

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY  
NIAGARA FRONTIER TRANSIT METRO SYSTEM, INC.  
AUDIT, GOVERNANCE AND FINANCE COMMITTEE  
DECEMBER 14, 2023 10:00 AM  
AGENDA**

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**NIAGARA FRONTIER TRANSPORTATION  
AUTHORITY**

**INTERNAL AUDIT DEPARTMENT**

**2024 ANNUAL AUDIT PLAN**

**Niagara Frontier Transportation Authority  
Internal Audit Department  
2024 Annual Audit Plan**

**Executive Summary:**

<b><u>AUDIT SCHEDULE</u></b>	<b><u>HOURS</u></b>	<b><u>PERCENT</u></b>
Revenue Audits	1,500	32%
Internal Audits	1,350	29%
Buy America/Contract Audits	1,175	25%
Special Requests	200	4%
Single Bids	100	2%
Administrative Time/Corporate Compliance	<u>400</u>	<u>8%</u>
<b>Total Audit Hours</b>	<b><u>4,725</u></b>	<b><u>100%</u></b>

**Niagara Frontier Transportation Authority  
Internal Audit Department  
2024 Annual Audit Plan**

<b><u>Revenue Audits</u></b>	<b><u>Hours</u></b>	<b><u>Status/Timing</u></b>
SUNY Erie - Student Bus Passes	250	May-24
Car Rental Concessions - BNIA	300	Feb-24
BNIA - Off Airport Parking	200	Aug-24
Delaware North - BNIA Concessions	300	Jul-24
Independent Taxi Association	200	Jun-24
Turo Care Sharing	150	Dec-24
Executive Air Share - BNIA	<u>100</u>	Apr-24
<b>Total Audit Hours</b>	<b><u>1,500</u></b>	

**Niagara Frontier Transportation Authority  
Internal Audit Department  
2024 Annual Audit Plan**

<b><u>Internal Audits</u></b>	<b><u>Hours</u></b>	<b><u>Status/Timing</u></b>
Model Governance Principles:		
- Updating Internal Control Documentation	250	Through Dec-24
- Testing of Key Internal Controls	650	Through May-24
Compliance Reviews/Internal Process Reviews	250	Various
Fare Collection System	<u>200</u>	Ongoing
<b>Total Audit Hours</b>	<b><u>1,350</u></b>	

**Niagara Frontier Transportation Authority  
Internal Audit Department  
2023 Annual Audit Plan**

<b><u>Buy America/Contract Audits</u></b>	<b><u>Hours</u></b>	<b><u>Status/Timing</u></b>
NovaBus - Buy America Audit - Post Delivery - 10 Clean Deisel Buses	150	Oct-24
New Flyer - Buy America Audit - Post Delivery - 13 Battery/Electric Vehicles - Pre Award - 13 Battery/Electric Vehicles	150 75	Nov-24 Nov-24
DiDonato Associates - BNIA Runway 5-23 Project	200	Jan-24
AECOM - BNIA Baggage System	100	Jan-24
CH2M Hill/Jacobs - LRV Rebuild	100	Mar-24
Mott MacDonald - DL&W Station Rail Systems and Site Work - DL&W Station Building Structures	100 100	Feb-24 Feb-24
Hatch LTK - Fare Collection System	<u>200</u>	Mar-24
<b>Total Audit Hours</b>	<b><u>1,175</u></b>	

**AUDIT, GOVERNANCE AND FINANCE COMMITTEE**

**DECEMBER 14, 2023**

**PERFORMANCE REPORTS**

OCTOBER 2023 NFTA/METRO PERFORMANCE  
(\$000's)

	BUDGET	ACTUAL	VARIANCE
<b>NET SURPLUS/(DEFICIT)</b>	(214)	1,595	1,809
Revenues and Operating Assistance			201
Expenses			241
Non-Operating/Capital			1,367
			1,809
<b>OPER REVENUES &amp; ASST</b>	23,349	23,550	201
Metro Passenger Fares			289
BNIA Airport Fees & Services - lower compensatory billings based on decreased direct expenses			(78)
BNIA Concessions/Commissions - lower parking lot/ramp and retail revenues			(331)
Erie County Sales Tax			(95)
State - STOA - New York State enacted budget higher than Executive budget			425
All Other			(8)
			201
<b>TOTAL OPER EXPENSES</b>	20,426	20,185	(241)
Personnel Services			
Metro - vacancies and lower fringe costs, partially offset by higher overtime, instruction and student operator labor		(208)	
Central Admin - vacancies and lower fringe costs and police overtime		(157)	
All Other		(15)	(380)
Metro Transit Fuel/Power - lower diesel, gasoline, CNG and rail traction costs			(135)
Insurance & Injuries			
Metro - higher claim loss reserve appropriations and insurance premiums		495	
BNIA - higher claim loss reserves and insurance premiums		17	
All Other		11	523
General Business/Other			
BNIA - lower outside service costs, training and general office expenses		(122)	
Central Admin - lower technology and general office expenses		(55)	
All Other		(3)	(180)
All Other			(69)
			(241)
<b>NON-OPERATING/CAPITAL</b>	(3,137)	(1,769)	1,367
Capital			
Metro		1,369	
BNIA		(149)	
Transportation Centers		(22)	
All Other		(1)	1,197
Non-Operating			
Metro Interest Income		140	
BNIA Operating Expense Reserve		30	170
			1,367

**NFTA/METRO**  
**KEY ITEM REPORT**  
**OCTOBER 2023**

(\$000 Omitted)

<b><u>MONTH ACTUAL TO BUDGET</u></b>	<b>Oct 2023</b>	<b>Oct 2023</b>		
	<b><u>Budget</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	10,937	10,783	(154)	-1.4%
<b>Operating Assistance</b>	12,412	12,767	355	2.9%
<b>Total Oper. Revenues &amp; Assistance</b>	23,349	23,550	201	0.9%
Personnel Services	15,041	14,662	(380)	-2.5%
Maintenance & Repairs	2,101	2,228	127	6.0%
Transit Fuel/Power	568	432	(135)	-23.9%
Utilities	447	320	(127)	-28.4%
Insurance & Injuries	557	1,080	523	94.0%
Safety & Security	1,545	1,473	(72)	-4.7%
General Business/Other	3,241	3,061	(180)	-5.6%
Other	(3,073)	(3,070)	3	0.1%
<b>Total Operating Expenses</b>	20,426	20,185	(241)	-1.2%
<b>Operating Income/(Loss)</b>	<b>2,923</b>	<b>3,364</b>	<b>442</b>	<b>15.1%</b>
<b>Non-Operating/Capital</b>	<b>(3,137)</b>	<b>(1,769)</b>	<b>1,367</b>	<b>43.6%</b>
<b>Net Surplus/(Deficit)</b>	<b>(214)</b>	<b>1,595</b>	<b>1,809</b>	<b>846.2%</b>

NFTA/METRO YEAR TO DATE OCTOBER 2023 PERFORMANCE  
(\$000's)

	BUDGET	ACTUAL	VARIANCE
<b>NET SURPLUS/(DEFICIT)</b>	3,728	13,487	9,759
Revenues and Operating Assistance			2,368
Expenses			5,569
Non-Operating/Capital			1,822
			9,759
<b>OPER REVENUES &amp; ASST</b>	158,301	160,669	2,368
Metro Passenger Fares			1,835
BNIA Airport Fees & Services - lower compensatory billings based on decreased direct expenses			(950)
BNIA Concessions/Commissions - lower parking lot/ramp, auto rental and food/retail revenues			(950)
NFIA Concessions/Commissions - lower parking lot revenue			(99)
Mortgage Tax			(387)
State - STOA - New York State enacted budget higher than Executive budget			2,972
All Other			(54)
			2,368
<b>TOTAL OPERATING EXPENSES</b>	139,422	133,853	(5,569)
Personnel Services			
Metro - vacancies and lower fringe costs, partially offset by higher overtime, instruction and student operator labor		(1,663)	
BNIA - vacancies and lower fringe costs		(44)	
NFIA - vacancies and lower fringe costs		(184)	
Transportation Centers - vacancies and lower temporary help and fringe costs		(78)	
Central Admin - vacancies and lower fringe costs		(1,127)	
All Other		3	(3,094)
Metro Transit Fuel/Power - lower diesel, gasoline, CNG and rail traction costs			(1,238)
Utilities			
Metro - lower electric, gas and water billings		(381)	
BNIA - lower electric, gas and water billings		(188)	
NFIA - lower electric, gas and water billings		(90)	
Transportation Centers - lower electric and gas billings		(52)	
Property Development - lower electric and gas billings at 247 Cayuga and 485 Cayuga		(58)	
All Other		(12)	(781)
Insurance & Injuries			
Metro - higher claim loss reserve appropriations and insurance premiums		446	
BNIA - higher insurance premiums		26	
All Other		20	492
General Business/Other			
Metro - lower outside service costs, rent, advertising and fare collection expenses		(654)	
BNIA - lower outside/professional service costs, advertising, training and general office expenses		(582)	
NFIA - lower outside service costs and travel/training expenses		(61)	
Central Admin - higher outside service costs, technology and general office expenses		737	
All Other		(18)	(579)
Costs Transferred to Capital Projects			
BNIA - higher than anticipated costs allocated to runway project		(409)	
All Other		6	(403)
All Other			34
			(5,569)
<b>NON-OPERATING/CAPITAL</b>	(15,151)	(13,329)	1,822
Capital			
Metro		769	
BNIA		(515)	
Property Development		(438)	
Central Admin		(122)	
All Other		10	(296)
Non-Operating			
Metro Interest Income		1,794	
BNIA Operating Expense Reserve		319	
All Other		5	2,118
			1,822

**NFTA/METRO**  
**KEY ITEM REPORT**  
**OCTOBER YTD 2023**

(\$000 Omitted)

	<b>Oct 2023</b>	<b>Oct 2023</b>		
<b><u>YTD ACTUAL TO BUDGET</u></b>	<b><u>YTD Budget</u></b>	<b><u>YTD Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	70,212	69,884	(328)	-0.5%
<b>Operating Assistance</b>	88,089	90,785	2,695	3.1%
<b>Total Oper. Revenues &amp; Assistance</b>	158,301	160,669	2,368	1.5%
Personnel Services	103,401	100,308	(3,094)	-3.0%
Maintenance & Repairs	12,652	12,747	95	0.7%
Transit Fuel/Power	3,934	2,696	(1,238)	-31.5%
Utilities	3,275	2,494	(781)	-23.8%
Insurance & Injuries	3,897	4,390	492	12.6%
Safety & Security	10,210	10,030	(179)	-1.8%
General Business/Other	22,608	22,029	(579)	-2.6%
Other	(20,555)	(20,840)	(285)	-1.4%
<b>Total Operating Expenses</b>	139,422	133,853	(5,569)	-4.0%
<b>Operating Income/(Loss)</b>	<b>18,879</b>	<b>26,815</b>	<b>7,937</b>	<b>42.0%</b>
<b>Non-Operating/Capital</b>	(15,151)	(13,329)	1,822	12.0%
<b>Net Surplus/(Deficit)</b>	3,728	13,487	9,759	261.8%

**NFTA/METRO**  
**BUSINESS CENTERS**  
**NET SURPLUS/(DEFICIT)**  
**OCTOBER YTD 2023**

(\$000 Omitted)

	<b>Oct 2023</b>	<b>Oct 2023</b>		
	<b><u>YTD Budget</u></b>	<b><u>YTD Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
NFTA				
BNIA	11,271	10,850	(421)	-3.7%
NFIA	(2,169)	(2,005)	164	7.6%
Transportation Centers	(1,198)	(907)	291	24.3%
Property Development	666	266	(400)	-60.1%
<b>NFTA Total</b>	8,569	8,203	(366)	-4.3%
<b>Metro</b>	(4,842)	5,283	10,125	209.1%
<b>NFTA/Metro</b>	3,728	13,487	9,759	261.8%

OCTOBER NFTA/METRO PERFORMANCE  
FYE 2024 vs. FYE 2023  
(\$000's)

