for anything else. So we'll be going through the
20 necessary calculations to make sure it's an
21 equitable spread amongst all of our
22 concessionaires at the airport, which will
23 include things like car rental companies, food

1 and beverage operations, advertisers, et cetera.
2 Anybody that has a concession revenue at BNIA
3 we'll be able to give them some relief, which I'm
4 very happy for because in the first round it was
5 very difficult for us to give them anything at
6 all and so we're very fortunate to have that in
7 play.

8 Secondly, I wanted to point out and it's --
9 I'm not the bluebird of happiness on this one.
10 But, I just saw an article that talked about on
11 January 27th, TSA reported only screening four
12 hundred and sixty-eight thousand nine hundred and
13 thirty-three people through the checkpoint.
14 That's the lowest it's been for over a year. So,
15 you know, everybody is talking about a second
16 wave. I don't know if it's going to happen, I
17 don't know if it's going to impact travel, but
18 those are the types of numbers that don't bode
19 well going forward, so I just wanted to bring
20 that to your attention unfortunately.

21 And other than that, our construction
22 project is going on well. It's continuing to
23 evolve. You'll see a PowerPoint on this I think

1 on the screen here if we have it later on, so
2 I'll talk a little bit more on that end.

3 And at Buffalo, our enplanement numbers are
4 down even further than what the national average
5 is. We closed the year at about eighty-five
6 percent down from the year before. Again, we're
7 getting hit very, very hard by the fact that the
8 Canadian border is still not open. And, you
9 know, of all the airports in the Unites States,
10 we are the most harmed because we get about
11 thirty percent of our traffic coming down. So
12 until that changes, I don't think it's realistic
13 to think we're going to see a pretty big jump up
14 in enplanements before that goes on.

15 Those are just kind of the highlights that
16 we have at the airport. If there's any
17 questions, I'd be happy to address them.

18 COMMISSIONER PERRY: Any questions?

19 And, Bill, we're going to cover some
20 international air travel --

21 MR. VANECEK: You bet.

22 COMMISSIONER PERRY: -- and more detail on the
23 construction project later. And thank you, Bill.

1 And are we going to take the resolutions
2 now?

3 MS. MINKEL: Yes. Thank you.

4 There are five aviation resolutions. The
5 first one starts on page twenty-six of your
6 packet. Staff is looking for an authorization to
7 award a contract to McLaughlin Construction and
8 C and S Companies. And this is for the
9 rehabilitation and reconstruction of taxiway D at
10 the Niagara Falls Airport. McLaughlin
11 Construction had the low bid of four million nine
12 hundred and eighty-six thousand six hundred and
13 forty-nine dollars. And the design support and
14 construction monitoring that would be awarded to
15 C and S Companies will not exceed four hundred
16 nineteen thousand six hundred and fourteen
17 dollars.

18 The DBE goals for this project were
19 seventeen percent, and McLaughlin Construction
20 has identified seventeen point one percent DBE
21 participation, meeting that goal; and C and S
22 Engineers has proposed seventeen point two DBE
23 participation, also exceeding that goal.

1 The next aviation resolution is on page
2 twenty-nine. And staff is looking for
3 authorization to extend an agreement with Truman
4 Arnold Company, who is also known as TAC Air,
5 they are the fixed-space operation at the Buffalo
6 airport, for an additional ten-year term. By way
7 of information, TAC Air acquired the existing
8 agreement that we had previously with Prior
9 Aviation. And as part of that agreement, there
10 was language that provided TAC Air with the
11 ability to extend the term of the FBO agreement
12 for an additional ten-year period. That was --
13 that needed to be mutually agreeable to both the
14 NFTA and TAC.

15 TAC is proposing three million dollars worth
16 of renovations, restoration and improvements of
17 the facility. Some of these include completing a
18 campus to bring the terminal and the hangers into
19 2020, creating a welcoming and appropriate front
20 door to Buffalo for the visiting business
21 aviation community. The FBO terminal exterior
22 will be modernized with a new covered portico in
23 the parking lot, a covered entry ramp side, new

1 windows, cladding and architectural elements. On
2 the interior it will be renovated with an
3 emphasis on the addition of modern features and
4 amenities for the passengers and pilots. It will
5 include an observation area, a cantina, a new
6 waiting area and pilot lounges.

7 The hangars will be extensively updated and
8 modernized with new exterior materials and
9 architectural features to project a modern look
10 and feel with special emphasis on hangar four
11 which is the hangar that's visible from Wehrle
12 Drive. In addition, the hangar interiors will be
13 updated and modernized with emphasis on value
14 added features like an improved HVAC, insulation
15 and updates to the counter space. There will be
16 new fencing, directional signage and landscaping
17 to round out these renovations.

18 So as part of this three million dollar
19 investment, of course they want to be able to
20 amortize that. Where previously their lease
21 would have expired at the end of 2026, taking it
22 out to the end of 2036 allows them to amortize
23 that investment. As part of this, though, staff

1 commissioned a market rent analysis to look at
2 the current rent rates, and staff is recommending
3 increasing the rates based on that analysis. So
4 previously, with the existing agreement they were
5 paying a little over three quarters of a million
6 a year. Now, as part of the new agreement, the
7 new base rental rates will be over eight hundred
8 fifty-one thousand a year. So significant new
9 revenue to the Authority. In addition, these
10 base rental rates will be adjusted annually as
11 part of the CPI.

12 The third aviation resolution is on page
13 thirty-one. Staff is looking for an approval of
14 the tariff for the Niagara Falls International
15 Airport. The landing fee rate and the terminal
16 rental rate are not increasing. Staff is not
17 recommending an increase based on what's going on
18 with current operations; however, they are -- we
19 are asking for a revised tariff schedule
20 primarily to distinguish our commercial
21 operations from general aviation operations so
22 that we will have a tariff agreement that looks
23 very similar, although differences in rates

1 compared to our Buffalo airport. So this will
2 provide consistency between the two airports and
3 this will also help address when flights are
4 diverted to the Niagara Falls airport so that we
5 can address those nonsignatory airlines.

6 The fourth aviation resolution is on page
7 thirty-four. And staff is recommending a license
8 agreement with Western New York Rapid Testing to
9 set up a testing center at the Buffalo airport.
10 It would also allow in the future potentially for
11 vaccinations should they ever be able to get
12 approval and access to the vaccine. This four
13 hundred square foot space would be located on the
14 eastern side of the baggage claim area of the
15 Buffalo terminal. The operation would consist of
16 temporary installation of privacy walls. The
17 license fee would be eleven hundred dollars a
18 month. It would be a month-to-month lease. They
19 would be responsible for the insurance of the
20 operation. They will provide indemnification to
21 the NFTA for all claims and damages. And this
22 site would be a nice service for the community
23 and help at the same time generate some revenue

1 for the NFTA.

2 Similarly, on page thirty-five -- I'm asking
3 if you guys could mute your lines, please. Thank
4 you.

5 Similarly, on page thirty-five staff is
6 looking for an authorization for a license
7 agreement with FEI Holdings. This is also for
8 COVID testing and possible future vaccination if
9 they ever receive approval and access to the
10 vaccine. This would be at a parking lot that's
11 located on Niagara Falls Boulevard in Wheatfield.
12 It's down the road a bit and across the street
13 from our Niagara Falls International terminal.
14 This is the information that I sent to the board
15 a couple of weeks ago. This is simply a
16 ratification of that agreement. The license fee
17 would be twenty-five hundred a month. They would
18 install two tents for drive-through traffic for
19 the testing and another tent for their employees.
20 They would provide the necessary insurance and
21 indemnification for this testing site.

22 And those are the resolutions.

23 CHAIR SISTER ROCHE: Thank you.

1 I would ask that we take all of these
2 together, unless there is an objection to that.

3 Hearing none, I'm going to ask for a roll
4 call vote, please.

5 First we need a motion.

6 COMMISSIONER HUGHES: I'll make a motion to approve.

7 CHAIR SISTER ROCHE: Is there a motion?

8 COMMISSIONER HUGHES: So moved.

9 COMMISSIONER BLUE: Reverend Blue. Also move.

10 CHAIR SISTER ROCHE: And a second?

11 COMMISSIONER AUL: Joan Aul. Second.

12 CHAIR SISTER ROCHE: Thank you. And now a roll call.

13 MR. STATE: Roll call vote on aviation items one
14 through five.

15 Commissioner Ansari?

16 COMMISSIONER ANSARI: Yes.

17 MR. STATE: Commissioner Aul?

18 COMMISSIONER AUL: Yes.

19 MR. STATE: Commissioner Baynes?

20 COMMISSIONER BAYNES: I'm sorry. I just had a quick
21 question on number four. How much are they going
22 to charge for the rapid test?

23 MS. MINKEL: We were told up to seventy-five dollars.

1 We weren't given an exact amount, but up to
2 seventy-five dollars is what they're planning.

3 COMMISSIONER BAYNES: Did anybody put it out to bid?
4 Because there's several companies in town that
5 are sixty-five.

6 MS. MINKEL: No, we did not. They approached us.
7 I'm sorry. Hold on. Let me just make certain
8 I'm looking at the right one. Yes, that's true.
9 They approached us. At this point we have not
10 been approached by anyone else, but there is
11 space if someone else has interest. We certainly
12 can have discussions. But, Commissioner, no, we
13 did not put it out.

14 COMMISSIONER BAYNES: Okay. Well, I'm -- all right.
15 I'll vote yes, except on three -- or, four, I
16 mean, I'll vote no.

