

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY
NIAGARA FRONTIER TRANSIT METRO SYSTEM, INC.
REGULAR BOARD MEETING
OCTOBER 22, 2026, 12:30 PM**

1. REGULAR BOARD MEETING - OCTOBER 22, 2026 - AGENDA

- A. Call to Order
- B. Approval of Minutes
- C. Executive Director's Report

2. NFTA CORPORATE REPORT

- A. Audit, Governance and Finance Committee Report (Chair)
- B. Consolidated Financials (John Cox)
- C. Corporate Resolutions (Kim Minkel)
 - 1. Authorization for Agreement, Loomis Armored US, LLC, Armored Motor Service, NFTA
 - 2. Authorization for Procurement, Jim Barnard Chevrolet, Inc., Three (3) 2027 Chevrolet Tahoe Police Pursuit Vehicles, TAPD

3. AVIATION BUSINESS GROUP REPORT

- A. Aviation Committee Report (Adam Perry)
- B. Business Status Update (Brendan Mehaffy)
- C. Aviation Resolution (Kim Minkel)
 - 1. Authorization for Procurement, Vehicle Movement Area Transponders, PASSUR Aerospace, Inc., BNIA

4. SURFACE TRANSPORTATION BUSINESS GROUP REPORT

- A. Surface Transportation Committee Report (Rev. Mark Blue)
- B. Business Status Update (Brendan Mehaffy)
- C. Surface Transportation Resolutions (Kim Minkel)
 - 1. Authorization for Change Order No. 5, Oakgrove Construction, Inc., LRRT - Embedded Rail Replacement, Metro
 - 2. Authorization for Agreement, Brasco International, Inc, Partial Sidewall Prefabricated Bus Shelters
 - 3. Authorization for Agreement, Smith-Emery Laboratories, Inc., Ultrasonic Rail Testing Analysis and Reporting, LRRT
 - 4. Authorization for Supplemental Agreement No. 6, WSP USA, Inc., LRT Extension Environmental Review and Associated Engineering Design Services, Metro
 - 5. Authorization for Procurement, New Flyer of America, Inc., Four (4) Compressed Natural Gas Buses with a Trolley Package, Metro

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.

6. Authorization for Agreement, Toole Design Group, LLC Regional Bike Master Plan
Project Implementation - BKT Bikeway Feasibility Study

5. GENERAL COUNSEL REPORT (Vicky-Marie J. Brunette)

6. EXECUTIVE SESSION

7. ADJOURNMENT

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.

1. CALL TO ORDER

A. Meeting Called to Order

The Chair called the meeting to order at approximately 12:___p.m.

B. Approval of Attendance and Minutes of the NFTA Regular Board Meeting on September 24, 2026

It was moved by Commissioner _____, seconded by Commissioner _____, that the Attendance and Minutes of the September 24, 2026 Regular Meeting of the Niagara Frontier Transportation Authority be accepted and approved.

AYES:

NOES:

ADOPTED

C. Executive Director Report:

- 2. NFTA CORPORATE REPORT**
 - A. Audit, Governance and Finance Committee Report
 - B. Consolidated Financials
 - C. Corporate Resolutions

SEPTEMBER 2026 NFTA/METRO PERFORMANCE
(\$000's)

	BUDGET	ACTUAL	VARIANCE
NET SURPLUS/(DEFICIT)	(1,024)	(744)	280
Revenues and Operating Assistance			1,846
Expenses			876
Non-Operating/Capital			(2,442)
			280
OPER REVENUES & ASST	26,152	27,999	1,846
Metro Passenger Fares			379
BNIA Concessions/Commissions - lower parking lot/ramp, auto rental, ride share and food/meals/retail revenues			(444)
Erie County Sales Tax			203
Mortgage Tax			1,608
State - STOA - New York State enacted budget higher than Executive budget			106
All Other			(5)
			1,846
TOTAL OPER EXPENSES	22,316	21,439	(876)
Personnel Services			
Metro - lower overtime and fringe benefit costs		(228)	
BNIA - lower overtime and fringe benefit costs		(136)	
Central Admin - vacancies and lower fringe benefit costs and Metro support overtime		(46)	
All Other		(5)	(415)
Metro Transit Fuel/Power - higher diesel and gasoline costs			125
Insurance & Injuries			
Metro - lower claim loss reserve appropriations and insurance premiums		(102)	
BNIA - lower insurance premiums		(21)	
All Other		(4)	(128)
General Business/Other			
Metro - lower outside service costs		(22)	
BNIA - lower outside service costs, travel/training and general office expenses		(52)	
Central Admin - lower outside service costs and general office expenses		(405)	
All Other		(2)	(482)
All Other			23
			(876)
NON-OPERATING/CAPITAL	(4,861)	(7,304)	(2,442)
Capital			
Metro		(96)	
BNIA		(47)	
NFIA		19	(124)
Non-Operating			
Metro Interest Income		(227)	
Restricted Metro Capital Reserves		(2,200)	
BNIA Operating Expense Reserve		109	(2,318)
			(2,442)

NFTA/METRO
KEY ITEM REPORT
SEPTEMBER 2026

(\$000 Omitted)

<u>MONTH ACTUAL TO BUDGET</u>	Sep 2026	Sep 2026		
	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	<u>%</u>
Operating Revenues	12,435	12,171	(264)	-2.1%
Operating Assistance	13,718	15,828	2,110	15.4%
Total Oper. Revenues & Assistance	26,152	27,999	1,846	7.1%
Personnel Services	16,183	15,768	(415)	-2.6%
Maintenance & Repairs	2,245	2,241	(4)	-0.2%
Transit Fuel/Power	387	511	125	32.3%
Utilities	404	497	93	23.1%
Insurance & Injuries	889	761	(128)	-14.4%
Safety & Security	1,697	1,418	(278)	-16.4%
Operations & Technology	1,202	884	(318)	-26.4%
General Business/Other	3,837	3,355	(482)	-12.6%
Other	(4,527)	(3,998)	530	11.7%
Total Operating Expenses	22,316	21,439	(876)	-3.9%
Operating Income/(Loss)	3,837	6,559	2,723	71.0%
Non-Operating/Capital	(4,861)	(7,304)	(2,442)	-50.2%
Net Surplus/(Deficit)	(1,024)	(744)	280	27.4%

NFTA/METRO YEAR TO DATE SEPTEMBER 2026 PERFORMANCE
(\$000's)

