

# Transit Development Plan



Service Planning Department

April 2019



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Phase Zero

2019

# Shelter Expansion Plan



## Description

NFTA Metro seeks to add up to 40 additional shelters annually over the next three years in order to provide better customer facilities and align more closely with peer agencies. Shelter locations will be chosen based on the need (based on our current scoring system) and to add to geographic diversity throughout the system.

## Purpose & Need

Bus shelters are important for customer comfort and safety, providing protection from wind, snow, rain, and sun to passengers waiting for the bus. Metro currently has over 4,500 bus stops but only 250 shelters, meaning that about five percent of boarding locations possess shelters. Elected officials and members of the public frequently request additional shelters. Providing more shelters will benefit our current ridership, attract new ridership, and provide marketing and branding opportunities.

## Prerequisites

None

## Steps/Timeline

- Identify locations for shelters
- Secure additional funding
- Produce CAD drawings for the sites
- Obtain municipal permissions
- Install shelters



# Mobile Ticketing Pilot



## Description

As of April 1, 2019, NFTA Metro customers can pay for their bus and rail fare using their smart phones. Metro has contracted with Token Transit, a smart phone application developer, for a pilot test of this product with a max investment of \$10,000 from NFTA. Customers who download the app can use credit or debit cards to pay for bus and rail tickets, which they then show to the driver or ticket inspector as proof of payment.

## Purpose & Need

Mobile ticketing is a new best practice for transit agencies. It is easy for customers to use, allows customers to use credit/debit cards, and customers can plan ahead by purchasing tickets ahead of time. Token Transit has experience in over 50 transit markets.

## Prerequisites

Contracting process is complete

## Steps/Timeline

- Launch Token Transit on April 1, 2019
- Track data and utilization
- Make determination on advancing past the pilot program





# Community Bus

## Description

NFTA Metro has renovated one of our buses to use for education and promotion. The Community Bus has been outfitted with schedules and fare payment systems on the inside and an awning on the outside. The Community Bus will be driven to events and then set up with the awning so that staff can table outside the bus and people can board the bus to learn more about NFTA Metro services.

## Purpose & Need

The Community Bus will assist in helping new and potential riders learn how to ride the bus. Riding the bus for the first time can be intimidating. With the Community Bus, people will be able to practice boarding, paying, and even loading a bike on the bike rack. This will be especially useful when MetGo launches because we can use the Community Bus to teach people how to use the new fare payment system.

## Prerequisites

Obtain and execute grant

## Steps/Timeline

- Construction on Community Bus finished in March
- Bus goes to contractor to have awning installed
- Bus ready for use in spring 2019





# Establish a Comprehensive Marketing Program for Transit Initiatives



## Description

NFTA Metro has a variety of exciting projects and initiatives going on at any given time. A comprehensive marketing program would provide a strategic, systematic, ongoing plan for publicizing and marking transit initiatives to the public. This has the potential to increase ridership by attracting new riders and improving communications with existing riders.

## Purpose & Need

A comprehensive marketing program for transit initiatives will help existing and potential customers learn about initiatives that are intended to improve their transit experience and quality of life. For example, many customers don't know they can look up when the next bus is coming using the Stop ID at the bus stop. We need a comprehensive marketing program that will publicize initiatives as well as track the effectiveness of campaigns to allow for continuous improvement.

## Prerequisites

None

## Steps/Timeline

- Phasing for future initiatives developed
- Specific products and approaches roll out in conjunction with initiative timelines



# DL&W Design Completion



## Description

An Access Enhancement Study for the Canalside Cobblestone Districts has been completed and a locally preferred alternative has been adopted by the board. The environmental review process will be initiated and completed using a on-call term consultant. An RFP for station design and track work will be issued.

## Purpose & Need

NFTA intends to complete the environmental review of the project following the SEQRA and NEPA processes and to hire a consultant to complete the design of the station, track work, and vertical access to the 2nd level of the DL&W Station. The design will identify right of way impacts and accurate project cost estimates and schedule for future project construction.

## Prerequisites

Adoption of a Locally Preferred Alternative

## Steps/Timeline

- Bid issued for design work
- Consultant selection begins
- Estimating one year to complete preliminary engineering and environmental review



# DL&W Construction Begins



## Description

Once the environmental and design phases are complete, construction work will begin on the DL&W terminal project. The construction phase of the project is expected to last for two to three years. During construction, the NFTA will still need to use the space for rail operations and maintenance. As such, a sound construction plan will need to be developed to minimize the impacts to our ridership.