17 MR. STATE: Commissioner Blue?

18 COMMISSIONER BLUE: Yes.

19 MR. STATE: Commissioner Hughes?

20 COMMISSIONER HUGHES: Aye.

21 MR. STATE: Commissioner Perry?

22 COMMISSIONER PERRY: Aye.

23 MR. STATE: Commissioner Persico?

1 COMMISSIONER PERSICO: Aye.

2 MR. STATE: Commissioner Tucker?

3 COMMISSIONER TUCKER: Yes.

4 MR. STATE: Sister Denise?

5 CHAIR SISTER ROCHE: Aye.

6 MR. STATE: And Commissioner Wilcox?

7 COMMISSIONER WILCOX: Yes.

8 MR. STATE: Items carry.

9 CHAIR SISTER ROCHE: Thank you very much.

10 And we'll move now to the surface
11 transportation business group report, and I ask
12 Commissioner Hughes to lead us through that,
13 please.

14 COMMISSIONER HUGHES: Thank you, Sister. Much like
15 the aviation committee, we were not meeting this
16 month. I will turn it over to Tom George to give
17 a brief financial business update.

18 Do you have a presentation too or --

19 MR. GEORGE: Yeah. I can go through some highlights
20 right now and then we've got a couple
21 presentations at the end. So if we want to talk
22 about our initiatives report, there's a couple
23 items on there. Corridor development, we will

1 have a presentation on that later in the meeting.

2 I want to talk a little bit about battery
3 electric bus deployments. We are in the final
4 processes of clearing our selection for our
5 battery electric bus, and we do anticipate
6 bringing that to the board next month for
7 selection of that firm to provide us with battery
8 electric buses as we've asked for final and best
9 offers from the firms that have proposed. And
10 we're also lined up with NYPA to move forward
11 with the electrification of the Cold Spring bus
12 garage. We anticipate bringing both of those to
13 the board next month.

14 Amherst-Buffalo light rail extension. There
15 is also a brief presentation on that later this
16 afternoon. And I also wanted to just brief the
17 board on the fare collection system upgrade. We
18 have our -- most of our barriers -- not our
19 barriers, but our turnstiles in place in the
20 stations, we've got a couple vending machines
21 half deployed and we've got a number of fare
22 boxes on our buses that have been deployed and
23 we're in final testing. We're working through

1 the mobile apps and the software.

2 We're in the final approach -- if I were in
3 Bill's business group, we're in the final
4 approach to completing this and our goal is to be
5 able to complete it this summer and have it
6 onboarded and operational for the fall rollout
7 with our academic partners, both the colleges and
8 universities as well as the Buffalo Board of
9 Education. So it looks like we're in a good
10 position to do that at this point in time and
11 I'll have more updates as we come further into
12 the spring. But, that's good news on that report
13 as everyone who has been with us for a while
14 understands how patient we've been and how long
15 we've been working on that.

16 I did want to just touch briefly on
17 ridership if I could. Some of the specifics
18 we've provided you. Year-to-date ridership on
19 bus is fifty percent of where it was last year
20 through the fiscal year to date. Rail is at
21 thirty-five percent. An interesting trend,
22 October through December, though, we're down. We
23 talked about the second wave. It's been

1 impacting us as well on bus. Although we're
2 fifty percent year to date, we're forty-four
3 percent October through December. And on rail,
4 less so. We're thirty-five percent year to date
5 and thirty-two percent October through December.
6 And, likewise, forty-six percent in the month of
7 January from the year before for paratransit. So
8 we're seeing across the boards continued erosion
9 and the second wave that's hitting us has had
10 that same residual impact on the ridership as
11 well here.

12 And then I did want to shine a little
13 positive light. If you look at our system miles
14 between service interruptions, our bus garages
15 have been doing a fantastic job with the
16 maintenance of our vehicles. We're up across the
17 board with all of that. The silver lining of the
18 COVID, we have many more spare vehicles. As the
19 board is aware, we generally run about a hundred
20 and ten bus -- school specials on a daily basis.
21 As John Cox had referenced, we're moving forward
22 into February 1st providing the school with
23 service. That equals about fourteen specials.

1 So you're at about ten to fifteen percent of what
2 we normally do, which means that we have buses
3 that we aren't necessarily utilizing, which
4 allows our mechanical staff, instead of -- if you
5 spend time in the garage, the focus of the
6 garage, whether it's operations or maintenance,
7 is service on the road. It's a great team
8 effort. It's much like any other team, but the
9 focus of service, getting the service on the
10 road. This gives us space so that we're able to
11 take those buses -- normally, you'd bring it in,
12 you've got to get it right back out. Now we've
13 got a little bit of time, we can spend a little
14 time with that vehicle and really go through and
15 troubleshoot it and put them into better
16 condition than they would normally be.

17 And I wanted to specifically call out our
18 Babcock garage. Normally when I call people out,
19 it's not a good thing, but today is it a good
20 thing. So Babcock garage, we have the oldest
21 fleet. A hundred and fifty-two months is the
22 average fleet age. And you're pretty good with
23 math, so I won't go through how many years that

1 is. But, we've seen across the board increases
2 in their miles between service interruptions.
3 They've been doing a great job out there. I went
4 and spent some time with them recently to
5 congratulate them, but I wanted to share that
6 with the board as well.

7 And then last but not least, as I always do,
8 I'd like to talk about our citizens boards. We
9 had no meetings last month in December for either
10 the accessibility advisory committee or the
11 citizens advisory committee, but I'm pleased to
12 say that today at two p.m. we have our
13 accessibility advisory committee meeting, and
14 this evening at five-thirty we have our citizens
15 advisory committee meeting. So I will be
16 reporting the results of those at our next
17 meeting. And those, of course, are virtual.

18 So if there's any questions, I'd be glad to
19 answer them.

20 COMMISSIONER HUGHES: Any questions for Tom?

21 MR. GEORGE: Thank you.

22 COMMISSIONER HUGHES: There are six resolutions.

23 Kim, do you want to walk us through them?

1 MS. MINKEL: Yes. Thank you.

2 Starting on page thirty-eight is the first
3 one. Staff is looking for an agreement with WSP.
4 This is for design services for our Erie Canal
5 Harbor station. It's in the amount of two
6 hundred and ninety thousand three hundred and
7 eighty-six dollars. This is part of returning
8 traffic to Main Street. The city has been going
9 through, making improvements. Certainly the
10 stations are part of what needs to be improved.
11 The stations are original, sometime in the early
12 '80s, so this would be for them to provide new
13 design and construction bids to rehabilitate
14 those two stations.

15 We did go out with an RFP. WSP scored the
16 highest. The MBE, WBE and SDVOB goals were ten,
17 twelve and seven percent, respectively. They
18 identified their MBE participation at eight point
19 eight percent and their WBE participation at
20 twenty-seven percent and their SDVOB
21 participation of eleven point four percent.

22 The next resolution on page forty-one.
23 Staff is looking for an agreement with Safe Fleet

1 for surveillance system upgrade on our railcars
2 in the amount of a hundred and ninety thousand
3 eight hundred twenty-eight dollars. The existing
4 system is obsolete. It's reached the end of its
5 useful life. We are experiencing issues with
6 being able to retrieve some of the recordings and
7 it has inadequate recording storage space. So
8 this will upgrade the existing system.
9 Additionally, it will provide for forward facing
10 cameras, which is a recommendation by FTA, DOT
11 and APTA.

12 This is considered a sole source procurement
13 because it will utilize the current cameras and
14 the current infrastructure that exists within the
15 railcars, all the various wiring. So because of
16 that, it is considered a sole source. And
17 because it's a sole source, Empire State has
18 deemed sole source procurements exempt from MWBE
19 requirements.

20 The third resolution within surface is an
21 agreement with Tetra Tech. This is for the
22 environmental compliance review services as part
23 of our light rail extension program. It's in the

1 amount of two hundred and sixteen thousand seven
2 hundred and sixty-five dollars. FTA indicated
3 last year that they would support the project
4 under the NEPA process and they would serve as
5 the federal lead agency for the review, but they
6 have strongly recommended the use of a
7 third-party contractor to assist them in their
8 review of the NEPA process, so they've asked us
9 to bring one onboard. This consultant will
10 provide on-call services to FTA and at their
11 discretion and according with FTA's direction.
12 Tetra Tech has had prior experience working with
13 FTA.

14 Staff did go out with an RFP, received three
15 proposals and scored Tetra Tech the highest. We
16 established MBE, WBE and SDVOB goals for eight
17 percent, nine percent and zero percent. Tetra
18 Tech has identified their MBE participation as
19 zero, their WBE participation at nine percent.
20 They did receive a waiver from ESD for their MBE
21 requirements because there are no certified
22 providers of this service. Similarly, we have
23 excluded the procurement from SDVOB goals because

1 there are no certified suppliers of this service.

2 The fourth resolution on page forty-six is
3 an authorization for an addendum with Erie
4 Community College in reference to our CRAM Pass
5 program. This is only for the spring semester.
6 They had approached us since they had suspended
7 collecting transportation fees from their
8 students. Like many organizations they have gone
9 to distance learning or remote learning, so
10 they've asked that the CRAM Pass fee be suspended
11 for the spring semester only and it would be
12 resumed following that.

13 In exchange, however, they wanted to get
14 into the corporate pass program that we have for
15 many organizations. And they're looking for a
16 sixty-five dollar per pass per month per student
17 pass. Under the previous CRAM Pass program, they
18 paid fifty-one fifty per student per semester.
19 They are anticipating thirteen hundred in-person
20 students with approximately four hundred and
21 fifty of them needing the pass. And this would
22 be, again, just for the spring semester.

