NIAGARA FRONTIER
TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

FINANCIAL STATEMENTS

MARCH 31, 2025

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INDEPENDENT AUDITORS' REPORT

The Board of Commissioners
Niagara Frontier Transportation Authority

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Niagara Frontier Transportation Authority (the Authority) (a component unit of the State of New York), a business-type activity, as of and for the years ended March 31, 2025 and 2024 and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of March 31, 2025 and 2024, and the changes in its financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America (GAAP).

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with GAAP, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for one year beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

GAAP requires that management's discussion and analysis and other required supplementary information, as listed in the table of contents, be presented to supplement the financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Additional Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The additional information on pages 38 through 40 are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the information is fairly stated, in all material respects, in relation to the financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards,* we have also issued our report dated June 26, 2025 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Lumsden & McCormick, LLP

June 26, 2025

Niagara Frontier Transportation Authority
Serving the Niagara Region

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MANAGEMENT'S CERTIFICATION OF THE FINANCIAL STATEMENTS

Management certifies that, based on our knowledge, the information provided herein is accurate, correct and does not contain any untrue statement of material fact; does not omit any material fact, which, if omitted, would cause the financial statements to be misleading in light of the circumstances under which such statements are made; and fairly presents, in all material respects, the financial position, changes in financial position, and cash flows of the Authority as of, and for, the period presented in the financial statements.

NIAGARA FRONTIER TRANSPORTATION AUTHORITY

Kimberley A. Minkel Executive Director	John T. Cox Chief Financial Officer	Christopher S. Ruminski Director of Internal Audit and Corporate Compliance

June 26, 2025

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MANAGEMENT'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING

The Niagara Frontier Transportation Authority's (the Authority) internal control over financial reporting is a process effected by those charged with governance, management, and other personnel, designed to provide reasonable assurance regarding the preparation of reliable financial statements in accordance with accounting principles generally accepted in the United States of America. An entity's internal control over financial reporting includes those policies and procedures that (1) pertain to the maintenance of records that, in reasonable detail, accurately and fairly reflect the transactions and dispositions of the assets of the entity; (2) provide reasonable assurance that transactions are recorded as necessary to permit preparation of financial statements in accordance with accounting principles generally accepted in the United States of America, and that receipts and expenses of the entity are being made only in accordance with authorizations of management and those charged with governance; and (3) provide reasonable assurance regarding prevention, or timely detection and correction, of unauthorized acquisition, use, or disposition of the entity's assets that could have a material effect on the financial statements.

Management is responsible for establishing and maintaining effective internal control over financial reporting. Management assessed the effectiveness of the Authority's internal control over financial reporting as of March 31, 2025, based on the framework set forth by the Committee of Sponsoring Organizations of the Treadway Commission in *Internal Control – Integrated Framework*. Based on that assessment, management concluded that, as of March 31, 2025, the Authority's internal control over financial reporting is effective based on the criteria established in *Internal Control – Integrated Framework*.

NIAGARA FRONTIER TRANSPORTATION AUTHORITY

Kimberley A. Minkel
Executive Director

John T. Cox
Chief Financial Officer

Christopher S. Ruminski
Director of Internal Audit and
Corporate Compliance

June 26, 2025

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

Management's Discussion and Analysis

For the Years Ended March 31, 2025, 2024 and 2023
(Unaudited)

This management's discussion and analysis (MD&A) of the Niagara Frontier Transportation Authority (the Authority) provides an introduction and overview to the Authority's financial activities as of and for the years ended March 31, 2025, 2024, and 2023, which should be read in conjunction with the Authority's financial statements and notes to the financial statements.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the Authority's financial statements. It begins by presenting and explaining the financial statements. These statements have been prepared according to accounting principles generally accepted in the United States of America (GAAP). Revenues and expenses are recorded using the accrual basis of accounting, meaning that they are recorded by the Authority as earned/incurred, regardless of when cash is received or paid.

The financial statements of the Authority encompass the activity of the NFTA, which includes aviation operations and property management, and Niagara Frontier Transit Metro System, Inc. (Metro), which primarily provides surface transportation.

The *Balance Sheets* present information on the Authority's assets and deferred outflows of resources less liabilities and deferred inflows of resources, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the Authority's financial position is strengthening or weakening.

The *Statements of Revenues, Expenses and Changes in Net Position* show the results of the Authority's operations during the year and reflect both operating and non-operating activities. Changes in net position reflect the operational impact of the current year's activities on the financial position of the Authority.

The *Statements of Cash Flows* provide an analysis of the sources and uses of cash. The cash flows statements show net cash provided or used in operating, non-capital financing, capital and related financing, and investing activities.

The notes to the financial statements include additional information which provides a further understanding of the financial statements.

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

Management's Discussion and Analysis

For the Years Ended March 31, 2025, 2024 and 2023
(Unaudited)

FINANCIAL HIGHLIGHTS

Summarized Balance Sheets

(in thousands)	March 31, 2025	March 31, 2024	March 31, 2023
Current assets	$ 295,176	$ 289,967	$ 279,247
Restricted assets	115,984	116,148	102,466
Other assets	26,662	25,774	39,070
Capital assets, net	789,096	707,404	645,470
Deferred outflows of resources related to pensions and OPEB	94,082	91,611	110,625
Total assets and deferred outflows of resources	$ 1,321,000	$ 1,230,904	$ 1,176,878
Current liabilities	$ 100,035	$ 93,022	$ 91,169
Noncurrent liabilities	521,605	627,515	658,723
Deferred inflows of resources related to leases, pensions, and OPEB	304,537	237,649	260,082
Total liabilities and deferred inflows of resources	926,177	958,186	1,009,974
Net position:			
Net investment in capital assets	698,062	600,606	522,119
Restricted	115,984	116,148	102,466
Unrestricted	(419,223)	(444,036)	(457,681)
Total net position	394,823	272,718	166,904
Total liabilities, deferred inflows of resources, and net position	$ 1,321,000	$ 1,230,904	$ 1,176,878

The changes in total net position over time serve as a useful indicator of the Authority's financial position. Net investment in capital assets represents the Authority's net capital assets, offset by any payables or debt outstanding used to finance the capital asset purchases. Restricted net assets consist primarily of cash and investments restricted in accordance with bonding requirements or assets whose use is limited to specific purposes in accordance with various agreements. Unrestricted net position deficits of $419.2 million, $444.0 million, and $457.7 million, at March 31, 2025, 2024, and 2023 result primarily from the accrual of other postemployment benefits (OPEB). As a result of the Authority's activities, March 31, 2025 net position increased $122.1 million from March 31, 2024, and March 31, 2024 net position increased $105.8 million from March 31, 2023.

Current assets increased $5.2 million from March 31, 2024 to March 31, 2025, primarily due to an increase in unrestricted investments. Restricted assets decreased $164 thousand from March 31, 2024 to March 31, 2025. Other assets increased $888 thousand due to an increase in leases receivable. Deferred outflows of resources increased $2.5 million due to changes in assumptions related to the Authority's OPEB plan.

Current assets increased $10.7 million from March 31, 2023 to March 31, 2024, primarily due to an increase in unrestricted investments. Restricted assets increased $13.7 million from March 31, 2023 to March 31, 2024, due to the continued strategic building up of reserves in the Metro 88c special assistance fund and the Buffalo Niagara International Airport (BNIA) and Niagara Falls International Airport (NFIA) passenger facility charges fund. Other assets decreased $13.3 million primarily due to a $7.9 million decrease in net pension assets. Deferred outflows of resources decreased $19.0 million due to changes in assumptions and differences between the projected and actual investment earnings related to certain pension and OPEB plans as well as amounts recognized for payments made subsequent to the respective plans' measurement dates.

Current liabilities increased $7.0 million from March 31, 2024 to March 31, 2025 and $1.9 million from March 31, 2023 to March 31, 2024 resulting from normal operations and timing of payments.

Noncurrent liabilities decreased $105.9 million from March 31, 2024 to March 31, 2025 due to debt principal payments of $15.8 million, a decrease of $81.9 million in the OPEB liability from actual costs being lower than expected, and a decrease of $10.5 million in net pension liabilities also due to costs being lower than expected. Deferred inflows of resources increased $66.9 million due to differences between expected and actual experience of the OPEB plan.

Principal payments on debt along with decreases in self-insured claims of $3.1 million and other postemployment benefits of $43.2 million were partially offset by an increase in net pension liabilities of $32.4 million for an overall decrease in noncurrent liabilities of $31.2 million at March 31, 2024 compared to March 31, 2023. Deferred inflows of resources decreased $22.4 million primarily as a result of differences between projected and actual earnings on investments related to the Authority's pension plans.

Refer to the Capital Assets and Debt Administration sections of this MD&A for further details.

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
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Management's Discussion and Analysis

For the Years Ended March 31, 2025, 2024 and 2023
(Unaudited)

Summarized Statements of Revenues, Expenses and Changes in Net Position

(in thousands)	Years ended March 31,		
	2025	2024	2023
Operating revenues:			
Fares	$ 29,049	$ 27,693	$ 25,640
Concessions and commissions	38,019	34,605	31,242
Rental income	22,737	20,468	19,798
Airport fees and services	23,412	20,727	20,470
Other operating revenues	6,813	5,926	6,315
Total operating revenues	120,030	109,419	103,465
Operating expenses:			
Salaries and employee benefits	146,430	145,028	125,586
Other postemployment benefits	(6,083)	9,065	26,634
Depreciation and amortization	64,301	55,874	53,929
Maintenance and repairs	27,096	24,272	22,973
Transit fuel and power	3,548	3,903	4,961
Utilities	5,706	4,653	5,657
Insurance and injuries	8,637	7,885	5,700
Other operating expenses	31,934	26,772	21,683
Total operating expenses	281,569	277,452	267,123
Operating loss	(161,539)	(168,033)	(163,658)
Non-operating revenues, net	170,442	160,847	146,166
Change in net position before capital contributions	8,903	(7,186)	(17,492)
Capital contributions	113,202	113,000	57,231
Change in net position	122,105	105,814	39,739
Net position – beginning of year	272,718	166,904	127,165
Net position – end of year	$ 394,823	$ 272,718	$ 166,904

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
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Management's Discussion and Analysis

For the Years Ended March 31, 2025, 2024 and 2023
(Unaudited)

Summary of Revenues, Expenses and Changes in Net Position

The charts below summarize operating revenues by source.

2025

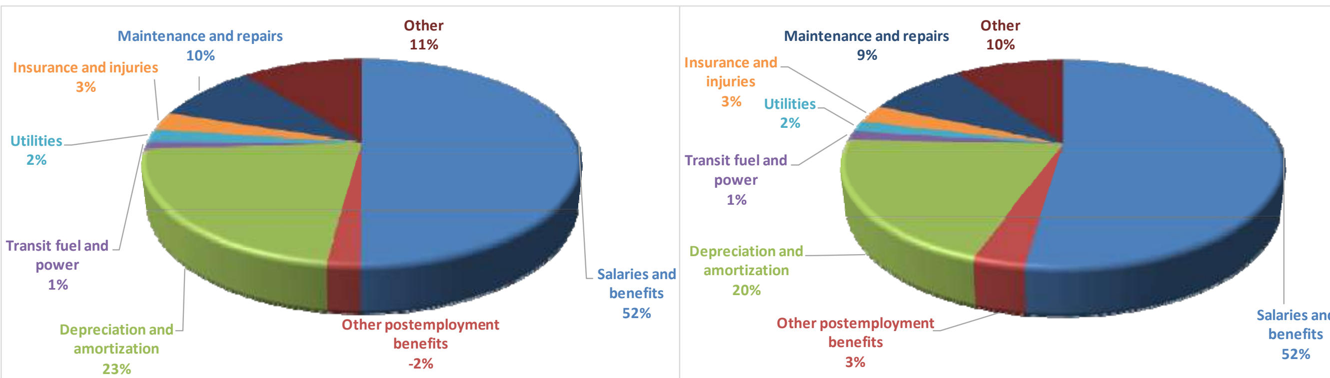
2024

Operating revenues increased $10.6 million, or 9.7%, from 2024 to 2025. Fare revenue increased $1.4 million due to increased ridership. Concessions and commissions in 2025 were $3.4 million higher than 2024, due to an increase in parking, auto rental, food, and retail revenues at the airports as enplanements increased approximately 8.8% from 2024 at BNIA.

