

The Case for Transit

NFTA Plans and Perspectives

September 14, 2013



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Director of Surface Transportation

The NFTA Today - Service

Metro Bus



- 64 routes with 14 express
- 80,860 average weekday riders
- 1,566 square miles served
- 310 buses, 74 Vans
- 10.7 million annual vehicle miles
- 23.3 million annual passengers

Metro Rail



- 6.4 route miles
- 21,400 average weekday riders
- 27 light rail vehicles
- 14 stations
- 1 million annual vehicle miles
- 6.3 million annual passengers



The NFTA Today - Demographics / Travel Patterns

- Household annual income
 - 90% from households less than \$50K per year
 - 37% from households less than \$10K per year
- Ethnicity of ridership
 - 42% African American,
 - 33% Caucasian
 - 8% Hispanic
- Trip Purpose
 - 4 out of 10 riders' origin or destination was home
 - 25% of origins or destinations was work
 - 94% of all riders walk to/from the their first/last bus or rail stop
- Fare Transactions
 - 32% of all riders purchase a monthly pass
 - 89% of all riders are full-fare riders
 - 3% of all riders are over the age of 65 (discount fare)
 - 16% of all riders have their fare paid for by employer



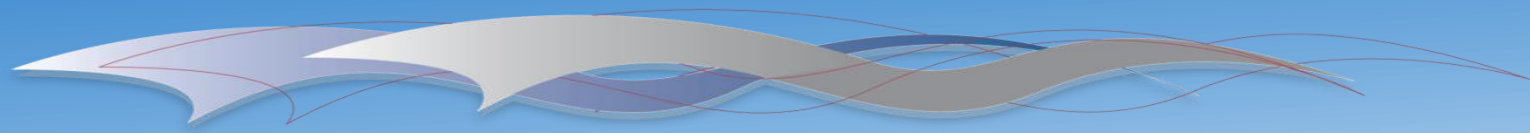
The NFTA Today – Customer Perspective

2013 American Bus Benchmarking Group (ABBG) survey indicated

- 88% Easy to board and disembark Metro buses.
- 77% Convenient to purchase Metro bus fare media.
- 72% Metro bus drivers are both helpful and professional.
- 63% Metro bus stops are located in sensible areas, where riders feel safe and secure waiting for their buses to arrive.

2013 New York Public Transit Association (NYPTA) survey indicated

- 65% Desired an increased amount of Public Transit services.
- 81% Support tax increase for Public Transit
 - 27% Local sales tax
 - 28% Federal Gasoline Tax
 - 14% State Gasoline



Metro Rail – Economic Engine

The NFTA has a unique opportunity to build on the success of the Light Rail Rapid Transit (LRRT) system and its potential economic, social and environmental impact, which is higher than ever. The success of the system has created Transit-oriented Development to occur along the corridor which is serving as a catalyst for economic growth