23 The fifth resolution on page forty-seven is

1 an authorization for agreement, and this is with
2 WBA Research. This agreement is in the amount of
3 two hundred and six thousand five hundred and
4 ninety-four dollars. And this is for GBNRTC to
5 use WBE -- or, WBA -- too many acronyms here --
6 for onboard transit survey on our behalf. It's
7 been a number of years since the last onboard
8 transit survey had been done. So GBNRTC would be
9 conducting this, which will provide a
10 comprehensive origin/destination study regarding
11 fixed route travel patterns and demographic
12 characteristics of our patrons within our area.
13 They did go out with an RFP. WBA scored the
14 highest as part of that RFP.

15 And then the final resolution is an
16 agreement with Stantec Consulting Services. This
17 is also with GBNRTC. And this is in an amount
18 not to exceed eight hundred and fifty-one
19 thousand seven hundred and twenty-five dollars
20 for their consulting agreement. By way of
21 information for new board members, we serve as
22 the host agency of GBNRTC so their procurements
23 come to this board for review and approval as a

1 host agency.

2 So this Stantec Consulting Service agreement
3 would be for them to develop a multi-modal
4 transportation plan within Erie and Niagara
5 County to look at specifically the Route 198
6 expressway and prepare recommendations based on
7 their assessment and outreach with various
8 community and stakeholder involvement. GBNRTC
9 with our procurement department did go out with
10 an RFP. Nine proposals were received. They were
11 evaluated and Stantec did score the highest.
12 Because this is paid for with federal funding,
13 there are DBE goals. And a twelve point eight
14 five percent DBE goal was established and Stantec
15 has committed to exceeding this goal by proposing
16 fifteen percent DBE participation.

17 And those are the surface resolutions.

18 CHAIR SISTER ROCHE: Thank you. I suggest we take
19 all of these resolutions as a group, one through
20 six, unless there's an objection.

21 Hearing none, I ask for a motion, please, to
22 accept these resolutions.

23 COMMISSIONER HUGHES: I'll make a motion.

1 CHAIR SISTER ROCHE: Thank you, Mike.

2 And is there a second?

3 COMMISSIONER WILCOX: Second. Commissioner Wilcox.

4 CHAIR SISTER ROCHE: Thank you.

5 And I will ask for a roll call vote of
6 resolutions one through six on the surface
7 transportation.

8 MR. STATE: Roll call vote. And as part of the vote,
9 Commissioner Perry has advised that he will be
10 abstaining on item number four.

11 Roll call. Commissioner Ansari?

12 COMMISSIONER ANSARI: Yes.

13 MR. STATE: Commissioner Aul?

14 COMMISSIONER AUL: Yes.

15 MR. STATE: Commissioner Baynes?

16 COMMISSIONER BAYNES: Yes.

17 MR. STATE: Commissioner Blue?

18 COMMISSIONER BLUE: Yes.

19 MR. STATE: Commissioner Hughes?

20 COMMISSIONER HUGHES: Aye.

21 MR. STATE: Commissioner Perry?

22 COMMISSIONER PERRY: Aye, subject to the notation.

23 MR. STATE: Commissioner Persico?

1 COMMISSIONER PERSICO: Aye.

2 MR. STATE: Commissioner Tucker?

3 COMMISSIONER TUCKER: Yes.

4 MR. STATE: Sister Denise?

5 CHAIR SISTER ROCHE: Yes.

6 MR. STATE: And Commissioner Wilcox?

7 COMMISSIONER WILCOX: Yes.

8 MR. STATE: All items pass.

9 CHAIR SISTER ROCHE: Thank you very much.

10 Is there a general counsel report?

11 MR. STATE: Nothing for the group today, Sister.

12 CHAIR SISTER ROCHE: Thank you.

13 And there's nothing for executive session?

14 MS. MINKEL: That's correct. Staff does have a
15 presentation, though, to talk about various
16 items.

17 CHAIR SISTER ROCHE: Good.

18 MS. MINKEL: So starting, commissioners, on page
19 fifty-three of your report that you received on
20 Monday from Lara is a PowerPoint presentation
21 that I will ask Darren Kempner to lead us off to
22 talk a little bit about the federal COVID-19
23 relief and give an update on the DL and W

1 project.

2 Darren?

3 MR. KEMPNER: Thanks, Kim.

4 So on December 27th, 2020, the Coronavirus
5 Response and Relief Supplemental Appropriations
6 Act was signed into law, also known as CRRSAA.
7 The act contained a number of provisions, but
8 important to the NFTA, fourteen billion for
9 public transit agency operational aid due to
10 COVID revenue shortfalls. That's the same
11 language that we saw in the CARES Act that we are
12 all so familiar with from last year.

13 The allocations have been announced under
14 that appropriation, and NFTA and Metro have been
15 allocated forty-three point two million dollars
16 to support operations going forward. The bill
17 also contained two billion in economic relief to
18 airports, so -- and, also, the rent relief
19 provisions that Bill had mentioned earlier are
20 contained within that appropriation. So the
21 allocations have not yet been announced
22 specifically for that program, but we expect to
23 receive about seven point six million for the

1 aviation system in Western New York.

2 And I just had one other note on that bill,
3 maybe two. There was also a provision for air
4 carrier support as there was in the CARES Act.
5 And overall, this also included the 2021 federal
6 fiscal year budget appropriations, so we've been
7 receiving our allocations under the general
8 federal fiscal year budget which I included in my
9 report this month.

10 So if you want to call this coronavirus
11 version three point o, four point o, I'm not sure
12 what, but the Biden administration is calling it
13 their American Rescue Plan. There are a number
14 of provisions but no legislative language yet, so
15 I don't know exactly what the hardest hit public
16 transit agencies means to us, but there is a
17 provision in the plan for twenty billion for
18 public transit agencies across the United States.
19 Particularly of note, there's no direct fiscal
20 support for airports and aviation in this bill.

21 And in my report this month, I included an
22 example letter that -- I'm sorry. Not an example
23 letter. A letter that ACI sent to leaders in

1 Congress asking for significant financial support
2 for airports in this legislation as well as some
3 economic impacts -- negative economic impacts
4 that coronavirus has had on airports. Kim also
5 sent a letter to our federal delegation, and
6 we're scheduling follow-up calls on that letter,
7 specifically for airports but also to support the
8 appropriation for public transit going forward.

9 Just a couple other items of note in that
10 proposal. Three hundred and fifty billion for
11 state, local and territorial governments which is
12 certainly related to the state of operations that
13 we see. A hundred and thirty billion to support
14 schools for safe reopening, obviously of interest
15 to us. Twenty billion for national vaccination
16 program. Fourteen hundred dollar per person
17 checks. And then a number of provisions really,
18 the paid sick, family and medical leave, that
19 would either expire with the last bill or have
20 additional items there including funding for
21 state and local governments to implement that
22 leave.

23 Moving on to another subject that we've been

1 working on for a number of months now, DL and W
2 station development planning. As you know,
3 Savarino Companies is the developer that we have
4 contracted with. They have contracted with
5 Project for Public Spaces to do a development
6 planning study, and I've listed the scope and
7 schedule of that project here on the slide. The
8 scope is to develop a program and plan to develop
9 this space as well as manage the public spaces
10 within the terminal. And their approach to that
11 is to gather a lot of public input, key
12 stakeholder input, as well as do site analysis
13 and benchmark analysis of other areas around the
14 country that have done similar projects.

15 So the key stakeholder interviews started
16 this last week -- or, week or so ago, and they'll
17 continue for the next couple weeks. There will
18 also be focus groups with a number -- a larger
19 number of community stakeholders, a public
20 survey, a website and a number of pieces of
21 analysis. So they'll include all that in a
22 complete interim report by April. And then after
23 that point, they'll continue the community

1 engagement and analysis with a final report by
2 August and a presentation to the NFTA of that
3 work.

4 That concludes my presentation. Thank you.

5 MS. MINKEL: Thanks. Is there any questions for
6 Darren on either the DL and W or the CARES
7 funding?

8 COMMISSIONER HUGHES: Just on the CARES funding, has
9 the payment been timely? Have you guys had any
10 cash flow problems with it?

11 MR. COX: No. It's been very timely, yes. It's --
12 you know, once it's in place -- that's usually
13 the, you know, the challenge. But, once you get
14 it into place, you can draw it down -- you know,
15 within like forty-eight to seventy-two hours you
16 get it after you request it. Just like is
17 typical with most federal funds.

18 COMMISSIONER HUGHES: Good to hear.

19 MR. KEMPNER: Just to be clear, the CRRSAA funding,
20 we haven't executed that piece yet, but the CARES
21 funding --

22 MR. COX: Right. The new one is not in place yet, it
23 hasn't been executed. But, the current CARES

1 Act, yes, we've drawn all -- actually drawn all
2 that down so -- at least as it relates to Metro.

3 MS. MINKEL: Great. Tom, do you want to give us an
4 update on the rail expansion project?

5 MR. GEORGE: Yes. So as you recently approved in the
6 last session, the 139(j) consultant, I want to
7 provide an update on where we are with the rail
8 expansion. So as you recall, the state
9 environmental quality review draft environmental
10 impact statement that we had issued last winter,
11 we went through public process and held public
12 hearings and received comments on that.