	BUDGET	ACTUAL	VARIANCE
NET SURPLUS/(DEFICIT)	5,618	5,321	(297)
Revenues and Operating Assistance			4,014
Expenses			(2,416)
Non-Operating/Capital			(1,895)
			(297)
OPER REVENUES & ASST	151,711	155,725	4,014
Metro Passenger Fares			(288)
BNIA Airport Fees & Services - lower compensatory billings based on decreased direct expenses			(547)
BNIA Concessions/Commissions - lower parking lot/ramp, ride share and food/meals/retail revenues			(888)
Erie County Sales Tax			1,553
Mortgage Tax			3,707
State - STOA - New York State enacted budget higher than Executive budget			637
All Other			(161)
			4,014
TOTAL OPERATING EXPENSES	143,099	145,515	2,416
Personnel Services			
Metro - higher overtime, instruction labor, student operator labor and fringe benefit costs		405	
BNIA - lower overtime and fringe benefit costs		(252)	
Central Admin - vacancies and lower fringe benefit costs		(321)	
All Other		28	(140)
Maintenance & Repairs			
Metro - higher revenue and non-revenue vehicle maintenance costs, facilities and environmental expenses		490	
Central Admin - higher police automotive expenses		58	
All Other		(8)	540
Insurance & Injuries			
Metro - higher claim loss reserve appropriations		2,088	
BNIA - lower insurance premiums		(151)	
NFIA - lower insurance premiums		(62)	
All Other		(26)	1,850
General Business/Other			
Metro - higher outside service costs, training, technology and fare collection expenses		1,743	
BNIA - lower advertising, travel/training and general office expenses		(93)	
Central Admin - lower outside service costs and general office expenses		(1,509)	
All Other		31	171
All Other			(5)
			2,416
NON-OPERATING/CAPITAL	(2,994)	(4,889)	(1,895)
Capital			
Metro		(1,165)	
BNIA		(865)	
Property Development		60	
Central Admin		21	
All Other		8	(1,941)
Non-Operating			
Metro Interest Income		(94)	
Restricted Metro Capital Reserves		(110)	
BNIA Operating Expense Reserve		250	46
			(1,895)

NFTA/METRO
KEY ITEM REPORT
SEPTEMBER YTD 2026

(\$000 Omitted)

	Sep 2026	Sep 2026		
<u>YTD ACTUAL TO BUDGET</u>	<u>YTD Budget</u>	<u>YTD Actual</u>	<u>Variance</u>	<u>%</u>
Operating Revenues	71,387	69,365	(2,021)	-2.8%
Operating Assistance	80,325	86,360	6,035	7.5%
Total Oper. Revenues & Assistance	151,711	155,725	4,014	2.6%
Personnel Services	104,434	104,294	(140)	-0.1%
Maintenance & Repairs	14,717	15,256	540	3.7%
Transit Fuel/Power	2,450	3,212	762	31.1%
Utilities	3,011	3,070	60	2.0%
Insurance & Injuries	5,331	7,181	1,850	34.7%
Safety & Security	11,745	10,976	(768)	-6.5%
Operations & Technology	8,879	7,616	(1,263)	-14.2%
General Business/Other	24,490	24,662	171	0.7%
Other	(31,958)	(30,753)	1,205	3.8%
Total Operating Expenses	143,099	145,515	2,416	1.7%
Operating Income/(Loss)	8,612	10,210	1,598	18.6%
Non-Operating/Capital	(2,994)	(4,889)	(1,895)	-63.3%
Net Surplus/(Deficit)	5,618	5,321	(297)	-5.3%

NFTA/METRO
BUSINESS CENTERS
NET SURPLUS/(DEFICIT)
SEPTEMBER YTD 2026

(\$000 Omitted)

	Sep 2026	Sep 2026		
	<u>YTD Budget</u>	<u>YTD Actual</u>	<u>Variance</u>	<u>%</u>
NFTA				
BNIA	10,749	10,056	(694)	-6.5%
NFIA	(3,621)	(3,357)	264	7.3%
Transportation Centers	(2,546)	(2,679)	(133)	-5.2%
Property Development	836	1,058	222	26.6%
NFTA Total	5,418	5,077	(341)	-6.3%
Metro	200	244	44	22.2%
NFTA/Metro	5,618	5,321	(297)	-5.3%

SEPTEMBER NFTA/METRO PERFORMANCE

FYE 2027 vs. FYE 2026

(\$000's)

	Sep 2025 Actual	Sep 2026 Actual	VARIANCE
NET SURPLUS/(DEFICIT)	1,684	(744)	(2,428)
Revenues and Operating Assistance			3,495
Expenses			(270)
Non-Operating/Capital			(5,652)
			(2,428)
OPER REVENUES & ASST	24,504	27,999	3,495
Metro Passenger Fares			874
BNIA Rental Income - higher compensatory airline billings based on increased direct expenses			205
Erie County Sales Tax			333
Mortgage Tax			1,348
State - STOA			533
Federal - Police			204
All Other			(1)
			3,495
TOTAL OPERATING EXPENSES	21,169	21,439	270
Maintenance & Repairs			
Metro - higher non-revenue vehicle maintenance, facilities and rail contract costs		129	
BNIA - higher automotive and environmental expenses		36	
NFIA - higher materials/supplies/service costs and major repairs		71	
All Other		(9)	227
Metro Transit Fuel/Power - higher diesel, gasoline and rail traction costs			218
Utilities			
Metro - higher electric billings		47	
BNIA - higher electric billings		66	
Transportation Centers - higher electric billings		11	
All Other		16	140
General Business/Other			
Metro - lower outside service costs and technology expenses		(94)	
BNIA - higher outside service costs		26	
Central Admin - lower outside service costs and general office expenses		(372)	
All Other		17	(422)
All Other			108
			270
NON-OPERATING/CAPITAL	(1,651)	(7,304)	(5,652)
Capital			
Metro		919	
BNIA		(1,550)	
Transportation Centers		(238)	
Central Admin		(2,435)	
All Other		20	(3,284)
Non-Operating			
Restricted Metro Capital Reserves		(2,850)	
Restricted NFTA Operating Reserves		473	
All Other		9	(2,368)
			(5,652)

NFTA/METRO
KEY ITEM REPORT
FYE 2027 vs. FYE 2026
SEPTEMBER

(\$000 Omitted)

	Sep 2025	Sep 2026		
<u>MONTH PRIOR YEAR COMPARISON</u>	<u>Actual</u>	<u>Actual</u>	<u>Variance</u>	<u>%</u>
Operating Revenues	11,132	12,171	1,039	9.3%
Operating Assistance	13,372	15,828	2,456	18.4%
Total Oper. Revenues & Assistance	24,504	27,999	3,495	14.3%
Personnel Services	15,776	15,768	(7)	0.0%
Maintenance & Repairs	2,014	2,241	227	11.3%
Transit Fuel/Power	293	511	218	74.3%
Utilities	357	497	140	39.3%
Insurance & Injuries	758	761	3	0.3%
Safety & Security	1,454	1,418	(35)	-2.4%
Operations & Technology	1,145	884	(261)	-22.8%
General Business/Other	3,778	3,355	(422)	-11.2%
Other	(4,406)	(3,998)	409	9.3%
Total Operating Expenses	21,169	21,439	270	1.3%
Operating Income/(Loss)	3,335	6,559	3,224	96.7%
Non-Operating/Capital	(1,651)	(7,304)	(5,652)	n/a
Net Surplus/(Deficit)	1,684	(744)	(2,428)	n/a

