

# GBNRTC

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

## Long and short-term planning for regional progress

“Things are looking better for our region,” says Executive Director Hal Morse of the GBNRTC. It’s a theme he has reiterated, during public hearings in May in Niagara Falls, Lockport, Williamsville and Buffalo on the Long-Range Transportation Plan for 2030 (LRP 2030), a plan that could “help set the stage for new growth and an economic rebirth.”

Morse allowed that “change has been slow, but there have been positive trends — with growing signs of a different attitude and of regional collaboration.”

He pointed to improvements in employment and income and national ratings, a fresh sense of collaboration among municipalities and agencies and a recognition that “we are in a whole different economy now,” as symbolized by the innovative Buffalo Niagara Medical Campus and business relations with Ontario.

The LRP 2030 itself is a product of regional collaboration, he noted. It was given final approval in June by GBNRTC’s Policy Committee, which represents the political and transportation leadership of the region — the mayors of Buffalo and Niagara Falls, Erie County Executive, Niagara County Legislature Chairman, and



leadership of the New York State Department of Transportation (NYSDOT), Thruway Authority (NYSTA) and Niagara Frontier Transportation Authority (NFTA).

Also approved was a 5-year 2008-2012 Transportation Improvement Program (TIP), for which federal funding has already been scheduled. It represents the initial capital investment phase of the Long-Range Plan and takes effect on Oct. 1, the start of the federal fiscal year.

The GBNRTC is one of 13 Metropolitan Planning Organizations (MPOs) in New York State. MPOs provide regional transportation planning in metropolitan areas of more than 50,000 population and get agencies and governments working together on transportation issues.

There is a growing sense of collaboration even among the state’s MPOs, which have organized into a NYSMPOS coalition. Morse gave a talk at a recent coalition meeting on the challenges of planning in Up-state.

Among the area agencies with

which GBNRTC collaborates is the Niagara International Transportation Technology Coalition (NITTEC), which has been cited by the federal government for its exemplary collaboration with local and Canadian agencies in applying the latest technology for safe and efficient transportation within the region and at border crossings.

The economic potential of the area’s role as an international gateway is an underlying theme in the BiNational Transportation Strategy adopted by New York and Ontario, a strategy recognized in the LRP as having a “significant impact” on re-

### Third Quarter 2007

Long and short-term planning for regional progress

U.S. picks GBNRTC for test of new technology

Al Gore helps to launch ridesharing web site

GBNRTC works with Lancaster on development analysis

gional transportation planning.

Other collaborative influences are New York State's Transportation Master Plan for 2030, which puts a special focus on "multimodal corridors" that bolster the regional potential as a "gateway," and the Erie-Niagara Framework for Regional Growth, which provides a mechanism for efficient development.

Based upon trends and financial and demographic projections, LRP 2030, which was put together by Amy Weymouth and other GBNRTC staffers, under the direction of senior staff Doug Sruckle, outlines a \$6.1 billion transportation program, starting with a \$1.1 billion TIP for the next five years. Both figures include state and local matching funds.

GBNRTC's demographic projections forecast that recent economy recovery will continue and that the region will experience an increase in population during the LRP 2030 period.

However, Timothy Trabold, coordinator of the TIP, took note of the fiscal challenges facing transportation planners, including an almost unprecedented 25 percent increase in construction costs over the recent two years as a result of surges in the prices of fuel, steel and concrete.

He noted that the federal fuel tax, the basis for much of the federal transportation revenues, has been a flat 18.4 cents per gallon since 1982, and does not rise with the cost of petroleum; nor does it apply to alternative fuels. New sources of revenue may be necessary to deal with congestion issues, he said.

Morse noted that under federal law the LRP must be "fiscally con-

strained" in terms of overall spending, and propose spending 70 percent for "existing infrastructure" and 30 percent for new programs.

Examples of LRP projects aimed at easing congestion and freight movement along trade corridors include:



Future of Grand Island bridges addressed in Long-Range Plan.

- Widening of the Interstate 90 (Thruway) from six to eight lanes between Exit 50 (to Interstate 290 [Youngman Highway] and Main Street), and Exit 53 (to Buffalo via Interstate 190 [Niagara Thruway]). Also, improvements to the I-90/I-290 interchange to allow more efficient traffic flow.

- Relocation of the Williamsville toll barrier east of Transit Road and construction of a Youngs Road interchange with the Thruway to reduce congestion elsewhere, including Main Street in Williamsville.