## Purpose & Need

To construct a passenger station inside the first floor of DL&W Station to provide enhanced access to the Canalside and Cobblestone Districts. Additionally, this will allow the NFTA to utilize the 2nd floor space for potential retail. Second floor retail or office space will provide revenue generation and also help with ridership by creating an additional destination within the district.

## Prerequisites

- Environmental Review Accepted
- Final Design Completed
- Funding/P3 Secured
- Construction Manager hired

## Steps/Timeline

- Issue bid for construction
- Contractor selection
- Construction begins (anticipated timeframe 3-5 years)





# New Timetable & Map Process and Printing

## Description

NFTA Metro seeks to revise our public facing timetables and maps. In order to do so, we first need to adopt a new process for building the timetables such that the data can populate the timetables in the appropriate format with less human interaction. The end goal of the project is to provide modern, user friendly public timetables and maps that existing and potential customers can easily understand.

## Purpose & Need

NFTA Metro’s current timetables and maps are about 40 years old, putting us well behind our peers. We frequently receive comments from customers that the timetables are difficult to understand. Additionally, the current “behind the scenes” process for timetable development needs a technologic update to streamline the assembly of the public timetable. This project will improve staff efficiencies in timetable production and provide a better product and service for our customers.

## Prerequisites

- Consultant selection
- Consultant evaluation of systems and process

## Steps/Timeline

- Consultant recommendations approved
- New timetables exported
- New maps created
- Printing



# Bailey Avenue Corridor Improvements Study



## Description

NFTA Metro, in conjunction with the Greater Buffalo Niagara Regional Transportation Council and the City of Buffalo, has just begun a study to evaluate the potential for enhanced transit service along Bailey Avenue. The Study will allow Metro to work closely with agency and community partners on this corridor to determine improvements that are technically and financially feasible in the short and long term. This includes an assessment of the feasibility of a range of BRT-style improvements for the route 19 bus, from dedicated lanes to improved stop/shelter amenities.

## Purpose & Need

The Bailey Avenue Corridor sees some of the highest ridership in the NFTA Metro system, and provides linkages to many other routes, acting as a primary north-south connection. During peak periods, vehicular on-time performance is lagging due to high levels of traffic, and roadway and streetscape improvements are needed to improve safety for all modes. Furthermore, transit improvements, in conjunction with streetscape updates and improvements, have the potential to positively impact economic development on this corridor.

## Prerequisites

- Identification of funding
- Internal data collection and analysis

## Steps/Timeline

- Consultant selection
- Public outreach
- Data analysis
- Preliminary design options developed
- Final report produced



# Metro Rail Expansion Environmental Impact Statement (EIS)



## Description

NFTA Metro is in the process of conducting an Environmental Impact Statement (EIS) for the Metro Rail Expansion to Amherst/ UB North. The EIS is a critical step in the process that will allow NFTA to refine the alignment and advance the project. Design work will follow the EIS process.

## Purpose & Need

NFTA Metro must complete the EIS process in order to enter into FTA's Project Development to be eligible for New Starts/Small Capital Investment Grants. The EIS process began in June 2018 and is expected to take 12-18 months to complete. Funding is in place to complete the EIS, but further funding is needed to advance to the Design phase of the project, which takes 24-36 months.

## Prerequisites

- LPA finalized
- Funding in place for EIS
- Consultant team selected for EIS

## Steps/Timeline

- EIS began in June 2018
- DEIS issued in October 2019
- Secure local matching funds
- Enter into FTA Project Development



# New Park-and-Ride Analysis



## Description

A new park-and-ride analysis will be completed by the end of 2019 that examines new locations and enhancements to current locations. The analysis will recommend specific improvements to our current park-and-ride locations that include signage, lighting and other passenger amenities. New locations will be pursued based on their ability to assist the NFTA in creating and modifying current express services to more true express services, with reduced running times and more frequent service.

## Purpose & Need

This will allow the NFTA to streamline their express services and create "true" express routes. Current express routes are highly tied to our ability to provide access to park-and-ride locations, which are often far removed from highways and have limited amounts of signage. Providing better park-and-ride lots that are located close to highways will allow the NFTA to offer faster service along these corridors, which will in turn be more enticing to our customers.

## Prerequisites

None required

## Steps/Timeline

- Catalog our existing park-and-ride inventory
- Suggest improvements to our inventory
- Suggest new park-and-ride locations
- Work with partners to negotiate access to new locations



# North Division Street Bus Canopy Design Work



## Description

As part of a larger NYSDOT project in 2017, NFTA relocated a Metro bus stop and pull-off from the entrance of the Metropolitan Transportation Center to the north side of North Division Street between Ellicott Street and Washington Street. This change has provided an opportunity to create an enhanced waiting area for the many buses that pick up on North Division, as well as a link between the Church Street light rail station and Metropolitan Transportation Center (MTC). In March 2019, NFTA completed the Design Review and Rationale for this project, which recommends a fabric covered super structure (canopy) that covers the entire sidewalk from Ellicott St to Washington St. This canopy will protect both people waiting for the bus and pedestrians from rain, snow, and sun.