NFTA/METRO YEAR TO DATE SEPTEMBER PERFORMANCE
FYE 2027 vs. FYE 2026
(\$000's)

	Sep 2025 YTD Actual	Sep 2026 YTD Actual	VARIANCE
NET SURPLUS/(DEFICIT)	10,115	5,321	(4,793)
Revenues and Operating Assistance			10,790
Expenses			(16,650)
Non-Operating/Capital			1,067
			(4,793)
OPER REVENUES & ASST	144,936	155,725	10,790
Metro Passenger Fares			662
BNIA Airport Fees & Services - higher compensatory billings based on increased direct expenses			1,278
BNIA Rental Income - higher compensatory airline billings based on increased direct expenses			700
BNIA Concessions/Commissions - increased parking lot/ramp and auto rental revenues			688
Erie County Sales Tax			1,540
Mortgage Tax			2,144
State - STOA			3,197
Federal - PM			202
Federal - Police			208
All Other			172
			10,790
TOTAL OPERATING EXPENSES	128,865	145,515	16,650
Personnel Services			
Metro - increased contractual salaries, overtime and fringe benefit costs		1,187	
BNIA - increased contractual and non-represented salaries and temporary help, and timing of fringe benefit costs in FYE27		1,443	
NFIA - increased contractual and non-represented salaries, and timing of fringe benefit costs in FYE27		142	
Transportation Centers - increased contractual and non-represented salaries, and timing of fringe benefit costs in FYE27		188	
Central Admin - increased contractual and non-represented salaries and police, engineering, MIS and Metro support overtime, and timing of fringe benefit costs in FYE27		6,023	
All Other		52	9,035
Maintenance & Repairs			
Metro - higher revenue vehicle maintenance, facilities, environmental and rail contract costs		504	
BNIA - higher service costs, baggage maintenance, facility maintenance, major repairs, automotive and janitorial expenses		1,847	
NFIA - higher materials/supplies/service costs and major repairs		134	
All Other		(11)	2,474
Insurance & Injuries			
Metro - higher claim loss reserve appropriations and insurance premiums		2,922	
All Other		(13)	2,909
General Business/Other			
Metro - higher outside service costs, travel/training and fare collection expenses		1,825	
BNIA - higher outside service costs		173	
Central Admin - higher outside service costs and general office expenses		190	
All Other		9	2,197
All Other			36
			16,650
NON-OPERATING/CAPITAL	(5,956)	(4,889)	1,067
Capital			
Metro		3,601	
BNIA		(958)	
Central Admin		(2,576)	
All Other		(1)	66
Non-Operating			
Metro Interest Income		(122)	
Restricted Metro Capital Reserves		(1,100)	
BNIA Operating Expense Reserve		(145)	
Restricted NFTA Operating Reserves		2,366	
All Other		2	1,001
			1,067

NFTA/METRO
KEY ITEM REPORT
FYE 2027 vs. FYE 2026
SEPTEMBER YTD

(\$000 Omitted)

	Sep 2025	Sep 2026		
	Prior	Current		
<u>YTD PRIOR YEAR COMPARISON</u>	<u>YTD Actual</u>	<u>YTD Actual</u>	<u>Variance</u>	<u>%</u>
Operating Revenues	65,893	69,365	3,473	5.3%
Operating Assistance	79,043	86,360	7,317	9.3%
Total Oper. Revenues & Assistance	144,936	155,725	10,790	7.4%
Personnel Services	95,259	104,294	9,035	9.5%
Maintenance & Repairs	12,783	15,256	2,474	19.4%
Transit Fuel/Power	2,093	3,212	1,118	53.4%
Utilities	3,003	3,070	67	2.2%
Insurance & Injuries	4,273	7,181	2,909	68.1%
Safety & Security	9,007	10,976	1,969	21.9%
Operations & Technology	6,700	7,616	917	13.7%
General Business/Other	22,464	24,662	2,197	9.8%
Other	(26,717)	(30,753)	(4,035)	-15.1%
Total Operating Expenses	128,865	145,515	16,650	12.9%
Operating Income/(Loss)	16,071	10,210	(5,861)	-36.5%
Non-Operating/Capital	(5,956)	(4,889)	1,067	17.9%
Net Surplus/(Deficit)	10,115	5,321	(4,793)	-47.4%

Corporate Resolutions

1. Authorization for Agreement, Loomis Armored US, LLC, Armored Motor Service, NFTA
2. Authorization for Procurement, Jim Barnard Chevrolet, Inc., Three (3) 2027 Chevrolet Tahoe Police Pursuit Vehicles, TAPD

CORPORATE:

2. C. (1) Authorization for Agreement, Loomis Armored US, LLC, Armored Motor Service, NFTA

RECOMMENDATION: Staff recommends the Board authorize an Agreement with Loomis Armored US, LLC (Loomis) to provide armored motor service for pick-up and delivery of cash receipts for NFTA-Metro's Money Center operations. The term of the contract will be for five (5) years, commencing November 1, 2026. The estimated total cost for all five (5) years is \$63,058.00. This estimate is subject to variable cost components.

INFORMATION: In 2021, the Board awarded Loomis a five (5) year agreement to provide armored motor service pick-up and delivery of NFTA-Metro cash receipts. The Board determined that Loomis was the only local provider of this level of services and validated the agreement as single-source procurement. In May 2026, the NFTA issued RFP No. 260017 to determine whether there were other providers of this level of service. No one responded with a proposal, and the NFTA followed up with potential proponents who did not express a desire to submit a proposal. The NFTA then issued an RFQ to Loomis, the validated single-source local provider of the following services:

- Provide weekday armored motor service for pick-up and delivery once a day, within the same day, to M&T Bank Vault located in Cheektowaga, New York
- Provide secure cash deposit pick-ups from NFTA-Metro's Money Center
- Provide capability to accept coinage with daily deposit

Loomis provided a responsive quote. The annual cost of service is fixed but includes three (3) additional variable cost components: excess item charges; excess time charges; and fuel charges. The excess item charge is \$1.50 per bag over ten (10) bags daily, and the excess time charge is \$3.00 per minute beyond seven (7) minutes daily. The fuel charges are based on average diesel prices as measured and published by the US Department of Energy. The NFTA determined the estimated cost to be fair and reasonable. The estimated annual total cost of service is:

Year 1	\$ 12,611.60
Year 2	\$ 12,611.60
Year 3	\$ 12,611.60
Year 4	\$ 12,611.60
Year 5	<u>\$ 12,611.60</u>
Total	\$ 63,058.00

Empire State Development has deemed this procurement exempt from MWBE requirements because it is a non-competitive procurement. NFTA did not assign an SDVOB goal because it is a non-competitive procurement.