13 Concurrently with that, in April of 2020, we
14 received a letter from the Federal Transit
15 Administration indicating they would take the
16 lead agency status as far as the federal
17 environmental screening process was concerned.
18 And we were nearing completion of the state
19 environmental screening process. So one of the
20 things that they asked us to do was to include
21 BRT as an alternative. We had done that
22 previously with our (inaudible) analysis. They
23 wanted to bring that back in and look at it.

1 They also asked us to hire a consultant to work
2 on their behalf to streamline and help execute
3 the review of the environmental documentation.
4 It's called Section 139(j). That's the
5 consultant that you had approved earlier today.

6 So we've been moving forward working with
7 them. In the interim, we did publish our
8 responses to the SEQR draft environmental impact
9 statement. Those have been published. Those are
10 on our website. So short of wrapping up and
11 developing the final environmental impact
12 statement, we've completed our state process and
13 we have that documentation in place. So now
14 we're transitioning to developing a combined
15 SEQR/NEPA document which would meet the federal
16 requirements. Keep in mind the federal
17 requirements are all necessary in order for us to
18 receive federal funding for this project and
19 enter into project development. So it's a key
20 milestone and we have to move forward with it in
21 order to get that funding in place. And part of
22 moving forward with it was to secure that
23 consultant which we now have in place and we'll

1 now be able to move forward in earnest on the
2 NEPA process with the FTA.

3 So as we talked about, we hired Tetra Tech
4 through that consultant selection process to
5 expedite. And basically what they're going to do
6 is act as FTA staff. Right? Because FTA has a
7 lot of staffing and shortage of personnel
8 resources within their Region 2 office and this
9 allows them to have additional resources
10 available to help us move through the process.
11 We're going to put them under contract now in
12 February that we have them and start Tetra Tech
13 and NFTA meetings as late -- as early as late
14 February, early March.

15 And then we move into the process. So we
16 need FTA to issue a notice of intent to move
17 forward with the environmental process. We're
18 talking with them now. We're working through
19 schedule issues with them right now. We have to
20 conduct scoping, although we conducted scoping in
21 the SEQR process, so we have to once again
22 negotiate what scoping is considered with the
23 NEPA process, and then essentially get to a point

1 where we issue another draft environmental impact
2 statement in compliance with the federal or the
3 NEPA requirements there, and then hold public
4 hearings again, very similar to what we had done
5 in the past.

6 Issue of final environmental impact
7 statement. It's our goal to receive a record of
8 decision from the federal government. We're
9 trying to do that in as timely a fashion as
10 possible. There's going to be some challenges
11 involved and we're hoping to be back in front of
12 the board in the March time frame to give you an
13 idea of what that schedule looks like and what
14 the process looks like. So we'll be advancing
15 that.

16 So the other part that we have to then move
17 forward with is the project development itself.
18 So we're going to be working on those
19 concurrently. Right? So we've got the
20 environmental -- we've got phase one,
21 environmental planning and review in here, and
22 then we move into phase two which is the
23 preliminary design. In order to move into

1 project development, in order to get yourself in
2 a line for federal funding, you have to go into
3 project development and get the project approved.
4 Part of the project development is up to thirty
5 percent design effort. As you may be aware or
6 remember, we did receive a six million dollar
7 commitment from the State of New York to move us
8 into the preliminary design phase. We will be
9 studying that in earnest.

10 We anticipate bringing our consultant --
11 we've done the consultant selection for phase
12 two. We did that. That's the same consultant
13 that's doing the environmental review. But, what
14 we did not do is approve the scope and cost for
15 this portion of the design effort. So we'll be
16 coming back to the board with the same consultant
17 we've already selected to get approval of the
18 board of that expenditure of monies to move into
19 project development and the design efforts that
20 are associated with that.

21 So under project development, we've got a
22 couple of things we're working to complete.
23 Project justification criteria. They're included

1 on the wheel to the right. Such things as
2 economic development effects, mobility, existing
3 land use. Commitment of funds is also very
4 important in this effort. So we're also working
5 with our local delegation to start to talk about
6 the commitment of local funds in order to
7 complete the project development and get ready
8 for funding.

9 We also have to develop our financial plan,
10 and this is where we have to commit -- have the
11 commitment of thirty percent of the New Starts
12 funding which is the non-federal portion of that
13 funding, so it could be state or local. We have
14 to get that in place. And we have to get
15 approximately thirty percent of the design done
16 to start in the New Starts funding request. And
17 as part of this, we're also doing project
18 management.

19 But, long story short, we're working
20 concurrently on the NEPA process to get
21 environmental clearance and moving into project
22 development with preliminary designs at the same
23 time, with the target of getting this project

1 ready for federal funding application and to get
2 federal funding in place. The schedules are
3 still a little cloudy at this point in time due
4 to some of the federal requirements on the NEPA
5 process. We will be looking to move into project
6 development as quickly as possible because once
7 we enter into project development, the funds that
8 we expend count as the local match towards that.
9 So when we start spending the six million dollars
10 on the preliminary design and environmental,
11 those will count towards our local development.
12 So we'll be moving into that.

13 And, also, there's two other pieces in here.
14 Once the feds issue the notice of intent as well
15 as when we go into project development, there's
16 very defined timelines that are associated with
17 that that puts the federal government and us on
18 the clock to move those forward.

19 So a lot more to come, but I wanted to give
20 an update on the project. I know it's a little
21 bit complicated and a little bit confusing at
22 times, but I'm available to answer any questions
23 either now or any other time as necessary. So if

1 there's any questions.

2 MS. MINKEL: Thank you. Adam, has a question.

3 COMMISSIONER PERRY: So slide number seven, if we can
4 look at that. So the, so the FTA is going to be
5 the lead agency and they're going to require an
6 alternative evaluation of bus rapid transit. Is
7 that right?

8 MR. GEORGE: That is absolutely correct.

9 COMMISSIONER PERRY: So if they're the lead agency
10 and they require that evaluation, does that mean
11 that they can say, well, we've looked at this and
12 BRT is a much better alternative?

13 MR. GEORGE: They've assured us that it is still the
14 NFTA's decision. It's a locally preferred
15 alternative, it is a local decision. Their main
16 focus is to make sure that the due diligence is
17 done. And we will be talking with them as to the
18 level of BRT analysis that's required. In other
19 words, can we excuse it early in the process or
20 will we have to go all the way through the public
21 hearing.

22 COMMISSIONER PERRY: That kind of sounds like what
23 the French would call a fait accompli. In other

1 words, something you do, doesn't really matter,
2 but you just do it to say you did it. Is that
3 the way the federal government works or is
4 that -- so I was just curious about that. And
5 the reason I ask this is because I double-checked,
6 I was wrong. I asked before. I said Uber was
7 first created in 2008. I don't think I actually
8 asked that. But, actually, it was just a little
9 less than eleven years ago in 2009. Before
10 March, 2009 nobody knew what ride sharing was or
11 ride (inaudible). It just didn't exist. So
12 we're talking about a completion of the system
13 about that same period of time in the future, the
14 exponential rise of data usage automation and
15 transportation, so we're talking about completing
16 a system to handle conditions we have now and we
17 don't know what those conditions would be.

18 But the other question is, the two factors
19 that seem to be -- that I thought were stated as
20 primary, primary requirements for the system to
21 work financially were, A, the disappearance of
22 the Blue Line and the Stampede or any competing
23 activity by the university system with those

1 services. But, B would be we don't have now a
2 way to predict at project completion whether
3 there will be some other thing besides Uber which
4 would provide a substitute service which would
5 provide the same challenge as the Blue Line and
6 the Stampede. Right? Like we can't predict
7 that.

8 MR. GEORGE: We can't predict it, but I think that
9 there's a strong sense in the transportation
10 community, the planning community, that public
11 transit will serve as the backbone of any
12 transportation component, especially along
13 primary corridors and urbanized areas. Most of
14 what we're seeing is -- a couple things. Is that
15 the first mile/last mile is really critical and
16 that's really going to assist public
17 transportation, and that's where a lot of --
18 whether it's microtransit or whether it's ride
19 sharing, those pieces are really falling into
20 place in that area.

21 Obviously, when we start talking the time
22 frames we have on this other thing, there is some
23 crystal ball involved in it, but planning

1 certainly takes a long time. There's also been a
2 lot of documentation about how ride sharing and
3 taxi sharing and those types of services are
4 leading to increased congestion and not creating
5 relief in those areas. So once again we go back
6 to where is transit's niche, where does it
7 belong, and the belief really in the planning
8 community and a lot of the forecasters -- and I
9 won't say futurists -- is that it belongs on
10 heavy corridors, it belongs in heavily urbanized
11 areas and it needs to be there to serve
12 communities.

13 COMMISSIONER PERRY: Yes.

14 MR. GEORGE: So we feel we're in a strong position
15 with this project and the public transit as well.

16 COMMISSIONER PERRY: And when you say it's the sense
17 of the transportation community, I take that to
18 be like a sixth sense, kind like ESP about it.
19 And when you couple that with the concept of
20 crystal ball and what's going on, I even feel
21 that the concept is more concrete.

22 But the other thing is then there's these
23 two other things that just -- that I -- that's

1 not like contained in there that made me ponder.

2 One is with BRT, everybody -- when I was
3 thinking about BRT ten years ago, I was not
4 thinking about electric BRT. But, now it's like
5 we are -- we have a tidal wave of policy and
6 manufacturing and everything else saying that
7 buses -- electric buses are going to be the wave
8 of the future and there's all of this additional
9 funding, so, you know, if we're thinking about
10 BRT especially in these kind of particular static
11 lines, it would just seem to me that that's going
12 to be a big factor, and it just seems to me that
13 that would change some of the assumptions that
14 we've been talking about over the last five years
15 of this.