Relocation of Lackawanna Toll Barrier proposed.

- Construction of a new South Grand Island Bridge as "an important link in BiNational Trade Corridor."

Other projects of special interest include: Area-wide upgrade of traffic

signals, which are controlled by a multitude of political jurisdictions; removal of the Robert Moses Parkway from the Central Business District to the North City Line in Niagara Falls; commuter rail service from the Amtrak Station in Niagara Falls to the Amtrak station in downtown Buffalo; return of motor vehicles to downtown Main Street in Buffalo; relocation of the Lackawanna Toll Barrier; improved access to a redeveloped Buffalo waterfront, including a new Outer Harbor Bridge over the Buffalo River that is perceived by some as a possible replacement to the Skyway; modification of

Buffalo's Scajquada Corridor to harmonize with Delaware Park setting.

The LRP also focuses on the role of public transit in dealing with the national dilemma posed by traffic congestion. The financial challenges from congestion are obvious. But there are also environmental issues. The air-pollution from vehicles has shown a steady decline for the region since 1990, but the two counties are still classified in non-attainment for ozone.

Carbon-dioxide emissions are not subject to federal regulation but are increasingly targeted as a critical factor in "climate change."

And environmental fallout is increasingly cited by residents opposed to roadway changes that affect their neighborhoods.

Congestion is expected to increase nationally as the number of motor vehicles on the road, many of them occupied only by a driver, continue to multiply. Even in the Erie-Niagara region, which has in recent years experienced a decline in population, the level of Vehicle Miles Traveled (VMT) has increased as has the percentage of people who drive alone to work (from about 76 percent to about

82 percent).

For these reasons, as well as because of federal encouragement, the GBNRTC recently launched a “Good Going” web site for use by the public to encourage and facilitate ridesharing and other alternative transportation, such as public transit and bicycling.

Morse noted a 3.5 percent increase in use of public transit for the region since 2003, “after a few years of declining transit rider-ship.” Early indications on the national level are that concerns over congestion and environmental issues, and even fuel costs, have not had a major impact on riding habits. But there is speculation that in the longer term more people will use public transit, as it becomes “more attractive and convenient,” and driving a growing financial burden.

The transit goals also harmonize with the Regional Framework vision for emphasizing development in areas with existing infrastructure so as to maximize the effect of funding, control the growth of water, sewer lines, government agencies, etc., as well as tax rates — and bolster the economic viability of the region. “We need to get the right projects at the right time,” said Morse.

“High-quality transit improvements,” interpreted as express buses, bus rapid transit, or light-rail extensions, are called for under the LRP 2030 for the Amherst Corridor and the Tonawanda Corridor.

The Amherst improvement would be to “connect the University at Buffalo’s three campuses and downtown Buffalo and provide better service to two major employment centers in the town, at Crosspointe and Audubon.”

The Tonawanda Corridor is de-

scribed as “the first step” in implementing a “high-quality” transit link between Buffalo and Niagara Falls.

In addition, “expanded express bus services” are sought throughout the region and transit improvements “should also be studied” for roads adjacent to the congested Interstate 90/190/290 corridor.

Trabold said that transit projects are 15 percent of the \$1.1 billion for some 260 projects scheduled in the 2008-2012 TIP, which marks a start toward realizing objectives listed for the Long-Range Plan.

For example, the TIP schedules



Modification of Scajaquada Expressway is analyzed.

funding for determining the feasibility of closing the Robert Moses Parkway between Ontario Avenue and Finlay Drive in the Falls and diverting traffic to the parallel Whirlpool Street. It provides for a determination of which of three sites would be most appropriate for the proposed new Outer Harbor Bridge over the Buffalo River. And it includes the first phase, between Goodell and Chippewa Streets, in modification of downtown Main Street in Buffalo to accommodate motor vehicles.

Highlights among other City of Buffalo projects, which total some \$147.7 million in the five-year TIP, also include:

Numerous projects associated with waterfront access, some of

which could be affected by a Bass Pro controversy; reconstruction of Main Street from Hertel Avenue to the Scajaquada Expressway and Grider Street between Kensington and Delavan Avenues; street enhancements, including extension of Allen Street from Main Street to Ellicott Street, at Buffalo Niagara Medical Campus; traffic signals projects on Bailey, Genesee, Delavan, Amherst, Ferry, Elmwood/Chippewa, along with “gateway” projects on the waterfront and on Niagara Street, and about a dozen bridge projects.