Operating revenues increased $6.0 million, or 5.8%, from 2023 to 2024. Fare revenue increased $2.1 million due to increased ridership. Concessions and commissions in 2024 were $3.4 million higher than 2023, due to an increase in parking, auto rental, food, and retail revenues at the airports as enplanements increased approximately 10.7% from 2023 at BNIA.

The charts below summarize operating expenses by category.

2025 | 2024



Operating expenses for 2025 of $281.6 million were $4.1 million higher than 2024. Salaries and employee benefits increased $1.4 million, or 1.0%, primarily due to contractual wage increases and fewer vacant positions. Other postemployment benefits decreased $15.1 million from 2024 relating to the actuarially calculated postemployment health insurance costs. Depreciation and amortization expense increased by $8.4 million from 2024 to 2025 due to substantial capital asset additions during 2025 and 2024. Transit fuel and power costs decreased $355 thousand due to lower diesel and compressed natural gas fuel prices in 2025. Other operating expenses increased $5.2 million primarily due to higher professional service contracts, security costs, and parking management costs related to higher BNIA parking revenue.

Operating expenses for 2024 of $277.5 million were $10.3 million higher than 2023. Salaries and employee benefits increased $19.4 million, or 15.5%, primarily due to contractual wage increases and fewer vacant positions. Other postemployment benefits decreased $17.6 million from 2023 relating to the actuarially calculated postemployment health insurance costs. Depreciation and amortization expense, which varies from year to year based on the timing of asset purchases and estimated useful lives, increased by $1.9 million from 2023 to 2024. Transit fuel and power costs decreased $1.1 million due to lower diesel and compressed natural gas fuel prices in 2024. Other operating expenses increased $5.1 million primarily due to higher parking management costs related to higher BNIA parking revenue.

Net non-operating revenues for 2025 increased $9.6 million compared to 2024, from $160.8 million to $170.4 million, due to an increase in New York State Transit Operating Assistance (STOA) funds and increases in passenger facility charges and interest income.

Net non-operating revenues for 2024 increased $14.7 million compared to 2023, from $146.1 million to $160.8 million, due to an increase in STOA funds and interest income.

Capital contributions fluctuate depending on the timing of capital projects and vehicle and equipment purchases.

CAPITAL ASSETS

Net capital assets totaled $789.1 million at March 31, 2025, representing an 11.5% increase from March 31, 2024, as investment in capital exceeded depreciation and dispositions by $81.7 million in 2025. Capital asset additions totaling $146.0 million included BNIA Runway 5-23 rehabilitation of $47.5 million, $19.5 million for diesel and electric buses and charging infrastructure, $12.8 million for rail track & bed replacement Mohawk St. to Eagle St, $4.1 million for NFIA airfield illuminated signage, and $2.7 million for paratransit vehicles.

Net capital assets totaled $707.4 million at March 31, 2024, representing a 9.6% increase from March 31, 2023, as investment in capital exceeded depreciation and dispositions by $61.9 million in 2024. Capital asset additions totaling $124.9 million included $34.0 million for BNIA Runway 05-23 rehabilitation and construction, $35.4 million for diesel and electric buses and charging infrastructure, and $1.5 million for paratransit vehicles.

DEBT ADMINISTRATION

Long-term debt at March 31, 2025 totaled $91.0 million, which is a decrease of $15.8 million from 2024 and results from debt service payments of $14.6 million and amortization of bond premiums of $1.2 million.

Long-term debt at March 31, 2024 totaled $106.8 million, which is a decrease of $16.6 million from 2023 and results from debt service payments of $15.2 million and amortization of bond premiums of $1.4 million.

FACTORS IMPACTING THE AUTHORITY'S FUTURE

Surface Transportation

Historically, approximately 25% of Metro's revenues are derived from fare collection and advertising, while 75% are from outside government assistance. New York State is the Authority's largest investor, usually providing almost 50% of total assistance while approximately 30% comes from local sources and 20% from the federal government. Any changes in these funding sources can have a significant impact on Authority operations.

The impact of efforts to minimize the spread of COVID-19 resulted in an approximately 50% erosion in ridership during 2021. Ridership continues to be impacted by societal changes following the pandemic such as remote work. Metro ridership is 64.3% of pre-pandemic levels. All COVID relief funds provided by the federal government to support operations during the pandemic have been spent.

As part of the Authority's 2023-2033 Roadmap, Metro is focused on revenue generation, cost control, increasing organizational liquidity, technological improvements, operational changes such as implementation of a new fare box collection system, providing more flexible fare structures, and continuing to engage with the public regularly through social media, the Citizens Advisory Committee, Accessibility Advisory Committee, workforce development, and many other means.

Metro-owned property along the Metro Rail corridor and property adjacent to Metro Rail has seen significant development in the recent years, including the Metro Rail Allen-Medical Campus Station which is located on the Buffalo Niagara Medical Campus (BNMC). The Allen-Medical Campus Metro Rail Station is now the second busiest Metro Rail stop as it meets the needs of BNMC employees, patients, visitors, and neighborhood residents. The City of Buffalo, in partnership with the NFTA, are in the process of selecting a development team to realize residential and commercial equitable transit-oriented development at and around the NFTA-Metro Rail Lasalle Station. The NFTA and the City of Buffalo own adjoining parcels at the site.

In February 2018, the Authority started the environmental review process for extending Metro Rail from its current terminus at the University Station along the preferred Niagara Falls Boulevard route alternative through the University at Buffalo North Campus in the Town of Amherst as approved by the Authority Board of Commissioners and recommended by our Alternatives Analysis Study. The Amherst-Buffalo Metro Rail Corridor contains 20% of all regional jobs and more than 10% of all regional residents. The proposed project would more than double ridership, link all three University at Buffalo Campuses with a one-seat Metro Rail ride, provide a seamless connection between the region's largest concentration of housing to significant employment, health care, education, and recreation destinations, and generate billions in direct, indirect, and induced economic impact throughout the Corridor. The Authority has $31 million under contract with New York State Department of Transportation to complete the environmental process for the project, project development, and some preliminary engineering. The order of magnitude estimate of project construction is approximately $1.5 billion, with up to 50% of project costs planned to come from the Federal Capital Investment Grant (CIG) Program and the remainder from a mix of state, local, and/or private sector sources.

In 2019, the Authority started construction on an extension of NFTA-Metro Rail revenue service into the former DL&W train shed which is owned by the Authority. The project, which is scheduled to be complete in 2025, involves construction of a new Metro Rail Station on the first floor of the facility and will open up development opportunities on the first and second floor. In April 2022, New York State announced an appropriation of $30 million to rehabilitate the core and shell of the train shed in order to facilitate private sector development. Design of those improvements is complete and the NFTA plans to start construction of the first phase of the improvements in 2025.

Aviation

Together, BNIA and NFIA historically have served approximately 5 million passengers per year as the only commercial service airports serving Erie and Niagara counties. Additionally, the airports have been a convenient and less costly option for nearby Canadian travelers. As approximately 30% of BNIA and 88% of NFIA passenger traffic originates from Canada, any closure of the United States and Canada border, such as the COVID-19 closure in 2021 and 2022, has a significant negative impact on enplanements. Also, fluctuations in the exchange rate of the Canadian dollar have an impact on enplanements. During 2025, approximately 5.2 million passengers were served by the two airports.

In 2024, an overall aviation strategic plan identified critical issues relating to the two airports and established goals to enhance air cargo development, enhance and maintain air service to Canadian travelers, maintain the quality of overall customer service, and improve the financial sustainability of BNIA and NFIA.

In 2025, NFTA completed Phase 1 of the rehabilitation of the main runway at BNIA. Phase 1 of the project rehabilitated the 23 end of the main runway at a cost of approximately $34.3 million. Phase 2 is nearing completion, which rehabilitated the 05 end of the main runway at an approximate cost of $53.0 million. Phase 3 of this project is ongoing and will rehabilitate taxiway A at an approximate cost of $14.7 million.

NIAGARA FRONTIER TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

Management's Discussion and Analysis

For the Years Ended March 31, 2025, 2024 and 2023
(Unaudited)

CONTACT FOR THE AUTHORITY'S FINANCIAL MANAGEMENT

This report is designed to provide a general overview of the finances of the Authority for interested parties. Questions concerning any information within this report or requests for additional information should be addressed to John T. Cox, Chief Financial Officer, 181 Ellicott Street, Buffalo, New York 14203.

Balance Sheets (In thousands)

March 31,	2025	2024
Assets		
Current assets:		
Cash and cash equivalents	$ 143,590	$ 144,885
Investments	83,333	79,375
Accounts and other receivables	20,553	12,891
Grants receivable	34,420	35,381
Leases receivable	4,921	9,493
Materials and supplies inventory	6,815	6,166
Prepaid expenses and other	1,544	1,776
	295,176	289,967
Restricted assets:		
Cash and cash equivalents	75,007	77,106
Investments	40,977	39,042
	115,984	116,148
Leases receivable	26,662	25,774
Capital assets, net (Note 3)	789,096	707,404
	815,758	733,178
Total assets	1,226,918	1,139,293
Deferred outflows of resources:		
Deferred outflows of resources related to pensions	28,292	29,171
Deferred outflows of resources related to OPEB	65,790	62,440
Total deferred outflows of resources	94,082	91,611
Total assets and deferred outflows of resources	$ 1,321,000	$ 1,230,904
Liabilities		
Current liabilities:		
Current portion of long-term debt	$ 9,318	$ 14,904
Accounts payable and accrued expenses	51,628	41,299
Other current liabilities	39,089	36,819
	100,035	93,022
Noncurrent liabilities:		
Long-term debt	81,716	91,894
Self-insured claims	29,387	32,494
Net pension liabilities	33,585	44,071
Total OPEB liability	376,917	458,809
Other noncurrent liabilities	-	247
	521,605	627,515
Total liabilities	621,640	720,537
Deferred inflows of resources:		
Deferred inflows of resources related to leases	30,034	34,019
Deferred inflows of resources related to pensions	12,865	2,944
Deferred inflows of resources related to OPEB	261,638	200,686
Total deferred inflows of resources	304,537	237,649
Net position:		
Net investment in capital assets	698,062	600,606
Restricted	115,984	116,148
Unrestricted (deficit)	(419,223)	(444,036)
Total net position	394,823	272,718
Total liabilities, deferred inflows of resources, and net position	$ 1,321,000	$ 1,230,904

See accompanying notes.