## Purpose & Need

The main goal of this project is to provide enhanced amenities to our passengers and provide a visual connection to the Metropolitan Transportation Center. About 2,000 people board buses here every weekday. Although there are a series of shelters available, they cannot accommodate all waiting customers, which is why we seek to improve protection from wind, snow, rain, and sun.

## Prerequisites

Design Rationale and Review (DRR) completed in March 2019

Draft concepts presented to NFTA management in March 2019

## Steps/Timeline

- Refinement of draft concepts
- Selection of preferred design
- Engineering & design work begins
- NFTA Board approves staff to pursue funding opportunities
- Construction begins (estimated to take 1 construction season)





# Electric Battery Bus Integration Plan



## Description

To prepare for electric vehicles, NFTA first conducted a study to examine what the most effective charging technologies are, where NFTA Metro would locate an electric bus fleet, and what associated changes are needed to the existing infrastructure to accommodate electric buses. Metro wants to be prepared for purchasing a substantial number of electric buses in the future, with the back end maintenance systems able to handle not only charging but the servicing of these vehicles as well.

## Purpose & Need

Prior to moving into the bus electrification market, a comprehensive study was needed to examine the most appropriate charging technologies and to examine our facility challenges. As we have three bus facilities, each poses their own challenge with regards to electrification, and significant upgrades are anticipated in order to handle a substantially sized electric bus fleet.

## Prerequisites

None

## Steps/Timeline

- Evaluation of emerging electric bus charging technologies
- Catalog of existing facility constraints
- Costing of potential upgrades to bus facilities to handle an electric bus fleet







Phase 1  
2020-2021

# Realtime Signage Enhancements



## Description

Realtime signage is digital signage that tells customers when the next bus or train is coming. Metro has taken steps to obtain realtime signage, but we currently only provide realtime signage at three transit centers and one rail station. Metro would like to issue an RFP to look comprehensively at providing realtime information and signage throughout the system in a coordinated and unified manner, such that the equipment and information flow is uniform throughout the system.

## Purpose & Need

Realtime information is digital and is updated based on current conditions, showing the true time when the bus or train will arrive, or whether the service has been cancelled. Transit customers today expect realtime information so that they can make educated choices about their transportation options. For example, if a bus is cancelled, they may choose to walk or bike rather than waiting.

## Prerequisites

Funding sources identified

## Steps/Timeline

- Issue RFP
- Select vendor
- Develop system
- Implement system





# Rail Infrastructure Funding—\$100 Million

## Description

NFTA Metro Rail has been granted \$100 million over the next 5 years in dedicated state capital funding. NFTA has properly maintained rail assets since they were installed in the 1980s, but age, lack of capital funds, and harsh operating conditions have resulted in a deteriorating system.

## Purpose & Need

\$100 million in dedicated state capital funding for Metro Rail will allow NFTA Metro to make needed improvements to the health, safety, and quality of the Metro Rail system for our riders. It is also a necessary precursor for potential expansion of Metro Rail.

## Prerequisites

None

## Steps/Timeline

- State legislature passes legislation to provide dedicated, ongoing capital source for NFTA Metro Rail
- Capital plan developed for drawdown of specific funds
- Project execution



# Establish Rail Crossover Plan



## Description

Rail crossovers allow NFTA Metro Rail to move trains between the inbound and outbound tracks. We currently have crossovers at University Station, Humboldt-Hospital Station, Allen / Medical Campus Station, and Erie Canal Harbor Station. We seek a consultant to study the most logical and efficient location for an additional crossover. This will allow for more flexibility during mechanical breakdowns and routine maintenance tasks.

## Purpose & Need

Crossovers are important for staging and maneuvering trains, and are especially important if a section of track needs to be closed for planned or emergency repairs. Additional rail crossovers will give us flexibility to run the best service possible even when sections of track need to be closed, thus improving our commitment to provide the best possible transportation for the region and minimizing delays.

## Prerequisites

None

## Steps/Timeline

- Issue RFP for study
- Select consultant
- Conduct outreach to local stakeholders
- Prepare draft and final report, including financial needs





# Electric Bus Implementation

## Description

NFTA Metro recently completed a study to better understand possible approaches to adding electric buses to our system. The study looked at which garage has the space and electricity needs to be upgraded to charge electric buses. As we move into vehicle electrification, it is important to have a good sense of the benefits and challenges associated with an electric bus fleet. Analysis will need to be conducted to determine the most appropriate vehicle types and the associated routes for service, as some prove better candidates than others based on distance, topography, stopping frequency, and environmental factors.