In addition, NYSDOT projects include \$48.5 million for the first phase of the South Connector project, involving Route 5 and Fuhrmann Boulevard at the waterfront, and a major landscape on the Kensington Expressway.

“Pathway” projects include the Outer Harbor Trail (Phase 2) and North Buffalo Rails to Trails.

City of Niagara Falls projects, totaling about \$46.2 million in the TIP, also include:

Reconstruction of Buffalo Avenue, from 10<sup>th</sup> Street to Cayuga Drive, of Route 104, from Ontario Street to North City Line, and of 10<sup>th</sup> Street from Niagara Street to Cedar Avenue, including streetscaping by Niagara Falls Medical Center; extension of John B. Daly Boulevard from Niagara Street to Pine Avenue; track and related work that would help to pave the way for an international and inter-modal rail station near the Whirlpool Bridge and stabilization work on the historic Customhouse at the site. Also, design work is scheduled on Phase 2 of the Niagara River View Trail.

Erie County projects, totaling some \$91.9 million in the five-year TIP, include:

Reconstruction of Wehrle Drive, from Transit Road to Ellicott Creek, of Maple Road, from Route 62

---

(Niagara Falls Boulevard) to Flint Road, of North Bailey Avenue, from Maple Road to Romney Road; of North Forest Road, from Route 263 (Millersport Highway) to Dodge Road, of East Robinson (North French) Road, from Route 62 (Niagara Falls Boulevard) to Sweet Home Road, and of Elmwood Avenue from Kenmore Avenue to Sheridan Drive; at least a dozen bridge and several traffic signal projects, and several intersection reconstructions.

Also, under “miscellaneous agency” projects, \$28.5 million has been “earmarked” for the Buffalo and Fort Erie Public Bridge Authority for “Peace Bridge congestion relief,” and \$3.75 million is specified for “bridge design/extreme event research,” at the University at Buffalo. Another item of interest is funding to the Town of Clarence for an “Eastern Hills corridor” between Main Street and Sheridan Drive.

And major NYSDOT projects include reconstruction on Routes 20A and 78 and the traffic circle to Route 400 at East Aurora as well as reconstruction of Route 5 between Kane Street in Lackawanna and LaSalle Avenue in the Town of Hamburg.

“Pathway” projects include: Tonawanda to Amherst Canalway Trail; a Union Ship Canal “open space” with “shared-use paths” at Buffalo waterfront; extension of a multi-use pathway in the Town of Evans; an improved trail system in Chestnut Ridge Village Park at Orchard Park; Tonawanda Rails to Trails; Seneca Creek Pathway; Clarence Rails to Trails; Grand Island Bike Trail Connection; Cheektowaga Rails to Trails; Lehigh Valley Multi-Use Trail (Amherst); Lancaster Heritage Trail; Baker Alley Walking Trail (Our Lady of Victory); East Aurora and Roycroft Scenic.

Highlights among the five-year Niagara County projects, at \$14.9 million, include reconstruction of Orangeport Road from Route 31 to Slayton Settlement Road, of intersections on Lockport Road from

Walmore Road to Campbell Boulevard, and 13 bridge replacement or rehabilitation projects.

Also, NYSDOT projects include \$34 million for reconstruction and widening of Niagara Falls Boulevard from Kreuger Road to Walmore Road.

In addition, highlights under “miscellaneous agencies” include funding to the U.S.A. Niagara Development Corporation for a roundabout at the Robert Moses Parkway intersection with John B. Daly Boulevard; to the City of Lockport for the Flight of Five Locks at the Erie Canal and road improvements, including the Lincoln Avenue-Summit Street corridor; and to the City of North Tonawanda for the “Meadow Drive extension.”

“Pathway” projects include a Lockport to Amherst Canalway Trail and Niagara Gorge Bicycle/Ped Trail (Town of Lewiston).

Bridge reconstruction or rehabilitation comprise a significant item in all the TIP categories, with NYSDOT alone scheduled for more than \$157 million for bridge work over the five years. GBNRTC has introduced a program that provides federal funding for municipalities to adopt maintenance practices to extend the life of bridges. At the public hearings, Morse explained that periodic cleaning, for example, extends the life of bridges.

