

GBNRTC

Newsletter for the *GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL*
Metropolitan Planning Organization For Erie and Niagara Counties

UB contributes toward 'smart growth' breakthrough

The GBNRTC is collaborating with the University at Buffalo on research that could show a way toward controlling state and national traffic problems through "smart growth" and land-use planning.

Adel W. Sadek, Ph.D., and two colleagues, Qian Wang, Ph.D., and Alan Rabideau, Ph.D., with UB's Department of Civil, Structural and Environmental Engineering, are spearheading the research.

The goal is a state-of-the-art system for measuring and forecasting transportation paradigms with such compelling accuracy and detail that it will open the road to regional planning that is realistically responsive to growing economic and environmental challenges.

The undertaking is funded by the New York State Energy Research and Development Authority (NYSERDA) and the New York State Department of Transportation (NYSDOT), which are represented, along with the GBNRTC and other stakeholders on a Steering Committee.

The two-year study is being launched with selection of a specific site within the Erie-Niagara region as a case study. "We are trying to find a city or town that is facing development pressures and is interested in exploring the likely benefits of adopting smart growth strategies," said Dr. Sadek. "The avail-

ability of relevant data is also a consideration."

The Buffalo-Niagara region was chosen not only because of its proximity to UB but because it had been "one of a handful of sites nationwide" for a "case study" of an innovative transportation modeling system known as TRANSIMS (Transportation Analysis Simulation System) developed by the Los Alamos National Laboratory.

A basic premise of the UB research is that "the post World War II urban development pattern in the United States is quite unsustainable — dominated by single land-use developments, trip origins and destinations tens of miles away and low population densities" that result in "continued increase in vehicle miles traveled (VMT), worsening congestion, increased energy use, deteriorating air quality and increased emissions of greenhouse gases."

Recently, "there has been a renewed interest in better understanding and designing the land use-transportation system (LUTS) so to reduce the VMT." This interest is motivated not only by the need to relieve congestion but "more importantly by the increased national interest in environmental protection and sustainability and woes about future energy shortage."

It was noted that various studies

have indicated that mixed and diverse land-use development can be effective in reducing urban sprawl and congestion. But conclusive transportation modeling is needed as a "critical pre-requisite for wide-scale adoption of smart-growth strategies."

The widely used so-called "four-step" demand modeling process is "not sensitive enough" to demonstrate to communities the likely benefits of smart growth and land-use planning. The UB professors will consider alternatives, including modifications of the conventional "four-step" modeling system as well as an alternative system such as TRANSIMS.

"With these tools, planners would be able to present a convincing case for smart growth, which should encourage more jurisdictions to adopt and imple-

First Quarter 2010

UB contributes toward 'smart growth' breakthrough

A statewide guide for development of public transit

Rail stimulus sought to bolster business

A growing appetite for regional 'feederport'

South Towns communities seek transit system

ment such concepts.”

The project is designed “to first help planning and transportation organizations across New York State identify the most appropriate methods that would allow for better reflecting the benefits of smart growth in travel demand forecasting practice.”

The Buffalo-Niagara TRANSIMS study has been conducted by the U.S. Department of Transportation’s Research and Innovative Technology Administration in collaboration with the GBNRTC. In a power-point presentation to the GBNRTC’s Planning and Coordinating Committee, Kimberly Smith, an assistant planner, noted that the TRANSIMS system “is considered to be one of the only known technologies” with the capability of “creating a virtual metropolitan region with a complete representation of the region’s individuals, their activities and transportation infrastructure.”

She noted that the initial regional study was limited in scope with a focus on scenarios involving the effects of all-electronic toll collection on the South Grand Island Bridge and increasing cross-border truck traffic.

Both Smith and a federal report have indicated that the TRANSIMS system is potentially significantly superior to the “four-step” system widely used for transportation planning but is highly complex and clearly needs refinements, including changes that make it more “user friendly.”

“There’s a lot of potential in this system and a potential for a lot more users,” said Smith. “But it’s not simple. It’s very time consuming, very difficult to operate, and I think that’s one of the reasons it’s not yet widely used.”

She indicated that the system has been used, at least on a pilot basis, in such areas as Atlanta, Washington D.C., Detroit and Chicago, where it provided the basis for an evacuation plan for a terrorism crisis.

In addition to Smith, GBNRTC’s Executive Director Hal Morse, and Amy Weymouth, a transportation analyst, and Matthew Grabau, an assistant planner, are on the Steering Committee for the UB study.