	Oct 2022 Actual	Oct 2023 Actual	VARIANCE
<b>NET SURPLUS/(DEFICIT)</b>	2,611	1,595	(1,016)
Revenues and Operating Assistance			(1,116)
Expenses			(2,025)
Non-Operating/Capital			2,125
			(1,016)
<b>OPER REVENUES &amp; ASST</b>	24,666	23,550	(1,116)
BNIA Airport Fees & Services - higher compensatory billings based on increased direct expenses			310
BNIA Rental Income - higher compensatory airline billings based on increased direct expenses			295
BNIA Concessions/Commissions - increased parking lot/ramp, auto rental, ride share and food/meals revenues			272
State - STOA			890
Federal - FTA/FAA COVID Relief			(2,808)
All Other			(75)
			(1,116)
<b>TOTAL OPERATING EXPENSES</b>	18,160	20,185	2,025
Personnel Services			
Metro - increased contractual salaries and higher fringe costs, student operator labor and overtime		241	
BNIA - increased contractual salaries, fringe costs, overtime and temporary help		84	
Central Admin - increased contractual and non-represented salaries, and higher engineering overtime		291	
All Other		30	647
Maintenance & Repairs			
Metro - higher revenue vehicle maintenance and rail contract costs		36	
BNIA - timing of annual pavement maintenance in FYE24, and higher baggage maintenance, automotive, janitorial and environmental expenses		617	
NFIA - higher materials/supplies costs, facility maintenance and automotive expenses		38	
Central Admin - higher police automotive expenses		20	
All Other		32	743
Insurance & Injuries			
Metro - higher claim loss reserve appropriations and insurance premiums		555	
BNIA - higher claim loss reserves and insurance premiums		48	
All Other		25	628
All Other			8
			2,025
<b>NON-OPERATING/CAPITAL</b>	(3,895)	(1,769)	2,125
Capital			
Metro		535	
BNIA		(1,005)	
NFIA		40	
Property Development		31	
All Other		23	(376)
Non-Operating			
Metro Interest Income		265	
Metro Reserves Funding		2,592	
NFTA SIF/Other Reserve Funding		(353)	
All Other		(3)	2,501
			2,125

**NFTA/METRO**  
**KEY ITEM REPORT**  
**FYE 2024 vs. FYE 2023**  
**OCTOBER**

(\$000 Omitted)

<b><u>MONTH PRIOR YEAR COMPARISON</u></b>	<b>Oct 2022</b>	<b>Oct 2023</b>		
	<b><u>Actual</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	9,940	10,783	842	8.5%
<b>Operating Assistance</b>	14,726	12,767	(1,958)	-13.3%
<b>Total Oper. Revenues &amp; Assistance</b>	24,666	23,550	(1,116)	-4.5%
Personnel Services	14,015	14,662	647	4.6%
Maintenance & Repairs	1,485	2,228	743	50.0%
Transit Fuel/Power	449	432	(17)	-3.7%
Utilities	398	320	(78)	-19.7%
Insurance & Injuries	452	1,080	628	139.0%
Safety & Security	1,450	1,473	23	1.6%
General Business/Other	2,873	3,061	188	6.5%
Other	(2,961)	(3,070)	(108)	-3.7%
<b>Total Operating Expenses</b>	18,160	20,185	2,025	11.2%
<b>Operating Income/(Loss)</b>	<b>6,506</b>	<b>3,364</b>	<b>(3,141)</b>	<b>-48.3%</b>
<b>Non-Operating/Capital</b>	<b>(3,895)</b>	<b>(1,769)</b>	<b>2,125</b>	<b>54.6%</b>
<b>Net Surplus/(Deficit)</b>	<b>2,611</b>	<b>1,595</b>	<b>(1,016)</b>	<b>-38.9%</b>

NFTA/METRO YEAR TO DATE OCTOBER PERFORMANCE  
 FYE 2024 vs. FYE 2023  
 (\$000's)

	Oct 2022 YTD Actual	Oct 2023 YTD Actual	VARIANCE
<b>NET SURPLUS/(DEFICIT)</b>	12,420	13,487	1,067
Revenues and Operating Assistance			(9,755)
Expenses			(2,934)
Non-Operating/Capital			13,757
			1,067
<b>OPER REVENUES &amp; ASST</b>	170,424	160,669	(9,755)
Metro Passenger Fares			1,083
BNIA Airport Fees & Services - higher compensatory billings based on increased direct expenses			1,136
BNIA Rental Income - higher compensatory airline billings based on increased direct expenses			1,338
BNIA Concessions/Commissions - increased parking lot/ramp, auto rental, ride share and food/meals revenues			2,567
Erie County Sales Tax			382
Mortgage Tax			(1,950)
State - STOA			6,232
Federal - FTA/FAA COVID Relief			(20,558)
All Other			14
			(9,755)
<b>TOTAL OPERATING EXPENSES</b>	130,919	133,853	2,934
Personnel Services			
Metro - vacancies, partially offset by higher overtime, instruction and student operator labor			(926)
BNIA - increased contractual salaries, fringe costs, overtime and temporary help			618
Transportation Centers - increased contractual salaries, fringe costs and overtime			59
Central Admin - increased contractual and non-represented salaries, and higher police and engineering overtime			1,644
All Other			13
			1,408
Maintenance & Repairs			
Metro - higher revenue vehicle maintenance costs, environmental and rail contract costs			442
BNIA - higher materials/supplies/service costs, baggage maintenance, automotive, janitorial and environmental expenses			284
NFIA - higher automotive and environmental expenses			25
Property Development - higher service costs at 485 Cayuga			198
Central Admin - higher police and engineering automotive expenses			67
All Other			16
			1,032
Metro Transit Fuel/Power - lower diesel, gasoline, CNG and rail traction costs			(1,051)
Utilities			
Metro - lower electric and gas billings			(218)
BNIA - lower electric and gas billings			(384)
NFIA - lower electric, gas and water billings			(55)
Transportation Centers - lower electric billings			(65)
Property Development - lower electric and gas billings at 247 Cayuga and 485 Cayuga			(78)
All Other			(7)
			(807)
General Business/Other			
Metro - higher outside service costs, fare collection and general office expenses			915
BNIA - higher outside service costs (parking lot/ramp management fees)			259
Central Admin - timing of MIS/technology expenses and contracts in FYE24 and higher outside service costs and general office expenses			1,160
All Other			(8)
			2,325
All Other			28
			2,934
<b>NON-OPERATING/CAPITAL</b>	(27,086)	(13,329)	13,757
Capital			
Metro			(2,335)
BNIA			(1,731)
Transportation Centers			(203)
Property Development			(449)
Central Admin			(402)
All Other			34
			(5,087)
Non-Operating			
Metro Interest Income			2,869
Metro Reserves Funding			18,145
BNIA Net Bond Debt Service			110
BNIA Operating Expense Reserve			59
Debt Service - Noresco			123
NFTA SIF/Other Reserve Funding			(2,468)
All Other			5
			18,844
			13,757

**NFTA/METRO**  
**KEY ITEM REPORT**  
**FYE 2024 vs. FYE 2023**  
**OCTOBER YTD**

(\$000 Omitted)

	<b>Oct 2022</b>	<b>Oct 2023</b>		
	<b>Prior</b>	<b>Current</b>		
<b><u>YTD PRIOR YEAR COMPARISON</u></b>	<b><u>YTD Actual</u></b>	<b><u>YTD Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	63,973	69,884	5,912	9.2%
<b>Operating Assistance</b>	106,452	90,785	(15,667)	-14.7%
<b>Total Oper. Revenues &amp; Assistance</b>	170,424	160,669	(9,755)	-5.7%
Personnel Services	98,899	100,308	1,408	1.4%
Maintenance & Repairs	11,715	12,747	1,032	8.8%
Transit Fuel/Power	3,748	2,696	(1,051)	-28.1%
Utilities	3,301	2,494	(807)	-24.4%
Insurance & Injuries	3,579	4,390	810	22.6%
Safety & Security	9,371	10,030	660	7.0%
General Business/Other	19,704	22,029	2,325	11.8%
Other	(19,399)	(20,840)	(1,442)	-7.4%
<b>Total Operating Expenses</b>	130,919	133,853	2,934	2.2%
<b>Operating Income/(Loss)</b>	<b>39,505</b>	<b>26,815</b>	<b>(12,690)</b>	<b>-32.1%</b>
<b>Non-Operating/Capital</b>	(27,086)	(13,329)	13,757	50.8%
<b>Net Surplus/(Deficit)</b>	12,420	13,487	1,067	8.6%

**SURFACE TRANSPORTATION GROUP**

**METRO**

**KEY ITEM REPORT**

**OCTOBER 2023**

(\$000 Omitted)

	<b>Oct 2023</b>	<b>Oct 2023</b>		
<b><u>MONTH ACTUAL TO BUDGET</u></b>	<b><u>Budget</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	2,358	2,650	291	12.4%
<b>Operating Assistance</b>	11,483	11,846	363	3.2%
<b>Total Oper. Revenues &amp; Assistance</b>	13,841	14,496	655	4.7%
Personnel Services	9,186	8,978	(208)	-2.3%
Maintenance & Repairs	843	855	11	1.3%
Transit Fuel/Power	568	432	(135)	-23.9%
Utilities	165	97	(67)	-40.9%
Insurance & Injuries	430	925	495	115.3%
Safety & Security	616	602	(13)	-2.2%
General Business/Other	1,767	1,786	18	1.0%
Administrative Cost Reallocation	901	835	(65)	-7.3%
Other	(19)	(17)	2	8.6%
<b>Total Operating Expenses</b>	14,456	14,492	37	0.3%
<b>Operating Income/(Loss)</b>	<b>(614)</b>	<b>4</b>	<b>618</b>	<b>100.6%</b>
<b>Non-Operating/Capital</b>	<b>(506)</b>	<b>980</b>	<b>1,487</b>	<b>293.6%</b>
<b>Net Surplus/(Deficit)</b>	<b>(1,120)</b>	<b>984</b>	<b>2,105</b>	<b>187.8%</b>

	<b>Oct 2023</b>	<b>Oct 2023</b>		
<b><u>YTD ACTUAL TO BUDGET</u></b>	<b><u>YTD Budget</u></b>	<b><u>YTD Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	14,235	16,074	1,839	12.9%
<b>Operating Assistance</b>	81,588	84,392	2,804	3.4%
<b>Total Oper. Revenues &amp; Assistance</b>	95,823	100,466	4,643	4.8%
Personnel Services	63,780	62,118	(1,663)	-2.6%
Maintenance & Repairs	5,701	5,999	298	5.2%
Transit Fuel/Power	3,934	2,696	(1,238)	-31.5%
Utilities	1,222	841	(381)	-31.2%
Insurance & Injuries	3,008	3,455	446	14.8%
Safety & Security	4,038	4,213	175	4.3%
General Business/Other	12,445	11,791	(654)	-5.3%
Administrative Cost Reallocation	6,030	5,974	(57)	-0.9%
Other	(141)	(124)	16	11.6%
<b>Total Operating Expenses</b>	100,018	96,962	(3,057)	-3.1%
<b>Operating Income/(Loss)</b>	<b>(4,195)</b>	<b>3,505</b>	<b>7,700</b>	<b>183.5%</b>
<b>Non-Operating/Capital</b>	<b>(647)</b>	<b>1,778</b>	<b>2,425</b>	<b>375.1%</b>
<b>Net Surplus/(Deficit)</b>	<b>(4,842)</b>	<b>5,283</b>	<b>10,125</b>	<b>209.1%</b>

**SURFACE TRANSPORTATION GROUP**

**METRO**

**KEY ITEM REPORT**

**FYE 2024 vs. FYE 2023**

**OCTOBER 2023**

(\$000 Omitted)

<b><u>MONTH PRIOR YEAR COMPARISON</u></b>	<b>Oct 2022</b>	<b>Oct 2023</b>		
	<b><u>Actual</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	2,599	2,650	51	2.0%
<b>Operating Assistance</b>	13,791	11,846	(1,945)	-14.1%
<b>Total Oper. Revenues &amp; Assistance</b>	16,390	14,496	(1,894)	-11.6%
Personnel Services	8,737	8,978	241	2.8%
Maintenance & Repairs	818	855	36	4.4%
Transit Fuel/Power	449	432	(17)	-3.7%
Utilities	135	97	(38)	-28.1%
Insurance & Injuries	370	925	555	149.9%
Safety & Security	542	602	60	11.0%
General Business/Other	1,542	1,786	243	15.8%
Administrative Cost Reallocation	772	835	63	8.1%
Other	(19)	(17)	2	9.6%
<b>Total Operating Expenses</b>	13,347	14,492	1,146	8.6%
<b>Operating Income/(Loss)</b>	<b>3,043</b>	<b>4</b>	<b>(3,039)</b>	<b>-99.9%</b>
<b>Non-Operating/Capital</b>	<b>(2,422)</b>	<b>980</b>	<b>3,403</b>	<b>140.5%</b>
<b>Net Surplus/(Deficit)</b>	<b>621</b>	<b>984</b>	<b>363</b>	<b>58.5%</b>