FUNDING: Funding for this Agreement is included in the NFTA's Operating Budget.

“**RESOLVED**, that the Board hereby authorizes an Agreement with Loomis Armored US, LLC to provide armored motor service for pick-up and delivery of cash receipts for NFTA-Metro's Money Center operations as described hereinabove; and

BE IT FURTHER RESOLVED, that the Executive Director, designee and/or the Chair be and hereby are authorized to execute an Agreement with Loomis Armored US, LLC, as set forth above; and

BE IT FURTHER RESOLVED, that said Agreement shall include such additional terms, conditions and safeguards to the NFTA as deemed appropriate by the General Counsel; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer be, and is hereby authorized to make payments under said Agreement upon receipt of reasonable documentary evidence received from the Director of Budget, that such payments are proper.”

CORPORATE:

2. C. (2) **Authorization for Procurement, Jim Barnard Chevrolet, Inc., Three (3) 2027 Chevrolet Tahoe Police Pursuit Vehicles, TAPD**

RECOMMENDATION: Staff recommends the Board authorize the procurement of three (3) 2027 Chevrolet Tahoe Police Pursuit Vehicles from Jim Barnard Chevrolet, Inc. (“Jim Barnard”) under OGS Contract No. PC68975. The cost per vehicle is \$56,994.00 with an aggregate cost of \$170,982.00

INFORMATION: The requested vehicles will replace two (2) 2020 Units 2051 (current mileage of 112k), and 2058 (current mileage of 110k) and a 2019 Unit 1970 (current mileage of 75k) which have reached the end of their useful service life. The vehicles will be disposed of via auction.

An Invitation for Bid No. 26MB0008 (OGS Mini-Bid No. 23166) was issued in accordance with NFTA Procurement Guidelines, utilizing the OGS Vehicle Marketplace Mini-Bid process. Jim Barnard was the lowest bidder.

OGS established 0% MBE, WBE and SDVOB goal requirements for this contract.

FUNDING: 88c and NFTA funds

“**RESOLVED**, that the Board hereby authorizes the procurement of three (3) 2027 Chevrolet Tahoe Police Pursuit Vehicles from Jim Barnard Chevrolet, Inc. at an aggregate cost of \$170,982.00, as described above; and

BE IT FURTHER RESOLVED, that the Director of Procurement & Supply Chain, be and is hereby authorized to issue Purchase Order(s) to Jim Barnard Chevrolet, Inc. for three (3) 2027 Chevrolet Tahoe Police Pursuit Vehicles as described hereinabove; and

BE IT FURTHER RESOLVED, that said Purchase Order(s) shall include such additional terms, conditions and safeguards to the NFTA as deemed appropriate by the General Counsel; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer, be and is hereby authorized to make payments under said Purchase Order(s) upon certification by the Chief of Police, that such payments are in order based upon receipt of all required supporting documentation.”

- 3. AVIATION BUSINESS GROUP REPORT**
 - A. Aviation Committee Report
 - B. Business Status Update
 - C. Aviation Resolution

Aviation Resolution

1. Authorization for Procurement, Vehicle Movement Area Transponders, PASSUR Aerospace, Inc., BNIA

AVIATION:

3. C. (1) Authorization for Procurement, Vehicle Movement Area Transponders, PASSUR Aerospace, Inc., BNIA

RECOMMENDATION: Staff recommends the Board authorize the procurement, installation, and three (3) years of operations support of sixty (60) VTU-20 vehicle movement area transponders (VMATs) at Buffalo Niagara International Airport (BNIA) from PASSUR Aerospace, Inc. (PASSUR) at a cost not to exceed \$408,600.00.

INFORMATION: A string of high-profile runway incidents in early 2023 prompted the Federal Aviation Administration (FAA) to issue a Safety Call to Action. The FAA and the aviation community, recognizing that safety is not a static destination, are pursuing a goal of eliminating serious close calls by mitigating runway incursions of both aircraft and ground vehicles.

The Surface Awareness Initiative (SAI) established by the FAA provides supplemental, cost-effective airfield situational awareness solutions. SAI leverages the FAA's core surveillance technology, Automatic Dependent Surveillance Broadcast (ADS-B), by employing precise satellite positioning to foster a cooperative airfield environment. Aircraft equipped with standard transponders and vehicles affixed with VMATs appear in real-time movements as icons on a detailed airport map. At the July 2026 meeting, the Board supported this initiative when it approved an occupancy agreement permitting an FAA contractor to locate four (4) ADS-B surveillance sensors at various airfield locations to transmit transponder data. Currently, the detailed airport map depicting surface traffic is only available to BNIA Air Traffic Control Tower (ATCT) and only aircraft are visible, or because BNIA's Airfield and Aircraft Rescue and Firefighting (ARFF) are not currently equipped with VMATs. However, responding to the FAA's Safety Call to Action, the Aviation Business Center commenced efforts to voluntarily install VMATs on BNIA Airfield and ARFF vehicles.

Staff proposes the procurement and installation of sixty (60) PASSUR external mount VTU-20 VMATs for BNIA Airfield and ARFF vehicles. Once installed, accurate real-time tracking of Airfield and ARFF vehicles within the perimeter fence at BNIA would then be made available to ATCT to provide a comprehensive display of current airfield movements. PASSUR software and web-hosted platforms made available through the support services agreement will provide BNIA personnel with the same access to real-time vehicle and aircraft movement tracking on the airfield. PASSUR will perform the installation of the VMATs on BNIA Airfield and ARFF vehicles. They have installed over 2,300 VMAT units on vehicles across the United States. The one-time cost of the units and installation is \$270,000.00.

As a federally obligated airport sponsor voluntarily installing and using VMATs, BNIA must comply with Advisory Circular 150/5220-26, *Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B) Out Equipment*, which requires adherence to FAA regulation and Federal Communications Commission spectrum rules. PASSUR is an FAA-certified provider of post-deployment VMAT operations and support services. For a term of three (3) years PASSUR will provide ongoing support for the equipment and serve as the primary point of contact for VMAT compliance issues and remedies. Under the terms of the support services

agreement, PASSUR will also provide an extended warranty on the equipment which corresponds with the FAA's designated useful life for VMATs. The annual cost for these services is \$46,200.00.

In accordance with FAA Order 5100.38D, *Airport Improvement Program Handbook* and 2 CFR §200.320(c), the FAA concluded in writing this is a non-competitive procurement as the transaction can only be fulfilled by a single source. PASSUR is currently the only business enterprise approved by the FAA to manufacture and support VMATs. Pursuant to Article 12(D)(iv) of the NFTA's Procurement Guidelines, this procurement is validated single source in reliance upon the approval of the FAA.