A statewide guide for development of public transit

New York State’s 13 Metropolitan Planning Organizations (MPOs), which include the GBNRTC, have banded together to produce a guide for communities across the state on “transit supportive development (TSD).”

The guide includes, as one of three case studies, a report on the issues surrounding “strategic land use and transportation in the Buffalo-Amherst Corridor” through “linking transportation planning to university expansion and town revitalization.”

The other case studies involve transit supportive development at Harriman Station in Orange County, and incorporating intermodal transportation into a new downtown convention center in Albany.

MPOs are mandated by federal law to coordinate transportation planning in metro areas of more than 50,000 population. The state’s 13 MPOs have formed an Association of New York State MPOs (NYSMPO) that meets periodically to address challenges they share.

The Buffalo case study, as described in the report, “addressed the question of how to best link two campuses of the University at Buffalo (UB) to each other, as well as to surrounding neighborhoods” and downtown Buffalo,” where a Downtown Cam-

pus, associated with the Buffalo Niagara Medical Campus, “is expected to be the subject of expansion in the next dozen years.”

It was noted that “the university expects to grow by more 40 percent in the coming decades and predicts that some 8,000 daily bus riders can be expected in the corridor between the South Campus, where the existing Metro light rail terminates, and the North Campus.”

The study included data and research into current local ridership characteristics and travel demand as well as a stakeholder workshop, in which “photo simulations of various transit modes were presented for discussion.” The focus was on two transit modes, Light Rail Transit (LRT), either a tunnel version or a surface line, and Bus Rapid Transit (BRT), as a cheaper alternative.

“Currently, those traveling between the North and South campuses, including students, faculty and other university employees, make heavy use of the UB Stampede, a bus service operated under contract to the university. For travel between the North Campus and the Downtown Campus, a combination of UB Stampede and the Metro or UB shuttle can be used.”

Previous studies had centered on “extending the Metro line to the north



through the Town of Amherst” to the North Campus, but the “absence of funding and community opposition to the extension have prevented action.”

The university’s Comprehensive Physical Plan “embraces the concept of transit-supportive development as a way to achieve a sustainable build-out of the university that minimizes traffic and related environmental impacts and reduces the need for costly and unsightly parking lots and structures.”

In addition to “reinforcing academic programs in campus centers,” the plan targets areas well served by public transit for residential and commercial mixed-use development.”

The case study suggests that “among the rail extension alternatives, the one that shows the most promise is an extension that transitions from the underground Metro station to the surface and then continues on the surface along street rights-of-way.

It would be “slower in the segments between the two campuses than an underground alignment” but “less disruptive during construction.”

Bus Rapid Transit also “shows promise, but would require riders to transfer at the Metro station for travel between northern locations and the downtown area.”

But the report emphasizes the need for more complete data for ex-

amination of travel demand and benefits and for “full and frank discussion” between the university and the town about “the advantages and disadvantages of each alternative.”

There is a need, according to the report, “for a fuller explanation of both the costs and the benefits – of how it will be paid for and what the larger economic benefits are likely to be.”

Part of the challenge, according to the case study, is that “many of the suburbs were always auto-oriented places and the residents there have never had experience with transit.” Another challenge “is that there has not been much development around existing (transit) stations...”

Amherst, “like many places, is ‘getting greyer’ and its population has very little experience with transit and may be resistant to change even though this group would benefit from access to transit.”

“... The history of both the existing light rail and the discussions surrounding its extension have at times been contentious. Most recently this has been exacerbated by disagreements over land use between the university and the town of Amherst. This air of contention hanging over discussion needs to be dispelled for this initiative to advance.”

The overall NYSMPO report on Transit Supportive Planning across the state stresses that the “real spirit of TSP is that the process needs to be designed within the community” by engaging stakeholders in an “active, hands-on participation in the design process.”

It also suggested that MPOs in the state consider the following:

- A regional vision that includes planning transportation and land-use projects together.
- Fund planning for inclusion of TSD with new infrastructure.
- Guidelines for inclusion of TSD in community planning and rewarding municipalities that meet the criteria.
- Promotion of residential density near transit stations and along commuter routes.
- Funding and expertise for community visioning workshops that include focus on attractive pedestrian facilities and parking management strategies.