Statements of Revenues, Expenses and Changes in Net Position (In thousands)

For the years ended March 31,	2025	2024
Operating revenues:		
Fares	$ 29,049	$ 27,693
Concessions and commissions	38,019	34,605
Rental income	22,737	20,468
Airport fees and services	23,412	20,727
Other operating revenues	6,813	5,926
Total operating revenues	120,030	109,419
Operating expenses:		
Salaries and employee benefits	146,430	145,028
Other postemployment benefits	(6,083)	9,065
Depreciation and amortization	64,301	55,874
Maintenance and repairs	27,096	24,272
Transit fuel and power	3,548	3,903
Utilities	5,706	4,653
Insurance and injuries	8,637	7,885
Other	31,934	26,772
Total operating expenses	281,569	277,452
Operating loss	(161,539)	(168,033)
Non-operating revenues (expenses):		
Government assistance	150,911	143,158
Passenger facility charges	10,033	9,561
Interest income, net	8,186	7,250
Other non-operating revenues, net	1,312	878
Total non-operating net revenues	170,442	160,847
Change in net position before capital contributions	8,903	(7,186)
Capital contributions	113,202	113,000
Change in net position	122,105	105,814
Net position - beginning of year	272,718	166,904
Net position - end of year	$ 394,823	$ 272,718

See accompanying notes.

Statements of Cash Flows (In thousands)

For the years ended March 31,	2025	2024
Operating activities:		
Cash collected from customers	$ 101,670	$ 101,891
Cash paid for employee wages and benefits	(163,372)	(155,967)
Cash paid to vendors and suppliers	(61,758)	(60,936)
Cash paid for insurance and injuries	(11,744)	(10,971)
Net operating activities	(135,204)	(125,983)
Non-capital financing activities:		
Government assistance	150,911	143,158
Capital and related financing activities:		
Repayments of long-term debt	(14,602)	(16,553)
Lease principal received	10,393	10,405
Other liabilities	94	83
Interest received on leases	1,347	1,423
Interest paid	(3,109)	(3,585)
Mortgage recording tax	2,180	2,565
Capital grants and contributions	114,163	115,483
Additions to capital assets, net	(143,675)	(116,120)
Passenger facility charges	10,033	9,561
Other	1,182	671
Net capital and related financing activities	(21,994)	3,933
Investing activities:		
Proceeds from (purchases of) investments, net	(5,893)	(4,288)
Interest income	8,786	9,413
Net investing activities	2,893	5,125
Net change in cash and cash equivalents	(3,394)	26,233
Cash and cash equivalents, beginning of year	221,991	195,758
Cash and cash equivalents, end of year	$ 218,597	$ 221,991
Reconciliation to Balance Sheets		
Cash and cash equivalents:		
Unrestricted	$ 143,590	$ 144,885
Restricted	75,007	77,106
Total cash and cash equivalents	$ 218,597	$ 221,991
Reconciliation of operating loss to net operating activities:		
Operating loss	$ (161,539)	$ (168,033)
Adjustments to reconcile operating loss to net operating activities:		
Depreciation and amortization	64,301	55,874
Net pension activity	314	4,932
Other postemployment benefits, net	(24,290)	(5,930)
Changes in assets and liabilities:		
Accounts and other receivables	(7,662)	4,444
Leases receivable, net	(10,694)	(10,588)
Materials and supplies inventory	(649)	(550)
Prepaid expenses and other	232	(28)
Accounts payable and accrued expenses	8,141	(411)
Other current liabilities	(4)	(1,198)
Self-insured claims	(3,107)	(3,086)
Other noncurrent liabilities	(247)	(1,409)
Net operating activities	$ (135,204)	$ (125,983)

See accompanying notes.

(1) Financial Reporting Entity

The Niagara Frontier Transportation Authority (the Authority) was created by an Act of the New York State Legislature in 1967 to promote the development and improvement of transportation and related services within the Niagara Frontier transportation district. As a multi-modal transportation authority, the Authority operates a number of transportation related business centers including aviation, surface transportation, and property management. The Authority is included in the financial statements of the State of New York (the State) as an enterprise fund.

The Niagara Frontier Transit Metro System, Inc. (Metro) was created in 1974 to provide mass transportation services to the Niagara Frontier. Although Metro is a separate legal entity, the Authority maintains financial and governance responsibility over its operations.

The Board of Commissioners (the Board) of the Authority, including Metro, consists of 12 members appointed by the Governor of the State. All appointments are made with the consent of the New York State Senate. The Board governs and sets policy for the Authority. The Executive Director is responsible for day-to-day management of the Authority.

(2) Summary of Significant Accounting Policies

(a) Basis of Presentation and Measurement Focus

The accompanying financial statements have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

The Authority reports as a special purpose government engaged in business-type activities, using the economic resources measurement focus and the accrual basis of accounting. All assets, deferred outflows of resources, liabilities, deferred inflows of resources, net position, revenues, and expenses are accounted for through a single enterprise fund with revenues recorded when earned and expenses recorded at the time liabilities are incurred. Grants and similar items are recognized as revenue when all eligibility requirements imposed by the provider have been satisfied.

The Authority's policy for defining operating activities in the statements of revenues, expenses and changes in net position are those that generally result from exchange transactions such as payments received for services and payments made to purchase goods and services. Certain other transactions, including government grants, passenger facilities charges, and interest, are reported as non-operating activities.

Authority Operations

The Authority operates three strategic business centers within NFTA and Metro:

NFTA Operations

Aviation

The Authority operates the Buffalo Niagara International Airport (BNIA) and the Niagara Falls International Airport (NFIA). BNIA is Western New York's primary passenger and cargo airport, while NFIA is a commercial, primary small-hub airport and serves as a joint-use military facility with the Niagara Falls Air Reserve Station.

Property Management

The property management department manages real estate owned by the Authority, including certain rail rights of way and non-public transportation assets, such as industrial distribution warehouses and associated office space for lease.

Metro Operations

Surface Transportation

Metro operates the surface transportation business unit responsible for all ground-based transportation services provided by the Authority. Such services include public fixed-route bus and rail routes, paratransit and other non-traditional transit services, and intracity bus terminals in Buffalo and Niagara Falls.

Metro also provides a 6.4 mile light rail rapid transit (LRRT) system in the City of Buffalo between downtown Buffalo and the State University of New York at Buffalo's South Campus.

The Metropolitan Transportation Center, located in downtown Buffalo, serves intercity and NFTA-Metro passengers and contains the offices of the Authority. The Niagara Falls Transit Center and the Portage Road Transit Center in Niagara Falls serve NFTA-Metro customers in Niagara County.

The majority of Metro operations employees are members of the Amalgamated Transit Union Local 1342 (ATU). Five other labor unions represent a small percentage of remaining employees. The current ATU contract expires July 31, 2025.

(b) Cash, Cash Equivalents, and Investments

Cash and cash equivalents principally include cash on hand, money market funds, and certificates of deposit with original maturities of three months or less.

The Authority has a written investment policy which is in compliance with the Authority's enabling legislation under Sections 1299-E and 2925(3)(f) of the New York State Public Authorities Law. Further, pursuant to collateralizing its investments, the Authority is subject to General Municipal Law Section 10, *Deposit of Public Money,* whereby all cash, cash equivalents, and investments are fully insured by the Federal Deposit Insurance Corporation (FDIC) and/or are fully collateralized with U.S. government obligations held in the name of the Authority. Investments consist of certificates of deposit and U.S. Treasury notes purchased directly by the Authority.

Custodial credit risk is the risk that, in the event of the failure of a depository financial institution, the Authority will not be able to recover deposits or will not be able to recover collateral securities that are in the possession of an outside party. At March 31, 2025 and 2024, the Authority's bank deposits were fully insured by FDIC or collateralized in accordance with the above requirements.

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. In order to limit its exposure, the Authority limits the maturity dates of its investments.

The Authority's investment policies comply with the New York State Comptroller's guidelines for Public Authorities. Investments consist primarily of certificates of deposits with original maturities greater than three months and obligations of the U.S. Government reported at fair value.

(c) Receivables

Accounts receivable are stated at the amount management expects to collect on outstanding balances and consist primarily of amounts due from services related to the Authority's operations and advertising. Management provides for probable uncollectible amounts through a charge to expenses and a credit to a valuation allowance based on its assessment of individual accounts, historical trends, and reasonable forecasts. Balances outstanding after reasonable collection efforts are written off through a charge to the valuation allowance and a credit to accounts receivable.

Grants receivable are stated at the amount management expects to collect on outstanding balances and consists primarily of amounts due from Federal, State, and local governments related to grant expenses incurred.

Leases receivable are stated at the present value of lease payments expected to be received during the lease term. Corresponding deferred inflows of resources are also reported and revenue is recognized over the lease term.

(d) Materials and Supplies Inventory

Materials and supplies inventory is valued based on the weighted average cost method or net realizable value.

(e) Restricted Assets

Certain cash and investments are classified as restricted assets in accordance with bonding requirements or because their use is legally limited to specific purposes such as airport capital expansion and operations or the LRRT system. The Authority's policy is to use restricted resources first when an expense is incurred for purposes for which both restricted and unrestricted resources are available.

(f) Capital Assets

The Authority's policy is to capitalize assets that cost at least $5,000 and have estimated useful lives of two years or more. Capital assets are stated at cost, less accumulated depreciation and amortization. Depreciation and amortization is computed on the straight-line method over the estimated useful lives of the assets. Maintenance and repairs are charged to operations as incurred; significant improvements are capitalized.

The estimated useful lives on principal classes of capital assets are as follows:

	Estimated Useful Life (Years)
Improvements	10 - 25
LRRT system	10 - 45
Buildings	10 - 45
Metropolitan transportation centers	25
Motor buses	12
Equipment and other	2 - 10

(g) Other Current Liabilities

Advances

The Authority administers the funding of regional transportation improvement projects on behalf of the Federal Highway Administration (FHWA) for the Niagara International Transportation Technology Coalition (NITTEC). At March 31, 2025 and 2024, net advance payments provided by the FHWA for regional construction projects authorized by NITTEC and the FHWA are held by the Authority and included in restricted cash and other current liabilities on the accompanying balance sheet and totaled $5,382,000 and $5,288,000.

Mortgage Recording Tax Revenue

As required by New York State legislation, the Authority receives a percentage of mortgage recording taxes collected by Erie County and Niagara County. Receipts are recorded as other current liabilities until all eligibility requirements are met.

(h) Bond Issuance Costs and Premiums

Bond issuance costs, with the exception of prepaid insurance, are expensed as incurred. Premiums received upon the issuance of debt are included with the debt liability and amortized against interest expense over the life of the related obligation.

(i) Self-Insured Claims

The Authority is self-insured for property damage, environmental claims, personal injury liability, and workers' compensation claims. An estimate of the liability is made by the Authority based primarily on information available from third-party administrator claims, actuarial studies, and in-house and outside legal counsel.

(j) Pensions

The Authority has elected to participate in the New York State and Local Retirement System, including the Employees' Retirement System (ERS) and the Police and Fire Retirement System (PFRS). The Authority provides retirement benefits to substantially all employees through various defined benefit retirement plans or other agreements (Note 7). For ERS and PFRS, the Authority recognizes its proportionate share of the net pension position, deferred outflows and deferred inflows of resources, pension expense, and information about and changes in the fiduciary net position on the same basis as reported by ERS and PFRS. ERS and PFRS recognize benefit payments when due and payable in accordance with benefit terms; investment assets are reported at fair value.

(k) Other Postemployment Benefits (OPEB)

In addition to providing pension benefits, the Authority provides OPEB in the form of health insurance coverage to retired employees (Note 8). Substantially all employees become eligible for these benefits when they reach normal retirement age with a minimum of ten years of service.

(l) Other Noncurrent Liabilities

Other noncurrent liabilities consist primarily of amounts due to the New York State and Local Retirement System pursuant to the New York State Pension Contribution Stabilization Program (Note 7).