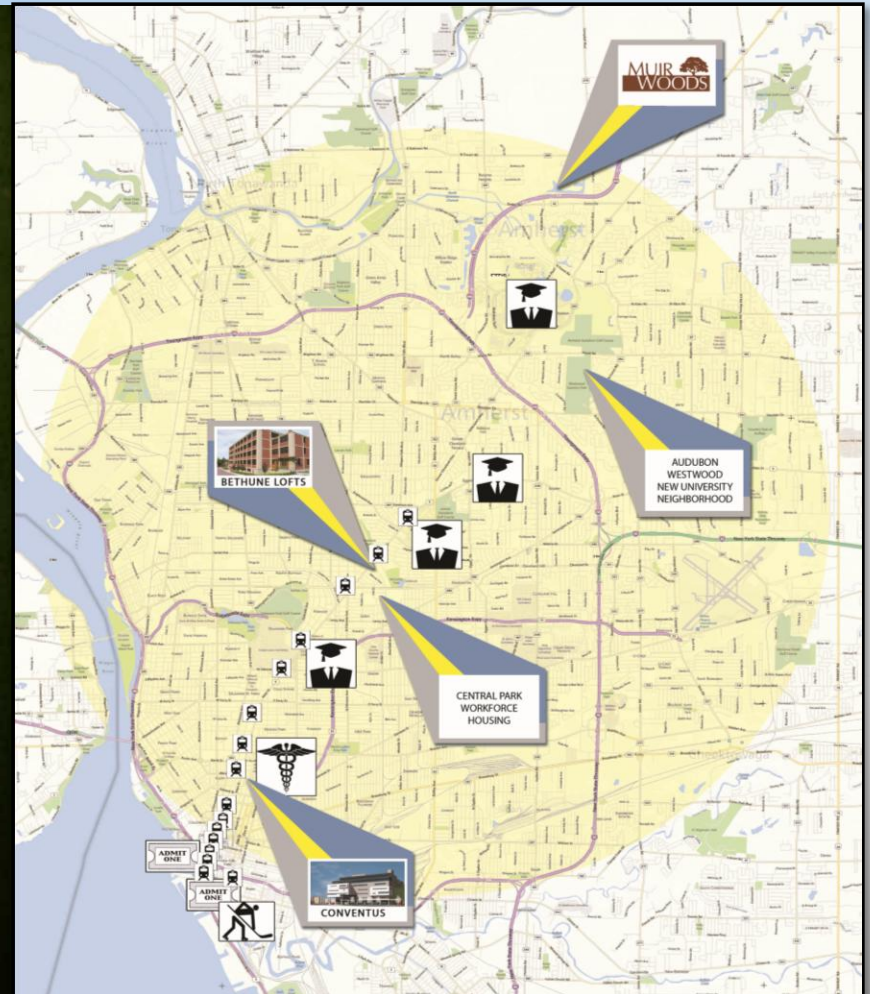
Transit-oriented development is often defined as higher-density mixed-use development within walking distance – or a half mile – of transit stations.

- As of the September 30, 2012 the NFTA's Metro Rail has the 4th most boarding per mile of any light rail system in the United States
- By supporting LRRT sustainability and enhanced service, transit related economic development will continue to benefit the region and further increase ridership

UB2020

BUILDING UB THE COMPREHENSIVE PHYSICAL PLAN

Connecting the UB
physical development
plan and spurring transit
oriented development
along the way



HarborCenter

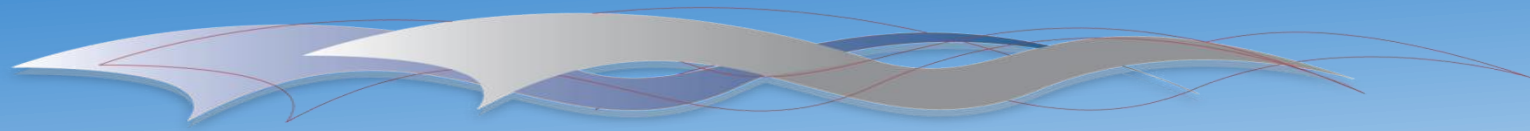


Buffalo Niagara Medical Campus



LaSalle Station Development



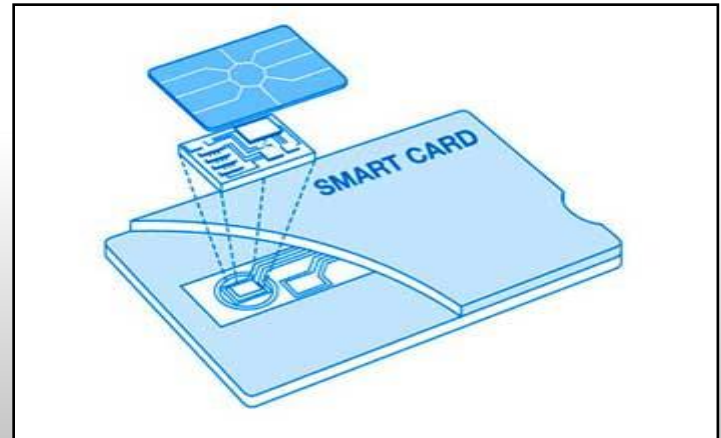
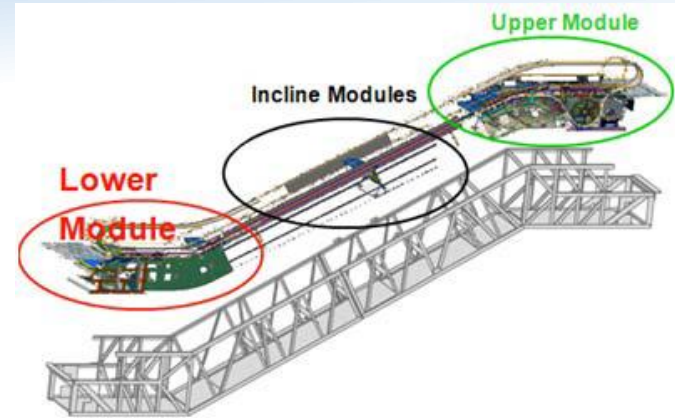