The NYSMPO reports were designed by the Regional Plan Association, with headquarters in New York City. GBNRTC Executive Director Hal Morse was among members of the NYSMPO’s TSD Advisory Committee.



Rail stimulus sought to bolster business

The GBNRTC is seeking some \$92 million in federal stimulus funding to upgrade the region's short-line rail service as a spur to a resurgence of regional industry, such as that which once characterized the waterfront.

The region has an elaborate complex of short-line facilities that had been abandoned by major lines as an economic burden during a period of railroad decline that has reversed in recent years. They "keep tens of thousands of small businesses and communities connected to the national main-line system."

The application for a grant through the TIGER (Transportation Investment Generating Economic Recovery) program notes that short-line and regional freight represent the "growth segment" of the rail industry. But they also serve smaller customers and do not ship the high volumes needed for "deferred maintenance or capital improvements."

Rich Guarino, the GBNRTC coordinator, said, "This application is a perfect fit for the TIGER program by providing immediate construction jobs, improving safety and increasing efficiency to stimulate long-term economic activity in manufacturing, distribution, warehousing and support services. "A modern short line rail network will also keep thousands of heavy trucks off the road each year - saving fuel, reducing congestion and improving air quality."

The 44 proposed projects include \$25 million for an inter-modal terminal, a "freight village," at the former Bethlehem

Steel site in Lackawanna served by the South Buffalo Railway. It would "rehabilitate a large brownfield site" for a logistics complex with "state of the art technology" to facilitate international and domestic trade in a pattern exemplified by the Kansas City Smartport.

Nine other projects, totaling some \$18 million, also involve rehabilitation, upgrading and improved operations for the South Buffalo line, owned by Genesee & Wyoming Inc. (G&W), which has an office in Rochester and operates short-line routes also in Canada, the Netherlands and Australia.

South Buffalo Railroad still "serves 14 employers in Lackawanna, including the largest industrial employers in Erie County" and "keeps 144,000 truck shipments off New York State roads and highways." But the projects would also "help to re-develop brownfield properties in Lackawanna - attracting new industrial sector jobs into the region."

A total of nearly \$25 million would go to 10 projects involving the Buffalo & Pittsburgh Railroad (BPRR), also a subsidiary of G&W, which owns a single track freight line that runs from CP Draw in Buffalo to Eidenau, Pennsylvania, including a 36-mile segment between Orchard Park and Ashford Junction that has been out of service for years. The BPRR "supports many rail customers." And "keeps almost 88,000 truck shipments each year off state and local roads and highways."

Three of the BPRR projects, totaling

\$6.4 million, involve modifications associated with a planned new bridge to relieve heavy congestion at the CP (Control Point) Draw over the Buffalo River. The short-line routes involved include the Rochester & Southern (RSR), G&W, as well as BPRR and the CSX and Norfolk Southern mainline routes.

An alternative bridge had been abandoned 25 years ago due to its deteriorated condition. It's "another location where a bottleneck was created when infrastructure was abandoned that would later prove to be a vital part of the re-structured railroad network."

Another \$5.2 million would go to Buffalo Southern Railroad (BSOR), owned by the Erie County Industrial Development Agency (ECIDA), toward upgrading the Burrows Yard on the Buffalo River, where giant grain elevators once symbolized Buffalo's reputation as the world's largest supplier of grain, much of it shipped from the Midwest. The yard has been leased by CSX to RiverWright LLC for a proposed ethanol plant and to Buffalo Lakeport LLC for grain handling operations.

According to the application, "This project will resurrect a long abandoned rail yard to serve as a catalyst for economic development in a distressed area of the City of Buffalo."

Three projects, totaling some \$3.3 million, involve the Falls Railroad (FRR), including \$1 million for reconstruction of the FRR bridge over the Erie Canal at Lockport, a span cited as an example of

serious constraints on short-line operations.

The bridge is “now hauling significant numbers of grain cars each week to support a new ethanol plant in Shelby.” It has not experienced “such extensive use in the past 25 years” and “is now even more susceptible to fatigue and cracking.” Other funding to FRR would upgrade the system in ways that would include facilitation of passenger service, as well as shipments to the ethanol plant.

Some \$5.3 million would finance five projects to upgrade the Somerset Railroad (SOM), owned by AES Corporation. The single track, limited to a speed of 30 miles

per hour, extends from Lockport to the Somerset power generation plant on Lake Ontario. “There have been discussions regarding the ability of the railroad to serve other industries in the vicinity of the power plant,” to which CSX has trackage rights.