	<b>Oct 2022</b>	<b>Oct 2023</b>		
	<b>Prior</b>	<b>Current</b>		
<b><u>YTD PRIOR YEAR COMPARISON</u></b>	<b><u>YTD Actual</u></b>	<b><u>YTD Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	15,209	16,074	865	5.7%
<b>Operating Assistance</b>	99,979	84,392	(15,586)	-15.6%
<b>Total Oper. Revenues &amp; Assistance</b>	115,188	100,466	(14,721)	-12.8%
Personnel Services	63,044	62,118	(926)	-1.5%
Maintenance & Repairs	5,557	5,999	442	8.0%
Transit Fuel/Power	3,748	2,696	(1,051)	-28.1%
Utilities	1,059	841	(218)	-20.6%
Insurance & Injuries	2,856	3,455	599	21.0%
Safety & Security	3,689	4,213	523	14.2%
General Business/Other	10,876	11,791	915	8.4%
Administrative Cost Reallocation	5,128	5,974	846	16.5%
Other	(123)	(124)	(1)	-0.8%
<b>Total Operating Expenses</b>	95,833	96,962	1,128	1.2%
<b>Operating Income/(Loss)</b>	<b>19,354</b>	<b>3,505</b>	<b>(15,850)</b>	<b>-81.9%</b>
<b>Non-Operating/Capital</b>	<b>(16,744)</b>	<b>1,778</b>	<b>18,522</b>	<b>110.6%</b>
<b>Net Surplus/(Deficit)</b>	<b>2,611</b>	<b>5,283</b>	<b>2,672</b>	<b>102.4%</b>

**AVIATION GROUP**  
**BNIA**  
**KEY ITEM REPORT**  
**OCTOBER 2023**

(\$000 Omitted)

<b><u>MONTH ACTUAL TO BUDGET</u></b>	<b>Oct 2023</b>	<b>Oct 2023</b>	<b><u>Variance</u></b>	<b><u>%</u></b>
	<b><u>Budget</u></b>	<b><u>Actual</u></b>		
<b>Operating Revenues</b>	7,910	7,486	(424)	-5.4%
<b>Operating Assistance</b>	869	869	0	0.0%
<b>Total Operating Revenues &amp; Assistance</b>	8,779	8,355	(424)	-4.8%
Personnel Services	1,353	1,367	14	1.0%
Maintenance & Repairs	1,099	1,174	75	6.8%
Utilities	184	151	(32)	-17.7%
Insurance & Injuries	72	89	17	23.7%
Safety & Security	817	768	(48)	-5.9%
General Business/Other	548	426	(122)	-22.3%
Administrative Cost Reallocation	696	646	(51)	-7.3%
Other	(9)	(39)	(30)	-319.2%
<b>Total Operating Expenses</b>	4,759	4,582	(177)	-3.7%
<b>Operating Income/(Loss)</b>	<b>4,019</b>	<b>3,773</b>	<b>(246)</b>	<b>-6.1%</b>
<b>Non-Operating/Capital</b>	<b>(2,803)</b>	<b>(2,930)</b>	<b>(127)</b>	<b>-4.5%</b>
<b>Net Surplus/(Deficit)</b>	1,216	843	(374)	-30.7%

<b><u>YTD ACTUAL TO BUDGET</u></b>	<b>Oct 2023</b>	<b>Oct 2023</b>	<b><u>Variance</u></b>	<b><u>%</u></b>
	<b><u>YTD Budget</u></b>	<b><u>YTD Actual</u></b>		
<b>Operating Revenues</b>	51,179	49,085	(2,094)	-4.1%
<b>Operating Assistance</b>	6,083	6,083	0	0.0%
<b>Total Operating Revenues &amp; Assistance</b>	57,262	55,168	(2,094)	-3.7%
Personnel Services	9,407	9,363	(44)	-0.5%
Maintenance & Repairs	5,627	5,308	(320)	-5.7%
Utilities	1,328	1,139	(188)	-14.2%
Insurance & Injuries	506	532	26	5.2%
Safety & Security	5,426	5,087	(339)	-6.2%
General Business/Other	3,912	3,330	(582)	-14.9%
Administrative Cost Reallocation	4,662	4,619	(44)	-0.9%
Other	(66)	(486)	(420)	-641.3%
<b>Total Operating Expenses</b>	30,802	28,891	(1,911)	-6.2%
<b>Operating Income/(Loss)</b>	<b>26,460</b>	<b>26,277</b>	<b>(183)</b>	<b>-0.7%</b>
<b>Non-Operating/Capital</b>	<b>(15,189)</b>	<b>(15,427)</b>	<b>(238)</b>	<b>-1.6%</b>
<b>Net Surplus/(Deficit)</b>	11,271	10,850	(421)	-3.7%

**AVIATION GROUP**

**BNIA**

**KEY ITEM REPORT**

**FYE 2024 vs. FYE 2023**

**OCTOBER 2023**

(\$000 Omitted)

<b><u>MONTH PRIOR YEAR COMPARISON</u></b>	<b>Oct 2022</b>	<b>Oct 2023</b>	<b>Variance</b>	<b>%</b>
	<b><u>Actual</u></b>	<b><u>Actual</u></b>		
<b>Operating Revenues</b>	6,659	7,486	827	12.4%
<b>Operating Assistance</b>	877	869	(8)	-0.9%
<b>Total Operating Revenues &amp; Assistance</b>	<b>7,536</b>	<b>8,355</b>	<b>819</b>	<b>10.9%</b>
Personnel Services	1,283	1,367	84	6.5%
Maintenance & Repairs	557	1,174	617	110.7%
Utilities	177	151	(25)	-14.3%
Insurance & Injuries	41	89	48	116.4%
Safety & Security	798	768	(30)	-3.8%
General Business/Other	403	426	22	5.5%
Administrative Cost Reallocation	597	646	49	8.1%
Other	(37)	(39)	(3)	n/a
<b>Total Operating Expenses</b>	<b>3,820</b>	<b>4,582</b>	<b>762</b>	<b>19.9%</b>
<b>Operating Income/(Loss)</b>	<b>3,716</b>	<b>3,773</b>	<b>57</b>	<b>1.5%</b>
<b>Non-Operating/Capital</b>	<b>(1,491)</b>	<b>(2,930)</b>	<b>(1,440)</b>	<b>-96.6%</b>
<b>Net Surplus/(Deficit)</b>	<b>2,226</b>	<b>843</b>	<b>(1,383)</b>	<b>-62.1%</b>

<b><u>YTD PRIOR YEAR COMPARISON</u></b>	<b>Oct 2022</b>	<b>Oct 2023</b>	<b>Variance</b>	<b>%</b>
	<b><u>YTD Actual</u></b>	<b><u>YTD Actual</u></b>		
<b>Operating Revenues</b>	43,909	49,085	5,176	11.8%
<b>Operating Assistance</b>	6,141	6,083	(58)	-0.9%
<b>Total Operating Revenues &amp; Assistance</b>	<b>50,050</b>	<b>55,168</b>	<b>5,118</b>	<b>10.2%</b>
Personnel Services	8,745	9,363	618	7.1%
Maintenance & Repairs	5,023	5,308	284	5.7%
Utilities	1,524	1,139	(384)	-25.2%
Insurance & Injuries	398	532	133	33.5%
Safety & Security	4,996	5,087	91	1.8%
General Business/Other	3,071	3,330	259	8.4%
Administrative Cost Reallocation	3,965	4,619	654	16.5%
Other	(53)	(486)	(433)	n/a
<b>Total Operating Expenses</b>	<b>27,669</b>	<b>28,891</b>	<b>1,222</b>	<b>4.4%</b>
<b>Operating Income/(Loss)</b>	<b>22,381</b>	<b>26,277</b>	<b>3,896</b>	<b>17.4%</b>
<b>Non-Operating/Capital</b>	<b>(10,787)</b>	<b>(15,427)</b>	<b>(4,640)</b>	<b>-43.0%</b>
<b>Net Surplus/(Deficit)</b>	<b>11,594</b>	<b>10,850</b>	<b>(744)</b>	<b>-6.4%</b>

**AVIATION GROUP**  
**NFIA**  
**KEY ITEM REPORT**  
**OCTOBER 2023**

(\$000 Omitted)

	<b>Oct 2023</b>	<b>Oct 2023</b>		
<b><u>MONTH ACTUAL TO BUDGET</u></b>	<b><u>Budget</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues &amp; Assistance</b>	143	118	(25)	-17.4%
Personnel Services	156	141	(14)	-9.3%
Maintenance & Repairs	65	75	10	14.9%
Utilities	31	18	(13)	-41.9%
Insurance & Injuries	19	30	11	56.6%
Safety & Security	32	20	(12)	-36.2%
General Business/Other	33	18	(15)	-46.0%
Administrative Cost Reallocation	159	147	(12)	-7.3%
Other	0	0	0	n/a
<b>Total Operating Expenses</b>	495	449	(45)	-9.1%
<b>Operating Income/(Loss)</b>	<b>(351)</b>	<b>(331)</b>	<b>20</b>	<b>5.8%</b>
<b>Non-Operating/Capital</b>	61	59	(2)	-2.8%
<b>Net Surplus/(Deficit)</b>	<b>(291)</b>	<b>(272)</b>	<b>19</b>	<b>6.4%</b>

	<b>Oct 2023</b>	<b>Oct 2023</b>		
<b><u>YTD ACTUAL TO BUDGET</u></b>	<b><u>YTD Budget</u></b>	<b><u>YTD Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues &amp; Assistance</b>	1,076	929	(147)	-13.6%
Personnel Services	1,081	896	(184)	-17.1%
Maintenance & Repairs	688	641	(48)	-6.9%
Utilities	212	122	(90)	-42.5%
Insurance & Injuries	134	190	56	41.9%
Safety & Security	211	192	(19)	-9.1%
General Business/Other	233	172	(61)	-26.3%
Administrative Cost Reallocation	1,064	1,054	(10)	-0.9%
Other	0	0	0	n/a
<b>Total Operating Expenses</b>	3,622	3,266	(356)	-9.8%
<b>Operating Income/(Loss)</b>	<b>(2,546)</b>	<b>(2,337)</b>	<b>210</b>	<b>8.2%</b>
<b>Non-Operating/Capital</b>	377	331	(46)	-12.1%
<b>Net Surplus/(Deficit)</b>	<b>(2,169)</b>	<b>(2,005)</b>	<b>164</b>	<b>7.6%</b>

**AVIATION GROUP**  
**NFLA**  
**KEY ITEM REPORT**  
**FYE 2024 vs. FYE 2023**  
**OCTOBER 2023**

(\$000 Omitted)

	<b>Oct 2022</b>	<b>Oct 2023</b>		
<b><u>MONTH PRIOR YEAR COMPARISON</u></b>	<b><u>Actual</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues &amp; Assistance</b>	143	118	(24)	-17.1%
Personnel Services	122	141	19	15.6%
Maintenance & Repairs	37	75	38	102.5%
Utilities	24	18	(6)	-25.6%
Insurance & Injuries	17	30	13	73.3%
Safety & Security	26	20	(5)	-20.2%
General Business/Other	18	18	0	1.7%
Administrative Cost Reallocation	136	147	11	8.1%
Other	(1)	0	1	100.0%
<b>Total Operating Expenses</b>	378	449	71	18.8%
<b>Operating Income/(Loss)</b>	<b>(236)</b>	<b>(331)</b>	<b>(95)</b>	<b>-40.5%</b>
<b>Non-Operating/Capital</b>	33	59	26	79.7%
<b>Net Surplus/(Deficit)</b>	(203)	(272)	(69)	-34.1%

	<b>Oct 2022</b>	<b>Oct 2023</b>		
	<b>Prior</b>	<b>Current</b>		
<b><u>YTD PRIOR YEAR COMPARISON</u></b>	<b><u>YTD Actual</u></b>	<b><u>YTD Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues &amp; Assistance</b>	1,059	929	(129)	-12.2%
Personnel Services	970	896	(73)	-7.6%
Maintenance & Repairs	616	641	25	4.0%
Utilities	176	122	(55)	-30.9%
Insurance & Injuries	129	190	60	46.6%
Safety & Security	228	192	(37)	-16.0%
General Business/Other	179	172	(7)	-4.0%
Administrative Cost Reallocation	905	1,054	149	16.5%
Other	(26)	0	26	100.0%
<b>Total Operating Expenses</b>	3,177	3,266	89	2.8%
<b>Operating Income/(Loss)</b>	<b>(2,118)</b>	<b>(2,337)</b>	<b>(218)</b>	<b>-10.3%</b>
<b>Non-Operating/Capital</b>	434	331	(103)	-23.7%
<b>Net Surplus/(Deficit)</b>	(1,684)	(2,005)	(321)	-19.1%

**FACILITIES & PROPERTIES GROUP**

**TRANSPORTATION CENTERS**

**KEY ITEM REPORT**

**OCTOBER 2023**

(\$000 Omitted)