(m) Net Position

Net position consists of the following components:

- *Net investment in capital assets* – consists of net capital assets reduced by outstanding balances of any related debt obligations attributable to the acquisition, construction, or improvement of those assets.
- *Restricted* – consists of restricted assets reduced by related liabilities and deferred inflows of resources. Restrictions are imposed by external organizations such as federal or state laws or by the terms of the Authority's bonds.
- *Unrestricted* – net amount of assets, deferred outflows of resources, liabilities, and deferred inflows of resources that do not meet the definition of the above restrictions and are available for general use of the Authority.

(n) Revenue Recognition

The Authority's principal sources of operating revenues are fares, airport fees and services, rental income, and concessions and commissions. Operating revenues from fares represent surface transportation services and are generated from cash and various fare media including tickets and passes which are recognized as income as they are used. On November 1, 2023, the Authority introduced MetGo smart cards, an account-based system that eliminates the need for cash. Operating revenues from airport fees and services include landing and terminal ramp fees. Rental income includes building and ground space rented to airlines and air cargo carriers, among others. Operating revenues from concessions and commissions include parking fees and rental of retail space. These sources of operating revenues are recognized upon provision of services. Commissions from auto rental companies are recognized based upon a monthly percentage of revenues earned during the contractual year with an annual adjustment for any minimum annual guaranteed fees.

In April and May 2021, the Authority was awarded funding of $43,183,000 from the FTA and $7,900,000 from the FAA under the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) to support costs to prevent, prepare for, and respond to coronavirus, including operating expenses. The CRRSA grant also provides funding for eligible costs beginning January 20, 2020. Amounts totaling $586,000 and $1,000,000 are recognized as capital contributions in the accompanying statements of revenues, expenses and changes in net position for the years ended March 31, 2025 and 2024, respectively.

In March 2021 the American Rescue Plan Act (ARPA) was passed by the United States Congress and signed into law by President Biden. Through ARPA, the FTA allocated $79,413,000 through the Section 5307 program to NFTA-Metro and $20,053,000 was allocated from the FAA. Amounts totaling $3,361,000 and $9,323,000 are recognized as capital contributions in the accompany statements of revenue, expenses and changes in net position for the years ended March 31, 2025 and 2024, respectively.

The Authority also receives operating assistance and capital contributions pursuant to various federal, state, and local government contracts and grant agreements. Operating assistance and capital contributions are recorded as revenue based on annual appropriations or when expenditures have been incurred in compliance with grant requirements. Government assistance and capital contributions represent 65% and 67% of total revenue for the years ended March 31, 2025 and 2024, respectively. A significant decrease in this funding may negatively impact future operations of the Authority.

(o) Taxes

As a public benefit entity, the Authority is exempt from federal and state income tax, as well as state and local property and sales taxes, with the exception of certain agreements for payments made in lieu of taxes.

(p) Use of Estimates

The preparation of financial statements in conformity with GAAP requires management to make certain estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates.

(q) Administrative Services

In accordance with agreements between the Authority and the New York State Department of Transportation, the Authority functions as the “host agency” for the Greater Buffalo Niagara Regional Transportation Council (GBNRTC), the designated Metropolitan Planning Organization (MPO) for the metro region including Erie and Niagara counties, and NITTEC, a regional traffic operations center. As the host agency for both organizations, the Authority provides certain administrative responsibilities relating to grants management and accounting functions; however, the Authority has no budgetary oversight and no responsibility for operations, deficits, or debts. Consequently, the Authority’s financial statements do not include the assets, liabilities, revenues, or expenses of GBNRTC or NITTEC. The Authority administered reimbursement grants totaling $8,065,000 and $10,667,000 for GBNRTC and NITTEC combined for the years ended March 31, 2025 and 2024, respectively.

(3) Capital Assets (in thousands)

	April 1, 2024	Additions	Reclassifications and Disposals	March 31, 2025
Non-depreciable and non-amortizable capital assets:				
Land	$ 64,538	$ -	$ (1)	$ 64,537
Construction in progress	78,578	49,409	(41,721)	86,266
Total non-depreciable and non-amortizable assets	143,116	49,409	(41,722)	150,803
Depreciable capital assets:				
Land improvements	387,542	53,721	7,550	448,813
LRRT system	720,327	15,030	694	736,051
Airport buildings	360,905	1,036	1,518	363,459
Metropolitan transportation centers	23,444	131	1,677	25,252
Motor buses	187,889	17,621	(16,917)	188,593
Equipment, buildings, and other	189,024	8,666	7,602	205,292
Total depreciable capital assets	1,869,131	96,205	2,124	1,967,460
Accumulated depreciation:				
Land improvements	(288,635)	(14,101)	171	(302,565)
LRRT system	(549,020)	(18,326)	16,753	(550,593)
Airport buildings	(195,998)	(9,441)	-	(205,439)
Metropolitan transportation centers	(18,119)	(497)	-	(18,616)
Motor buses	(119,631)	(10,542)	17,308	(112,865)
Equipment, buildings, and other	(134,898)	(10,923)	5,319	(140,502)
Total accumulated depreciation	(1,306,301)	(63,830)	39,551	(1,330,580)
Total depreciable capital assets, net	562,830	32,375	41,675	636,880
Right-to-use assets:				
Buildings	1,686	332	-	2,018
Subscriptions	661	94	-	755
Accumulated amortization	(889)	(471)	-	(1360)
Total right-to-use assets, net	1,458	(45)	-	1,413
Total capital assets, net	$ 707,404	$ 81,739	$ (47)	$ 789,096

	April 1, 2023	Additions	Reclassifications and Disposals	March 31, 2024
Non-depreciable and non-amortizable capital assets:				
Land	$ 64,538	$ -	$ -	$ 64,538
Construction in progress	68,566	117,298	(107,286)	78,578
Total non-depreciable and non-amortizable assets	133,104	117,298	(107,286)	143,116
Depreciable capital assets:				
Land improvements	350,183	3,906	33,453	387,542
LRRT system	707,905	453	11,969	720,327
Airport buildings	360,645	2,500	(2,240)	360,905
Metropolitan transportation centers	23,324	29	91	23,444
Motor buses	170,578	27	17,284	187,889
Equipment, buildings, and other	172,791	-	16,233	189,024
Total depreciable capital assets	1,785,426	6,915	76,790	1,869,131
Accumulated depreciation:				
Land improvements	(280,659)	(10,716)	2,740	(288,635)
LRRT system	(532,174)	(16,998)	152	(549,020)
Airport buildings	(186,440)	(10,417)	859	(195,998)
Metropolitan transportation centers	(17,785)	(409)	75	(18,119)
Motor buses	(123,490)	(9,034)	12,893	(119,631)
Equipment, buildings, and other	(133,752)	(7,857)	6,711	(134,898)
Total accumulated depreciation	(1,274,300)	(55,431)	23,430	(1,306,301)
Total depreciable capital assets, net	511,126	(48,516)	100,220	562,830
Right-to-use assets:				
Buildings	1,686	-	-	1,686
Subscriptions	-	661	-	661
Accumulated amortization	(446)	(443)	-	(889)
Total right-to-use assets, net	1,240	218	-	1,458
Total capital assets, net	$ 645,470	$ 69,000	$ (7,066)	$ 707,404

The Authority, as lessor, has entered into non-cancelable leases for various buildings and airport concessions with options to extend through 2052. Corresponding rental income recognized during fiscal year 2025 and 2024 totaled $10,581,000 and $10,734,000 and interest on the leases receivable totaled $1,107,000 and $1,215,000 at rates of 5.85% and 4.6%, respectively.

Rental income is derived primarily from airport operations. At March 31, 2025 and 2024, net airport capital assets totaled $318,230,000 and $279,200,000, of which approximately 25% is leased to third parties (based on square footage).

(4) Long-Term Debt (in thousands)

	2025	2024
(a) Airport Revenue Bonds 2019:		
Series A, maturing April 1, 2039 with variable annual principal payments commencing April 1, 2020, bearing interest at 5.0% (including unamortized premium of $2,861 and $3,660 at March 31, 2025 and 2024)	$ 51,960	$ 59,980
(b) Airport Revenue Bonds 2014:		
Series A, maturing April 1, 2029 with variable annual principal payments commencing April 1, 2015, bearing interest at 3.0% to 5.0% (including unamortized premium of $676 and $1,039 at March 31, 2025 and 2024)	31,372	37,464
(c) New York State, non-interest bearing	3,380	3,380
(d) Financed motor bus purchases, monthly payments with fixed interest rates ranging from 1.5% to 7.8%, maturing through 2032, secured by related equipment	2,864	4,447
(e) Buildings and concessions leases and software subscriptions, monthly payments with fixed interest rates at 3.6% to 4.55%, maturing through 2045	1,458	1,527
	91,034	106,798
Less current portion	9,318	14,904
	$ 81,716	$ 91,894

(a) On February 26, 2019, the Authority issued $81,920,000 Series 2019A Airport Revenue Bonds at a premium of $10,111,000. These bonds were issued to provide financing for certain capital improvements at BNIA and to refund outstanding Series 2004A and 2004C bonds in the amounts of $24,350,000 and $3,825,000, respectively.

(b) On September 3, 2014, the Authority issued $65,340,000 Series 2014A and $12,430,000 Series 2014B Airport Revenue Bonds at a premium of $9,336,000. These bonds were issued to refund outstanding Series 1999A, 1999B, and 1998 bonds in the amounts of $61,525,000, $13,775,000, and $13,485,000, respectively.

(c) The State Legislature passed a law in 1994 that granted the Authority immediate relief from the repayment covenant for a non-interest-bearing loan totaling $3,380,000. The law provides in pertinent part that repayment of the loan would be deferred for a two-year period, which expired on May 12, 1996. The Director of the Budget has been granted the discretion to either enter into an agreement with the Authority setting forth a schedule for reimbursement without interest or waive the requirement for reimbursement in whole or in part. No decision has been made to date. Maturities for this loan have been included in the category of loans and capital leases for long-term debt maturities for 2045 due to the uncertainty of repayment.

The Airport Revenue Bonds from 2019 and 2014 are payable from and secured by a lien against net revenues derived from the operations of the BNIA. Payment of scheduled bond principal and interest payments are also guaranteed by municipal bond insurance policies maintained by the Authority. The bonds are special limited obligations of the Authority. They are neither general obligations of the Authority nor a debt of the State or any political subdivision.

Changes in long-term debt for the year ended March 31, 2025 and 2024 were as follows (in thousands):

	2025	2024
Balance, beginning of year	$ 106,798	$ 123,351
Less repayment of long-term debt including premium amortization	15,764	16,553
Balance, end of year	91,034	106,798
Less current portion	9,318	14,904
Noncurrent portion	$ 81,716	$ 91,894

Required principal and interest payments for long-term debt, including unamortized premiums, are as follows (in thousands):

	Loans		Serial Bonds			Leases/ Subscriptions	
	Principal	Interest	Principal	Unamortized Premium	Interest	Principal	Interest
Years ending March 31,							
2026	$ 685	$ 183	$ 8,235	$ 1,046	$ 3,933	$ 398	$ 60
2027	257	160	8,450	937	3,518	71	44
2028	278	139	8,870	832	3,093	56	42
2029	300	117	9,315	722	2,646	52	40
2030	324	93	8,400	-	2,177	56	38
2031-2035	1,020	115	16,050	-	7,203	356	149
2036-2040	-	-	20,475	-	2,659	330	70
2041-2045	3,380	-	-	-	-	139	20
	$ 6,244	$ 807	$ 79,795	$ 3,537	$ 25,229	$ 1,458	$ 463

At March 31, 2025 and 2024, the Authority was in compliance with all loan and bond covenants.