Seven other projects, totaling some \$2 million, involve the Delaware Lackawanna & Western (DLWR) short-line route, which runs eastward from Lancaster. It is also owned by the ECIDA as a subsidiary of the Genesee Valley Transportation Company. One of the goals is to “insure rail transportation options to eight companies in Erie County and 11 in Genesee County.”

Many of the short-line rail tracks were

built decades ago “when the maximum loads were significantly smaller.” The new heavy axle load (HAL) railcars “demand not only an increase in maintenance costs but also, in many cases, the necessity of upgrading the entire infrastructure.” If the short-line railroads do not improve their infrastructure to handle the heavier loads, “several local communities will be cut off from the national mainline rail system.”

There are more than 500 North American short-line and regional railroads, according to the application, compared with 220 in 1980, and they constitute about one-third of the national rail network.



A growing appetite for regional ‘feederport’

The Niagara Frontier’s role as an international gateway has taken on added dimension with the growing credibility of the CSX intermodal terminal in Lackawanna as a “feeder port” for container shipments from the Port Authority of New York New Jersey (PANYNJ).

At a public briefing in Buffalo, PANYNJ and CSX officials reported that completion of rail support tracks at the port’s facilities at Elizabeth and Newark, New Jersey, and related improvements, had galvanized shipper interest in Buffalo as an inter-modal hub (rail-truck) for containers shipped inland by rail from ocean vessels docked at the port.

The Maersk Line, based in Denmark with offices in 135 countries, was the first to take advantage of the improved connections, according to Rob Grosholz, manager of the CSX terminal here. Initial shipments are largely to and from the Toronto area after being loaded or unloaded to or from trucks

at the Seneca Yard. But Grosholz emphasized that the Maersk Line and other shippers were also interested in U.S. markets, including those in the Buffalo-Niagara region.

“Today we are moving between 150 to 200 containers per week through the CSX rail ramp in Buffalo,” said Gordon Dorsey, vice-president with Maersk and manager of its U.S. operations, in report last October. “Most of these containers are import and export cargo destined for Toronto and the surrounding area but we are working to grow our business in Buffalo and the surrounding area as well.

“Our previous service into Toronto was an all-rail service that did not include a stop in Buffalo. This new service is more cost effective and efficient and provides our customers with a better product than we had before into both the Buffalo and Toronto area.

“The new CSX service connects Buffalo to all the import

and export opportunities that our global network supports via the Port Authority of New York and New Jersey.”

The Seneca Yard opened, with the support of the New York State Department of Transportation and Erie County, in 2007 as a replacement for limited inter-modal facilities on William Street. It was promoted as a new service for international as well as domestic container traffic in regional and Ontario markets.

However, Grosholz said that international shipments had been minimal in the past because the containers had to be loaded onto trucks and hauled from the piers to the CSX terminal at South Kearney in New Jersey before they could be shipped by rail. He said the international shippers found this to be a costly inconvenience and most of the shipments by rail from South Kearney have been of domestic origin.

In addition to the improved rail connections, the PANYNJ has offered financial incentives to shippers, including \$25 for each container hauled by rail in 2009 over 2008 totals for rail use, and \$25 for each container hauled to a new origin or destination from the port’s on dock rail facilities. In this instance, Buffalo on-dock service is included in both incentive programs. Rail shipments help the port to deal with congestion and environmental issues.

“Overall, we will be spending about \$600 million on our rail system,” declared Bill Cronin, manager of shipper sales for the port. He cited an on-dock rail facility on Staten Island, in addition to those at Newark and Elizabeth, as well as rail yard support facilities.

“We can get cargo inland to you faster than other ports,” he declared. Continuing improvements were expected also to facilitate rail shipment of bigger containers. In addition, ship channels are being deepened and terminals upgraded with new gate complexes and bigger cranes to accommodate larger ships, he said.

Even the Panama Canal is being widened in response to the growing interest of shippers in using East Coast rather than West Coast ports for shipments from Asia.

“About 21 percent of retail sales in the U.S. are in the Northeast U.S.,” Cronin declared, “18 percent are in the Midwest, and the provinces of Quebec and Ontario represent 58 percent of the Canadian retail sales. So the port is positioned to deliver products to these markets.”

“In the future we will have a capacity for a million and a half containers at our on-dock rail facilities.” Cronin said.