	<b>Oct 2023</b>	<b>Oct 2023</b>		
<b><u>MONTH ACTUAL TO BUDGET</u></b>	<b><u>Budget</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	206	192	(14)	-6.9%
Personnel Services	128	118	(10)	-8.1%
Maintenance & Repairs	27	37	10	39.1%
Utilities	28	25	(2)	-8.6%
Insurance & Injuries	7	7	(0)	-2.9%
Safety & Security	62	50	(12)	-19.9%
General Business/Other	5	2	(3)	-61.0%
Administrative Cost Reallocation	93	86	(7)	-7.3%
Other	(5)	(5)	0	4.5%
<b>Total Operating Expenses</b>	345	321	(24)	-7.0%
<b>Operating Income/(Loss)</b>	<b>(139)</b>	<b>(129)</b>	<b>10</b>	<b>7.2%</b>
<b>Non-Operating/Capital</b>	17	28	12	69.7%
<b>Net Surplus/(Deficit)</b>	<b>(123)</b>	<b>(101)</b>	<b>22</b>	<b>17.6%</b>

	<b>Oct 2023</b>	<b>Oct 2023</b>		
<b><u>YTD ACTUAL TO BUDGET</u></b>	<b><u>YTD Budget</u></b>	<b><u>YTD Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	1,419	1,360	(60)	-4.2%
Personnel Services	910	833	(78)	-8.5%
Maintenance & Repairs	202	179	(23)	-11.5%
Utilities	229	177	(52)	-22.9%
Insurance & Injuries	52	39	(13)	-24.6%
Safety & Security	406	373	(34)	-8.3%
General Business/Other	26	11	(15)	-59.0%
Administrative Cost Reallocation	623	617	(6)	-0.9%
Other	(35)	(34)	1	3.0%
<b>Total Operating Expenses</b>	2,414	2,194	(220)	-9.1%
<b>Operating Income/(Loss)</b>	<b>(994)</b>	<b>(834)</b>	<b>160</b>	<b>16.1%</b>
<b>Non-Operating/Capital</b>	(203)	(73)	131	64.2%
<b>Net Surplus/(Deficit)</b>	<b>(1,198)</b>	<b>(907)</b>	<b>291</b>	<b>24.3%</b>

**FACILITIES & PROPERTIES GROUP**

**TRANSPORTATION CENTERS**

**KEY ITEM REPORT**

**FYE 2024 vs. FYE 2023**

**OCTOBER 2023**

(\$000 Omitted)

	Oct 2022	Oct 2023		
<b><u>MONTH PRIOR YEAR COMPARISON</u></b>	<b><u>Actual</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	224	192	(33)	-14.7%
Personnel Services	115	118	3	2.8%
Maintenance & Repairs	23	37	14	62.6%
Utilities	26	25	(1)	-4.4%
Insurance & Injuries	4	7	3	89.6%
Safety & Security	57	50	(8)	-13.7%
General Business/Other	2	2	(0)	-8.7%
Administrative Cost Reallocation	80	86	6	8.1%
Other	(6)	(5)	1	15.7%
<b>Total Operating Expenses</b>	301	321	19	6.3%
<b>Operating Income/(Loss)</b>	<b>(77)</b>	<b>(129)</b>	<b>(52)</b>	<b>-67.5%</b>
<b>Non-Operating/Capital</b>	13	28	15	114.6%
<b>Net Surplus/(Deficit)</b>	<b>(64)</b>	<b>(101)</b>	<b>(37)</b>	<b>-57.8%</b>

	Oct 2022	Oct 2023		
	<b><u>Prior</u></b>	<b><u>Current</u></b>		
<b><u>YTD PRIOR YEAR COMPARISON</u></b>	<b><u>YTD Actual</u></b>	<b><u>YTD Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	1,542	1,360	(182)	-11.8%
Personnel Services	774	833	59	7.6%
Maintenance & Repairs	163	179	16	9.6%
Utilities	242	177	(65)	-27.0%
Insurance & Injuries	40	39	(1)	-2.5%
Safety & Security	366	373	7	1.9%
General Business/Other	14	11	(4)	-25.9%
Administrative Cost Reallocation	530	617	87	16.5%
Other	(34)	(34)	0	1.1%
<b>Total Operating Expenses</b>	2,095	2,194	99	4.7%
<b>Operating Income/(Loss)</b>	<b>(553)</b>	<b>(834)</b>	<b>(281)</b>	<b>-50.9%</b>
<b>Non-Operating/Capital</b>	82	(73)	(154)	-189.1%
<b>Net Surplus/(Deficit)</b>	<b>(471)</b>	<b>(907)</b>	<b>(436)</b>	<b>-92.4%</b>

**FACILITIES & PROPERTIES GROUP**  
**PROPERTY DEVELOPMENT**  
**KEY ITEM REPORT**  
**OCTOBER 2023**

(\$000 Omitted)

<b><u>MONTH ACTUAL TO BUDGET</u></b>	<b>Oct 2023</b>	<b>Oct 2023</b>		
	<b><u>Budget</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	320	337	17	5.4%
Personnel Services	30	26	(4)	-13.2%
Maintenance & Repairs	30	37	7	23.9%
Utilities	34	24	(10)	-28.7%
Insurance & Injuries	11	11	1	4.9%
Safety & Security	0	0	0	n/a
General Business/Other	12	9	(3)	-21.5%
Administrative Cost Reallocation	196	182	(14)	-7.3%
Other	0	0	0	n/a
<b>Total Operating Expenses</b>	<b>312</b>	<b>290</b>	<b>(23)</b>	<b>-7.2%</b>
<b>Operating Income/(Loss)</b>	<b>8</b>	<b>48</b>	<b>40</b>	<b>498.3%</b>
<b>Non-Operating/Capital</b>	<b>96</b>	<b>93</b>	<b>(2)</b>	<b>-2.2%</b>
<b>Net Surplus/(Deficit)</b>	<b>104</b>	<b>141</b>	<b>38</b>	<b>36.4%</b>

<b><u>YTD ACTUAL TO BUDGET</u></b>	<b>Oct 2023</b>	<b>Oct 2023</b>		
	<b><u>YTD Budget</u></b>	<b><u>YTD Actual</u></b>	<b><u>Variance</u></b>	<b><u>%</u></b>
<b>Operating Revenues</b>	2,302	2,436	134	5.8%
Personnel Services	209	212	3	1.3%
Maintenance & Repairs	245	397	152	62.1%
Utilities	236	178	(58)	-24.5%
Insurance & Injuries	76	77	1	1.7%
Safety & Security	0	0	0	n/a
General Business/Other	69	66	(2)	-3.5%
Administrative Cost Reallocation	1,313	1,301	(12)	-0.9%
Other	0	0	0	n/a
<b>Total Operating Expenses</b>	<b>2,148</b>	<b>2,231</b>	<b>84</b>	<b>3.9%</b>
<b>Operating Income/(Loss)</b>	<b>155</b>	<b>204</b>	<b>50</b>	<b>32.3%</b>
<b>Non-Operating/Capital</b>	<b>511</b>	<b>62</b>	<b>(450)</b>	<b>-88.0%</b>
<b>Net Surplus/(Deficit)</b>	<b>666</b>	<b>266</b>	<b>(400)</b>	<b>-60.1%</b>

**FACILITIES & PROPERTIES GROUP**

**PROPERTY DEVELOPMENT**

**KEY ITEM REPORT**

**FYE 2024 vs. FYE 2023**

**OCTOBER 2023**

(\$000 Omitted)

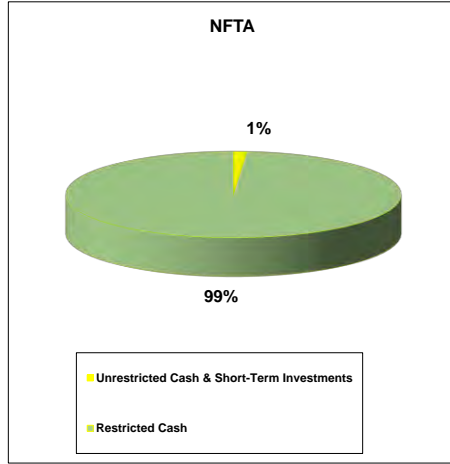
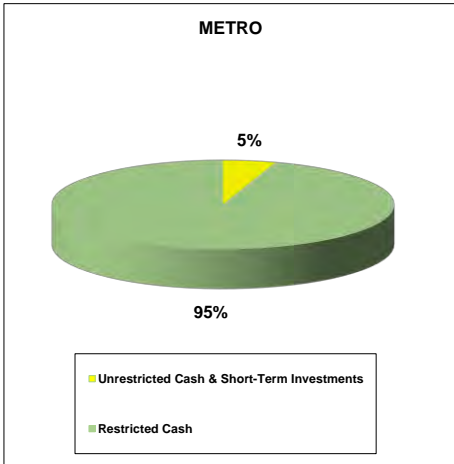
<b><u>MONTH PRIOR YEAR COMPARISON</u></b>	<b>Oct 2022</b>	<b>Oct 2023</b>	<b><u>Variance</u></b>	<b><u>%</u></b>
	<b><u>Actual</u></b>	<b><u>Actual</u></b>		
<b>Operating Revenues</b>	316	337	22	6.8%
Personnel Services	18	26	8	46.5%
Maintenance & Repairs	20	37	18	89.1%
Utilities	31	24	(7)	-23.6%
Insurance & Injuries	7	11	4	59.0%
Safety & Security	0	0	0	n/a
General Business/Other	12	9	(3)	-24.0%
Administrative Cost Reallocation	168	182	14	8.1%
Other	0	0	0	n/a
<b>Total Operating Expenses</b>	<b>256</b>	<b>290</b>	<b>33</b>	<b>13.0%</b>
<b>Operating Income/(Loss)</b>	<b>60</b>	<b>48</b>	<b>(12)</b>	<b>-19.8%</b>
<b>Non-Operating/Capital</b>	<b>(28)</b>	<b>93</b>	<b>121</b>	<b>435.2%</b>
<b>Net Surplus/(Deficit)</b>	<b>32</b>	<b>141</b>	<b>110</b>	<b>345.9%</b>

<b><u>YTD PRIOR YEAR COMPARISON</u></b>	<b>Oct 2022</b>	<b>Oct 2023</b>	<b><u>Variance</u></b>	<b><u>%</u></b>
	<b><u>Prior YTD Actual</u></b>	<b><u>Current YTD Actual</u></b>		
<b>Operating Revenues</b>	2,253	2,436	182	8.1%
Personnel Services	125	212	87	69.4%
Maintenance & Repairs	200	397	198	99.0%
Utilities	256	178	(78)	-30.4%
Insurance & Injuries	52	77	25	49.4%
Safety & Security	0	0	0	n/a
General Business/Other	64	66	3	4.2%
Administrative Cost Reallocation	1,117	1,301	184	16.5%
Other	0	0	0	n/a
<b>Total Operating Expenses</b>	<b>1,812</b>	<b>2,231</b>	<b>419</b>	<b>23.1%</b>
<b>Operating Income/(Loss)</b>	<b>441</b>	<b>204</b>	<b>(237)</b>	<b>-53.7%</b>
<b>Non-Operating/Capital</b>	<b>(70)</b>	<b>62</b>	<b>132</b>	<b>187.6%</b>
<b>Net Surplus/(Deficit)</b>	<b>371</b>	<b>266</b>	<b>(105)</b>	<b>-28.3%</b>

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY**  
**NIAGARA FRONTIER TRANSIT METRO SYSTEMS, INC**  
**Cash Management Report**  
**As of October 31, 2023**

(\$000 Omitted)						
	<u>METRO</u>	<u>NFTA</u>	<u>Authority &amp; Metro Consolidated</u>	<u>Projected</u>	<u>Variance</u>	<u>Variance Analysis:</u>
Unrestricted Cash & Short-Term Investments	\$9,830	\$1,677	\$11,506	\$2,004	\$9,502	Higher than budgeted Metro passenger fares, NYSTOA, and interest income as well as lower Metro operating expenses and direct capital, partially offset by lower Mortgage Tax.
Restricted Cash	<u>\$187,763</u>	<u>\$128,509</u>	<u>\$316,272</u>	<u>\$315,695</u>	<u>\$577</u>	Lower operating expenses at BNIA and NFIA, partially offset by lower operating revenues and higher direct capital at BNIA and NFIA.
<b>Total Cash Position:</b>	<u>\$197,593</u>	<u>\$130,186</u>	<u>\$327,778</u>	<u>\$317,699</u>	<u>\$10,079</u>	

All NFTA & Metro Investments are in compliance with New York State Investment Guidelines for Public Authorities



<b>NFTA &amp; METRO WEIGHTED INTEREST RATE 3.41% BUDGETED INTEREST RATE 1.20%</b>
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	<u>October-23</u>	<u>YTD</u>
Budgeted Interest Income	\$ 110,000	\$ 1,300,000
Actual Interest Income	<u>\$ 871,151</u>	<u>\$ 6,103,626</u>
Comparison to Budget	<u>\$ 761,151</u>	<u>\$ 4,803,626</u>

## NIAGARA FRONTIER TRANSPORTATION AUTHORITY

### MISSION STATEMENT

**The Niagara Frontier Transportation Authority is a multimodal entity encompassing a skilled and dedicated work force. We are firmly committed to providing safe, efficient, professional and sustainable transportation services that enhance the quality of life throughout the Buffalo Niagara region in a manner consistent with the needs of our customers.**

Today, we are presenting a tentative, balanced budget for FYE 2025 that reflects the Authority’s vision and mission and that of each of the strategic business units and is consistent with NFTA’s Strategic Plan. The budget will be submitted to New York State by December 31, 2023.