16 But the other thing is, so we're primarily
17 providing this line, a major component of its
18 purpose is to service the Amherst campus and
19 provide that transportation through this
20 activity. Is that --

21 MR. GEORGE: That's correct.

22 COMMISSIONER PERRY: So do we really know in the fog
23 of war of the pandemic what the need for student

1 transportation to a fixed fortification facility
2 in Amherst is from here? And the only reason I
3 say that is just something to throw on the table
4 without getting into dollars or details, a lot of
5 law firms, one I know in particular, but I know
6 several, while their offices were complete ghost
7 towns, ten percent occupancy for almost a year
8 now, generated about the same revenue. Some
9 more; some a little less. But there was no
10 devastation without anybody in the building.
11 We've now -- we're now going to be going into the
12 completion of a third semester with complete
13 remote learning.

14 So the only thing that I'm talking about is
15 for these analyses, I would really like to know,
16 especially when the fog of war clears, like we
17 need to spend a lot of time saying, you know, is
18 everybody going to come out of their bunker and
19 go back to school and is that sustainable, or are
20 they not going to go back to school in the way
21 they did? So I just want to, I just want to know
22 if we're doing that and does this really
23 challenge the assumption for the whole project

1 that's not going to have its first trip until
2 2030, ten years from now. So those are just some
3 of my thoughts about --

4 MR. GEORGE: They're great thoughts. And I think
5 that that's what, that's what the entire transit
6 community is wrestling with and the entire
7 transportation planning committee is wrestling
8 with, what does the future look like. I think
9 that there's going to be some happy medium in
10 between.

11 MS. MINKEL: Yes. And I have a couple things --

12 COMMISSIONER PERRY: Can I just say one more thing?

13 MS. MINKEL: Sure.

14 COMMISSIONER PERRY: I'm sorry. And then I promise
15 I'll be quiet. So we've got the sixth sense, the
16 crystal ball and we're wrestling with a medium.
17 This is what I call scientific analysis. I'm
18 just kidding. I'm done.

19 MR. GEORGE: Of course you are.

20 MS. MINKEL: So I did want to talk a little bit about
21 science and where this is going. With a new
22 emphasis by the new administration with President
23 Biden on climate change and trying to get more

1 vehicles, all vehicles off the road and a greater
2 emphasis on transit. So the flip side, will more
3 people be working remotely? Maybe. But, also,
4 car ownership may go down, right, as part of new
5 initiatives by President Biden as we look at
6 climate change. The comparison of BRT versus
7 light -- LRT. Capacity issues don't exist with
8 BRT that you have with LRT. But, you also have
9 to consider issues related to the weather that we
10 have here in Western New York, whereas rail, you
11 can get through the snow, BRT may be less likely.

12 And then you have to -- when we talk about
13 climate change, you have to think about more than
14 just the end of the pipe emission. You have to
15 think about it from cradle to grave. As you're
16 manufacturing those batteries, as you're
17 manufacturing those vehicles, the life use of
18 that vehicle versus the life use of LRT is
19 significantly different. So that's why we do the
20 analysis. And it shakes out maybe a little bit
21 different than what you would initially think
22 intuitively, but that's why FTA wants us to do
23 that analysis.

1 But, you're absolutely right, Adam. Worlds
2 change. We need to continue this, though, to be
3 ready to go. President Biden has indicated
4 funding for infrastructure down the road, in
5 addition to climate change, so if and when those
6 become available, we want to be able to grab that
7 for our region and be ready to go.

8 MR. GEORGE: I would just like to share one other
9 thing. Not that I'm a college student, but I
10 have a couple in my household. And the
11 environment that college is in right now, they'd
12 rather not just be there. They went to college
13 for an experience and it's not there and they
14 cannot wait for some sense of normalcy to return
15 to get back to campus life. So I think there's
16 hope there from our youth to get back to some
17 sort of whatever that new normal is, being less
18 than this remote learning that we're
19 experiencing.

20 If there's no other -- I'm sorry.

21 COMMISSIONER PERRY: Yes, sir. If there's no
22 other --

23 MR. GEORGE: If there's no other questions --

1 COMMISSIONER PERRY: So what if, what if somebody
2 runs and is elected in 2024 and they have a
3 policy that says that all cars can either run on
4 coal or fracked gas? Not that anybody would say
5 that we're going to have, you know, clean coal to
6 run things, but what if that happens? So what if
7 that happens?

8 MS. MINDEL: That's why we want to advance this as
9 quickly as possible.

10 COMMISSIONER PERRY: Lock them in.

11 MR. GEORGE: I don't think the transportation
12 community is pondering that right now.

13 If there's no other questions --

14 CHAIR SISTER ROCHE: Well, one of the good things is
15 that we continue to make the decisions as years
16 go by.

17 COMMISSIONER PERRY: Yes.

18 CHAIR SISTER ROCHE: And even to just put it off if
19 we have to. If, you know, COVID comes again or
20 there's another pandemic or colleges and
21 universities close, it can always be reconsidered
22 to a certain point, so we'll know more.

23 MR. GEORGE: And your point is very well made. This

1 is a journey. We've been on this journey for a
2 while and we're making progress, we're getting
3 down the road, but there's still things we have
4 to discover on the journey as we work our way
5 through it.

6 COMMISSIONER PERRY: Don't make me do the Planet of
7 the Apes analogy.

8 MR. GEORGE: Okay. I won't.

9 COMMISSIONER PERRY: I almost can't help myself. You
10 take off in a spaceship and when you come back a
11 few years later from the original planned trip,
12 it's like the place has totally changed. So much
13 for long journeys and completion times.

14 MR. GEORGE: And I'm confident we'll have this
15 conversation again and it will take different
16 forms as we move forward. But, this is the
17 process we're on and I think we're starting to
18 make some progress, albeit it some challenges
19 with the FTA environment.

20 If there is no other questions, I think this
21 is a great segue to introduce Rob Jones, our
22 manager of planning. And Rob is going to talk
23 about the Bailey Avenue corridor improvements.

1 Rob?

2 MR. JONES: Yes. Thank you. Good afternoon,
3 commissioners. I couldn't ask for a better
4 transition from that discussion into another
5 improvement. Starting from transit, specifically
6 looking toward BRT. So we were in front of you
7 about eighteen months ago pre-pandemic talking
8 that we were going to kick this study off
9 overall, working with our project partners
10 including GBNRTC, our local metropolitan planning
11 organization who co-funded the study along with
12 ourselves. And we worked with the City of
13 Buffalo, both from the Department of Public Works
14 and from the Office of Strategic Planning, so
15 they were represented kind of on both sides
16 there. Really look at what improvements we can
17 make along that corridor overall in a
18 comprehensive way. That's why we had the city as
19 partners and a regional planning organization as
20 well as ourselves. But, our really big focus
21 related to the study was looking at improvements
22 to transit, all the way up to potentially the
23 operation of bus rapid transit along that

1 corridor.

2 I know we have some newer commissioners on
3 the line as well. So when you think about bus
4 rapid transit or BRT, really consider it as a
5 better, more efficient form of bus with amenities
6 that are more similar to light rail. So the City
7 of Buffalo's focus was really more on
8 streetscapes, the amount of economic activity
9 that can be generated, doing some improvements on
10 the roadway conditions which are poor in some
11 corridors. And really for all of the project
12 partners, I want to highlight that safety and
13 mobility was really the key focus. Safety was
14 the priority of everything we were trying to do
15 with this study from our front, from the city's
16 front and from the NPO's front because there have
17 been some incidents along that corridor and
18 improving safety should be part of any
19 improvement plan moving forward obviously.

20 So in general, the conditions -- we were
21 doing the segment of Bailey that's in the city
22 from South Park Avenue all the way up to Main
23 Street, which is the longest continuous corridor

1 along the street in the City of Buffalo, about
2 seven and a half miles. It's a major north/south
3 connector. You have a lot of great cross traffic
4 including the crosses of the 33 and the 190, so
5 it's really a big transportation corridor for
6 South Buffalo and for the East Side into the
7 north part of the community and passing in
8 through Amherst.

9 We have five routes that operate some
10 portion on Bailey, but primarily the nineteen
11 Bailey route, which is a very productive route.
12 It has the sixth highest ridership in our overall
13 system, which I'll get into in a minute. I
14 mentioned pedestrian safety before. Sidewalks
15 are in pretty poor conditions in a lot of
16 segments of this roadway. And there aren't
17 really great crossings. The crosswalks are in
18 poor condition, some areas don't have crosswalks,
19 there's a lack of pedestrian signals.

20 But, on a positive, we do have a lot of
21 shelters in this corridor. Twenty of our about
22 two hundred and seventy shelters are in that
23 corridor, so about eight percent of our overall

1 shelters in the region are in that corridor, and
2 that points to a lot of transfer activity, a lot
3 of general ridership along that corridor as well.
4 So there are some amenities already in place
5 along the corridor.

6 I mentioned earlier it's very heavily
7 utilized, not only by our pedestrians and our
8 customers, but also on vehicular traffic, and
9 there can be very congested areas along that
10 corridor, specifically around the intersection of
11 Kensington up through to UB South can get very
12 congested.

13 Speeding is a bigger problem towards the
14 south portion, particularly south of Clinton,
15 near Dingens Street, Seneca Street. We actually
16 had the city go out and use Miovision cameras and
17 test what the speeds were in that section, and
18 the average speed in that section through the
19 South Park valley was actually forty-three miles
20 per hour. So if you're familiar with the city,
21 the speed limit is thirty, so considerably
22 faster, almost highway speeds in that southern
23 section. And the last thing is the lack of

1 bicycle infrastructure in that corridor as well.
2 That's both from a bike parking and from a bike
3 usage standpoint.