The port’s trading partners include “China by a wide margin, followed by India, then by our more traditional partners, such as Italy, Germany and Brazil. But Asia is the dominant area, not just for our port but for all ports up and down the Eastern Seaboard.”

Vance Bennett, director of port development for CSX, added, “Traditionally, traffic from Asia has been to the West Coast but more and more we’re going to see it’s to the East Coast. About 66 to 67 percent of the U.S. population is east of the Mississippi River.” He also cited congestion and labor problems at West Coast ports.

“More and more customers are moving toward the inter-modal way of moving their goods,” he said. “Truckers used to be our enemies, our competition, but now we’re partners with a lot of trucking companies. It helps them to deal with increasing fuel prices and driver shortages, as well as with environmental issues. Rail can help in terms of greening the supply chain.

“We assume that anywhere from 75 to 100 miles away is serviceable by truck from that (Buffalo) terminal. You can service a great deal of commerce within that one circle, including Toronto, Erie, Pennsylvania, and the outskirts of Ohio,” he said.

“But we’re also servicing Buffalo from the West Coast ... so we’re actually looking at servicing all channels whether it’s domestic or international from all possible corridors.”

Bennett, whose office is in Jacksonville, Florida, added:

“Traditionally, what we see is that when we bring a new inter-modal facility into the market place, within a short period, of two to five years, we start to see more and more distribution centers,

warehouses being built and the area around the inter-modal center becoming a hub or a center for transportation logistics and serving the regional market around it. We’re hoping that scenario plays out there and we’re really confident already that we are seeing early signs that it is coming about.”

Traffic from the Elizabeth Marine Terminal would be available at Buffalo within two days and traffic from Buffalo would be available at Elizabeth within three days. In either direction, there is a layover at a “classification yard” in the Syracuse area, where containers cars are shifted about according to destination.

For example, the train from Elizabeth might include containers destined for Massachusetts that would be moved to another train, according to Grosholz. He said that containers shipped by the Maersk Line typically contained such cargo as apparel, store merchandise and building materials. Grosholz’ office is in Syracuse.

CSX also reported an inter-modal service from Buffalo to Philadelphia that would “provide third-day availability southbound and fourth-day availability northbound.”

A Norfolk Southern (NS) spokesman, Rudy Husband, has indicated that his railroad is also considering a Buffalo link with the Port Authority of New York New Jersey for international cargo. NS has a rail connection to the Port of New York and New Jersey on-dock rail system.

NS could potentially serve Buffalo via Allentown, Pa. and the Southern Tier, a route that includes sectors (Allentown to Taylor, Pa. and Taylor to Binghamton, N.Y.) owned by Reading & Northern Railroad and Canadian Pacific Railroad (CP) that NS is authorized to use.

Husband noted that NS also has access to eastern Canada from the Port Authority of New York and New Jersey because of agreements with CP and Canadian National (CN).

South Towns communities seek transit system

Fourteen municipalities in Erie County have joined in a drive for enhanced public transit in the South Towns. Supervisor Leonard Pero of the Town of Brant outlined the proposal at a meeting of the GBNRTC's Planning and Coordinating Committee (PCC), which represents the region's political and transportation leadership.

He noted that the proposed South Towns Intra Community Transportation System, known as SIT, was being pursued in collaboration with the Seneca Nation, which is seeking transit improvements that would include connections between the Cattaraugus and Allegany Reservations.

"There was a lot of enthusiasm for this SIT program at a meeting we had with 13 of the communities, along with representatives of the Seneca Nation and the Niagara Frontier Transportation Authority (NFTA)," declared Pero. "It would draw the communities together and help to foster economic survival and development within an area that is desperate for growth and expansion."

The SIT municipalities are the towns of Brant, Collins, Concord, Eden, Evans, Hamburg, North Collins and the villages of Angola, Farnham, Gowanda, Hamburg, North Collins and Springville.

Pero described it as a potential pilot program that could eventually be extended to municipalities in the North Towns.

It could be funded, he said, through a combination of state and federal annual grants as well as by the 14 municipalities, by businesses and educational institutions that would benefit from it, as well as by advertising and ridership fees.

"This program is a win-win for all. It would connect communities from Salamanca and Olean to Springville to

Eden and Hamburg and along the Lake Shore and from Evans to Gowanda. It would connect with the Seneca Nation territories and bring ridership to and from our area and the Salamanca area and the areas in between so that we can take workers to and fro, such as the Amish with their wares."