Metro Rail – Economic Engine

Enhance the catalyst of economic development opportunity

- The NFTA is supporting the regional economic development opportunities along the corridor:
 - \$90M currently programmed investment
 - Rail Car rebuild
 - System escalator replacements
 - Cars returning to Main Street – trackbed replacement
 - Fare collection system
 - Systemic replacement and rehabilitation of infrastructure
 - Amherst – Buffalo Corridor Study
 - Canalside / Cobblestone District Study
 - UB School of Medicine
 - Cars returning to Main Street
 - Erie Canal Harbor Station - Revitalization

Metro Rail – Economic Engine



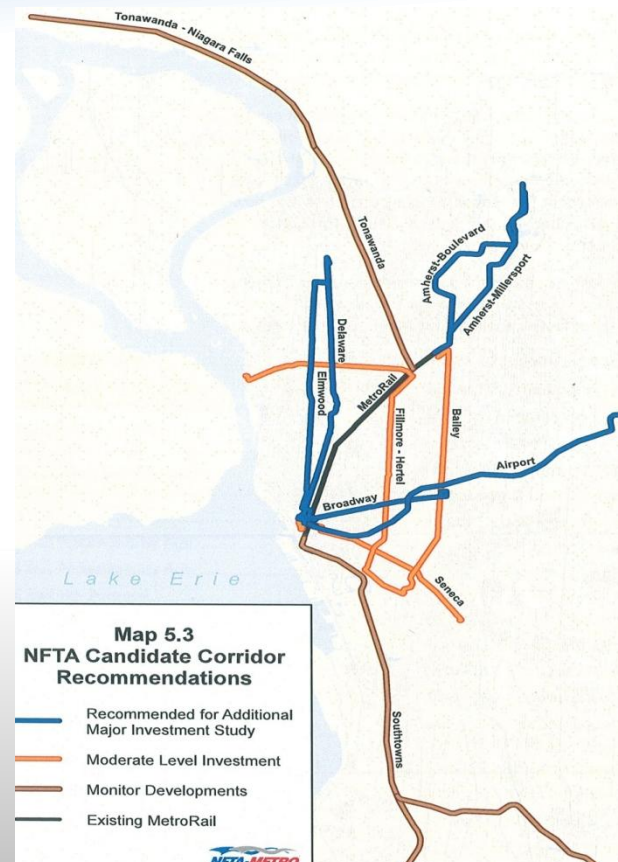
Amherst Buffalo Corridor Study



Identified Amherst-Buffalo Corridor as good candidates for “major transit investment” based on

- Service effectiveness (productivity)
- Market intensity (population and employment forecast)
- Development opportunities
- Travel Patterns
- Existing Ridership