4 So what about us, what about transit in that
5 corridor. I mentioned that was a strong corridor
6 for us. The numbers depicted are from
7 pre-pandemic from fall of 2019 because those were
8 the most recent numbers when we completed the
9 study. But, we had about forty-three hundred
10 weekday bus riders along that corridor which is
11 pretty high, as I mentioned, sixth in our system.
12 Saturdays, about seventeen hundred; and on
13 Sundays, about eleven hundred. So really
14 consistent. Weekend ridership obviously slightly
15 lower than weekday ridership overall.

16 The other thing we did was we got on buses
17 and talked to people. So some of my staff
18 members got on and interviewed people on the bus
19 and did some surveying on the bus. The majority
20 of people are walking to stops, they're very
21 frequent riders. Eighty-six percent are using
22 the system four to five days a week. And the
23 most common request as usual was increased bus

1 frequency, even though in peak periods we had
2 ten-minute headways pre-pandemic.

3 COMMISSIONER HUGHES: Is that forty-three hundred
4 unique riders one way or is that half and it
5 could be there and back?

6 MR. JONES: Yes, it could be half and then there and
7 back. So it's actually boarding, so it's not
8 the actual --

9 COMMISSIONER HUGHES: Okay.

10 MR. JONES: -- (inaudible) people. So a lot of
11 people who are making a northbound trip then make
12 a return southbound trip.

13 COMMISSIONER HUGHES: Thank you.

14 MR. JONES: Correct. And I should mention that the
15 nineteen Bailey was our second best performing
16 route during the pandemic compared to its
17 pre-pandemic ridership. So even during the
18 height of the pandemic, April, May, June, when
19 ridership first started to decrease, we had about
20 eighty percent of ridership on the Bailey
21 corridor, so a lot of dependency in that corridor
22 from our riders.

23 So now jumping to kind of the meat of the

1 presentation in terms of the alternatives. So I
2 really have three operational alternatives as
3 well as business as usual. I'll get into some of
4 the infrastructure implementation as well which
5 can exist kind of separately from the operational
6 alternatives as it's more of a menu of options as
7 opposed to a kind of complete alternative.

8 So business as usual is basically just what
9 we're doing today. Kind of our baseline out
10 there. We wouldn't really change much. Our
11 buses are operating along this corridor of mixed
12 traffic without prioritization at intersections
13 much like the majority of our region, and we did
14 really add new shelters or replace shelters when
15 they were damaged, when they were up for useful
16 life or we got a request from the community, and
17 that would be it. You would treat it like any
18 other route. We would do periodic kind of
19 evaluations and that would kind of be all we did.
20 So that's really just the baseline condition to
21 compare all of the alternatives to at this point.

22 So let me talk about the infrastructure
23 enhancements. And I kind of broke these out into

1 two different categories. The first kind of
2 applies to alternatives A and B, whereas the
3 second would apply to alternative C in
4 conjunction with what was already done for
5 alternatives A and B.

6 So these transit supportive alternatives we
7 looked at, one of them is queue jump lanes. So
8 this is where a bus vehicle is allowed to pull
9 out into the green light prior to all of the
10 other traffic, generally about three seconds
11 before so the bus is also running ahead of the
12 other traffic. This increases efficiency and
13 speed obviously along the corridor.

14 Another is transit signal priority. The
15 board has heard about TSP for quite some time
16 through the Niagara Street project, so I won't
17 get into what that is. But, that would be
18 holding the light as opposed to tripping the
19 light when you're going down the street so that
20 you could also gain efficiency by moving through
21 the intersection.

22 We would do some modest improvement to stop
23 infrastructure. This would really be more

1 benches, more shelters along that corridor, but
2 just basically what you see out there today,
3 similar design, similar branding, et cetera.

4 But then, excitingly, you know, there's some
5 smart cities infrastructure out there that's
6 emerging for transit (inaudible). This includes
7 better transit signal coordination and
8 potentially some Miovision to do kind of a
9 realtime changing of those signals. So a lot of
10 traffic signal coordination is based on peak
11 periods versus off-peak periods, or sometimes
12 just one-time signal timing throughout the day.
13 If you've ever been out at two in the morning and
14 you're sitting at a light for ninety seconds,
15 that's why. It's not dynamically changing; it's
16 just keeping the timing that they had all along.
17 Whereas Miovision can do detection. So in that
18 situation, if you're the only car on the road and
19 you're approaching the light, it will make that
20 light green to kind of adjust the flow of traffic
21 as it's changing in real conditions. So that way
22 if there's an accident on a secondary route and
23 the traffic is moving toward a different route,

1 it can dynamically change all of that without any
2 human input into it.

3 So those are all kind of options along there
4 for our operational alternatives. But queue jump
5 lanes and transit signal priority are kind of the
6 most prevalent ones that we'd be looking to
7 modify there.

8 Now, for bus rapid transit supportive
9 alternatives, these are kind of a higher level
10 kind of infrastructure enhancement we'd have
11 there. So the first one there is bus lanes. We
12 don't have any bus lanes for our vehicles in our
13 region and we'd be looking to add bus lanes along
14 certain portions of Bailey. Not the whole
15 corridor itself, but where the curb lengths and
16 curb distances lend themselves to be able to do
17 that.

18 The second thing we could do from a bus
19 rapid transit perspective is to have at-stop fare
20 collection off vehicle. So this would be very
21 similar to the rail system where you can buy a
22 ticket at a TVM to get on the rail right there.
23 You can have a similar system with smaller TVMs

1 that look more about the size of an ATM that you
2 would see out anywhere where you can purchase
3 tickets. This helps with dwell times. As the
4 bus is approaching, the individual already has
5 their fare and they can hop on without having
6 that interaction at the fare box necessarily.

7 And lastly would be a more robust
8 improvement of stop infrastructure. Think of
9 larger, more pronounced shelters looking more
10 reminiscent of our aboveground fare -- I'm sorry.
11 Aboveground light rail station, similar to maybe
12 a town plaza that was redone to be a little bit
13 more compact, but definitely noticeable as a
14 transit station.

15 So jumping into the alternatives. The first
16 alternative is just enhanced local transit. So
17 this would be the lowest level of cost for the
18 agency. We would do a similar service to what we
19 have but try to find ways to make that service
20 quicker. So under these conditions, maybe about
21 a thirty-six-minute travel time for the whole
22 length of the route whereas right now we're at a
23 forty-minute travel time. And that four-minute

1 difference may not seem like a lot, but it's
2 really a ten-percent savings. And considering
3 that the average person doesn't go from end to
4 end, it can be considerable to save four or five
5 minutes along your trip.

6 If we look at moving some of the stops
7 around to have little bit better spacing,
8 probably around two tenths of a mile, so about
9 five stops per mile there to make it as efficient
10 as possible. And we do a little bit of
11 improvement of infrastructure at stops, but not a
12 considerable amount.

13 Alternative B is to take alternative A and
14 add some limited stop service to that corridor.
15 So about sixteen months ago or maybe even a
16 little bit longer than that, I was up here
17 talking about the airport corridor on Genesee,
18 and we had introduced limited stop service on
19 Genesee. And before the pandemic, we were seeing
20 really great ridership bumps from that as we were
21 only stopping at major cross streets where there
22 were transfer points, et cetera, we were able to
23 really reduce travel time. So, now, instead of a

1 forty-minute trip or a thirty-six-minute trip,
2 the limited stop service would have a
3 twenty-eight-minute trip time from end to end.
4 So when you start combining the service levels
5 with the transit signal priority and the queue
6 jump lanes, you really start to gain efficiency
7 and prioritization for the buses which is very
8 important.

9 How we operationalize this is very similar
10 to how we would do the airport corridor on the
11 twenty-four Genesee right now, where we have one
12 underlying local bus and then a limited stop
13 vehicle, et cetera, kind of back and forth
14 throughout the day. So individuals who have
15 maybe a mobility impairment, the elderly,
16 individuals who can't walk as far, they'll still
17 have that underlying service to be able to go
18 between stops. But you really do kind of have an
19 even balance there. So say you'd have fifty
20 trips local and fifty trips limited throughout
21 the day. So this would reduce travel time but
22 also gain efficiency because that travel time
23 being lower, we'd have a similar number of

1 vehicles out there and not really increase the
2 cost from the operational aspects.

3 And then, finally, alternative C is really
4 the bus rapid transit and enhanced local option.
5 So the bus rapid transit option here for
6 alternative C, we're doing, we're doing more.
7 Right? So this is where we would have a bus
8 lane, we would greatly increase travel times --
9 I'm sorry. Decrease travel times down to
10 twenty-four minutes for bus rapid transit service
11 end to end. That's a forty-percent savings over
12 what we have right now. That's obviously
13 assuming that we have from that menu of
14 infrastructure enhancements, many of those things
15 in place including queue jump, bus lanes,
16 et cetera.

17 This may involve a dedicated fleet of bus
18 rapid transit vehicles. Usually these are
19 somewhat separate design, maybe a unique branding
20 to that fleet so individuals understood that,
21 yes, this is the bus rapid transit route, it's
22 not the local express -- I'm sorry. The local
23 service (inaudible). But it has the potential as

1 you move into the future to have those be zero
2 emission vehicles, battery electric bus vehicles,
3 maybe CNG vehicles. It can be an alternative
4 fuel vehicle depending on what that technology is
5 like at that time. A good example is CMAX in
6 Columbus has a really nice branding for their
7 vehicles. They're a little bit different style
8 so they're very noticeable, much like a light
9 rail vehicle is very noticeable comparatively.