The established DBE goal was 0% for this procurement pursuant to interim final rule issued by USDOT on October 3, 2025.

FUNDING: Funding will be provided by the Federal Aviation Administration, New York State, and NFTA.

“RESOLVED, that the Board hereby authorizes the procurement, installation, and ongoing operations support of sixty (60) vehicle movement area transponders from PASSUR Aerospace, Inc., as described above; and

BE IT FURTHER RESOLVED, that the Director of Procurement and Supply Chain, is hereby authorized to issue Purchase Order(s) to PASSUR Aerospace, Inc. for the procurement, installation, and ongoing support of sixty (60) vehicle movement area transponders and to be used as described hereinabove; and

BE IT FURTHER RESOLVED, that the Executive Director, designee and/or the Chair be and hereby are authorized to execute an Agreement with PASSUR Aerospace, Inc. for the ongoing support of sixty (60) vehicle movement area transponders and to be used as described hereinabove; and

BE IT FURTHER RESOLVED, that said Agreement and Purchase Order(s) shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer, be and is hereby authorized to make payments under said Purchase Order(s) upon certification by the Director, Aviation, that such payments are in order based upon receipt of all required supporting documentation.”

- 4. SURFACE TRANSPORTATION BUSINESS GROUP REPORT**
 - A. Surface Transportation Committee Report
 - B. Business Status Update
 - C. Surface Transportation Resolutions

Surface Transportation Resolutions

1. Authorization for Change Order No. 5, Oakgrove Construction, Inc., LRRT - Embedded Rail Replacement, Metro
2. Authorization for Agreement, Brasco International, Inc, Partial Sidewall Prefabricated Bus Shelters
3. Authorization for Agreement, Smith-Emery Laboratories, Inc., Ultrasonic Rail Testing Analysis and Reporting, LRRT
4. Authorization for Supplemental Agreement No. 6, WSP USA, Inc., LRT Extension Environmental Review and Associated Engineering Design Services, Metro
5. Authorization for Procurement, New Flyer of America, Inc., Four (4) Compressed Natural Gas Buses with a Trolley Package, Metro
6. Authorization for Agreement, Toole Design Group, LLC Regional Bike Master Plan Project Implementation - BKT Bikeway Feasibility Study

SURFACE:

4. C. (1) Authorization for Change Order No. 5, Oakgrove Construction, Inc., LRRT - Embedded Rail Replacement, Metro

RECOMMENDATION: Staff recommends the Board authorize Change Order No. 5 (CO No. 5) as a \$317,588.01 increase to Oakgrove Construction, Inc. (Oakgrove) construction contract for the LRRT - Embedded Rail Replacement (400 Block Main) Project, Contract No. 15LA2101. This will result in a revised contract value of \$24,729,555.99, from the current contract value of \$24,411,967.98.

INFORMATION: Following a competitive bidding process, the Board awarded Oakgrove the 400 Block Main construction contract. Oakgrove's construction contract replaces track bed, rail and train controls and installs a new crossover on Tracks 1 (inbound) and 2 (outbound) between Mohawk Street and Church Street.

Change Order No. 5 ("CO No. 5") incorporates various Proposed Change Orders ("PCOs"), which address differing site conditions, design inconsistencies, contract quantity adjustments based upon the actual quantities of work required, and reimbursement for warranty work.

The final negotiated unit prices and corresponding item amounts included in CO No. 5 were reviewed and negotiated by the NFTA and its design support and construction monitoring consultant. The proposed pricing was determined to be fair, reasonable, and in accordance with the terms of the Contract.

Differing Site Conditions Add \$164,962.44

The modifications for PCOs 24, 25, 30, and 31 are due to unforeseen scope of work resulting from subsurface conditions that differed from those indicated in the Contract Documents. This work included selective excavation of soil around unmarked utilities; excavation and exposure of concrete-encased duct banks and conduits; relocation of existing-to-remain conduits to facilitate the new foundation work; and hydro-excavation along the existing vaults at the AM&As property.

The modifications also provide for additional rail welding at the crossover's special track work to improve light rail vehicle braking.

PCO No.	Bid Item - Description	Quantity	Unit Cost	Net Increase - or - (Decrease)
24	OCS Foundation conflict	1 LS	\$14,996.52	\$14,996.52
25	Lighting conflict	1 LS	\$42,270.77	\$42,270.77
30	Bulletin No. 5 - Weld build up	1 LS	\$102,814.84	\$102,814.84
31	Temporary power resolution	1 LS	\$4,880.31	\$4,880.31
	Net Total Adjustment			\$164,962.44

Design Inconsistency

Add \$257,449.54

The modifications associated with PCOs 6, 19, 21, 22, 23, and 27 are the result of design inconsistencies, omissions, and coordination issues identified during construction. The consultant agreed that their costs for the design and the installation oversight for these items will be at no cost to the NFTA.

The scope includes the installation of an additional catenary pole and foundation, switch machines' junction boxes and heaters.

In addition, supervisory control and data acquisition (SCADA) required routing and installation of new wiring from Eagle to the NFTA OCC building.

PCO No.	Description	Bid Quantity	Revised Quantity	Unit Cost	Net Increase - or - (Decrease)
6	RB1 - OCS pole and foundation	14	15	\$70,615.42	\$70,615.42
19	Junction Box - Switch Machines	0	4	\$12,035.25	\$48,141.01
21	SCADA Connection remediation	0	1	72,124.49	72,124.49
22	T/P Vault Conflict - manhole relocation	0	1	\$30,401.83	\$30,401.83
23	Feeder Spout - Catenary Pole modification	0	1	\$18,977.50	\$18,977.50
27	Switch heater block outs - grout incl.	0	4	\$4,297.32	\$17,189.29
Total Net Adjustment Amount				\$257,449.54	

Contract Quantity Adjustments

CREDIT (\$78,743.97)

PCOs 15, 18, 33 and 34 provide quantity adjustments resulting in a credit to the NFTA.

During design, the estimated contract quantities for Unit Price Bid Items were developed using the best available information. This modification provides for adjustments to the contract quantities based on the actual quantities of authorized work required.

PCO No.	Bid Item - Description	Current Quantity	Revised Quantity	Unit Cost	Net Increase - or - (Decrease)
15	Cabinet - Power Distribution Enclosure	0.00	1	\$71,102.84	\$71,102.84
18	Wheel Sensor Disconnect	0.00	1	\$5,005.64	\$5,005.64
33	CREDIT: Concrete work	43.26 CY	43.26 CY	(\$566.97)	(\$24,527.30)
34	CREDIT: Disposal of Contaminated Soil and Fill - 310000-13	890	0	\$125.00	(\$111,250.00)
34	CREDIT: Type B Granite Curb - 321640-1	2322	1984.27	\$72.62	(\$18,575.15)
34	CREDIT: Resetting Existing Curb - 321640-6	4	0	\$125.00	(\$500.00)
	Net Total Contract Quantity Adjustment				(\$78,743.97)

Warranty work reimbursement

CREDIT (\$26,080.00)

While under warranty, the NFTA staff repaired a newly installed switch machine. PCO 35 reimburses the NFTA for the repair costs.