The budget includes cost control measures and projects, technology improvements and green initiatives that will provide safe, efficient, professional, and sustainable transportation services that enhance the quality of life throughout the Buffalo Niagara region. The NFTA/Metro combined budget is \$367.3 million. The overall budget is summarized below by business center.

### FYE 2025 Budget vs. FYE 2024 Budget Net Surplus/(Deficit)

	FYE 2024 BUDGET	FYE 2025 BUDGET	VARIANCE	%
BNIA	5,332,608	6,336,763	1,004,155	18.8%
NFIA	<u>(5,332,608)</u>	<u>(6,336,763)</u>	<u>(1,004,155)</u>	<u>18.8%</u>
Total Aviation	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
Metro	5,082,500	4,919,335	(163,165)	-3.2%
Transportation Centers	<u>(5,082,500)</u>	<u>(4,919,335)</u>	<u>163,165</u>	<u>-3.2%</u>
Total Surface Transportation	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
Property Development	<u>0</u>	<u>0</u>	<u>0</u>	<u>n/a</u>
NFTA/Metro Combined	0	0	0	n/a

**FYE 2024/2025 ANNUAL OPERATING & CAPITAL BUDGET HIGHLIGHTS,  
COMPARING THE FYE 2024 BUDGET TO THE FYE 2025 BUDGET**

- Metro base fare remains \$2.00. The last fare increase was in 2012
- New York State Operating Assistance increasing \$28,243k; including an additional \$12,000k of rail dedicated funds
- Total Federal Operating Assistance to decrease \$23,192k, or 21.8%, primarily due to a decrease of COVID-19 relief funds to be recognized in FYE 2025, as we expect to expend the remaining available funds
- Erie County Sales Tax is anticipated to increase \$955k, or 3.5%, based on recent trends
- Mortgage Tax is anticipated to decrease \$2,748k, or 21.0%, consistent with recent trends
- BNIA is assuming an increase in enplanements resulting from current trends and projections
- NFTA/Metro does not assume full staffing and reflects attrition based on historical vacancy data
- NFTA/Metro contractual/step increases reflective of labor agreements
- Metro fringe benefit rate - 79.0%; NFTA fringe benefit rate - 57.0%
- NFTA/Metro health insurance costs are increasing by 5.0%, consistent with our FYE 2024 forecast and recent trends
- NFTA/Metro workers' compensation costs are increasing by 10.0%
- NFTA/Metro maintenance and repairs are increasing \$6,218k, or 23.8%, as higher Metro revenue vehicle maintenance, facilities, and rail contract costs, as well as increasing BNIA baggage maintenance and automotive expenses all contribute to the variance
- Higher insurance and injuries expenses of \$1,975k, or 29.5%, as FYE 2025 anticipates an increase to insurance premiums
- NFTA/Metro general business/other is increasing \$1,936k, or 4.7%, due to higher Metro outside service costs including fare collection contracts/services, and Central Administration outside service costs and general office expenses

## AVIATION

### AVIATION MISSION

**Serves as a catalyst for economic growth by maintaining cost effective, customer oriented, efficient airports to attract and retain comprehensive and competitive air transportation services.**

### BUFFALO NIAGARA INTERNATIONAL AIRPORT (BNIA)

	FYE 2024 Budget	FYE 2025 Budget	Dollar Variance	Percentage Variance
Operating Revenue	89,489,080	99,551,613	10,062,533	11.2%
Operating Assistance	10,428,107	3,841,419	(6,586,688)	-63.2%
Total Oper. Revs & Asst.	99,917,187	103,393,032	3,475,845	3.5%
Operating Expenses	59,864,867	65,057,071	5,192,205	8.7%
<b>Operating Income/(Loss)</b>	<b>40,052,320</b>	<b>38,335,961</b>	<b>(1,716,360)</b>	<b>-4.3%</b>
Non-operating/Capital	(34,719,712)	(31,999,198)	2,720,515	-7.8%
<b>Net Surplus/(Deficit)</b>	<b>5,332,608</b>	<b>6,336,763</b>	<b>1,004,155</b>	<b>18.8%</b>

BNIA will continue to maintain a competitive air service environment with a diversification of airlines. The FYE 2025 budget reflects continued recovery in enplanements from the impact of the COVID-19 pandemic, resulting in concessions/commissions revenue to increase \$3,813k, or 10.2%, from the FYE 2024 budget. Compensatory revenue is increasing 6,250k, or 6.6% due to higher direct expenses from an increase in anticipated business activity related to enplanement projections.

Total operating expenses are rising 8.7%, as operations return back to pre-pandemic levels. Increases in non-represented and contractual salaries and fringe costs, as well as higher maintenance and repair expenses, such as increasing baggage maintenance and automotive expenses, along with higher insurance and injuries expenses, as increasing insurance premiums, contribute to the expense variance.

Operating Assistance of \$3,841k consists of Federal assistance provided for operating expenses to offset the impact of the pandemic on airport activity.

Non-operating/capital costs are decreasing 7.8%, as the maturing of the refinanced 2004 bonds in FYE 2024 contributes to the variance.

Key capital projects include:

- Runway 5/23 Improvements
- Luiz F. Kahl Way Repavement
- Terminal HVAC Replacement
- Baggage System Lower-Level Controls
- Passenger Boarding Bridge Replacement

## NIAGARA FALLS INTERNATIONAL AIRPORT (NFIA)

	FYE 2024 Budget	FYE 2025 Budget	Dollar Variance	Percentage Variance
Operating Revenue	1,869,997	1,796,946	(73,051)	-3.9%
Operating Expenses	6,514,083	7,186,377	672,294	10.3%
<b>Operating Income/(Loss)</b>	<b>(4,644,086)</b>	<b>(5,389,431)</b>	<b>(745,345)</b>	<b>16.0%</b>
Non-operating/Capital	(688,522)	(947,332)	(258,810)	37.6%
<b>Net Surplus/(Deficit)</b>	<b>(5,332,608)</b>	<b>(6,336,763)</b>	<b>(1,004,155)</b>	<b>18.8%</b>

The NFIA has a positive economic impact on the Niagara region. This joint use facility with the US Air Force Reserves will continue to assist the Niagara Falls Airbase to maintain its presence in the region.

The budget for FYE 2025 reflects a decrease in operating revenues of \$73k, or 3.9%, reflective of a projected decrease in rental income.

Operating expenses are up 10.3%, and includes increases in materials/supplies/service costs and environmental expenses, along with anticipated increase in insurance premiums.

Non-operating/capital costs are increasing by \$259k as the FYE 2025 budget includes funds for multi-task equipment.

Key capital projects include:

- Snowblower Replacement
- Taxiway D Realignment and Extension
- Replacement of Two Loaders

## SURFACE TRANSPORTATION

### SURFACE TRANSPORTATION MISSION

Enhance the quality of life of residents and visitors by providing the highest level of safe, clean, affordable, responsive, and reliable transportation through a coordinated and convenient bus and rail system.

### METRO CONSOLIDATED

	FYE 2024 Budget	FYE 2025 Budget	Dollar Variance	Percentage Variance
Operating Revenues	25,333,492	29,013,010	3,679,518	14.5%
Operating Assistance	215,386,673	225,231,592	9,844,919	4.6%
Total Oper. Revs & Asst.	240,720,165	254,244,602	13,524,437	5.6%
Operating Expenses	183,466,218	193,452,520	9,986,302	5.4%
<b>Operating Income/(Loss)</b>	<b>57,253,946</b>	<b>60,792,082</b>	<b>3,538,136</b>	<b>6.2%</b>
Non-operating/Capital	(52,171,446)	(55,872,747)	(3,701,301)	7.1%
<b>Net Surplus/(Deficit)</b>	<b>5,082,500</b>	<b>4,919,335</b>	<b>(163,165)</b>	<b>-3.2%</b>

### METRO TRANSPORTATION CENTERS

	FYE 2024 Budget	FYE 2025 Budget	Dollar Variance	Percentage Variance
Operating Revenues	2,776,700	2,855,660	78,960	2.8%
Operating Expenses	4,272,676	4,558,301	285,625	6.7%
<b>Operating Income/(Loss)</b>	<b>(1,495,976)</b>	<b>(1,702,641)</b>	<b>(206,665)</b>	<b>13.8%</b>
Non-operating/Capital	(3,586,524)	(3,216,694)	369,830	-10.3%
<b>Net Surplus/(Deficit)</b>	<b>(5,082,500)</b>	<b>(4,919,335)</b>	<b>163,165</b>	<b>-3.2%</b>

### METRO CONSOLIDATED & TRANSPORTATION CENTERS NET SURPLUS/(DEFICIT)

	FYE 2024 Budget	FYE 2025 Budget	Dollar Variance	Percentage Variance
Metro Consolidated	5,082,500	4,919,335	(163,165)	-3.2%
Metro Transp. Ctrs.	(5,082,500)	(4,919,335)	163,165	-3.2%
<b>Metro Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>n/a</b>

The Metro Consolidated budget has no increase in the base fare for the 12<sup>th</sup> straight year. Revenues are increasing \$3,611k, as we anticipate ridership to continue to rebound from the impact of the COVID-19 pandemic.

The FYE 2025 budget includes FTA COVID Relief operating assistance funds of \$58,839k for expenditures as operations continue to recovery from the impact of the COVID-19 pandemic.

Expenses are increasing \$9,986k, or 5.4%, as increases in fringe costs and contractual salaries, along with higher maintenance and repair costs, such as higher revenue vehicle maintenance, facilities and rail contract costs, insurance premiums, MIS network equipment/maintenance/security costs and software license expenses, contribute to the variance.

Key capital projects include:

- New Buses
- DL&W Terminal 2<sup>nd</sup> Floor Core/Shell/Bridge
- Rail Track Bed Crossover Installation (Mohawk/Eagle)
- Bailey Corridor Bus Rapid Transit (BRT)
- Metro Transit Expansion
- MTC Exterior Facade, Window and Roof Replacement

## PROPERTY DEVELOPMENT

### PROPERTY DEVELOPMENT MISSION

**Manage and develop the NFTA-owned real property to optimize the generation of self-supporting discretionary revenue to support our transportation businesses while fostering economic growth.**

	<b>FYE 2024 Budget</b>	<b>FYE 2025 Budget</b>	<b>Dollar Variance</b>	<b>Percentage Variance</b>
Operating Revenues	4,084,514	4,303,397	218,883	5.4%
Operating Expenses	3,795,523	4,304,254	508,731	13.4%
<b>Operating Income/(Loss)</b>	<b>288,991</b>	<b>(857)</b>	<b>(289,848)</b>	<b>-100.3%</b>
Non-operating/Capital	(288,991)	857	289,848	-100.3%
<b>Net Surplus/(Deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>n/a</b>

Property Development revenues increasing \$219k based on recent lease/vacancy forecasts.

Key capital projects include:

- 485 Cayuga Bay 1, 2, 3, 4 and 5 Roof Replacement
- 485 Cayuga Parking Lot Upgrades
- 485 Cayuga New Elevator

## CENTRAL ADMINISTRATION

### SUPPORT SERVICES MISSION

**Proactively provide high quality, coordinated, innovative, technological, cost-effective support service solutions for our internal and external stakeholders.**

Central Administration consists of the Executive Branch, EEO/Diversity Development, General Counsel, Engineering, Operations and Information Technology, Public Affairs, Human Resources, and Finance and Administration.

	<b>FYE 2024</b>	<b>FYE 2025</b>	<b>Dollar</b>	<b>Percentage</b>
	<b>Budget</b>	<b>Budget</b>	<b>Variance</b>	<b>Variance</b>
Operating Assistance	716,142	716,142	0	0.0%
Operating Expenses	22,675,631	24,204,085	1,528,454	6.7%
<b>Operating Income/(Loss)</b>	<b>(21,959,489)</b>	<b>(23,487,943)</b>	<b>(1,528,454)</b>	<b>7.0%</b>
Non-operating/Capital	(6,058,950)	(6,271,970)	(213,020)	3.5%
<b>Net Surplus/(Deficit)</b>	<b>(28,018,439)</b>	<b>(29,759,913)</b>	<b>(1,741,474)</b>	<b>6.2%</b>

FYE 2025 Operating Assistance remains flat from FYE 2024.