10 And really importantly too I mentioned
11 before that we'd still have some underlying
12 service to that community, but we would change
13 that mix to be kind of two bus rapid transit
14 vehicles for every one underlying local vehicle
15 because of the frequency enhancements you would
16 get in terms of efficiency.

17 So those are kind of the three alternatives
18 that we outlayed from an operational perspective
19 with kind of that menu of infrastructure options.

20 Additionally, I wanted to really briefly
21 discuss mobility hubs. When the GBNRTC came out
22 with their moving forward 2050 plan, mobility
23 hubs were a large component of that plan. And

1 really there's a big scale of these. It could be
2 anywhere from a BRT station or a light rail
3 station having a lot of mix of potential car
4 share, potential bike share, electric vehicle
5 charging, et cetera, or it could be all the way
6 down to the smaller scale of an individual bus
7 stop having, you know, bike parking and those
8 types of things.

9 So through the study, we asked the
10 consultants -- so our consultants on this were
11 Bergmann and WSP together -- to start looking at
12 where those locations of the BRT stations might
13 be and how mobility hubs might fit in. So in
14 some locations we have a higher level of
15 treatment; other locations, we have a lower level
16 of treatment.

17 So what do we do with all this information?
18 We spent eighteen months on this study, working
19 with the city and the NPO. So really there are
20 kind of three things. One, surface planning has
21 already been working on adding limited stop
22 service to route nineteen in the future. We're
23 targeting the fall of 2021 to be able to

1 implement that service. If all goes well, maybe
2 even summer of 2021. That's something we can do
3 right now. We already have limited stop service
4 within our kind of tool kit and that's something
5 that we can put out there as kind of an
6 introduction to moving toward BRT.

7 We're also working with the city to identify
8 some pilot programs before we spend the money on
9 infrastructure -- or, they spend money on
10 infrastructure. This includes some temporary
11 restriping in the Heights area between Winspear
12 and Kensington, as well as potential rubber curb
13 extension pilot in that same area near Minnesota
14 Avenue to test how in-lane boarding might work
15 and how traffic would respond to in-lane
16 boarding. So we've had discussions. We're not
17 really far down the line with them on how that
18 actually looks, but we're hopeful that we will be
19 able to get something out there fairly soon.

20 And, lastly, I'll be passing it off to
21 Darren saying, find me money so we can do a
22 really full-fledged BRT study. So we've
23 identified that we think that BRT is the best

1 option in that corridor. This was a joint study
2 to help build consensus and get all those
3 partners around a table and start talking about
4 the concept, and now I think the kind of next
5 step if we really want to move down that path of
6 BRT is to do an NFTA-led study for BRT. This is
7 not news to Darren. He's heard this for a couple
8 years. That we lead and we can bring those
9 individuals together and start really advancing
10 that community conversation around how we would
11 do it, add time frames, more costing information.

12 So that's where we're at, and I'd be happy
13 to answer any questions related to it.

14 CHAIR SISTER ROCHE: Questions anyone?

15 Thank you. Adam has a question.

16 COMMISSIONER PERRY: So is the way that you think
17 about this that you're adding BRT to really
18 better service those really resilient routes or
19 is it that you're saying that BRT could really
20 be -- can really advance the economic activity
21 and, you know, increase mobility, really improve
22 those areas or is it a combination of both?
23 What's the mindset?

1 MR. JONES: So it's definitely both. So the reason
2 we chose Bailey for the study came from a
3 conversation Tom and I had years ago about where
4 we might prioritize BRT service. And Bailey made
5 a lot of sense from a roadway configuration
6 standpoint, the fact that it connects to a light
7 rail both existing and potential future
8 extension. It goes through a lot of unique
9 communities. So you're starting at Bailey Green
10 and you're going all the way south. We have
11 strong ridership in that corridor that would only
12 grow. So those were all kind of factors and what
13 we saw as being positives.

14 The other big thing is that all of our
15 radial streets here, Seneca, South Park, William,
16 Clinton, all kind of in a row, all touch Bailey
17 and those are your major transfer points. So
18 increasing the travel time along Bailey decreases
19 -- I'm sorry. Decreasing the travel time along
20 Bailey decreases the overall travel time for a
21 lot of individuals who are using other routes as
22 well because those connection times are lower and
23 it really enhances both that bus network and also

1 the rail. So individuals getting to the rail
2 faster also assists them. So there's going to be
3 a lot of ancillary benefits there. We worked
4 with the city a little bit. They focused a lot
5 more on streetscape improvements along with kind
6 of those community nodes that we looked at during
7 the report. Those identified those areas as
8 potential economic generators as well. So we
9 kind of looked at all of those, but the
10 identification of the corridor itself was from
11 kind of all of those points on how to enhance the
12 system overall.

13 COMMISSIONER PERRY: Excellent.

14 MR. GEORGE: Much less than light rail, but you do
15 see BRT having an economic development impact.

16 COMMISSIONER PERRY: Great.

17 MR. GEORGE: So that's positive as well.

18 COMMISSIONER PERRY: Excellent. Thank you. Thank
19 you.

20 MS. MINKEL: Great. Thank you, Rob.

21 And then if we can have Bill Vanecek give us
22 an update on European service for aviation.

23 MR. VANECEK: Thank you. I just wanted to -- I was

1 talking with Adam Perry and we wanted to give a
2 little bit of an overview of what's happening now
3 in the airline industry, not just domestically
4 but also worldwide, with our primary focus really
5 on kind of discount carriers in Europe that, you
6 know, historically serve North America, and I
7 just kind of want to walk through a little bit of
8 it.

9 But I will say upfront with respect to the
10 domestic carriers in the United States, I have a
11 bad feeling in my heart that I think is going to
12 say that we're going to see less business travel
13 going forward given how people have become used
14 to working from home, doing business via Zoom and
15 the other capabilities that they have. And so,
16 you know, those are the prime tickets. They pay
17 the highest price typically for those flights.
18 So I'm a little bit concerned about that. And
19 also with, you know, delay obviously in the, you
20 know, the Boeing line -- the Boeing Max line that
21 are out there, I don't know when we'll be able to
22 get back to full capacity if ever, quite frankly.
23 I think it's going to be a while before we can

1 get over that hurdle.

2 But I wanted to talk a little bit about
3 what's happening and what has happened on the
4 NFTA side in developing air service for this
5 community. And we've talked to an awful lot of
6 airlines over the years. Some we knew were
7 far-fetched and we probably wouldn't get. But,
8 you know, we continued to reach out to a number
9 of different types of carriers and we were
10 successful. Obviously, when you look back at
11 airlines like Independence Air, which probably
12 nobody ever remembers, but they were a startup.
13 We were one of the first airlines -- one of the
14 first airports to get them. They were based out
15 of D.C. and they were flying, you know, smaller
16 jets. But, we had them. Obviously we got
17 JetBlue, we got Southwest to come here. Those
18 were our big gets back in the day. And so we've
19 seen -- Shuttle America is another one that was
20 out there that was offering for a while. So
21 there was a number of airlines that come and go,
22 but, you know, we really looked for the
23 long-sustained partnerships with our airlines,

1 which we, you know, still have a majority of
2 those.

3 But, one of the areas that we've always
4 wanted to into and try to tap into is long-haul
5 service over to Europe. Now, the length of our
6 runway doesn't lend itself to flying to the long
7 destinations in Europe, but it is -- they are
8 capable now of flying to places like Ireland and,
9 if you will, you know, western Europe, if you
10 will. We can get to some of those destinations.

11 So I wanted to give a quick update here. A
12 couple of the airlines that we've talked to along
13 the way. Ryanair was one of the first ones we
14 talked to. At the time we were talking with them
15 they were doing really just short hops in Europe
16 and they were, and they were exploring doing
17 service to the United States. So we had a number
18 of conversations with them and it looked pretty
19 encouraging, but then ultimately it fell apart
20 with their model so we weren't able to reel them
21 in.

22 Norwegian Airline. We're going to talk a
23 bit about them a little bit more at length here.

1 So Norwegian Air -- and, again, it's kind of a
2 low-cost carrier that was looking to serve the
3 United States. And they were actually -- we had
4 talked to them over a number of years. When they
5 first announced in 2015, we got together with
6 representatives from Norwegian Air, we brought
7 them to Western New York, we had meetings with
8 local leaders and business leaders here and then
9 put together a package to go along with the
10 tourism groups. And ultimately they decided that
11 they were going to fly out of Stewart Airport,
12 which was part of the Port Authority airports
13 downstate. That was one of their routes and they
14 did fly there for a while.

15 And then instead of choosing Buffalo, they
16 decided to use Hamilton Airport, which I think
17 was a really bad, bad move on their behalf. And
18 so they did fly there for a short period of time.
19 So they, they started flying in Hamilton starting
20 in the spring of 2019, and they pretty much
21 pulled the plug very, very quickly with that,
22 with that capability, because of, again, the Max
23 groundings, not being able to fly nonstop from

1 Hamilton -- they could have from Buffalo, but not
2 from Hamilton. And they had to make a stop up in
3 I think Halifax somewhere along the way and then
4 before they would go over the ocean, so it
5 really, it really did not work well for them.
6 And so by the end of, like I said, summer of
7 2019, they ended the Hamilton service.