PCO No.	Bid Item - Description	Quantity	Unit Cost	Net Increase - or - (Decrease)
35	Switch Machine - Rebuild	1 LS	\$26,080.00	(\$26,080.00)
	Net Total Adjustment			(\$26,080.00)

The established MBE, WBE, and SDVOB goals were 18%, 8%, and 7% respectively. Oakgrove identified their MBE participation as 25.7%, and WBE participation as 1.1%. Oakgrove identified their SDVOB participation as 0%. NFTA approved a waiver of SDVOB requirements because there are insufficient providers of these construction services.

FUNDING: This work will be fully funded by 100% NYS SRC.

“**RESOLVED**, that the Board hereby authorizes Change Order No. 5 as a \$317,588.01 increase to Oakgrove Construction, Inc. construction contract for the LRRT - Embedded Rail Replacement Project; and

BE IT FURTHER RESOLVED, that the Executive Director, designee and/or the Chair, be and are hereby authorized to execute and deliver Change Order No. 5 with Oakgrove Construction, Inc. as described hereinabove; and

BE IT FURTHER RESOLVED, that said Change Order shall include such additional terms, conditions and safeguards to the NFTA as deemed appropriate by the General Counsel; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer, be, and hereby is, authorized to make payment(s) under said Agreement upon certification by the Vice President of Capital Delivery & Support Operations that such payments are in order based upon receipt of all required supporting documentation.”

SURFACE:

4. C. (2) **Authorization for Agreement, Brasco International, Inc, Partial Sidewall Prefabricated Bus Shelters**

RECOMMENDATION: Staff recommends the Board authorize an Agreement for the purchase of partial sidewall prefabricated bus shelters and replacement components from Brasco International Inc. (Brasco), of Madison Heights, Michigan. The proposed term of the Agreement is for three (3) years, with two (2) additional one-year renewals to be exercised at the sole discretion of the NFTA. The contract shall commence on December 1, 2026. The annual cost will not exceed \$267,025.00.

INFORMATION: Surface Transportation provides bus shelters to protect patrons from the weather elements while waiting for bus service. This partial sidewall prefabricated shelter will provide Metro with a second shelter option (in addition to the standard shelter) that has short sidewalls (3 feet max) so it can be placed on corridors with a narrow public right of way. Several of Metro's high ridership routes (such as the 3 Grant) run through narrow corridors where standard bus shelters do not fit. Staff anticipates installing twenty-five (25) partial sidewall shelters per year for the next five (5) years, depending on funding availability.

Request for Proposal (RFP) No. 260019 was advertised in accordance with NFTA Procurement Guidelines. There were three (3) respondents. The evaluation team, consisting of members of the Procurement Department, Metro Service Planning, Property, and Engineering, reviewed the proposals. The evaluation team deemed Brasco to be the best overall value based on the proposal criteria of technical approach, qualification and experience, and cost.

NFTA's standard shelter contract is also with Brasco. It was approved on October 1, 2023 and runs through October 1, 2028. Standard shelters in year four (4) of that contract cost approximately \$13,000.00 per unit.

The established DBE goal was 0% for this contract pursuant to the interim final rule issued by USDOT on October 3, 2025.

FUNDING: FTA, NYSDOT, and NFTA

“RESOLVED, that the Board hereby authorizes an agreement with Brasco International, Inc. for the purchase of partial sidewall prefabricated bus shelters and replacement components, as generally described herein; and

BE IT FURTHER RESOLVED, that the Executive Director, designee and/or the Chair be, and hereby are, authorized to execute and deliver said Agreement; and

BE IT FURTHER RESOLVED, that said Agreement may include such additional terms, conditions and safeguards to the NFTA as deemed appropriate by the General Counsel; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer, be and he is hereby authorized to make payments under said Agreement upon certification by the Vice President, Engineering and Property, that such payments are in order based upon receipt of all required supporting documentation.”

RFP EVALUATION FORM

RFP 260019 Partial Sidewall Pre-Fabricated Bus Shelters	BRASCO INTERNATIONAL, INC. Madison Heights, MI	HANDI-HUT INC. Clifton, NJ	LNI CUSTOM MANUFACTURING INC. Rancho Dominguez, CA
SELECTION CRITERIA	Rate on a score of 1 - 10 with 10 being the highest		
Technical: Compliance with technical specifications, project approach, method and design proposed. 50%	8.00	7.00	7.00
Cost. 30%	10.00	7.02	8.09
Qualifications and experience: Demonstrated ability in the industry, depth of knowledge of key personnel in critical areas, resumes, references, past performance, delivery and warranty. 20%	9.00	7.00	6.00
TOTAL	8.80	7.01	7.13
ESTIMATED COST			
1. BUS SHELTERS			
A. Advertising Shelter			
Year 1- QTY 17	\$149,175.00	\$228,820.00	\$179,860.00
Year 2- QTY 17	\$156,825.00	\$236,810.00	\$188,853.00
Year 3- QTY 17	\$164,475.00	\$245,140.00	\$198,295.65
Year 4- QTY 17	\$172,550.00	\$253,725.00	\$208,210.39
Year 5- QTY 17	\$181,475.00	\$262,650.00	\$214,456.70
TOTAL	\$824,500.00	\$1,227,145.00	\$989,675.74
B. Non-Advertising Shelter			
Year 1- QTY 8	\$59,800.00	\$80,680.00	\$78,800.00
Year 2- QTY 8	\$62,800.00	\$83,520.00	\$82,740.00
Year 3- QTY 8	\$66,000.00	\$86,400.00	\$86,877.04
Year 4- QTY 8	\$69,200.00	\$89,440.00	\$91,220.88
Year 5- QTY 8	\$72,800.00	\$92,600.00	\$93,957.44
TOTAL	\$330,600.00	\$432,640.00	\$433,595.36
SHELTER TOTAL	\$1,155,100.00	\$1,659,785.00	\$1,423,271.10
2. REPLACEMENT COMPONENTS**			
Year 1	\$10,425.00	\$12,825.00	\$12,540.00
Year 2	\$10,975.00	\$13,280.00	\$13,794.00
Year 3	\$11,525.00	\$13,740.00	\$15,173.00
Year 4	\$12,125.00	\$14,220.00	\$16,690.00
Year 5	\$12,750.00	\$14,722.00	\$18,359.00
REPLACEMENT COMPONENTS TOTAL	\$57,800.00	\$68,787.00	\$76,556.00
GRAND TOTAL	\$1,212,900.00	\$1,728,572.00	\$1,499,827.10

**NOTE: For evaluation purposes only, a quantity of one (1) was used to calculate the total cost of replacement parts per component annually.