The NFTA provides transit on Route 62 and Route 5 in the South Towns, he noted, but with "no connections in between." He suggested "various routes that would intermingle and help to bring about more timely schedules for the ridership with routes serviced every one to one and a half hours, allowing students and workers to get to their destinations in a timelier manner."

Pero said enhanced transit would also support "agri-tourism," which has been promoted as a primary economic opportunity in a study by the University at Buffalo's Regional Institute in collaboration with the Southtowns Community Enhancement Coalition, which involves the Towns of Brant, Eden, Evans, North Collins and the Villages of Angola, Farnham and North Collins.

As a result of economic challenges, farms "are increasingly turning to alternative enterprises," such as wine and hiking trails, unique dining and farmer markets, according to the UB study. It cited current farm tours, a buffalo ranch, horseback riding, etc. in the area as examples.

Farms of the region were described as "representing one of New York State's most diverse concentrations of commodities" that have "for nearly 200 years ... played a central role in supplying food to population centers ... across the U.S."

Pero suggested that tourists could ride to "different attractions along the way" by gaining access to transit at a "Thruway rest area where 20,000 cars

pass every day."

The SIT communities are seeking a grant from the Community Transportation Association of America (CTTA) for "short-term technical assistance" in developing the program. The CTTA describes itself as consisting of organizations and individuals, including "governments of all kinds" and transit providers, who support "mobility for all Americans regardless of where they live or work."

The grant consultant is Vito Sportelli, who has also worked with the Seneca Nation in seeking transportation grants.

Jody Foster, transportation manager for the Seneca Nation, said it is seeking a coordinated system of transit that would facilitate mobility to grocery stores, jobs, and doctors, etc., as well as provide two trips a day between the two reservations.

Robert Gower, manager of planning for NFTA Metro, told the PCC that "we are anxious to work with the SIT group, to cooperate with them and seeing something set up in that area."

He also acknowledged that "it has not always been economically feasible for the NFTA to provide services in those rural areas but I think this is a good opportunity for some cooperation among a number of municipalities and government agencies to get some good transportation."

Pero said the program is supported also by regional members of Congress, the county and state legislatures, the Center for Transportation Excellence, the Brant-Farnham Economic Development Corporation, and Rural Transit Service, which schedules transportation for seniors and others with mobility problems.



**GREATER BUFFALO-NIAGARA
REGIONAL TRANSPORTATION COUNCIL**

438 Main Street, Suite 503
Buffalo, New York 14202-3207

PRESORTED STANDARD
US POSTAGE PAID
BUFFALO, NY
PERMIT NO. 3803



Douglas J. Tokarczyk

Douglas J. Tokarczyk, Deputy Director of the Buffalo Division of the New York State Thruway Authority, has been unanimously elected to serve as Chairman of the GBNRTC's Planning and Coordinating Committee in 2010.

The chairmanship is rotated annually. Tokarczyk succeeds Peter Merlo, the City Engineer for Buffalo.

"I am looking to continue the consensus decision making that has always been the history of this committee. It produces the best results for the region", Tokarczyk declared. "We have a busy agenda that includes developing a 2035 Long Range Plan and implementing our plan for congestion management. We will always strive to be ready for every kind of opportunity for funding projects. For example, through such federal programs as the TIGER (Transportation Investment Generating Economic Recovery) grants or a second stimulus program."

Meeting Calendar

Planning and Coordinating Committee (PCC)

meetings begin at 9:30 A.M.

-
- February 3 Buffalo**
City Hall, Niagara Square
Buffalo, New York
- March 3 Erie County**
95 Franklin Street
Buffalo, New York
- April 7 New York State Department of Transportation**
100 Seneca Street
Buffalo, New York
-

*Meeting dates and times are subject to change:
please call (716) 856-2026 for confirmation.*

Greater Buffalo-Niagara Regional Transportation Council

Phone: 716-856-2026 Fax: 716-856-3203 www.gbnrtc.org

Comments and requests to be added or deleted from the mailing list are welcome and should be sent to:

*GBNRTC Editor, 438 Main Street, Suite 503, Buffalo, NY 14202
or kfield@gbnrtc.org*

This newsletter was prepared with the financial assistance of the U.S. Department of Transportation. However, the contents represent only the view of the authors and do not necessarily reflect the review or approval of the U.S. Department of Transportation.