(5) Passenger Facility Charges

In 1992, the FAA approved the Authority's application to impose collection of Passenger Facility Charges (PFC) at the BNIA, and in 2018, the FAA approved collection of such charges at NFIA. PFCs, which are restricted for certain FAA-approved projects at the BNIA and NFIA, are included in non-operating revenues and totaled $10,033,000 and $9,561,000 for the years ended March 31, 2025 and 2024, respectively.

(6) Government Assistance

Operations are subsidized by payments from the FTA under Sections 5307 and 5311 of the Urban Mass Transportation Administration (UMTA) Act; the State and Erie and Niagara Counties (pursuant to State transportation laws); and the Buffalo & Fort Erie Public Bridge Authority. Assistance recognized as revenue for the year ended March 31, 2025 and 2024 was as follows (in thousands):

	2025	2024
Metro:		
FTA:		
Sections 5307 and 5311 assistance	$ 19,901	$ 19,470
State:		
Statewide transit operating assistance program	80,764	74,000
Section 18b assistance	4,100	4,100
Section 5307 capital maintenance match	2,472	2,424
Total State	87,336	80,524
Erie County:		
Mortgage recording tax (section 88a)	9,650	9,244
Section 18b matching funds	3,657	3,657
Sales tax receipts	27,797	27,000
Total Erie County	41,104	39,901
Niagara County:		
Mortgage recording tax	1,792	2,047
Section 18b matching funds	443	443
Total Niagara County	2,235	2,490
Buffalo and Fort Erie Public Bridge Authority	200	200
	150,776	142,585
NFTA:		
Other	135	573
	$ 150,911	$ 143,158

(7) Pensions

(a) New York State Retirement System

The Authority participates in ERS and PFRS (the Systems), which are cost-sharing, multiple-employer, public employee retirement systems that provide retirement benefits as well as death and disability benefits. New York State Retirement and Social Security Law (NYSRSSL) governs obligations of employers and employees to contribute and provide benefits to employees. The benefits to employees are guaranteed under the State constitution. The Authority's election to participate in the State plans is irrevocable.

As set forth in NYSRSSL, the Comptroller of the State (the Comptroller) serves as sole trustee and administrative head of the Systems. The Comptroller adopts and may amend rules and regulations for the administration and transaction of the business of the Systems and for the custody and control of its funds. The Systems issue publicly available financial reports that include financial statements and required supplementary information. Those reports may be obtained from the New York State and Local Retirement System at www.osc.state.ny.us/retire.

Benefits: The Systems provide retirement, disability, and death benefits for eligible members, including automatic cost of living adjustments. In general, retirement benefits are determined based on an employee's individual circumstances using a pension factor, an age factor, and final average salary. The benefits vary depending on the individual's employment tier. Pension factors are determined based on tier and an employee's years of service, among other factors.

Contribution requirements: No employee contributions are required for those whose service began prior to July 27, 1976. The Systems require employee contributions of 3% of salary for the first 10 years of service for those employees who joined the Systems on or after July 27, 1976 through December 31, 2009. Participants whose service began on or after January 1, 2010 through March 31, 2012 are required to contribute 3% of their salary for the entire length of service. Employees who joined on or after April 1, 2012 contribute based on annual wages at a rate of 3% to 6% each year, based on their level of compensation. The Comptroller annually certifies the rates used, expressed as a percentage of the wages of participants, to compute the contributions required to be made by the Authority to the pension accumulation fund. For payments made in fiscal year 2025, rates ranged from 11.3% - 17.8% for ERS (9.5% - 19.9% for 2024) and 11.7% - 35.9% for PFRS (9.9% - 31.4% for 2024).

The Authority participates in the New York State Pension Contribution Stabilization Program (the Program), an optional program which establishes a graded contribution rate system that enables the Authority to pay a portion of its annual contributions over time and more accurately predict pension costs. At March 31, 2024, $247,000 is due to the Systems pursuant to the Authority's participation in the Program which is included in other noncurrent liabilities in the accompanying balance sheets. No amounts were due at March 31, 2025.

Net Pension Position, Pension Expense, and Deferred Outflows and Deferred Inflows of Resources Related to Pensions

At March 31, 2025, the Authority reported liabilities of $12,534,000 and $14,965,000 for its proportionate shares of the ERS and PFRS net pension positions, respectively. At March 31, 2024, the Authority reported liabilities of $18,064,000 and $17,679,000 for its proportionate shares of the ERS and PFRS net pension positions, respectively.

The total pension liability at the March 31, 2024 measurement date was determined by an actuarial valuation as of April 1, 2023, with update procedures applied to roll forward the total pension liability to March 31, 2024 (measurement date of March 31, 2023 with an actuarial valuation as of April 1, 2022 for the March 31, 2024 net pension position). The Authority's proportion of the net pension position was based on the ratio of its actuarially determined employer contribution to ERS's and PFRS's total actuarially determined employer contributions for the fiscal year ended on the measurement date. At the March 31, 2024 measurement date, the Authority's proportion was 0.0851252% for ERS, an increase of 0.0008887 from its proportion measured as of March 31, 2023. At the March 31, 2024 measurement date, the Authority's proportion was 0.3155220% for PFRS, a decrease of 0.0053068 from its proportion measured as of March 31, 2023.

For the years ended March 31, 2025 and 2024, the Authority recognized related pension expense of $10,426,000 and $11,695,000, respectively, and reported deferred outflows and deferred inflows of resources as follows (in thousands):

	2025			
	ERS		PFRS	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 4,037	$ (342)	$ 4,610	$ -
Changes of assumptions	4,739	-	5,645	-
Net difference between projected and actual earnings on pension plan investments	-	(6,122)	-	(4,062)
Changes in proportion and differences between Authority contributions and proportionate share of contributions	1,001	(179)	440	(2,160)
Authority contributions subsequent to the measurement date	4,553	-	3,267	-
	$ 14,330	$ (6,643)	$ 13,962	$ (6,222)

	2024			
	ERS		PFRS	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 1,924	$ (507)	$ 1,728	$ -
Changes of assumptions	8,773	(97)	8,615	-
Net difference between projected and actual earnings on pension plan investments	-	(106)	31	-
Changes in proportion and differences between Authority contributions and proportionate share of contributions	1,067	(339)	566	(1,895)
Authority contributions subsequent to the measurement date	3,662	-	2,805	-
	$ 15,426	$ (1,049)	$ 13,745	$ (1,895)

Authority contributions subsequent to the measurement date will be recognized as an addition to (a reduction of) the net pension asset (liability) in the subsequent year. Other amounts reported as deferred outflows and deferred inflows of resources related to pensions will be recognized in pension expense as follows (in thousands):

Years Ending March 31,	ERS	PFRS
2026	$ (2,052)	$ (1,577)
2027	2,633	4,051
2028	3,820	2,093
2029	(1,267)	(601)
2030	-	507
	$ 3,134	$ 4,473

Actuarial Assumptions

The actuarial assumptions used in the April 1, 2023 valuation, with update procedures used to roll forward the total pension liability to March 31, 2024, were based on the results of an actuarial experience study for the period April 1, 2015 to March 31, 2020. These assumptions are:

Inflation – 2.9%
Salary increases – 4.4% (ERS), 6.2% (PFRS)
Cost of living adjustments – 1.5% annually
Investment rate of return – 5.9% compounded annually, net of investment expense, including inflation
Mortality – Society of Actuaries' Scale MP-2021
Discount rate – 5.9%

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected return, net of investment expenses and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

Investment Asset Allocation

Best estimates of arithmetic real rates of return (net of the long-term inflation assumption) for each major asset class and the Systems' target asset allocations as of the valuation date are summarized as follows:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Domestic equities	32%	4.0%
International equities	15%	6.7%
Private equities	10%	7.3%
Real estate equities	9%	4.6%
Fixed income	23%	1.5%
Short-term	1%	0.3%
Other	10%	5.3%-5.8%
	100%	

Discount Rate

The discount rate projection of cash flows assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, the Systems' fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

The following presents the Authority's proportionate share of its net pension asset (liability) for ERS and PFRS as of March 31, 2025 calculated using the discount rate of 5.9% and the impact of using a discount rate that is 1% lower and 1% higher (in thousands):

	1.0% Lower Discount Rate (4.9%)	Current Discount Rate (5.9%)	1.0% Higher Discount Rate (6.9%)
Authority's proportionate share of the ERS net pension asset (liability)	$ (39,408)	$ (12,534)	$ 9,911
Authority's proportionate share of the PFRS net pension asset (liability)	$ (34,976)	$ (14,965)	$ 1,568

(b) Niagara Frontier Transit Metro System, Inc. Retirement Plan

The Metro Plan is a single employer defined benefit pension plan covering certain full-time non-union employees previously employed by Metro. Participation in the Metro Plan was frozen effective January 1, 1998.

Benefits: The Metro Plan provides for retirement and death benefits for eligible members. In general, retirement benefits are determined based on an employee's individual circumstances based on age, years of credited service, and compensation.

Employees Covered by Benefit Terms: At the March 31, 2024 measurement date, the following employees were covered by the Metro Plan:

Retirees	37
Beneficiaries	8
Terminated vested	14
	59

Contribution requirements: The Authority pays the full cost of all benefits provided under the Metro Plan. The Authority's policy is to fund the minimum recommended contribution as actuarially determined annually. No contributions were required for 2025 and 2024.

Net Pension Asset

The net pension asset as of March 31, 2025 was measured as of March 31, 2024 (measured as of March 31, 2023 for March 31, 2024) based on an actuarial valuation as of the same date. Actuarial assumptions applied to all periods included in the measurement are as follows:

Actuarial cost method – Entry Age Normal
Mortality – generational PUB-2010 mortality table for general employees (amount weighted version) projected using Scale MP-2021
Rate of return on plan assets – 6.5%
Discount rate – the Plan's fiduciary net position is projected to be available to meet all projected future benefit payments resulting in a single discount rate of 6.5%
Assumed retirement age – age first eligible for unreduced benefits

Changes in the Net Pension Asset (in thousands)

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Asset (Liability)
Balances at March 31, 2023	$ (3,024)	$ 4,334	$ 1,310
Changes for the year:			
Interest	(185)	-	(185)
Differences between expected and actual experience	31	-	31
Changes of assumptions	-	-	-
Employer contributions	-	-	-
Net investment income	-	(344)	(344)
Benefit payments	348	(348)	-
Administrative expense	-	(7)	(7)
Net changes	194	(699)	(505)
Balances at March 31, 2024	$ (2,830)	$ 3,635	$ 805
Changes for the year:			
Interest	(175)	-	(175)
Differences between expected and actual experience	157	-	157
Changes of assumptions	-	-	-
Employer contributions	-	-	-
Net investment income	-	722	722
Benefit payments	305	(305)	-
Administrative expense	-	(7)	(7)
Net changes	287	410	697
Balances at March 31, 2025	$ (2,543)	$ 4,045	$ 1,502

The following presents the Authority's Metro Plan net pension asset (liability) as of March 31, 2025, calculated using the discount rate of 6.5% and the impact of using a discount rate that is 1% lower and 1% higher (in thousands):

	1.0% Lower Discount Rate (5.5%)	Current Discount Rate (6.5%)	1.0% Higher Discount Rate (7.5%)
Authority's Metro Plan net pension asset	$ 1,344	$ 1,502	$ 1,644

(c) Amalgamated Transit Union Division 1342 Niagara Frontier Transport System Pension Fund

All full-time Metro employees who are ATU members are covered by the Amalgamated Transit Union Division 1342 Niagara Frontier Transit System Pension Fund (the ATU Plan), a defined benefit pension plan established in accordance with an Agreement and Declaration of Trust between the ATU and Metro (the Agreement). Pursuant to the ATU Union Contract, a portion of part-time employee compensation is also contributed by Metro to the ATU Plan, although part-time employees do not participate in or benefit from the ATU Plan.