SURFACE:

4. C. (3) **Authorization for Agreement, Smith-Emery Laboratories, Inc.,
Ultrasonic Rail Testing Analysis and Reporting, LRRT**

RECOMMENDATION: Staff recommends the Board authorize an Agreement with Smith-Emery Laboratories, Inc. (Smith-Emery) for annual System Ultrasonic Rail Testing and Analysis services. The term of the Agreement will be for three (3) years, commencing November 1, 2026. The Agreement also provides the option to renew for two (2) additional one-year renewals, to be exercised at the sole discretion of the NFTA/NFT Metro Rail System. The total estimated aggregate cost is \$100,000.00 for all five (5) years.

INFORMATION: Ultrasonic rail testing checks the integrity of the rail throughout the system for defects that might affect the safety of rail passengers. This testing is completed on an annual basis.

Request for Proposal No. 260023 was issued in accordance with NFTA Procurement Guidelines. One (1) responsive proposal was received. The proposal was evaluated based upon technical criteria, cost, qualifications, and experience. The evaluation team comprised of Metro Rail and Procurement staff and determined Smith-Emery's proposal satisfies all requirements at a fair and reasonable cost.

Empire State Development excluded this procurement from MWBE requirements because there are no New York State (NYS) certified providers of this service. The established SDVOB goal was 3%. Smith-Emery requested that the NFTA approve a waiver of the SDVOB requirements because there are no NYS certified providers of this service. After review of Smith-Emery's good faith efforts, the NFTA has approved the waiver request.

FUNDING: 88c

“RESOLVED, that the Board hereby authorizes an Agreement with Smith-Emery Laboratories, Inc. for the annual ultrasonic rail testing analysis and reporting at a total estimated aggregate cost of \$100,000.00 for five (5) years, as described hereinabove; and

BE IT FURTHER RESOLVED, that the Executive Director, designee and/or the Chair, be and are hereby authorized to execute an Agreement with Smith-Emery Laboratories, Inc. for the annual ultrasonic rail testing analysis and reporting, as described hereinabove; and

BE IT FURTHER RESOLVED, that said Agreement shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer, be and is hereby authorized to make payments under said Agreement upon certification by the Director, Public Transit, that such payments are in order.”

SURFACE:

4. C. (4) Authorization for Supplemental Agreement No. 6, WSP USA, Inc., LRT Extension Environmental Review and Associated Engineering Design Services, Metro

RECOMMENDATION: Staff recommends the Board award Supplemental Agreement No. 6 (SA No. 6) as a not-to-exceed increase of \$958,244.48 to the original WSP USA, Inc., (WSP) LRT Extension Environmental Review and Associated Engineering Design Services Contract (Project No. 34LZ1725). This will result in a revised contract value of WSP's Agreement, including Supplemental Agreements, in the amount of \$21,649,358.00.

INFORMATION: In February 2018, the Board approved a contract with WSP to complete Environmental Review and Associated Engineering Design Services, Phase 1 for the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project (the Project).

Between November 2020 and June 2025, NFTA and WSP entered into five (5) Supplemental Agreements (SA Nos. 1-5) to advance the environmental review process for the Project under Phase 1, complete preliminary engineering (approximately 30% design) under Phase 2, and develop programmatic materials needed to advance the Project into and through the Project Development phase of the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) New Starts Program.

As part of the environmental review and conceptual design work conducted under Phases 1 and 2, WSP developed a traffic model to evaluate existing and future traffic operations along the Project corridor. This information was then used to inform the development of mitigation measures to reduce or avoid any adverse impacts resulting from the Project, as identified in the Project's Final Environmental Impact Statement (FEIS).

As the Project advances into future engineering and funding application phases, the Project's traffic analysis must be updated to ensure 30% design plans reflect current traffic and demographic data, planning assumptions, and capital projects that may impact regional travel patterns. In addition, this work will support continued coordination with state and local stakeholders with jurisdiction over the Project's impacted roadways.

As part of SA No. 6, WSP will update the Project's traffic model including the following tasks:

- Collect, review, and validate current traffic count data;
- Conduct an Existing Conditions, No Build, and Build Condition analysis using the latest modeling software;
- Complete a diversion analysis to evaluate traffic impacts at key intersections approaching the Project corridor;
- Identify locations where operational refinements should be considered to maintain adequate levels of service along the Project corridor roadways;
- Test recommended operational refinements identified through the traffic modeling process;

- Incorporate relevant operational findings into the Project's 30% design plans; and
- Review the findings documented in the Project's FEIS and recommend any necessary updates required by federal and state environmental regulations.

Staff conducted negotiations with WSP with all parties agreeing to the scope of work and final negotiated cost, which were found to be fair and reasonable.

The result of fee negotiations for SA No. 6 is as follows:

Independent Cost Estimate	\$851,160.04
Consultant's Initial Proposal	\$1,045,850.48
Negotiated Proposal	\$958,244.48

The established MBE, WBE, and SDVOB goals for this contract were 15%, 5%, and 6% respectively. WSP has identified their MBE participation as 15.7%, WBE participation as 6%, and SDVOB participation as 6.9%.

FUNDING: State Fiscal Year (SFY) 2022/23 New York State Department of Transportation (NYSDOT) transit capital funds.

“RESOLVED, that the Board hereby authorizes Supplemental Agreement No. 6 with WSP USA, Inc., to perform services for the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project, as described above; and

BE IT FURTHER RESOLVED, that the Executive Director, designee and/or the Chair, be and are hereby authorized to execute Supplemental Agreement No. 6 with WSP USA, Inc., as described above; and

BE IT FURTHER RESOLVED, that said Agreement shall include such additional terms, conditions and safeguards to the Authority as deemed appropriate by the General Counsel; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer, be and is hereby authorized to make payments under said Agreement upon certification by the Director, Public Transit, that such payments are in order.”

SURFACE:

4. C. (5) **Authorization for Procurement, New Flyer of America, Inc., Four (4) Compressed Natural Gas Buses with a Trolley Package, Metro**

RECOMMENDATION: Staff recommends the Board authorize an Agreement to purchase four (4) Compressed Natural Gas (CNG) Buses with a Trolley package, support systems and associated manuals, from New Flyer of America, Inc. (New Flyer), at a cost not to exceed \$3,347,907.48.