In the first of the public hearings, at Niagara Falls, several speakers expressed support for closing of the Robert Moses Parkway sector in Niagara Falls but added that they would also like to see it closed north of the city to Lewiston, a proposal that has encountered resistance elsewhere.

Samuel Ferraro, director of the Niagara County Industrial Development Agency, and others expressed a particular interest in NFTA plans for further development of the Niagara Falls International Airport. Ferraro also expressed the hope that a proposed ferry between Youngstown and Niagara-on-the-Lake would become a

reality.

At a hearing in Williamsville, a woman testified that she had found concrete falling from a bridge over the Thruway near the Galleria Mall and was assured the agency was looking into the matter.

Thomas Frank, of Amherst, questioned whether young people were being encouraged to use alternative transportation modes, which led to a discussion of various programs designed to do that, including the Good Going web site, the NFTA’s promotion of transit passes for college students and a Blue Bicycles program.

Questions were also raised about the future of the Skyway in Buffalo and delays in Peace Bridge plans. It was explained that NYSDOT was reviewing the Skyway issue and that the shared-border complication had contributed to Peace Bridge uncertainties.

And no decision has been finalized on the site for relocation of the Williamsville Toll Barrier, participants were informed.

At the public hearing in Buffalo, Seth Triggs, representing Citizens Regional Transit Corporation, and others stressed that high-quality transit should be used to combat congestion.

Elizabeth Berry, of the Green Party, raised a variety of environmental issues, including the need for more focus on sidewalks and other pedestrian needs and transit improvements. She said that more trees, not parking, were needed in downtown Buffalo and called for more greenery along the Thruway.

Lynda Schneekloth, a “Buffalo Riverkeeper,” said the plans allocate too much for roadways and not enough for public transit.

Others expressed concern that the plans did not sufficiently address the needs of low-income populations in the city. Morse noted that GBNRTC has been among the first of the MPOs to undertake a new Human Services Program outlined in the latest federal transportation legislation.

# U.S. picks GBNRTC for test of new technology

**T**he Erie-Niagara region has been chosen by the Federal Highway Administration (FHWA) for a pilot project to produce a detailed simulation of “truck movements and other traffic” through an advanced system of computer modeling.

Director Hal Morse of the GBNRTC, which will administer the project, said, “We believe that the TRANSIMS system can enhance our on-going study of freight movement and its economic potential. It offers an unparalleled ability to create on screen a precisely detailed moving picture of travel in the metropolitan context.”

GBNRTC’s Timothy Trabold and Rich Guarino are collaborating with the FHWA’s Office of Interstate and Border Planning (OIBP) on the project. A first step was a consultation with “stakeholders,” including the New York State Department of Transportation (NYSDOT), New York State Thruway Authority (NYSTA), Buffalo and Fort Erie (Peace Bridge) Authority and the Niagara Falls Bridge Commission.

The next step is assembling the necessary statistical data to fuel the computer model, which uses a GIS (Geographical Information System) simulation. According to an OIBP draft report, “Model results could be used to address policy questions such as how to best address truck-related traffic bottlenecks, especially at the U.S.-Canada border crossings; likely traffic impacts of different economic development scenarios; and the effects of anticipated roadway construction projects.”

The Buffalo-Niagara Falls area “does offer enough data to enable a study using the complete TRANSIMS model,” according to the federal report. “Some gaps may have to be filled in or worked around depending on the exact objectives of the study.”

Data sources include:

- Several hundred recent classification counts that identify vehicles by axle types and “can be used to develop and calibrate a model that focuses on trucking.”
- Origin-destination information for cross-border truck flows.
- Data from the “significant number of toll facilities in the area.”

“Gaps in the data” include “a few major highways where classification counts are not yet available and a lack of origin-destination on truck movements with origins or destinations within the region.”

However, the federal report notes that more than 40 percent of the truck tonnage movements in the area are “external,” with ori-



Truck bottlenecks at U.S. - Canada crossings are a challenge.

gin and destination outside the Buffalo-Niagara Falls area and “about one-third of the total truck tonnage is bound for or originates in Canada.”

The report concludes that “by piecing together existing data from various sources in the area, combined with a small data collection effort to fill in the gaps, it will be possible to develop a pilot TRANSIMS micro-simulation application for truck movements and other traffic in the region.”