The ATU Plan is managed by four trustees: two union representatives and two management representatives. These trustees are responsible for management of investments and payments to retirees. The ATU Plan issues a publicly available financial report that includes financial statements and notes. That report may be obtained by writing to Amalgamated Transit Union Local 1342, 196 Orchard Park Road, West Seneca, New York 14224.

Funding Requirement

On a weekly basis, each eligible employee is required to contribute the greater of sixteen dollars or 5% of payroll. Metro's contribution is 11% of eligible employee wages and is determined pursuant to the collective bargaining agreement (CBA) between Metro and the ATU. Metro's contributions to the Plan recorded on the statement of revenues, expenses and changes in net position, pursuant to the CBA, totaled $6,726,000 and $6,445,000 for 2025 and 2024. The Agreement provides that Metro is not obligated to make any other payment to fund the benefits or to meet any expenses of administration and, in the event of termination, Metro will have no obligation for further contributions to the ATU Plan. Therefore, net pension assets and liabilities of the ATU plan are not recorded by the Authority.

(d) Postretirement Medical Premium Stipend Plan

The Authority's Metro retirees are provided with a monthly stipend (Stipend Plan) representing the insurance premium amount of single medical coverage if they retired prior to January 1, 2004. If they retired subsequent to January 1, 2004, Metro retirees are provided with continuation of full medical coverage as described in Note 8.

As of March 31, 2025, there are 73 retirees within Metro who retired prior to January 1, 2004. Monthly, each retiree is provided with a cash stipend equivalent to the single medical premium cost or, if enrolled in Medicare, the retiree is provided with an amount equal to the Medicare Part B premium and an additional amount ranging from $932 to $1,310. The retiree has the option of any combination of cash stipend and/or health insurance continuation.

The Authority's annual pension cost and net pension obligation as of March 31, 2025 and 2024 related to the Stipend Plan was (in thousands):

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balances at March 31, 2023	$ (9,991)	$ -	$ (9,991)
Changes for the year:			
Interest	(357)	-	(357)
Differences between expected and actual experience	-	-	-
Changes of assumptions	109	-	109
Benefit payments	1,106	-	1,106
Net changes	858	-	858
Balances at March 31, 2024	$ (9,133)	$ -	$ (9,133)
Changes for the year:			
Interest	(341)	-	(341)
Differences between expected and actual experience	577	-	577
Changes of assumptions	289	-	289
Benefit payments	1,020	-	1,020
Net changes	1,545	-	1,545
Balances at March 31, 2025	$ (7,588)	$ -	$ (7,588)

The net pension liability was measured as of March 31, 2025 based on an actuarial valuation as of the same date (measurement date of March 31, 2024 for the March 31, 2024 net pension liability). Actuarial methods and assumptions applied to all periods included in the measurement are as follows:

Healthcare cost trend – 7.0% (5.6% for 2024), ultimately declining to 4.0% in 2075
Actuarial cost method – Entry Age Normal
Discount rate – 4.39% (3.96% for 2024)
Mortality – generational PUB-2010 mortality table for general employees projected using Scale MP-2021
Inflation rate – 2.5%

The following presents the Authority's Stipend Plan net pension liability as of March 31, 2025 calculated using the discount rate of 4.39% and the impact of using a discount rate that is 1% lower and 1% higher (in thousands):

	1.0% Lower Discount Rate (3.39%)	Current Discount Rate (4.39%)	1.0% Higher Discount Rate (5.39%)
Authority's Stipend Plan net pension liability	$ (8,101)	$ (7,588)	$ (7,136)

(8) OPEB

The Authority provides a defined benefit postemployment health care plan (the Plan) for essentially all full-time employees with a minimum of ten years of service upon retirement. Upon retirement, most Authority employees are provided a portion of medical coverage while certain employees hired prior to February 2004 are provided with continuation of full medical coverage.

At the actuarial valuation date of March 31, 2024, employees covered by the Plan include:

Active employees	1,433
Inactive employees or beneficiaries currently receiving benefits	1,369
Inactive employees entitled to but not yet receiving benefits	-
	2,802

Total OPEB Liability

The total OPEB liability of $376,917,000 and $458,809,000 was measured as of March 31, 2024 and March 31, 2023, determined by actuarial valuations as of March 31, 2024 and 2023, respectively. The total OPEB liability was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Healthcare cost trend rates – based on the Society of Actuaries Long-Term Healthcare Cost Trend Model, initially 7.5%, then decreasing slowly to an ultimate rate of 3.9% after 2075
Salary increases – 0.8%-27.2%
Mortality – generational PUB-2010 mortality table for general employees projected using Scale MP-2021
Discount rate – 3.96% based on the General Obligation 20-Year Bond rate (3.78% for 2024)
Inflation rate – 2.5%

Changes in the Total OPEB Liability (in thousands)

	Total OPEB Liability
Balance at March 31, 2023	$ (502,015)
Changes for the year:	
Service cost	(23,165)
Interest	(13,978)
Differences between expected and actual experience	-
Changes of assumptions or other inputs	64,178
Benefit payments	16,171
Net changes	43,206
Balance at March 31, 2024	$ (458,809)
Changes for the year:	
Service cost	(19,427)
Interest	(17,018)
Differences between expected and actual experience	107,891
Changes of assumptions or other inputs	(6,733)
Benefit payments	17,179
Net changes	81,892
Balance at March 31, 2025	$ (376,917)

The following presents the sensitivity of the Authority's total OPEB liability to changes in the discount rate, including what the Authority's total OPEB liability would be if it were calculated using a discount rate that is 1% higher or lower than the current discount rate (in thousands):

	1.0% Lower Discount Rate (2.96%)	Current Discount Rate (3.96%)	1.0% Higher Discount Rate (4.96%)
Total OPEB liability	$ (429,736)	$ (376,917)	$ (333,335)

The following presents the sensitivity of the Authority's total OPEB liability to changes in the healthcare cost trend rates, including what the Authority's total OPEB liability would be if it were calculated using trend rates that are 1% higher or lower than the current healthcare cost trend rates (in thousands):

	1.0% Lower (6.5%-2.9%)	Current Rate (7.5%-3.9%)	1.0% Higher (8.5%-4.9%)
Total OPEB liability	$ (328,282)	$ (376,917)	$ (437,402)

OPEB Expense and Deferred Outflows and Deferred Inflows of Resources Related to OPEB

For the years ended March 31, 2025 and 2024, the Authority recognized OPEB income of $6,083,000 and OPEB expense of $9,065,000, respectively, and reported deferred outflows and deferred inflows of resources as follows (in thousands):

	2025		2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ -	$ (166,300)	$ -	$ (100,262)
Changes of assumptions	32,388	(73,123)	40,966	(89,111)
Change in proportion	22,215	(22,215)	11,313	(11,313)
Benefits paid subsequent to the measurement date	11,187	-	10,161	-
	$ 65,790	$ (261,638)	$ 62,440	$ (200,686)

Benefit payments subsequent to the measurement date will be recognized as a reduction of the total OPEB liability in the subsequent year. Other amounts reported as deferred outflows and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows (in thousands):

Years Ending March 31,	
2026	$ (44,736)
2027	(45,086)
2028	(38,231)
2029	(40,911)
2030	(23,619)
2031	(14,452)
	$ (207,035)

(9) Commitments and Contingencies

(a) Litigation and Claims

In the normal course of business, it is not uncommon for the Authority to incur litigation surrounding certain events. There are outstanding lawsuits involving substantial amounts that have been filed against the Authority. Based on the facts presently known, management and in-house legal counsel do not expect these matters to have a material adverse effect on the Authority's financial condition or results of operations.

(b) Self-Insured Claims

The Authority assumes the liability for most risks including, but not limited to, workers' compensation, health, property damage, environmental claims, and personal injury claims. The Authority has excess insurance from commercial carriers to cover claims in excess of $1,250,000 per occurrence for workers compensation claims and limits ranging from $50,000 to $5,000,000 depending on the type of claim for other self-insured claims. Estimated liabilities for claims not covered by insurance have been reflected in the financial statements when it is probable that a loss has occurred and the amount can be reasonably estimated. Workers' compensation liabilities are estimated based on an actuarial valuation dated April 11, 2025. Other self-insured liabilities are estimated by the Authority based on available information. Management believes the estimated liabilities are reasonable based upon historical experience and the opinions of internal risk management administrators and legal counsel.

Changes in the reported liability claims for the year ended March 31, 2025 and 2024 are as follows (in thousands):

	2025	2024
Liability, beginning of year	$ 32,494	$ 35,580
Current year claims and change in estimates	4,349	4,041
Claim payments	(7,456)	(7,127)
Liability, end of year	$ 29,387	$ 32,494

(c) Project Commitments

As of March 31, 2025, the Authority has commenced several projects including:

- BNIA runways 5/23 and taxiway A Phase I, II and III estimated at $101,976,000 of which $82,540,000 was expended to date
- BNIA Passenger Boarding Bridge Replacement estimated at $17,791,000 of which $4,219,000 was expended to date
- BNIA Terminal HVAC Replacement estimated at $74,446,000 of which $2,410,000 was expended to date
- BNIA Luiz Kahl Parkway Re-Pavement estimated at $14,624,000 of which $414,000 was expended to date
- BNIA GA Apron and T/W P & Q Rehabilitation estimated at $29,035,000 of which $941,000 was expended to date
- BNIA Snow Equipment Storage Building estimated at $13,444,000 of which $83,000 was expended to date
- NFIA airfield illuminated signage estimated at $5,103,000 of which $4,117,000 was expended to date

- NFIA Taxiway Realignment Design and Construction estimated at $12,250,000 of which $205,000 was expended to date
- NFIA Tower Siting Design and Construction estimated at $20,182,000 of which $227,000 was expended to date
- Track bed replacement Mohawk-Eagle Design and Construction estimated at $29,365,000 of which $25,258,000 was expended to date
- Metro DL&W Terminal Design/Construction estimated at $111,445,000 of which $57,493,000 was expended to date
- Metro DL&W Shoreline Restoration and Rehabilitation estimated at $38,336,000 of which $8,461,000 was expended to date
- NFTA-Metro Rail DL&W Riverwalk Station estimated at $6,400,000 of which $79,000 was expended to date
- Metro Rail Station Rehabilitation and Upgrades estimated at $15,377,000 of which $6,183,000 was expended to date
- Metro Amherst / Buffalo Light Rail Rapid Transit Extension estimated at $31,000,000 of which $11,216,000 was expended to date
- Metro Electric Bus Infrastructure estimated at $27,563,000 of which $13,325,000 was expended to date
- Metro Bailey Corridor Bus Rapid Transit estimated at $108,625,000 of which $1,711,000 was expended to date
- Metro Division Street Linear Transit Hub estimated at $9,643,000 of which $408,000 was expended to date

Funding for these projects is provided by federal and state grant awards, passenger facility charges, and other local/Authority revenue sources.

(10) Segment Information – Buffalo Niagara International Airport

BNIA is Western New York's primary passenger and cargo airport. In fiscal year 1991, the Authority began the Airport Improvement Program to build a new terminal building and provide improved facilities for BNIA passengers. The Authority issued Airport Revenue Bonds (Note 4) pursuant to a Master Resolution approved by the Board of Commissioners for the construction of BNIA. The Master Resolution contains certain compliance covenants including a requirement that net airport revenues be a minimum percentage of net debt service. The bonds are payable from and are secured by a lien on net revenues derived from the operations of BNIA. The bonds are special limited obligations of the Authority. They are neither general obligations of the Authority nor a debt of the State or any political subdivision.