INFORMATION: The requested transit buses will replace diesel model-year 2013 transit trolley buses that have exceeded their useful life of twelve (12) years. Efforts to maintain a safe, efficient, and environmentally friendly fleet include CNG to meet the diverse needs of our system. The need to provide modern vehicles remains a priority for Metro and allows compliance with Title VI requirements.

Staff issued Request for Proposals No. 240066 in accordance with NFTA Procurement Guidelines, and on September 25, 2025, the Board approved a five (5) year Agreement with New Flyer to purchase buses. Pursuant to the terms of that Agreement, the NFTA has the option during the term to purchase additional CNG buses with a Trolley package. The procurement of these four (4) buses will exercise the option available through the underlying Agreement. The buses will be housed and fueled at the Frontier Bus Garage when not in revenue service.

The underlying Agreement through which this option is being exercised was established using federal financial assistance. The presence of federal funding binds subsequent contractual options to Disadvantaged Business Enterprise regulations, regardless of funding source for the option.

Pursuant to 49 CFR §26.49, transit vehicle manufacturers (TVMs) must maintain eligibility with the Federal Transit Administration (FTA) to fulfill federally funded procurements. In accordance with the United States Department of Transportation's Interim Final Rule, which modified DBE certifications nationwide and mandated reevaluation of all existing certified firms, the FTA modified compliance reporting and temporarily suspended the requirement for TVMs to submit annual reporting. TVM compliance is maintained by registration with the FTA, and New Flyer remains active on the FTA's Eligible TVM List.

The buses are scheduled to be delivered in the third quarter of 2027, based on the current lead times of approximately twelve (12) months.

FUNDING: Funding will be provided as listed below:

<u>Cost</u>	<u>Source</u>
\$2,300,512.00	MEP 21/22
\$ 887,021.00	ATC 21/22
<u>\$ 160,374.48</u>	NFTA
\$3,347,907.48	

“RESOLVED, that the Board hereby authorizes the procurement of four (4) Compressed Natural Gas buses with a Trolley Package, support systems, and associated manuals from New Flyer of America, Inc., at a cost not to exceed \$3,347,907.48, as described above; and

BE IT FURTHER RESOLVED, that the Director of Procurement & Supply Chain be and is hereby authorized to issue Purchase Order(s) to New Flyer of America, Inc. for the procurement of four (4) Compressed Natural Gas Buses with a Trolley Package, support systems, and associated manuals to be used as described hereinabove; and

BE IT FURTHER RESOLVED, that said Purchase Order(s) shall include such additional terms, conditions and safeguards to the NFTA as deemed appropriate by the General Counsel; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer, be and he is hereby authorized to make payments under said Purchase Order(s) upon certification by the Director, Public Transit that such payments are in order based upon receipt of all required supporting documentation.”

SURFACE:

4. C. (6) **Authorization for Agreement, Toole Design Group, LLC Regional Bike Master Plan Project Implementation - BKT Bikeway Feasibility Study**

RECOMMENDATION: Staff recommends the Board authorize an Agreement with Toole Design Group, LLC (Toole Design) in an amount not to exceed \$198,660.00 for consultant services for the Regional Bike Master Plan Project Implementation - Buffalo Kenmore Tonawanda (BKT) Bikeway Feasibility Study.

INFORMATION: The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) is the regional decision-making body designated by the Governor to cooperatively develop multimodal transportation plans for Erie and Niagara Counties of Upstate New York. The scope of the project is to undertake a feasibility study for the development of the BKT Bikeway. The project extends along Kenmore Avenue from the Tonawanda Rails to Trails path in the east, south along Military Road, west along Skillen Street, and southwest along Esser Avenue. The project is listed as a priority corridor in the 2020 Regional Bike Master Plan and was submitted to GBNRTC for technical assistance jointly by the Town of Tonawanda and the City of Buffalo.

On May 8, 2026, Request for Proposal No. RFP 260027 - Regional Bike Master Plan Project Implementation - BKT Bikeway Feasibility Study was issued in accordance with NFTA Procurement Guidelines. Seven (7) proposals were received and evaluated by a committee consisting of GBNRTC staff. The proposal evaluations were based on criteria that included: technical criteria; personnel qualifications; experience; and cost. Following the evaluation, Toole Design was found to be the most qualified and provides the best overall value. Cost proposals and independent cost estimates were reviewed.

The established DBE goal was 0% for this procurement pursuant to the interim final rule issued by USDOT on October 3, 2025.

The NFTA serves as the administrative host agency for GBNRTC, which means NFTA's only responsibility pertains to providing certain administrative needs of GBNRTC as agreed to by the NFTA in the Host Agency Agreement between the NFTA and NYSDOT.

FUNDING: Funding for this effort has been made available by GBNRTC through its Unified Planning Work Program funded by USDOT. No NFTA funds are involved in this study.

“RESOLVED, that the Board of Commissioners of the NFTA, which serves as the host agency for GBNRTC, hereby authorizes an Agreement with Toole Design Group, LLC as described above; and

BE IT FURTHER RESOLVED, that the Executive Director, designee and/or the Chair, be, and hereby are, authorized to execute and deliver said Agreements on behalf of GBNRTC as the administrative host; and

BE IT FURTHER RESOLVED, that said Agreements shall include such additional terms, conditions and safeguards to the NFTA as deemed appropriate by the General Counsel; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer, be and is hereby authorized to make payments on behalf of GBNRTC using GBNRTC funds under said Agreements upon certification by the Executive Director, GBNRTC that such payments are in order based upon receipt of all required supporting documentation.”

RFP 260027 Reginal Bike Master Plan Project Implementation - BKT Bikeway Feasibility Study	Toole Design Group, LLC	C&S Engineers, Inc	Wendel Energy Services, LLC	JMT of New York, Inc	AECOM	TY Lin International	Fisher Associates, P.E., L,S
SELECTION CRITERIA- (Rate on a scale of 1 - 10, with 10 Team Consensus (Completed by Team)							
Qualifications and Experience: Demonstrated ability in the industry, past performance, depth of knowledge of key personnel, organization of the team, and management procedures.- 40%	9.00	8.00	6.00	6.00	7.00	7.00	8.00
Technical Criteria: Project approach, methods, compliance with requirements. 30%	10.00	6.00	6.00	7.00	7.00	7.00	7.00
Cost. 30%							
Total							
Estimated Costs	\$ 198,660.00	\$ 99,935.00	\$ 99,950.00	\$ 99,852.00	\$ 429,516.00	\$ 120,348.00	\$ 152,822.00
Total Estimated Costs							

5. General Counsel Report:
6. Executive Session:
7. Adjournment

At approximately __ p.m., the Chair indicated that there was no further business coming before the Board, whereupon it was moved by Commissioner __ seconded by Commissioner ____ and unanimously approved that the Regular Meeting of the Niagara Frontier Transportation Authority and Niagara Frontier Transit Metro System, Inc. be adjourned.

AYES:

NOES: