Could we use the master plans of the various towns? Pero

Buffalo Niagara Medical Campus and Transportation Management Associations

- Bill Smith director of campus access...
- Six people who sit on BNMC TMA
- $25K per space for parking in structures
- Employees, students, patients, visitors
- Comprehensive Transportation Plan.
- Organize Kaleida, Roswell, UB etc. – TMA
- TMA requires other participants
- NFTA, GO Bike, Buffalo Car Share
- Street canvas on mobility and job access

- Jamie Hamann-Burney
- Personalized information on how to get to work
- Habits and trying something different
- Ambassadors and word of mouth marketing
- Borrowing from UB Campus Plan
- Non-profit orgs and anchor institutions
- Integrated mobility hub...
- Complete streets
- BUDC infrastructure plan for downtown
- Buffalo bicycle master plan update
- Universal “smart card” for all modes
- New NFTA fare collection system
- TMA as a mechanism to coordinate multi-entity districts
- How to meet the needs of those who need to do after-work errands – need a downtown grocery store. Gifford
- Transit oriented development is needed. Smith
- Services around station areas are crucial. Dixon
- Niagara Falls, Canalside, Buffalo Place as well as BNMC. All opportunities to work together to address transportation issues. Dixon.
- Individual behavior plus corporate policies plus changes in the infrastructure. Jamie.
- Employers need a model to make the leap of faith. They aren’t actually putting in money. UB parking and transportation still touting easy car commuting. Smith
- Need to consider that there are people in the Southtowns… and likely at higher rates of SOV commuting. Need to focus on those commuters. Rte. 62 bus routes are hard to get to for southtowns commuters. Pero.
- Tried to get ECC South to do bus to downtown. Maybe try vanpool rather than 50-passenger buses. Smith.
- Timing and waiting issues are crucial. Pero.
- Southtowns constituents not aware of services… Education, advocacy and marketing. Dixon.

**International Trade Gateway in WNY**

Jack Ampuja

- Consulting and teaching.
- Supply chain management
- Efficient flow of goods translates into energy savings...
- Every major company has a department for logistics or supply chain management
- Fifteen functions and their integration
- Better service lower costs
- Logistics firms… outsourcing to them
- Buffalo is hub for transport documentation
- 8.5 percent of GDP in logistics
- Buffalo has assets for trade gateway
- Soft infrastructure... attorneys, Fed Ex, customs brokerage at POE
- More customs brokers here than anywhere in US
- Congestion on the bridge is number one issue
- East west transportation is good; north south is bad – Continental One.
- Access to Toronto is key. Number 4 population hub in NA.
- Need to educate workers in the logistics field
- Steel company new to Buffalo is here because of infrastructure and logistics.
- Logistics is key support to advanced manufacturing
- Bright future for petroleum?
- Reliever facilities for NY-NJ port. Can’t expand.
- Models of trade gateways – Winnipeg, KC, Virginia
- Goods through a “firehose.” Asia to US. Our infrastructure is a “straw.”
- Cut flowers from Netherlands to Chicago through Winnipeg quicker than if you flew them straight to Chicago.
- Four of seven Class One railroads serve Buffalo.
- Buffalo business in border facilitation.
- Need money and executive leadership to start gateway.
- Urban workers to suburban warehouse and distribution facilities.
- Hamilton is bigger freight hub than Pearson. Missed our opportunity at NFIA.

- What’s the employment projection? Randall
  We don’t have that number defined. Ampuja.
- When will the Gateway study come out? Dixon.
  A few weeks... people reviewing now. Ampuja.

- Cargo oriented development (COD) and freight villages. Dixon.
  Education and advocacy for TOD and COD.
  Need the road show; delivered by a quarterback.
  High speed rail and Whirlpool Bridge connections.
- Freight from NY to Toronto doesn’t go through Buffalo – Binghamton-Albany-Montreal route instead. Ampuja.