Operating Expenses are increasing mainly due to contractual increase in police salaries, increases in non-represented and other contractual salaries and fringe costs, along with higher outside service costs and general office expenses.

Key capital projects include:

- MIS Enterprise System Replacement
- MIS Lawson Upgrades/Expansion
- Electronic Records Management Project (Digitization/Software)
- TAPD Police Vehicles

# Safety - October 2023

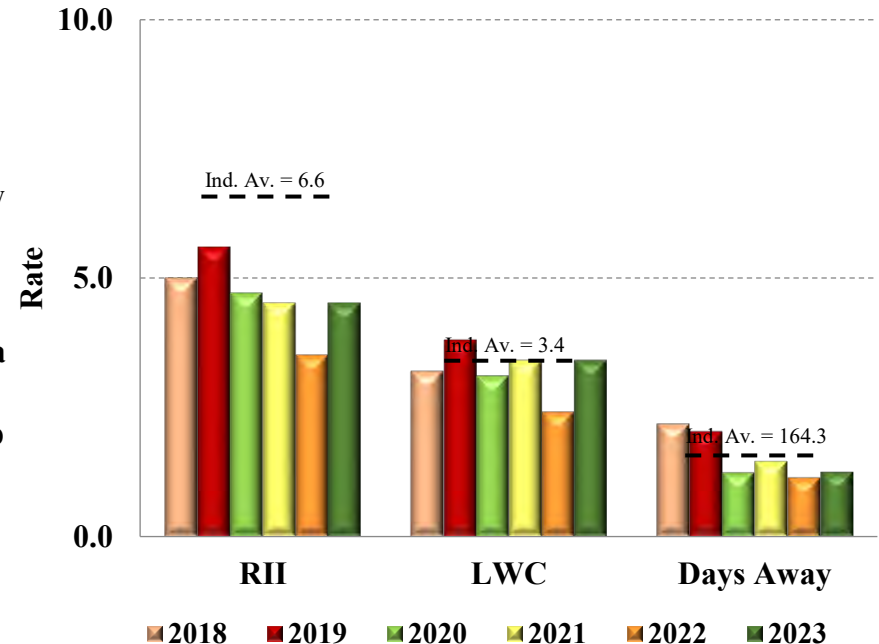
## Workplace Safety - October

- **Five (5) Recordable Injuries (RII), Three (3) Lost Workday Cases (LWC), Twenty-four (24) Days Away from work**
  - **Injured Employees:**
    - **Two Maintenance Employees, One Paratransit Operator, One Rail Ambassador, One TAPD Officer**
    - **Two injuries caused by 3<sup>rd</sup> party**
      - **One vehicle accident referred to Accident Review Committee**
      - **One shoulder dislocation when suspect fell on Officer while resisting arrest**
    - **One shoulder and forearm strain while emptying a large recycle bin**
    - **One knee strain when railcar made an abrupt stop**
    - **One laceration to fingers while reassembling a man lift due to improper technique**
  - **Recordable Injuries 29% increase year over year**
  - **Lost Time Injuries 42% increase year over year**
  - **Days Away 9% increase year over year**

### Comments:

NFTA received the draft report from the Public Transportation Safety Board Triennial Rail Safety Audit and no significant findings were identified.

## Safety Trends YTD Comparisons



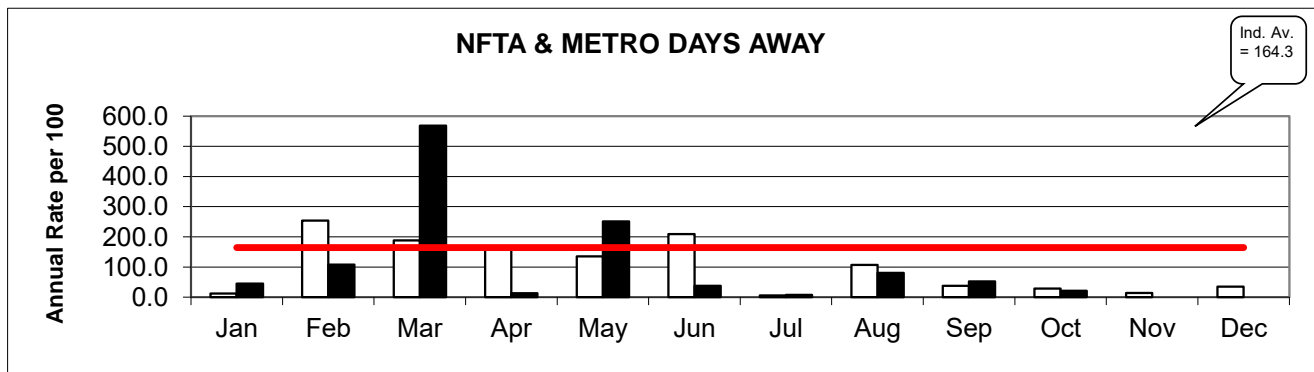
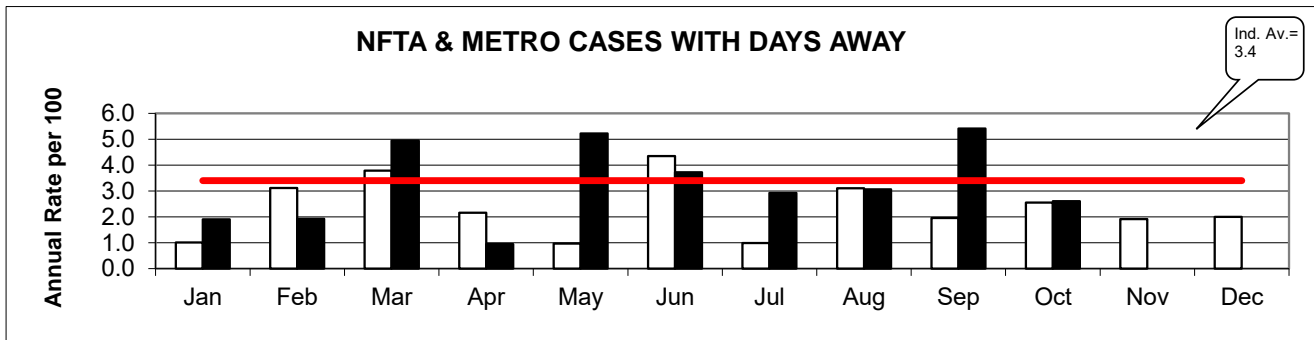
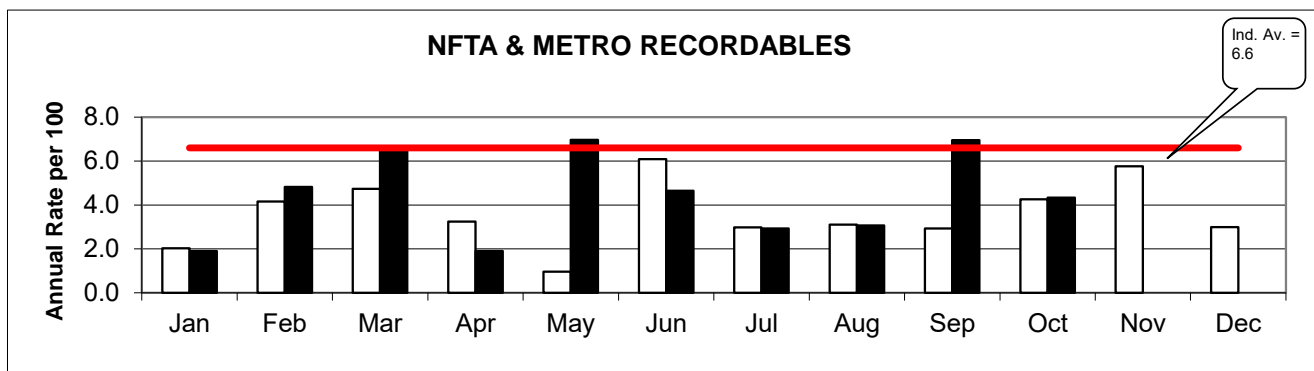
*RII = Recordable Injury/Illness*

*LWC = Lost Workday Case*

*Days Away (Rate in 100's of Days)*

## NFTA & METRO 2023 vs. 2022 MONTHLY SAFETY STATISTICS

	Recordables				Cases With Days Away (Lost Time)						Days Away (Severity)			
	2022		2023		2022			2023			2022		2023	
	Rate	#	Rate	#	Rate	#	Open	Rate	#	Open	Rate	#	Rate	#
Jan	2.0	2	1.9	2	1.0	1	0	1.9	2	0	12.1	12	44.7	47
Feb	4.2	4	4.8	5	3.1	3	0	1.9	2	0	253.6	244	108.1	112
Mar	4.7	5	6.6	8	3.8	4	1	4.9	6	3	188.3	199	568.7	690
Apr	3.2	3	1.9	2	2.2	2	0	0.9	1	0	164.2	152	13.3	14
May	1.0	1	7.0	8	1.0	1	0	5.2	6	0	135.0	140	250.7	288
Jun	6.1	7	4.7	5	4.3	5	2	3.7	4	0	208.8	240	37.2	40
Jul	3.0	3	2.9	3	1.0	1	0	2.9	3	0	6.0	6	7.8	8
Aug	3.1	3	3.1	3	3.1	3	1	3.1	3	0	106.5	103	80.6	79
Sep	2.9	3	7.0	9	2.0	2	1	5.4	7	1	37.2	38	51.8	67
Oct	4.3	5	4.3	5	2.6	3	1	2.6	3	1	28.1	33	20.8	24
Nov	5.8	6	0.0		1.9	2	0	0.0			13.4	14	0.0	
Dec	3.0	3	0.0		2.0	2	1	0.0			35.0	35	0.0	
Jan-Oct	3.5	36	4.5	50	2.4	25	6	3.4	37	5	113.4	1167	124.1	1369



2022  
2023

\* US Bureau of Labor Statistics - Transit Systems

As of 11/17/2023

## Recordable Injury Summaries for the Month of October 2023

Date	Job Title	Location	Injury/ Illness Description	What Happened	Root Cause	Supervisors Initial Action Taken	Lost Time	# Of Priors
10/2/2023	Paratransit Operator	Frontier Station	Multiple upper-body strains.	While parked, bus was struck by a vehicle resulting in a headache and pain from neck to fingertips on the operator's left and right side.	3 <sup>rd</sup> party action.	Referred to accident review.	Yes RTW	0
10/4/2023	Custodian	BNIA Terminal	Shoulder and forearm strain.	When removing a heavy bag of recyclables from the bin, employee strained their shoulder and forearm.	Manual lifting of heavy recycling bags.	Added additional recycling bins and increased frequency to empty bins.	No	0
10/9/2023	Rail Ambassador	South Park Rail	Knee strain.	While riding the train, it came to an abrupt stop causing employee to brace themselves resulting in a knee injury.	Ongoing investigation.	Ongoing investigation.	Yes	1 1 - LT
10/14/2023	Police Officer	TAPD	Shoulder dislocation.	While escorting a subject under arrest, the subject tripped the officer causing them both to fall. Subject landed on officer resulting in a shoulder dislocation.	3 <sup>rd</sup> party action.	Reinstructed employee to ask for assistance where available when escorting a subject into custody.	Yes RTW	0
10/24/2023	Specialist	Cold Spring Shop	Finger Lacerations	When reassembling a man lift railing, the employee lost grip and it fell on employee's hand resulting in lacerations on their thumb and middle finger.	Improper technique.	Reinstructed employee on proper procedures when performing maintenance on man lift.	No	0

### Estimated cost for the 5 injuries above

NFTA Loss History Est. Costs	National Council on Compensation Insurance Inc (NCCI) Calculated Costs <sup>i</sup>		
Direct Costs <sup>ii</sup>	Direct Costs	Indirect Costs	Total Costs
\$165,237.00	\$193,131.00	\$212,443.00	\$405,574

<sup>i</sup> Calculations were obtained by using OSHA's "Safety Pays Program" which uses National NCCI data from 2013-2015

<sup>ii</sup> Average Total Incurred per year is \$4,802,872.36

**Grants and Government Affairs Report**  
**December 2023 Audit, Governance and Finance Committee Meeting**  
**As of December 5, 2023**

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Federal Government Affairs

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*Federal Fiscal Year (FFY) 2024 Appropriations*

On November 16, 2023, Congress enacted the Further Continuing Appropriations and Other Extensions Act, 2024 (P.L. 118-22). The Continuing Resolution (CR) prevents a government shutdown. For the U.S. Department of Transportation (DOT) and some other Departments (e.g., Department of Agriculture, Department of Veterans Affairs), the CR expires on January 19, 2024. For other agencies, the CR expires on February 2. At this point, it is unclear if Congress will reach a bipartisan, bicameral agreement on annual appropriations acts or a subsequent CR. If Congress is unable to reach a future agreement, there would be a lapse in appropriations of DOT programs on January 19.