Enhanced busing, Bus Rapid Transit, or Light Rail Extension

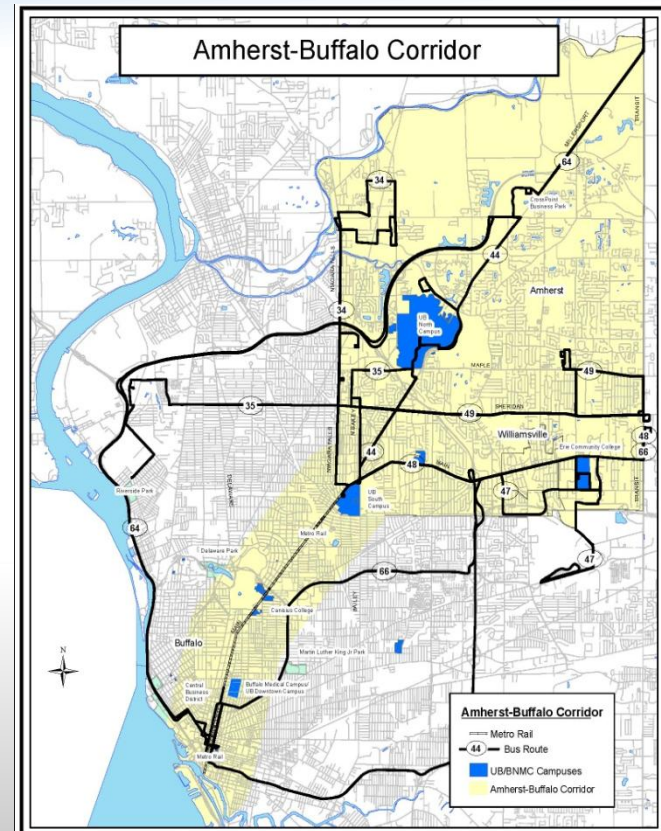


Amherst Buffalo Corridor Study



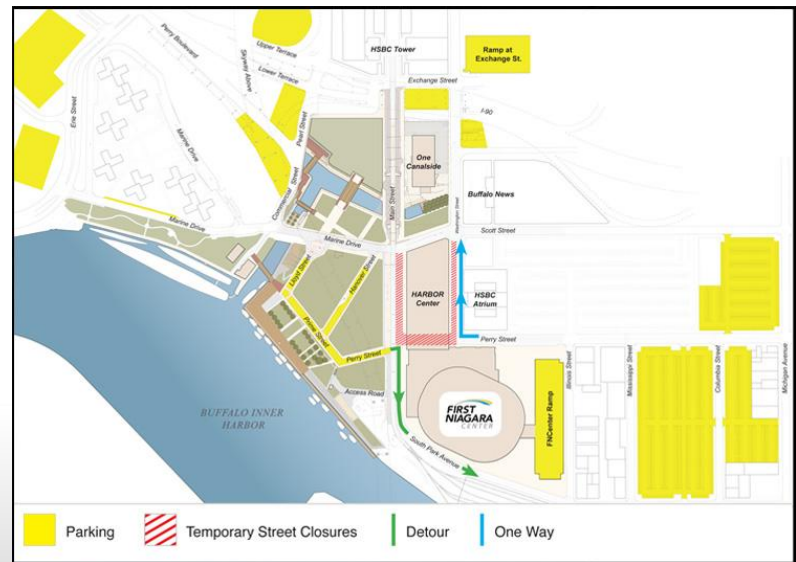
Local Financial Commitment

- Share of total project costs from sources other than New Starts (Federal Money)
- Local Match
- Stability and reliability of the proposed capital financing plan
- Ability of sponsoring agency to fund operations and maintenance of the entire transit system



Canalside / Cobblestone District Study

Development of multiple community, event and business based facilities significantly increasing the profile of the area and opportunity for transit service to alleviate associated parking and traffic demand



