Transportation and Mobility
Working Team
January 30, 2014

Working Team Members in Attendance:
Jack Ampuja, Supply Chain Optimizers
James Bender, Heart and Hands Faith in Action
Gladys Gifford, Citizens for Rapid Transit
Jamie Hamann-Burney, Buffalo Niagara Medical Campus
Darren Kempner, NFTA
Dan Leonard, Buffalo Niagara Partnership
Jordana Maisel, IDEA Center UB
Eric Schmarder, City of Buffalo
Annie Todd, Oishei Mobile Safety Net Team

Facilitators:
Kelly Dixon, GBNRTC
Paul Ray, UBRI/UDP
Hal Morse, 1RF Executive Director
Timothy Trabold, GBNRTC
Bradshaw Hovey, UBRI/UDP
Teresa Bosch de Celis, UBRI/UDP

Welcome & Introduction (Dixon)
We haven’t come together since September so to refresh your memories, I am going to spend the first few minutes reminding you of all the good work you did over the course of our first five meetings. We have saved the discussion of transportation funding, financing and innovative approaches to consider for our region as the last strategy to focus on in detail today.

In order to help us understand the current status of transportation funding and offer some insight on where things are going, as well as what other regions are doing themselves to get things done, I have brought in some key reinforcements. Joining us today to provide a couple presentations are Tim Trabold, Senior Planner from the GBNRTC as well as Hal Morse, our Executive Director.

Presentation on the current transportation funding outlook and status of the Highway Trust Fund (Trabold). See “Funding Issues Presentation”

Presentation on the potential alternative financing opportunities (Morse). See “Funding Options Presentation”

Discussion:

- Consider the importance at local level, and what local taxes are paying. If you build highways and keep growing with federal money, the long term maintenance is on the local people. (Gifford)
• We may have to think if we need to rebuild all those roads. (Gifford)

• How to do it? How to make everyone to agree? How to generate and spend revenue? There are different jurisdictions that need to come into agreement. There is not really a mechanism to generate and distribute revenues in an administrative manner. (Morse)

• How to get the public support in other places? That is the big challenge. (Leonard)

• Create an entity to regulate everything. It’s never been done in the State of NY (Gifford)

• Other regions have better structure and region authorities that regulate the metropolitan structure—Portland for example. But it comes from the 1950s, there is a long history. (Hovey)

• 1RF is an awareness of what should be done in the region. We could be a better region, grow and get where we would like to. We need to know what we do now. (Morse)

• Preparing for the ballot initiative takes a lot of time and effort, but the process brings to the public the information and needs that are there. Once you try once you may fail but if you keep trying it works better than other initiatives. People will know where the money goes and what it is used for and they may support it eventually. (Gifford)

• We identify the projects that have funding and those that don’t have it. (Kempner)

• The partnership is planning a Transportation Summit on May 2nd. It will be a big morning session about funding and in the afternoon we will focus on 1RF. There will be presentations and discussions. (Leonard)

• There are webinars that tell you about successful ballot processes. (Gifford)

• I believe there is transformation within the political leadership right now. This can be an opportunity to change the leadership. (Gifford)

• Part of our funding right now is the state money coming to the region for different purposes, not just transportation. We cannot keep relaying on State funding. (Hovey)

Overview: (Kelly Dixon)
I would like to revisit where we left off on some of earlier discussions concerning the other identified strategies by the group. Five identified goals were developed through our earlier discussions, and from those goals key strategies were identified as key things that need to happen in order for our region to accomplish our overall goals.
• In our Hub and Corridor discussions, we talked a lot about TOD and looked at some TOD examples in other communities that have elements which are applicable to what TOD possibilities could be in WNY communities.
• In addition to TOD opportunities along Metro Rail, we talked about ways to re-think how some of our older suburban strips could look like with the introduction of more transportation choices and walkability.
• We also talked the Transportation Management Association at the Buffalo Medical Campus, and the growing importance of freight in our region.
**Funding and Financing Presentation.** (Kelly Dixon) *See the Powerpoint presentation.*

- P3 is going to be covered in the Transportation Summit on May 2nd (Leonard)
- Cuomo approved the first design build transportation Project (Leonard)
- Local projects. Airport corridor extension. We have to be careful to get projects that we need but that will also yield a return. How do we make the decisions with regard to the mix of projects that we will go forward? (Gifford)
- P3 is a positive move. I lived in Pennsylvania and there is special situation in Pittsburgh because of the number of bridges. People are against PennDOT, that is the public perspective is that they build great roads, but almost no maintenance. (Ampuja)
- Think of the land use implications of all this. Is there an equation we can come out to show the difference between reinvesting in the existing one or develop more. If we can get to the point that the magnitude of the revenues is much less than other potential projects that will continue to disperse land use patterns. (Hovey)
- We are spending $2 million in gas per day in the region. Not even including taxes or fees. (Morse)
- One of the biggest concerns still is how to get money to fund the International Trade Gateway for Freight. Buffalo has potential to be a major inland port for freight coming off ships in the Port of NY and NJ. (Ampuja)

**Taking Action (Paul Ray)**

- One of the proposals for action to implement strategies is to develop a Hub & Corridor Transportation System We want to identify all the places and start mapping to get a more specific Hub & Corridor Transportation System in the region.

What are we missing?

- Anchor Institutions. Probably overlap with population and jobs densities but it would be interesting to identify separately. (Hovey)
- Brownfields and big industrial parks (Kempner)
- Identify space that will be used as big industrial area. There are areas waiting to have the opportunity. (Bender)
- Light Rail = Higher capacity transit / Corridors. (Kempner)
- Greenway. Rails and trails. (Gifford)
**Proposals for action** (Kelly Dixon)

- We want to create a report with Goals, strategies, actions, to have as a final deliverable from the working group.
  - Are there any documents and reports that have already been produced that we can include? (Kempner)
  - The BNMC has created transportation programs that can be used at a bigger scale. We believe they should be considered at a regional level and not just micro level or the issues won’t be solved. (Hamann-Burney)