The impacts of a government shutdown on DOT agencies vary considerably. Federal Transit Administration (FTA) operations will continue and none of its 700 employees will be furloughed. FTA will be able to reimburse transit agencies for previously approved projects. However, it is unlikely that FTA will be able to approve new grants. Conversely, 455 employees (25 percent) of the Office of the Secretary of Transportation would be furloughed.

*Federal Aviation Administration (FAA) Reauthorization*

On November 30, 2023, House Transportation Committee Chairman Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA) introduced a clean extension of FAA program until March 8, 2024. The House is expected to pass the extension by December 15, 2023, before it moves to the Senate. The current FAA extension expires December 31, 2023.

The Senate's work on FAA reauthorization continues to be held up on a dispute over whether to change pilot training requirements that were imposed after the February 2009 crash of Colgan Air Flight 3407 on approach to the Buffalo Niagara International Airport that killed 50 people. The initial House bill attempted to change the requirement, but an amendment proposed by Rep. Nick Langworthy (R-NY) along with Rep. Brian Higgins (D-NY) and Rep. Claudia Tenney (R-NY) was approved to preserve the 1,500-hour pilot training rule as passed in the 2010 *Airline Safety and Federal Aviation Administration Act*. It is likely that the Senate will agree to a clean extension, similar to the House, kicking reauthorization out until at least March 8, 2024.

*Federal Government Relations Services*

There is a board action request for today's Board meeting that would authorize an Agreement with Holland & Knight, LLP for federal government relations services based on responses to a Request for Proposals issued in September 2023. The Authority's current contract with Holland & Knight, LLP expires February 28, 2024. The new proposed agreement with Holland & Knight, LLP changes the existing contract to a one-year period with the option for 4 one-year renewals.

*Federal Emergency Management Agency*

The NFTA received an eligibility determination memorandum from the Federal Emergency Management Agency (FEMA), approving an award for \$256,380 for contracts expended during the coronavirus (COVID-19) pandemic. This award is the second project awarded to the NFTA for COVID-19.

Additionally, staff have worked with FEMA and NYSDHS representatives and are prepared to submit the first of five December snowstorm projects to FEMA for review and determination. The first project submitted is for the emergency response actions taken by NFTA staff at and around the airport. The submission amount for this project is \$348,032. If fully approved, NFTA would receive 75% of the requested funding from FEMA.

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State Government Affairs

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*NFTA Western New York Delegation Meeting*

NFTA staff will meet with members of the WNY Delegation on Monday, December 11 at the Buffalo Niagara International Airport conference room to discuss our 2024-25 state budget priorities. They include the following:

- state investment in the Niagara Falls and Buffalo Niagara International (NFIA and BNIA) airports including:
  - \$100 million for BNIA state of good repair and capital improvements;
  - \$20 million to reconstruct the air traffic control tower at NFIA; and
  - continuing Seneca funding to support NFIA.
- \$12 million in state transit operating assistance (STOA) dedicated to NFTA-Metro Rail operations;
- 15 percent increase in STOA for NFTA-Metro;
- \$700 million for Metro Rail Expansion through UB North Campus; and
- continued NFTA-Metro Rail state transit capital funding at \$30 million a year for the next 5 years.

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Public Transit

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*New York Public Transit Association 2024-25 State Budget Recommendations*

The New York Public Transit Association (NYPTA) has published 2024-25 state budget recommendations. They include the following:

- maintain consistent growth in state transit investment at 15 percent;
- fully fund state revenues for MTA's 2024 operating budget to maintain historic investment and fulfill the state commitments to the MTA capital program;
- fully fund the third year of the non-MTA 5-year capital program at \$159.5 million; and
- enact legislation to create NYPTA's proposed consensus green transit working group to develop an implementation roadmap to achieve the state's zero-emission goals.

NFTA staff will work with NYPTA and state representatives to realize these recommendations along with the NFTA-Metro priorities discussed above.

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## Aviation

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### *New York State Department of Transportation (NYS DOT) Aviation – Capital Project Grant Agreements*

There are two board action requests for your consideration at today’s board meeting that would authorize the acceptance and the Executive Director to execute contracts with the NYS DOT for 2022 Aviation Capital Grant Program funding to support two projects as follows:

- \$2.2 million in NYS DOT funding as part of a \$3.1 million project to purchase and install 2 replacement Passenger Boarding Bridges with new pre-conditioned air (PCA) units and ground power units (GPUs) at the Buffalo Niagara International Airport (BNIA) terminal; and
- \$1.3 million in NYS DOT funding as part of a \$1.6 million project to purchase snow removal and airfield maintenance equipment at Niagara Falls International Airport (NFIA).

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## Competitive Grant Application Awarded

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- January 11, 2023 - Submitted 4 applications to the New York State Department of Transportation Aviation Grant Program for 3 projects including:
  - to replace Passenger Boarding Bridges (PBBs) at the Buffalo Niagara International Airport that have exceeded their useful life and no longer meet system standards. NFTA submitted 2 applications for this project - an application for \$1.1 million for one PBB and an application for \$2.2 million for two PBBs;
  - for \$1.3 million to replace snow removal and maintenance equipment at the Niagara Falls International Airport that has exceeded their useful life and no longer meet system standards; and
  - for \$81,000 to replace the HVAC systems and repair or replace windows at the Niagara Falls International Airport Air Traffic Control Tower (ATCT). The ATCT was constructed in the 1950’s and has broken window seals, missing windows, and HVAC failures.

**Status:** On October 20, 2023, Governor Kathy Hochul announced that 36 airports across New York State will receive \$49 million in funding or strategic infrastructure enhancements that will enhance safety, facilitate innovation, leverage existing resources, advance business development, and promote sustainability and resiliency including:

- \$2.2 million in NYS DOT funding as part of a \$3.1 million project to purchase and install 2 replacement Passenger Boarding Bridges with new pre-conditioned air (PCA) units and ground power units (GPUs) at the Buffalo Niagara International Airport (BNIA) terminal; and

- \$1.3 million in NYS DOT funding as part of a \$1.6 million project to purchase snow removal and airfield maintenance equipment at Niagara Falls International Airport (NFIA).

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### Competitive Grant Applications Pending

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- October 16, 2023 - Applied to the Federal Aviation Administration for \$20.7 million in FY 2024 Airport Terminal Program funding to replace 14 Passenger Boarding Bridges (PBBs) and related airside ground service equipment at Buffalo Niagara International Airport. Replacement of life expired PBBs and related airside ground service equipment with new equipment will result in better reliability and availability of gates on an ongoing basis and decreased operations and maintenance costs for the airport.

**Status:** Awards are anticipated in spring 2024.

- October 10, 2023 - Applied to the Federal Transit Administration for \$960,000 in FY 2023 Pilot Program for Transit-Oriented Development Planning program funding to significantly advance transit-oriented development (TOD) in the proposed Bailey Avenue Bus Rapid Transit corridor. The work will culminate in a Comprehensive Equitable Transit-oriented Development (ETOD) plan to strengthen governance structures, advance financing policies and mechanisms to meet affordable housing goals, and document community-supported station-area plans.

**Status:** Awards are anticipated in spring 2024.

- September 28, 2023 - Applied to the U.S. Department of Transportation for \$102.7 million in FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program Capital Construction grant funds to complete design and construction of Bailey Avenue Corridor Improvements. The Project will design and construct a low or no emission Bus Rapid Transit (“BRT”) line and context-sensitive roadway safety improvements along the entire length of Bailey Avenue from the terminus of the NFTA-Metro Rail system at the State University of New York at Buffalo South Campus to South Park Avenue.

**Status:** Awards are anticipated in spring 2024.

- September 7, 2023 - Applied to the Federal Transit Administration’s FY 2023 Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters for \$200,000 in operations costs related to the December snowstorm. The funding is for emergency staff and snow removal work performed on the Metro side of operations.

**Status:** Awards are anticipated in late 2023.



12.14.23

BOARD OF COMMISSIONERS REPORT



## Media Mentions

The NFTA had **3,707 media mentions** throughout the months of October and November.

## Publicity

For the months of October and November, the NFTA earned **\$118,461,779 in publicity**.

## Story Highlights — October

NFTA Launches ‘See Something, Say Something’ app

City buys another 2.25 acres for LaSalle Station redevelopment project

Against Metro Rail expansion

Metro Rail will make Amherst better

Grant supports disabled workers who keep Buffalo Niagara International Airport clean

NFTA Metro Rail construction headed to Church Street

Local advocate for NFTA paratransit honored

Funding questions surround NFTA expansion

Weather delays runway painting at Buffalo airport

Hero NFTA bus driver reflects 10 years after rescuing woman

WNY getting \$6.8 million to improve airports

The Editorial Board: Around LaSalle Station, creating a village within the city

NFTA announces activation of Metro Rail gates

You will never pay more than \$5 per day’: NFTA announces ticket buying changes

Safe reminders while flying this Halloween

Metro Rail goes digital, but for some, the free ride is about to end

Fly Non-Stop To One Of The Hottest Tourist Spots From New York

Going paperless: NFTA activates fare collection solely through ‘MetGo’ system

## Story Highlights — November

Overhaul of Metro Rail gates begins Wednesday: Here's how it works

BNMC's Complete Trip Deployment program includes launch of fully autonomous shuttles

BPS considering revoking student bus passes due to violence

'Unreliable': Buffalo resident highlights concerns on NFTA transportation system

Meet Buffalo Business First's Diversity Advisory Board - Wafa Dubashi

NFTA launches contest to put art on buses for Black History Month

'Our parents are concerned': Buffalo parents speak out about message from BPS superintendent

Man caught with loaded gun at Buffalo Niagara International Airport

Waterfront is Brian Higgins' lasting legacy: 'He was the visionary'

City & State New York Names Lippes Mathias Partner Jennifer C. Persico to its 2023 Power of Diversity: Women 100 List

TSA recommendations to remember as the holiday travel rush starts

Planning for busy Thanksgiving travel at the Buffalo airport

TSA predicts record number of Thanksgiving holiday travelers at Buffalo Niagara International Airport

Schumer introduces bill to end fees charging parents to sit with their kids on planes

Travelers, Buffalo Airport prep for busy Thanksgiving week

Schumer says bill would ensure children can sit with parents on flights at no extra cost

Hundreds of Thanksgiving Eve early bird travelers take off from Buffalo Niagara International Airport

Letter: Improve East Side roads, bolster NFTA bus routes

Vehicle explosion at Rainbow Bridge closes all WNY border crossing between U.S., Canada

FBI: Rainbow Bridge in Niagara Falls closed due to vehicle explosion

Airport fills with families on the Sunday after Thanksgiving

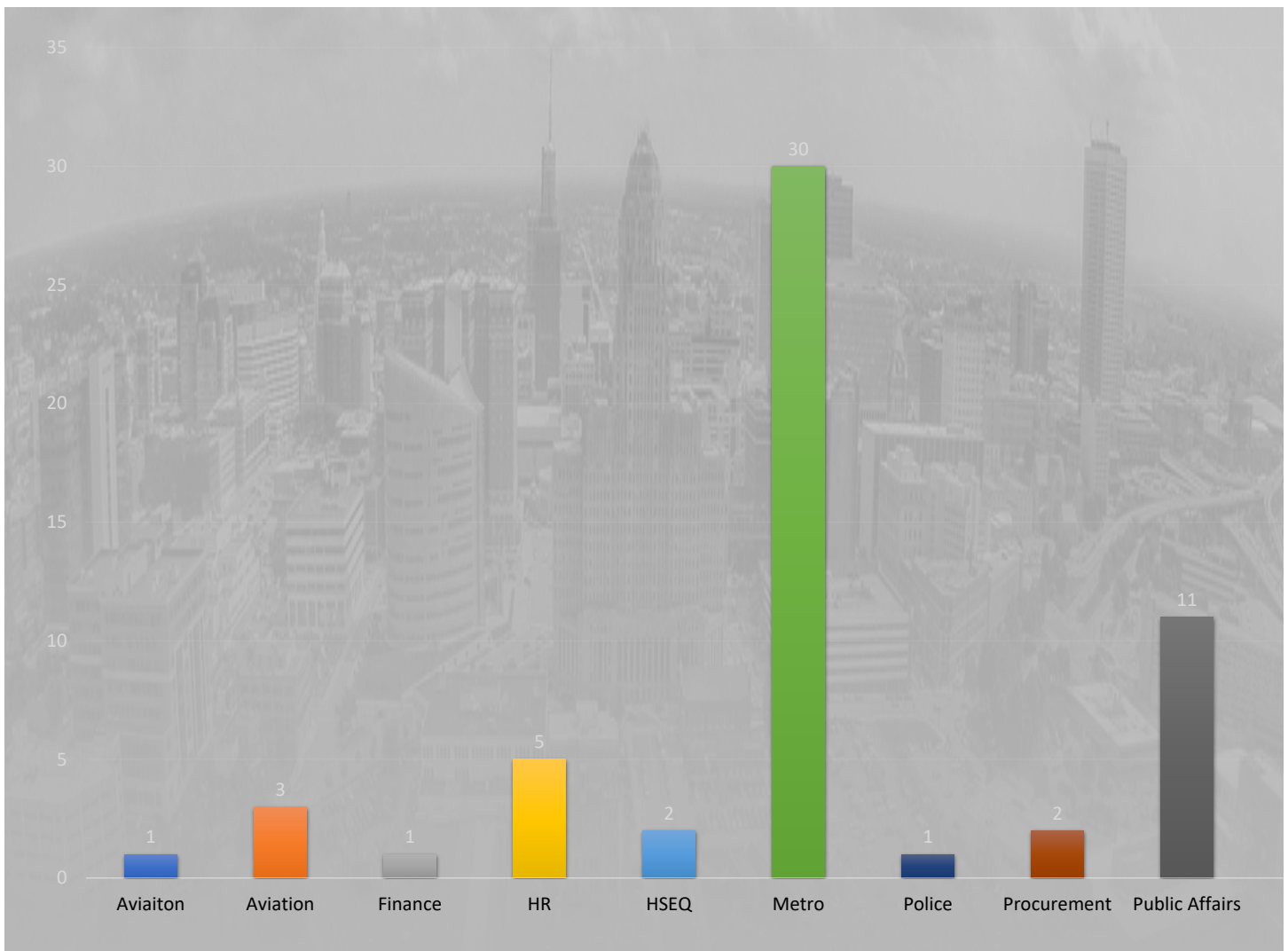
Paws-itively Cute: TSA releases its 2024 canine calendar