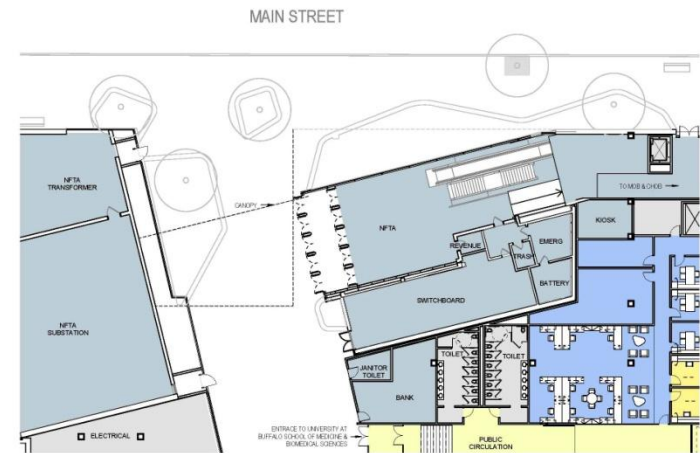
UB School of Medicine

Project requires reconstruction of ground level of Allen Medical Campus Station to integrate into new School of Medicine

FACADES
VIEW DOWN ALLEN



06.18.2013
University at Buffalo
The State University of New York
School of Medicine and Biomedical Sciences

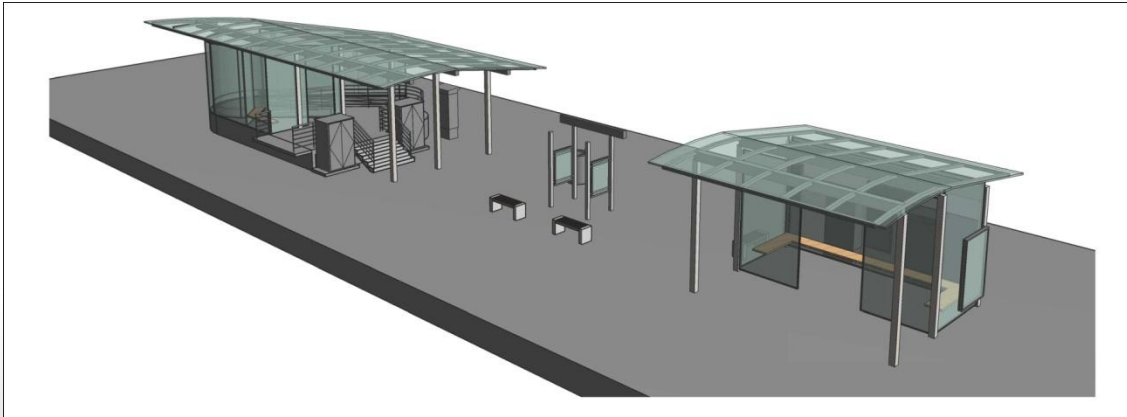


NFTA STATION AT THE UNIVERSITY AT BUFFALO
SCHOOL OF MEDICINE & BIOMEDICAL SCIENCES



Cars Returning to Main Street

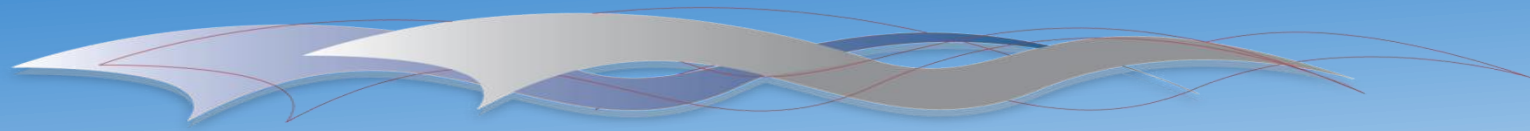
NFTA project to replace trackbed in conjunction with City of Buffalo project ensures complete reconstruction of 500 and 600 block of Main Street including enhanced Fountain Plaza Station



Erie Canal Harbor Station

Rendering Looking East





Public Transit Challenges

- Land use planning and implementation
- State of Good Repair – aging infrastructure
- Modernization & technology implementation
- Perception – convenience, safety and security
- Obtaining transit mode shift
- Sustainable operations and capital funding

Public Transit Needs

- Sustainable funding sources
 - Operational to maintain service and state of good repair
 - Capital to continue support of community initiatives and advancement of system and services
 - Amherst – Buffalo Corridor capital and operational
- Land use planning / development consistent with:
 - Framework for Regional Growth
 - One Region Forward
- Partnerships with business, education and government to leverage investments and create value