(a) BNIA Condensed Balance Sheet (in thousands)

	2025	2024
Assets:		
Current and other	$ 153,312	$ 152,400
Capital assets, net	318,230	279,246
Total assets	471,542	431,646
Deferred outflows of resources	12,000	12,554
Total assets and deferred outflows of resources	$ 483,542	$ 444,200
Liabilities:		
Current liabilities	$ 15,805	$ 19,875
Long-term liabilities	103,266	119,569
Total liabilities	119,071	139,444
Deferred inflows of resources	17,577	16,744
Net position:		
Net investment in capital assets	231,494	178,378
Restricted	72,694	76,039
Unrestricted	42,706	33,595
Total net position	346,894	288,012
Total liabilities, deferred inflows of resources, and net position	$ 483,542	$ 444,200

(b) BNIA Condensed Statement of Revenues, Expenses and Changes in Net Position (in thousands)

	2025	2024
Operating revenues:		
Concessions and commissions	$ 36,814	$ 33,378
Rental income	15,332	13,261
Airport fees and services	23,320	20,639
Other operating revenues	5,558	4,713
Total operating revenues	81,024	71,991
Salaries, benefits, maintenance, and other operating expenses	57,519	53,068
Depreciation and amortization expense	20,975	18,381
Operating income	2,530	542
Non-operating revenues (expenses):		
Passenger facility charges	9,858	9,300
Interest income, net	586	96
Other non-operating revenues (expenses), net	(46)	84
Operating transfers	-	(2,921)
Total non-operating net revenues	10,398	6,559
Change in net position before capital contributions	12,928	7,101
Capital contributions	45,954	42,916
Change in net position	58,882	50,017
Net position – beginning of year	288,012	237,995
Net position – end of year	$ 346,894	$ 288,012

(c) BNIA Condensed Statement of Cash Flows (in thousands)

	2025	2024
Net operating activities	$ 12,011	$ 22,560
Net investing activities	1,317	2,259
Net capital and related financing activities	(25,301)	(5,456)
Net change in cash and cash equivalents	(11,973)	19,363
Cash and cash equivalents, beginning of year	84,130	64,767
Cash and cash equivalents, end of year	$ 72,157	$ 84,130

(d) Master Resolution Covenant

As required by the Master Resolution authorizing the issuance of airport revenue bonds, the Authority charges rates, rentals, and fees at the BNIA which are sufficient to pay debt service, operating expenses, and any and all other claims and charges relating to the BNIA. In addition, net airport revenues must at all times be at least 125% of the maximum net debt service on all bonds outstanding. The Authority has the ability to bill the airlines to meet the bond covenant pursuant to the Airline Use and Lease Agreement. In lieu of billing the airlines to meet the covenant, BNIA utilized CRRSA and ARP Acts funding to make 2025 and 2024 principal and interest payments.

Airport revenues are defined in the Master Resolution as the total of all revenue from all sources collected by the Authority at the BNIA, which specifically excludes passenger facility charges and includes interest income. Passenger facility charges are not pledged as security for the Airport Revenue Bonds. Operating expenses are defined as all costs to operate and maintain the BNIA including general, administrative, and professional fee expenses allocated by the Authority. Debt service is defined as the total amount required to pay the maximum current or future year principal and interest, net of amounts available for the payment of interest as defined by the Master Resolution (in thousands).

	2025	2024
Airport revenues:		
Operating revenues	$ 81,024	$ 71,991
Interest income	3,416	3,321
Gross airport revenues	84,440	75,312
Operating expenses, excluding depreciation and amortization	(57,519)	(53,068)
Net airport revenues	26,921	22,244
Net debt service:		
Principal payments	12,950	12,370
Interest payments	4,494	5,118
Passenger facility charges	-	-
CRRSA and ARP Acts grant funds	(3,947)	(9,057)
Net debt service	$ 13,497	$ 8,431
Debt service coverage percentage	199.47%	263.84%
Minimum percentage requirement	125.00%	125.00%

Required Supplementary Information (Unaudited)
Schedule of the Authority's Proportionate Share of the Net Pension Position
New York State and Local Retirement System (In thousands)

As of the measurement date of March 31,	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
ERS										
Authority's proportion of the net pension position	0.0851252%	0.0842365%	0.0802221%	0.0828520%	0.0863638%	0.0888401%	0.0867945%	0.0853631%	0.0878622%	0.0881407%
Authority's proportionate share of the net pension asset (liability)	$ (12,534)	$ (18,064)	$ 6,558	$ (82)	$ (22,870)	$ (6,295)	$ (2,801)	$ (8,021)	$ (14,102)	$ (2,978)
Authority's covered payroll	$ 29,905	$ 28,970	$ 26,998	$ 27,580	$ 26,974	$ 26,427	$ 25,420	$ 24,628	$ 24,187	$ 24,546
Authority's proportionate share of the net pension asset (liability) as a percentage of its covered payroll	(41.91%)	(62.35%)	24.29%	(0.30%)	(84.79%)	(23.82%)	(11.02%)	(32.57%)	(58.30%)	(12.13%)
Plan fiduciary net position as a percentage of the total pension liability	93.88%	90.78%	103.65%	99.95%	86.39%	96.27%	98.24%	94.70%	90.70%	97.90%
PFRS										
Authority's proportion of the net pension position	0.3155220%	0.3208288%	0.2988394%	0.3121219%	0.2849842%	0.2973909%	0.2872086%	0.2760008%	0.2766259%	0.2697875%
Authority's proportionate share of the net pension asset (liability)	$ (14,965)	$ (17,679)	$ (1,698)	$ (5,419)	$ (15,232)	$ (4,987)	$ (2,903)	$ (5,720)	$ (8,190)	$ (742)
Authority's covered payroll	$ 10,656	$ 10,684	$ 9,689	$ 10,089	$ 9,600	$ 9,723	$ 9,311	$ 9,078	$ 9,675	$ 9,124
Authority's proportionate share of the net pension asset (liability) as a percentage of its covered payroll	(140.44%)	(165.47%)	(17.53%)	(53.71%)	(158.67%)	(51.29%)	(31.18%)	(63.01%)	(84.65%)	(8.13%)
Plan fiduciary net position as a percentage of the total pension liability	89.72%	87.43%	98.66%	95.79%	84.86%	95.09%	96.93%	93.50%	90.20%	99.00%

The following is a summary of changes of assumptions:

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Inflation	2.9%	2.9%	2.7%	2.7%	2.5%	2.5%	2.5%	2.5%	2.5%	2.7%
Salary increases - ERS	4.4%	4.4%	4.4%	4.4%	4.2%	4.2%	3.8%	3.8%	3.8%	4.9%
Salary increases - PFRS	6.2%	6.2%	6.2%	6.2%	5.0%	5.0%	4.5%	4.5%	4.5%	6.0%
Cost of living adjustments	1.5%	1.5%	1.4%	1.4%	1.3%	1.3%	1.3%	1.3%	1.3%	1.4%
Investment rate of return	5.9%	5.9%	5.9%	5.9%	6.8%	7.0%	7.0%	7.0%	7.0%	7.5%
Discount rate	5.9%	5.9%	5.9%	5.9%	6.8%	7.0%	7.0%	7.0%	7.0%	7.5%
Society of Actuaries' mortality scale	MP-2021	MP-2021	MP-2020	MP-2020	MP-2018	MP-2014	MP-2014	MP-2014	MP-2014	MP-2014

Required Supplementary Information (Unaudited)
Schedule of Authority Contributions
New York State and Local Retirement System (In thousands)

For the years ended March 31,	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
ERS										
Contractually required contribution	$ 4,553	$ 3,662	$ 3,174	$ 4,144	$ 3,833	$ 3,718	$ 3,739	$ 3,729	$ 3,787	$ 4,291
Contribution in relation to the contractually required contribution	(4,553)	(3,662)	(3,174)	(4,144)	(3,833)	(3,718)	(3,739)	(3,729)	(3,787)	(4,291)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Authority's covered payroll	$ 32,389	$ 29,905	$ 28,970	$ 26,998	$ 27,580	$ 26,974	$ 26,427	$ 25,420	$ 24,628	$ 24,187
Contributions as a percentage of covered payroll	14.06%	12.25%	10.96%	15.35%	13.90%	13.78%	14.15%	14.67%	15.38%	17.74%
PFRS										
Contractually required contribution	$ 3,267	$ 2,805	$ 2,729	$ 2,551	$ 2,268	$ 2,095	$ 2,123	$ 2,137	$ 2,115	$ 1,962
Contribution in relation to the contractually required contribution	(3,267)	(2,805)	(2,729)	(2,551)	(2,268)	(2,095)	(2,123)	(2,137)	(2,115)	(1,962)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Authority's covered payroll	$ 10,979	$ 10,656	$ 10,684	$ 9,689	$ 10,089	$ 9,600	$ 9,723	$ 9,311	$ 9,078	$ 9,675
Contributions as a percentage of covered payroll	29.76%	26.32%	25.54%	26.33%	22.48%	21.82%	21.83%	22.95%	23.30%	20.28%

Required Supplementary Information (Unaudited)
Schedule of the Authority's Total Pension Liability
Postretirement Medical Premium Stipend Plan (In thousands)

For the years ended March 31,	2025	2024	2023	2022	2021	2020	2019	2018	2017
Total pension liability									
Interest	$ (341)	$ (357)	$ (325)	$ (314)	$ (386)	$ (553)	$ (653)	$ (722)	$ (922)
Differences between expected and actual experience	577	-	528	832	519	604	909	(219)	1,661
Changes of assumptions	289	109	657	504	89	(1,063)	(61)	(366)	(1,055)
Benefit payments	1,020	1,106	1,257	1,412	1,569	1,685	1,824	1,995	2,118
	1,545	858	2,117	2,434	1,791	673	2,019	688	1,802
Total pension liability - beginning	(9,133)	(9,991)	(12,108)	(14,542)	(16,333)	(17,006)	(19,025)	(19,713)	(21,515)
Total pension liability - ending	$ (7,588)	$ (9,133)	$ (9,991)	$ (12,108)	$ (14,542)	$ (16,333)	$ (17,006)	$ (19,025)	$ (19,713)

The plan has no assets accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 73.

The following is a summary of changes of assumptions:

	2025	2024	2023	2022	2021	2020	2019	2018	2017
Healthcare cost trend rates	7.0% - 4.0%	5.6% - 3.9%	5.8% - 3.9%	6.0% - 3.9%	5.1% - 4.0%	5.6% - 3.9%	5.9% - 4.9%	5.9% - 4.9%	5.9% - 4.9%
Inflation	2.5%	2.5%	2.5%	2.5%	2.5%	3.0%	3.0%	3.0%	3.0%
Discount rate	4.39%	3.96%	3.78%	2.83%	2.27%	2.48%	3.42%	3.61%	3.86%
Society of Actuaries' mortality scale	MP-2021	MP-2021	MP-2021	MP-2020	MP-2020	MP-2019	MP-2018	MP-2016	MP-2016

Data prior to 2017 is unavailable.