TRANSIMS, which stands for Transportation Analysis System, was developed over eight years at the Los Alamos National Laboratory with funding by the U.S. Department of Transportation and the Environmental Protection Agency.

The system is a response to new methodologies required under the Clean Air Act and federal transportation legislation, with freight traffic a special concern.

The focus of the regional pilot project is on truck traffic. But TRANSIMS, partly through innovative use of Census data, is described on a federal web site as having the potential to create “a virtual metropolitan region with a complete representation of the population, at the level of households and individual travelers, daily activities of the individuals and the transportation infrastructure.”

“... The model can forecast how changes in transportation policy or infrastructure might affect individual trips, by time of day. For instance, when a trip takes too long, people find other routes, change transportation modes, or leave at different times. Also, because TRANSIMS tracks individual travelers and knows their demographic characteristics, the impact on different sub-populations, such as minority or low-income groups can be evaluated.”



# Al Gore helps to launch ridesharing web site

“That’s really cool,” said Diana Kindron as she fingered the keys on a laptop computer that displayed the GBNRTC’s “Good Going” web site.

She was among the many attendees who were intrigued by the 13 laptop computers that illustrated the program at the recent Enviro-Fair at the University at Buffalo’s North Campus.

“Good Going,” at [www.goodgoingwny.com](http://www.goodgoingwny.com), uses sophisticated GIS mapping systems showing ways to find compatible partners for commuter ride sharing that would save money and reduce emissions while preserving privacy. The web site also illustrates public transit and bicycling alternatives.

GBNRTC’s executive director, Hal Morse, was on hand to answer questions along with staffers Timothy Trabold and Barbara Courtney as well as Kevin Neumaier, Derek Amerlinck and Cory Toth of Ecology & Environment, Inc., which produced the web site for GBNRTC.

The fair was held in connection with the lecture at UB’s Alumni Arena on May 4 by Academy Award winner Al Gore. The former vice president noted in a question-and-answer session after his talk on climate change that many in the audience were probably driving alone in a 3,000-pound motor vehicle. He advocated expansion of light rail as an effective way to encourage use of public transit as well as to reduce carbon-dioxide emissions.

Parking problems associated with driving alone are also an issue. Observers at the fair indicated, for example, that such institutions as Daemen College and even UB itself, both of which have parking troubles, might endorse use by faculty and students.

“I never knew I had so many transit options available to me,” commented Lisa McFail of East Amherst.

“Fascinating!” said a UB student who had a particular interest in bicycling routes.

Rana Abu-Ghazaleh, of Palestine, where “cars are not a very efficient thing to own because of all the check points,” declared, “This is very smart thing – it saves a lot of oil and energy if you get more people in the same car.”

Kristin Irwin of Tonawanda indicated that an important issue for her was the extent to which passengers would share expenses with the driver.

Ridesharers typically work out their own agreements on payments and on who drives and how often.

It has been calculated that the average U.S. driver burns about 2.07 gallons of gas a day. At a gas price of \$3 per gallon that costs \$6.21 per day or more than \$2,200 in a year. Sharing the ride would also reduce gas usage and pollution.

Some employers provide modest incentives for carpooling. In some cases the employer can save significant amounts of money on parking facilities.



“Good Going” displayed on 13 computers at UB’s ENVIRO-Fair for Al Gore talk.

---

# GBNRTC works with Lancaster on development analysis

The Lancaster Town Board has asked the GBNRTC to analyze the impact of development on land use and transportation so that informed decisions can be made in shaping the town's future.

"Lancaster is one of the fastest growing areas in the Buffalo-Niagara metropolitan region," noted Hal Morse, GBNRTC's executive director. "And its leaders want to find the best way of managing that to assure a stable and successful future."

"Traditionally, proposed land-use changes are examined individually in regard to traffic impacts and decisions made in an incremental manner. The town is interested in a comprehensive assessment of proposed development, so that impacts can be looked at for the expected level of development and necessary improvements planned in a sensible manner."

Steve Szopinski, who is coordinating the study for GBNRTC, said the analysis would generate a computer simulation of current traffic and of future traffic, based upon proposed land use and development changes.

"Possible improvements to the road and street system can also be examined in terms of the best ways to resolve traffic problems now and in the future."

The initial analysis, carried out in 2007, will focus on the southern portion of the town. A later diagnosis, in 2008, is expected for the northern portion. Proposed developments will be provided by the town. The traffic that each development would generate will be calculated and incorporated into the transportation modeling. A picture of the "future" town would be simulated on screen under alternative scenarios.