8 Their expansion plans were determined
9 ultimately to be too robust and ultimately
10 decided to start focusing on profitably versus
11 growth. The United States and Canada was looked
12 at as a way that they could kind of grow their
13 network. They ultimately had to retract that.
14 And, you know, when the worldwide COVID shutdowns
15 happened in New York just -- and in Scandinavia,
16 it really kind of put everything into a tumble.
17 The carrier got about three hundred fifty-four
18 million in loan guarantees from the Norwegian
19 government, but they ran through that pretty
20 quickly, and the second (inaudible) was turned
21 down. They did file for bankruptcy and in
22 January of 2021 they announced that they're not
23 doing any long-haul service whatsoever. They

1 will only fly short-haul routes, focusing on the
2 Nordic routes and Europe. So the airline is
3 trying to reduce its debt to around two point
4 three billion, but it's highly unlikely they will
5 be consider flying back to the United States.

6 So other carriers, there's a lot of them
7 here on this slide. I know it looks very, very
8 busy. And, again, we have talked to a number of
9 these carriers, but the low-cost carriers just
10 can't compete on the long-haul market with the
11 legacy carriers that we have both in the United
12 States, as well as the more major ones like
13 British Airways, for example, out of Great
14 Britain. So, you know, a couple of points here.
15 We had face-to-face meetings with WOW Air, Thomas
16 Cook. These are all over in Europe. And who
17 else did we talk to on here? We talked to -- we
18 had talked -- XL France we actually had a
19 conversation with as well, and unfortunately
20 (inaudible). Thomas Cook were basically vacation
21 destination type operations. You would book not
22 just a flight, but you'd book your vacation along
23 with them. WOW Air, again, kind of a similar

1 type of a -- more of a (inaudible) if you want to
2 put it that way.

3 So the other European carriers are -- right
4 now the top four surviving European low-cost
5 carriers are Ryanair. They're still there, but
6 they're only doing short-haul. They did not
7 pursue with any great interest going further than
8 just basically western Europe and those
9 locations. EasyJet, same thing, short haul.
10 Jet2, again, mostly short haul. They're not
11 offering any long-haul services. Short-haul
12 only. And none of these low-cost carriers have
13 viable transatlantic prospects from either
14 Buffalo or NFIA. However, we have still
15 maintained contact with Aer Lingus. We were --
16 before all this happened, looked like it was
17 going to be, you know, a pretty good outcome for
18 us, and then all of a sudden the plug has been
19 pulled so we are in a holding pattern with
20 respect to Aer Lingus and we will continue to
21 reach out when the time becomes more appropriate
22 to have further conversations with them.

23 And so that is it on the European market, if

1 you will, and the potential for service into
2 really anywhere in the United States from some of
3 those lower cost carriers. You still have the
4 legacy carriers flying. Major carriers are still
5 flying in and out of here probably at lesser
6 frequencies than they had before. So that's just
7 kind of an overview of what's happening in the
8 world of Europe, primarily western Europe, and
9 activity from Buffalo.

10 So if there's any questions on that?

11 If not, I'd like to go into -- we've got
12 another progress presentation for our baggage
13 claim expansion project. Even though I call it
14 the terminal enhancement project. I don't know
15 how it became to be baggage claim expansion
16 because we're doing much, much more than that.

17 But, nonetheless, so this was as of the 28th
18 of January, so it's very recent. The
19 construction progress here. Again, our gate nine
20 is now fully in place, fully in service. This
21 was the brand-new jet bridge that was put in and
22 so we're very excited to have that capacity back.

23 This is a look at the new loading docks for

1 the Delaware North. We're relocating all of
2 their space for deliveries east obviously,
3 because we've expanded out east, so it's a much
4 better operation here. Up above you see is --
5 where those little like -- they almost look like
6 straws up on top, those are actually lights. And
7 those are the lights that are going to be in the
8 meet and greet area. And it's wonderful to watch
9 when you're coming in at night or early in the
10 morning when it's dark out there, it's really a
11 really nice view coming into the airport, so
12 we're happy that that's coming together.

13 They have now enclosed the -- they have the
14 new bag belt on number one, so we've expanded the
15 building out. We now have the doors that are
16 keeping us nice and warm and cozy down in the
17 baggage claim area for all the airlines and
18 they're very happy about that.

19 This is the -- what will be the east end
20 exiting concourse, which go right through our
21 administrative offices today. And it's going
22 from the terminal out towards Genesee Street.

23 These are unmonitored exiting lanes --

1 automated exiting lanes. It's made by a company
2 called Dormakaba. And the way they work is that
3 as you walk into the exit, the door closes behind
4 you and then you've got a barrier in front of
5 you. Once those doors behind you close, that
6 barrier opens up and you move forward, they close
7 behind you, and then they keep that process
8 going. It's really kind of a three-step process
9 for you to get out. The benefit of it is that it
10 also has backflow tracking, so if somebody tries
11 to go through backwards into the terminal, alarms
12 will go off and we will be able to make sure
13 we're not letting anybody that has not been
14 screened get through the terminal. The nice
15 thing about this is we don't have to pay extra
16 money to have an exiting guard at the exits here.
17 We'll have the same type of the technology on the
18 west side as well for those folks that are
19 exiting on the west side.

20 So this is a look at our -- it's a little --
21 wasn't quite cleaned up yet, but this is going to
22 be our new conference room up at BNIA, the main
23 one. The beauty of this one is it's expandable,

1 both sides. You can see the nice, decorative
2 tiling they have in the back. They'll have the
3 screens up on the side that will be able to sit a
4 lot of people or a smaller group if necessary.

5 This is a look at our new office space. We
6 expect to be moving into this space here -- we
7 have cubicles and offices. So we expect to move
8 into this space by mid February. So we'll be out
9 of our old offices starting in mid February and
10 we'll be completely relocated here to our new
11 offices.

12 Again, this is just a look at one of the
13 baggage claim area offices that are now -- I'm
14 sorry. This is the barber shop next to our
15 offices here. And so this is where Hamdi will be
16 giving his haircuts to those folks that aren't
17 getting inside past security. He'll be doing
18 this on the public side over here. It's going to
19 be a great space for him.

20 This is a look at the -- again, the meet and
21 greet area. And you can see the straws -- they
22 look like straws, but are actually the lights
23 coming in. And you'll see -- around here

1 somewhere, right, Helen?

2 Anyway -- but anyway, so this is as you're
3 walking out here, the escalators are right here
4 to go down to the baggage claim area.

5 So you can see as we're going down here,
6 they have now installed -- you can't quite see it
7 here, but they've got the hickory roof up above
8 the escalator. It looks fantastic. It's going
9 to be a very great welcoming enhancement for our
10 visitors.

11 So here you'll see that roof again, it's in,
12 and it's outstanding. I mean, they've done a
13 fantastic job with the finishes.

14 Of course that was our first baggage belt
15 which is up and complete. The second one is in
16 process. They're finished the terrazzo now.
17 They should have the next bag belt I think is
18 going to be complete between kind of June, July,
19 August timeframe. So at that point we'll have
20 both of our exits open and operating for our
21 customers to come down to the baggage claim area.
22 And then the last two carousels will bring us out
23 to probably the end of the year or just after,

1 and then the project will be complete. So it's
2 coming along nicely and it's moving along at a
3 very good pace and we're just thrilled. We're
4 getting great feedback from everybody that sees
5 what we're doing at the airport.

6 So any questions I can answer about the
7 project or anything else?

8 CHAIR SISTER ROCHE: It looks lovely.

9 MR. VANECEK: It's going to be great.

10 Yes, sir?

11 COMMISSIONER PERRY: So it looks like for the
12 completion of the baggage carousels three and
13 four, like we could have that in just about a
14 year?

15 MR. VANECEK: Yes. Exactly.

16 COMMISSIONER PERRY: Amazing. Wow.

17 MR. VANECEK: So the kind of end date they have
18 targeted is kind of April, if you will, of 2022,
19 just for all the wrap-up. But generally
20 speaking, by the end of the year, all four will
21 be in process and everything will be built out.
22 So we're very thrilled (inaudible).

23 COMMISSIONER PERRY: Very nice.

1 MR. VANECEK: It's coming to fruition.

2 And then this is the same thing. It's
3 another picture of the build-out that's currently
4 happening. You can see back on number two about
5 half of the equipment is in. That should be done
6 within -- again, by June. And then we'll open up
7 those two. Those will be the only two that we'll
8 have running until the other two belts come on
9 line.

10 COMMISSIONER PERRY: Very nice.

11 MR. VANECEK: And up here, Kim's favorite, solar
12 panels. Good for the environment. Yay. So we
13 are going to be able to generate some of the --
14 and this is the west side, so you can see where
15 the escalators are now in, in place. There is no
16 stairwell because you don't need it because it's
17 only downward flow. And this is where you'll
18 come out and go through, again, those Dormakaba
19 technology to get into the terminal.

20 And that is the update on the terminal
21 enhancement project. Any questions or thoughts?

22 CHAIR SISTER ROCHE: We're ready for the planes to
23 get filled up again.

1 Wonderful. Thank you very much, Bill.

2 Could I have a motion, please, for
3 adjournment?

4 COMMISSIONER PERRY: So moved.

5 CHAIR SISTER ROCHE: Thank you. Second, please?

6 COMMISSIONER AUL: Joan Aul. Second.

7 CHAIR SISTER ROCHE: Thank you, Joan. And I'm sure
8 everyone is favor. Thank you, all.

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COUNTY OF NIAGARA)

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

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