**Required Supplementary Information (Unaudited)
Schedule of Changes in the Authority's Total
OPEB Liability and Related Ratios (In thousands)**

For the years ended March 31,	2025	2024	2023	2022	2021	2020	2019
Total OPEB liability - beginning	$ (458,809)	$ (502,015)	$ (593,828)	$ (547,417)	$ (564,836)	$ (531,756)	$ (486,984)
Changes for the year:							
Service cost	(19,427)	(23,165)	(32,248)	(29,484)	(26,857)	(25,662)	(23,590)
Interest	(17,018)	(13,978)	(13,294)	(13,387)	(19,055)	(18,944)	(18,267)
Changes of benefit terms	-	-	-	-	-	-	-
Differences between expected and actual experience	107,891	-	73,302	-	111,774	-	-
Changes of assumptions and other inputs	(6,733)	64,178	47,742	(18,766)	(63,790)	(2,443)	(15,451)
Benefit payments	17,179	16,171	16,311	15,226	15,347	13,969	12,536
Net change in total OPEB liability	81,892	43,206	91,813	(46,411)	17,419	(33,080)	(44,772)
Total OPEB liability - ending	$ (376,917)	$ (458,809)	$ (502,015)	$ (593,828)	$ (547,417)	$ (564,836)	$ (531,756)
Covered-employee payroll	$ 114,190	$ 108,646	$ 103,448	$ 96,473	$ 92,325	$ 93,017	$ 93,017
Total OPEB liability as a percentage of covered-employee payroll	330%	422%	485%	616%	593%	607%	572%

No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75.

The following is a summary of changes of assumptions:

Healthcare cost trend rates	7.5% - 3.9%	7.5% - 3.9%	7.5% - 3.9%	5.2% - 4.0%	5.2% - 4.0%	14.9% - 3.9%	14.9% - 3.9%
Salary increases	0.8% - 27.2%	0.8% - 12.4%	0.8% - 12.4%	3.8% - 4.5%	3.8% - 4.5%	3.8% - 4.5%	3.8% - 4.5%
Discount rate	3.96%	3.78%	2.83%	2.27%	2.48%	3.42%	3.61%
Inflation	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Society of Actuaries' mortality scale	MP-2021	MP-2021	MP-2021	MP-2020	MP-2020	MP-2016	MP-2016

Data prior to 2019 is unavailable.

Additional Information
Combining Balance Sheets (In thousands)

March 31,	2025			
	NFTA	BNIA	Metro	Total
Assets				
Current assets:				
Cash and cash equivalents	$ 8,358	$ 31,619	$ 103,613	$ 143,590
Investments	-	12,996	70,337	83,333
Accounts and other receivables	3,384	15,639	1,530	20,553
Grants receivable	3,194	9,709	21,517	34,420
Leases receivable	2,439	1,532	950	4,921
Due to/from affiliate	(27,296)	7,291	20,005	-
Materials and supplies inventory	-	-	6,815	6,815
Prepaid expenses and other	159	874	511	1,544
	(9,762)	79,660	225,278	295,176
Restricted assets:				
Cash and cash equivalents	9,942	40,538	24,527	75,007
Investments	-	32,156	8,821	40,977
	9,942	72,694	33,348	115,984
Leases receivable	23,230	958	2,474	26,662
Capital assets, net	74,489	318,230	396,377	789,096
	97,719	319,188	398,851	815,758
Total assets	97,899	471,542	657,477	1,226,918
Deferred outflows of resources:				
Deferred outflows of resources related to pensions	10,241	10,608	7,443	28,292
Deferred outflows of resources related to OPEB	20,864	1,392	43,534	65,790
Total deferred outflows of resources	31,105	12,000	50,977	94,082
Total assets and deferred outflows of resources	$ 129,004	$ 483,542	$ 708,454	$ 1,321,000
Liabilities				
Current liabilities:				
Current portion of long-term debt	$ 513	$ 8,257	$ 548	$ 9,318
Accounts payable and accrued expenses	19,043	7,446	25,139	51,628
Other current liabilities	5,415	102	33,572	39,089
	24,971	15,805	59,259	100,035
Noncurrent liabilities:				
Long-term debt	2,203	78,479	1,034	81,716
Self-insured claims	3,354	1,750	24,283	29,387
Net pension liabilities	9,421	10,863	13,301	33,585
Total OPEB liability	66,225	12,174	298,518	376,917
Other noncurrent liabilities	-	-	-	-
	81,203	103,266	337,136	521,605
Total liabilities	106,174	119,071	396,395	621,640
Deferred inflows of resources:				
Deferred inflows of resources related to leases	16,226	10,110	3,698	30,034
Deferred inflows of resources related to pensions	4,334	4,875	3,656	12,865
Deferred inflows of resources related to OPEB	58,285	2,592	200,761	261,638
Total deferred inflows of resources	78,845	17,577	208,115	304,537
Net position:				
Net investment in capital assets	71,773	231,494	394,795	698,062
Restricted	9,942	72,694	33,348	115,984
Unrestricted (deficit)	(137,730)	42,706	(324,199)	(419,223)
Total net position (deficit)	(56,015)	346,894	103,944	394,823
Total liabilities, deferred inflows of resources, and net position	$ 129,004	$ 483,542	$ 708,454	$ 1,321,000

2024			
NFTA	BNIA	Metro	Total
$ 4,256	$ 38,746	$ 101,883	$ 144,885
-	12,399	66,976	79,375
3,250	8,017	1,624	12,891
2,818	4,127	28,436	35,381
2,168	6,462	863	9,493
(20,147)	3,945	16,202	-
-	-	6,166	6,166
232	1,104	440	1,776
(7,423)	74,800	222,590	289,967
8,827	45,384	22,895	77,106
-	30,655	8,387	39,042
8,827	76,039	31,282	116,148
21,275	1,561	2,938	25,774
74,209	279,246	353,949	707,404
95,484	280,807	356,887	733,178
96,888	431,646	610,759	1,139,293
10,786	10,769	7,616	29,171
7,572	1,785	53,083	62,440
18,358	12,554	60,699	91,611
$ 115,246	$ 444,200	$ 671,458	$ 1,230,904
$ 410	$ 12,971	$ 1,523	$ 14,904
15,880	6,148	19,271	41,299
5,320	756	30,743	36,819
21,610	19,875	51,537	93,022
2,744	87,897	1,253	91,894
2,803	1,878	27,813	32,494
13,086	13,644	17,341	44,071
69,464	16,150	373,195	458,809
247	-	-	247
88,344	119,569	419,602	627,515
109,954	139,444	471,139	720,537
22,149	7,706	4,164	34,019
581	1,286	1,077	2,944
38,898	7,752	154,036	200,686
61,628	16,744	159,277	237,649
71,055	178,378	351,173	600,606
8,827	76,039	31,282	116,148
(136,218)	33,595	(341,413)	(444,036)
(56,336)	288,012	41,042	272,718
$ 115,246	$ 444,200	$ 671,458	$ 1,230,904

Additional Information
Combining Schedules of Revenues, Expenses and Changes in Net Position (In thousands)

For the years ended March 31,	2025			
	NFTA	BNIA	Metro	Total
Operating revenues:				
Fares	$ -	$ -	$ 29,049	$ 29,049
Concessions and commissions	1,205	36,814	-	38,019
Rental income	7,405	15,332	-	22,737
Airport fees and services	92	23,320	-	23,412
Other operating revenues	175	5,558	1,080	6,813
Total operating revenues	8,877	81,024	30,129	120,030
Operating expenses:				
Salaries and employee benefits	14,514	24,735	107,181	146,430
Other postemployment benefits	(1,632)	(667)	(3,784)	(6,083)
Depreciation and amortization	6,161	20,975	37,165	64,301
Maintenance and repairs	2,498	12,101	12,497	27,096
Transit fuel and power	-	-	3,548	3,548
Utilities	1,124	2,717	1,865	5,706
Insurance and injuries	918	1,097	6,622	8,637
Other	4,966	12,503	14,465	31,934
Administrative cost reallocation	(11,544)	5,033	6,511	-
Total operating expenses	17,005	78,494	186,070	281,569
Operating income (loss)	(8,128)	2,530	(155,941)	(161,539)
Non-operating revenues (expenses):				
Government assistance	135	-	150,776	150,911
Passenger facility charges	175	9,858	-	10,033
Interest income, net	1,169	586	6,431	8,186
Other non-operating revenues (expenses), net	4,124	(46)	(2,766)	1,312
Total non-operating net revenues	5,603	10,398	154,441	170,442
Change in net position before capital contributions	(2,525)	12,928	(1,500)	8,903
Capital contributions	2,846	45,954	64,402	113,202
Change in net position	321	58,882	62,902	122,105
Net position (deficit) - beginning of year	(56,336)	288,012	41,042	272,718
Net position (deficit) - end of year	$ (56,015)	$ 346,894	$ 103,944	$ 394,823

2024			
NFTA	BNIA	Metro	Total
$ -	$ -	$ 27,693	$ 27,693
1,227	33,378	-	34,605
7,207	13,261	-	20,468
88	20,639	-	20,727
161	4,713	1,052	5,926
8,683	71,991	28,745	109,419
15,499	23,457	106,072	145,028
(1,300)	101	10,264	9,065
5,575	18,381	31,918	55,874
2,288	10,380	11,604	24,272
-	-	3,903	3,903
947	2,129	1,577	4,653
598	1,115	6,172	7,885
11,248	7,971	7,553	26,772
(18,152)	7,915	10,237	-
16,703	71,449	189,300	277,452
(8,020)	542	(160,555)	(168,033)
573	-	142,585	143,158
261	9,300	-	9,561
963	96	6,191	7,250
8,322	(2,837)	(4,607)	878
10,119	6,559	144,169	160,847
2,099	7,101	(16,386)	(7,186)
9,457	42,916	60,627	113,000
11,556	50,017	44,241	105,814
(67,892)	237,995	(3,199)	166,904
$ (56,336)	$ 288,012	$ 41,042	$ 272,718

Additional Information
Buffalo Niagara International Airport - Restricted Assets (In thousands)

For the years ended March 31,	2025	2024
Cash and cash equivalents:		
Passenger facility charges	$ 18,659	$ 17,679
Operations and maintenance reserve	2,003	2,003
Aviation reserve	2,920	2,865
Debt service reserve	14,998	20,935
Construction fund	45	45
Operating reserve	1,913	1,857
	40,538	45,384
Investments:		
Passenger facility charges	19,667	18,735
Revenue bond reserve	2,474	3,642
Repairs and replacement reserve	750	750
Operating reserve	9,265	7,528
	32,156	30,655
Total restricted assets	$ 72,694	$ 76,039

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INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

The Board of Commissioners
Niagara Frontier Transportation Authority

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Niagara Frontier Transportation Authority (the Authority) (a component unit of the State of New York), a business-type activity, as of and for the year ended March 31, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated June 26, 2025.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Lumsden & McCormick, LLP

June 26, 2025

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INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH SECTION 2925(3)(f) OF THE NEW YORK STATE PUBLIC AUTHORITIES LAW

The Board of Commissioners
Niagara Frontier Transportation Authority

We have audited, in accordance with auditing standards generally accepted in the United States of America, the financial statements of Niagara Frontier Transportation Authority (the Authority), a business-type activity and a component unit of the State of New York, as of and for the year ended March 31, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and we have issued our report thereon dated June 26, 2025.

In connection with our audit, nothing came to our attention that caused us to believe that the Authority failed to comply with §2925(3)(f) of the New York State Public Authorities Law regarding investment guidelines during the year ended March 31, 2025. However, our audit was not directed primarily toward obtaining knowledge of such noncompliance. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding the Authority's noncompliance with the above rules and regulations.

The purpose of this report is solely to describe the scope and results of our testing. This communication is not suitable for any other purpose.

Lumsden & McCormick, LLP

June 26, 2025