## Media Advisories/Releases

- NFTA Announces Activation of Metro Rail Gates Effective November 1
- NFTA Launches Third Black History Month Art Contest
- NFTA Requests Input on Paratransit Expansion Study
- Notice of Public Hearing FYE 2025 Budget

## Creative Services

The Public Affairs department resolved **56 creative services jobs** through October and November.



### Community Engagement — October

The month of October is “National Disability Employment Awareness Month.” The NFTA is proud of its long-standing partnership with People Inc, and fully supports programs and services that promote inclusivity in the workplace.

During a news conference, New York State Industries for the Disabled (NYSID), People Inc., and the NFTA shared details about a nearly \$22,000 grant to support a new carpet cleaning machine at the Buffalo Niagara International Airport.



## Community Engagement — November

The NFTA and NFTA-Metro ...

- Participated in the Buffalo Common Council’s First Annual **Winter Preparedness Series**
- Donated Thanksgiving non-perishable food items to the **Agents of Advocacy**





**68,900 impressions**

**Social Media**

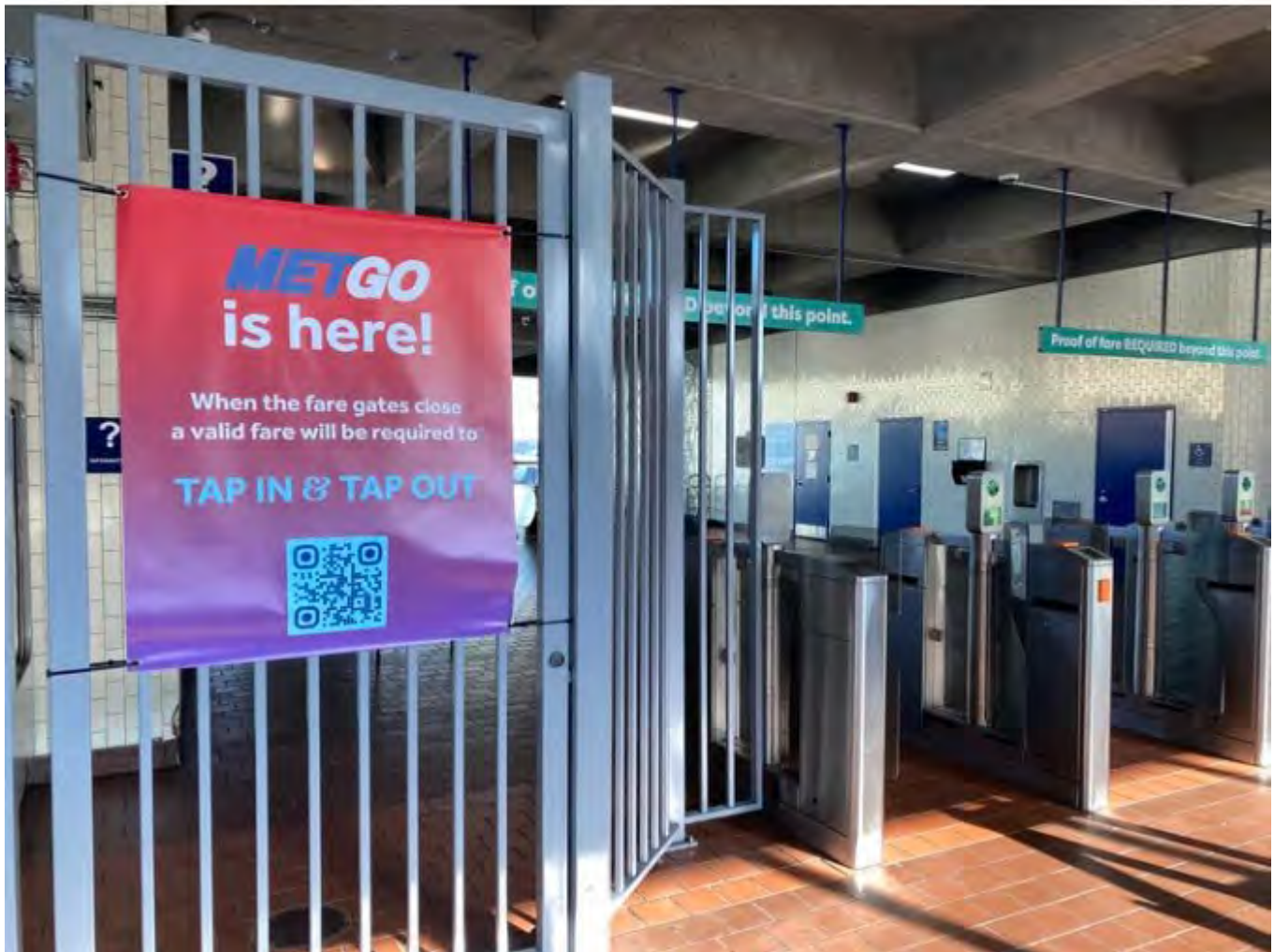
Another MetGo milestone was reached in November when the fare gates at underground rail stations were activated. We continue to educate our riders about MetGo via social media.



**Metro Bus & Rail**

Published by Loomly · October 27 ·

The Metro Rail fare gates will be activated on November 1. All riders will need to tap their proof of fare to pass in and out when riding the rail at underground stations. To learn about paying your fare with MetGo, visit: [metgo.nfta.com](http://metgo.nfta.com)



## Human Resources December 2023

**Employee Services:** Staff recommends the Board authorize the adoption of the Niagara Frontier Transportation Authority’s (NFTA) Title VI Plan for Buffalo Niagara International Airport (BNIA) and the submission of the Title VI Plan to the Federal Aviation Administration (FAA). A resolution for the Board’s approval will be presented today.

# October

October 2 <sup>nd</sup>	Niagara County Employment & Training Center Open Interviews
October 3 <sup>rd</sup>	Buffalo Employment Training Center
October 5 <sup>th</sup>	Ormsby CTE Career Exploration Night
October 6 <sup>th</sup>	MTC Open House
October 11 <sup>th</sup>	DOL Williamsville Career Fair
October 16 <sup>th</sup>	Salvation Army Open Interviews
October 18 <sup>th</sup>	Alfred State Career Fair
October 19 <sup>th</sup>	Fall Diversity Job Fair – Buffalo Public Library
October 24 <sup>th</sup>	Buffalo Employment Training Center
October 30 <sup>th</sup>	Niagara County Employment & Training Center Open Interviews



### Diversity, Equity & Inclusion FALL Career Fair

Thursday, October 19, 2023  
10:00 a.m. to Noon

Buffalo & Erie County Public Library  
Lafayette Square  
Buffalo

**Open to the Public\***  
Free Job Seeker Resources.



SCAN ME

This event is presented in cooperation with:



Office for People with Disabilities



\*If you need a reasonable accommodation, please contact Frank Cammarata at 858-6215



# November

- November 2<sup>nd</sup> Worldwide Protective Products Job Fair
- November 4<sup>th</sup> Union Career Expo 2023
- November 8<sup>th</sup> Alfred State Automotive Job Fair
- November 13<sup>th</sup> Salvation Army Open Interviews
- November 14<sup>th</sup> Northland Industry Breakfast

## CAREER EXPO 2023

**A CAREER EXPLORATION EVENT FOR STUDENTS & PARENTS!**

Saturday, November 4 @ 11AM-2PM  
Lower Level of Walden Galleria  
near Best Buy & Apple Store

Calling All WNY Students and Parents!  
Discover exciting careers in the building trades and more at our FREE upcoming event. Don't miss out on this unique opportunity to learn and explore! For more information, please contact Kelly Oldenburg at [nficareerexpo@gmail.com](mailto:nficareerexpo@gmail.com) or 716-249-6967.

PROUDLY SPONSORED BY:






## INDUSTRY PARTNER BREAKFAST

**TUESDAY, NOVEMBER 14, 2023**  
8:00AM - 9:30AM



**NORTHLAND** **BNMA**

Join us at  
Northland Workforce Training Center to:




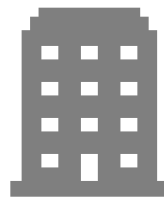

- ✓ Hear "Southside" Northland's Training Center's new Manager of Placements and Career Services
- ✓ Learn how you can assist you with your open employment opportunities
- ✓ Discuss workdaylight and program subject areas to correct schedule and career stability in open employment opportunities
- ✓ Learn how your industry is going to impact the lives of our students, graduates, and the greater community
- ✓ Hear the opportunity to join our ranks of the award-winning workforce
- ✓ Enjoy complimentary breakfast catered by Terra of Southside
- ✓ Please invite others in your network who may be interested in participating with Northland Workforce Training Center to join!

Please RSVP to:  
**Marcus Hill**  
Manager of Placements and Career Services  
[mhill@northlandnyc.org](mailto:mhill@northlandnyc.org)  
or 716-426-3228 ext. 394

Northland Workforce Training Center  
255 North Main Street, Buffalo, NY 14201



## Current Authority Openings (as of November 21, 2023)

<p><b>Mechanics</b></p>  <p>Bus - 25   Rail - 24 BNIA - 0   NFIA - 0</p>	<p><b>Operators</b></p>  <p><b>38</b></p>	<p><b>Maintenance</b> <small>(Custodians, Helpers, etc.)</small></p>  <p><b>19</b></p>	<p><b>Management &amp; Administrative</b></p>  <p><b>14</b></p>	<p><b>Police &amp; Fire</b></p>  <p>Police - 0 Fire - 1</p>
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Human Resources



# FOIL at the NFTA

Presentation by Allana Benton, Esq.

Associate Counsel and Records Access Officer

# Overview

- ▶ Introduction
- ▶ What is FOIL
- ▶ FOIL timeline
- ▶ FOIL Numbers over the years
- ▶ The future of FOIL at the NFTA

# Freedom Of Information Law

## ▶ FOIL

- ▶ Public's right to records

## ▶ What is an agency

- ▶ "Agency is defined as "any state or municipal department, board, bureau, division, commission, committee, public authority, public corporation, council, office or other governmental entity performing a governmental or proprietary function for the state or any one or more municipalities thereof, except the judiciary or state legislature."

## ▶ what is a record

- ▶ "Record" means any information kept, held, filed, produced or reproduced by, with or for an agency... in any physical form whatsoever including but not limited to, reports, statements, examinations, memoranda, opinions, folders, files, books, manuals, pamphlets, forms, papers, designs, drawings, maps, photos, letters, microfilms, computer tapes or discs, regulations or codes. POL86(4).

## ▶ Exceptions

- ▶ Outlined in §87. Access to agency records

# Time Limits

- 5 business days
- 20 business days
- Date Certain - Reasonable under the circumstances
- No repeated extensions
- 30 calendar days to appeal denial
- 10 business days for agency to respond to appeal



# FOIL REQUESTS THROUGHOUT THE YEARS

■ FOIL Requests ■ Appeals