"Where traffic problems arise proposed solutions could be incorporated into the model and the impact of the so-

lution viewed to see it is having the desired effect. Decisions to accept, reject or modify proposed developments could also be tested using the tool, again viewing the impacts of alternative choices".

Stanley Keysa, chairman of the Lancaster Town Planning Board, said traffic studies are provided by developers but the Town Board "felt that there's a need to integrate those individual projects into a comprehensive study of what has taken place in Lancaster over the last few decades and what the needs might be in the future so that there can be adequate planning, particularly on the county road system."

He said Lancaster has "experienced an average of about 200 to 250 new homes per year for the last 30 years and probably will continue to see something of that nature for the next 20 years." At the same time, "women are driving at twice the rate they were 30 years ago, for example, and we have changed driving patterns of the existing population. That, combined with the new growth, means roads that were originally laid out in the 1830s are not meeting today's requirements."

The county, he said, "has not built a new road in Lancaster since the mid 1960s when they did an S-curve on Central Avenue connecting to Harris Hill Road."

The initial study is limited, he said, "to an area south of CSX railroad tracks which were the old New York Central tracks ... as that is the area with the most residential growth right now."

Keysa, who is also a member of the Erie County Fiscal Stability Authority, added, "The question of where and why a family or a company locates is vastly more complicated than a supposed competition between city and suburb."

"It includes whether a particular site meets the perceived needs of the

buyer, the safety of the new and old locations, the responsiveness of the governmental and educational facilities, the adequacy of utility systems, the availability of jobs or employees, tax policies and regulatory practices.

"World competition plays a part. For example, if local farmers were getting the return on investment that their great grandparents earned, our urban boundaries would be much smaller."

"The highway system obviously plays a role, but it is just one of many factors."

"I see our present study as measuring the broader transportation needs of those residents and businesses who have already chosen to locate in Lancaster, and predicting what those needs will be if more decide to follow, rather than constraining planning based on ideology."

Keysa said Lancaster was first inhabited by nomadic hunters "who followed woolly mammoths and other large animals along the fringes of melting glaciers about 10,000 years ago."

"Evidence of later camps and tool-working sites have been found near both Cayuga and Ellicott Creeks. The area was later occupied by the Seneca Indians who tilled the soil, raised corn and other vegetables and tended to fruit orchards. A log cabin, still standing about 600 feet southwest of the intersection of Wehrle Drive and Harris Hill Road, was built by the Indians about the time of the Revolutionary War."

"The formation of the Town of Lancaster was approved by the State Legislature on March 20, 1833."

# Meeting Calendar

## Planning and Coordinating Committee (PCC)

meetings begin at 9:30 A.M.

**August 1**    **Niagara Frontier Transportation Authority**  
181 Ellicott Street  
Buffalo, New York

**September 5**    **Buffalo**  
City Hall  
Buffalo, New York

**October 3**    **NYS Thruway Authority**  
455 Cayuga Road  
Cheektowaga, New York

## Policy Committee

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

***Coming Soon a new  
and improved web site !***

GBNRTC newsletter is published quarterly  
Media Coordinator Robert Wagner  
Layout and Graphics: Kenneth Field

*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*

## Greater Buffalo-Niagara Regional Transportation Council Policy Committee

**Joel A. Giambra** - County of Erie

**Clyde Burmaster** - Niagara County Legislature

**Hon. Byron W. Brown** - City of Buffalo

**Hon. Vincenzo V. Anello** - City of Niagara Falls

**Astrid C. Glynn** - New York State Department of Transportation

**Gregory Stamm** - Niagara Frontier Transportation Authority

**Thomas E. Pericak** - New York State Thruway Authority

## Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee

**John Loffredo** - Erie County Department of Public works

**Kevin P. O'Brien** - Niagara County Department of Public Works

**Daniel E. Kreuz** - City of Buffalo Department of Public Works

**Robert Curtis** - City of Niagara Falls

**Gary V. Gottlieb** - New York State Department of Transportation

**Walter D. Zmuda** - Niagara Frontier Transportation Authority

**Thomas E. Pericak** - New York State Thruway Authority

## Greater Buffalo-Niagara Regional Transportation Council

Phone: 716-856-2026

Fax: 716-856-3203

[www.gbnrtc.org](http://www.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.



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