## Purpose & Need

NFTA Metro wants to provide the most environmentally friendly transportation possible. However, there are limitations to the range of specific vehicles, and trade-offs to the benefits of battery-powered buses. As such, Metro needs to carefully plan for the operationalization of electric buses in order to best serve the public.

## Prerequisites

●  
●  
●  
Facility electrification study

## Steps/Timeline

- Electric vehicle technology identified
- Electric buses purchased
- Service plan for electric vehicles conducted
- Service is implemented



# New Express Bus Services



## Description

Pursuant to our service enhancement study, NFTA will begin a new configuration of express services. While there will be fewer express routes, there will be enhanced park-and-ride locations with more frequent service. New express services will be accompanied by an enhanced marketing campaign to promote the benefits of our new express services and our park-and-rides.

## Purpose & Need

The goal of this configuration is to capture more riders at the periphery. The most common complaint we have from express riders is that they are not “true” express services, as they often travel largely on local roads. Additionally, it will allow for greater reliability, as a greater number of trips per route will allow for more options for our riders.

## Prerequisites

Completion of the park-and-ride analysis

## Steps/Timeline

- Park-and-ride agreements secured
- Approval to implement service plan
- Service begins
- Data collection







# Local Bus Service Changes

## Description

Changes to the local bus service would likely focus on the elimination or reworking of low-demand bus routes with a re-investment in core service. To aid in the implementation of these changes, separate reports will be developed looking at downtown Buffalo routing, Erie County routes and Niagara County routes separately. Changes to the local bus network will allow the authority to better allocate their funding resources into highly productive routes, while making changes to streamline service delivery.

## Purpose & Need

These changes will allow us to better serve our core target market effectively. Our current primary and secondary routes have a disparate amount of demand, leading to underperformance on some routes, with an inability to meet total demand on others. Re-focusing our funding into productive routes experiencing high demand will allow us to build ridership within our core service area.

## Prerequisites

Approval of the local bus service plan by the board

## Steps/Timeline

- Local service changes implemented
- Data collection
- Evaluation after a 6 month time period





# On Board Survey

## Description

In cooperation with GBNRTC, NFTA will conduct an on-board survey of riders every 3-5 years in conjunction with the federal Title VI process. The on-board survey asks individuals to complete questions relating to their trip purpose, trip characteristics and demographics. The survey will be available during a two week sampling period and in English, Spanish, Arabic, Karen and Burmese.

## Purpose & Need

This effort will collect information on trip characteristics, trip purpose and demographics. These data will aid in the development of the Title VI program and other planning functions. Demographic data from the periodic survey are critical in the development of our Title VI reporting for the Federal Transit Administration.

## Prerequisites

- Development of survey instrument
- Internal approval of the sampling plan
- Coordination with selected consultant on operations plan

## Steps/Timeline

- Survey conducted
- Consultant completes data entry
- Analysis of results
- Presentation to the board



# Metro Rail Expansion Engineering

## Description

While some level of engineering will be completed as part of the Draft Environmental Impact Statement (DEIS), more detailed design and engineering will begin after environmental approvals are in place to allow us to enter into project development with the FTA. NFTA Metro has been allocated \$6 million from NY State to continue engineering work for the Metro Rail Expansion, which will fund approximately 30% engineering for many of the key elements of the rail line. Project development has a two year window for completion.



## Purpose & Need

Detailed design and engineering is crucial in the development of the Metro Rail Expansion because it allows us to continue to identify issues and work with the community to solve problems before the project moves into final project development.

## Prerequisites

- 
- EIS submitted
- Funding contract in place

## Steps/Timeline

- Consultant Selection
- Complete 30% design
- Enter into FTA Project Development
- Identify local funding streams
- Move into full engineering and design





# Development of Community Strategies

## Description

The service planning department will develop community targeted strategies for Buffalo, Niagara Falls, Amherst, Tonawanda, Cheektowaga, Lackawanna and West Seneca. These plans, which may be broken out further, will focus on the key ridership generators within communities. These include educational institutions, retail centers, employment generators, medical facilities and neighborhoods. This will allow Metro to identify key areas that we are committed to serve and those that we may be missing currently.

## Purpose & Need

These community strategies will guide how service is provided to these municipalities in the future. Current evaluation techniques rely on examining ridership by specific routes, as opposed to viewing how Metro would like to serve a particular community. By establishing community plans, we will be able to have a long term vision relating to the neighborhoods and activity centers that we are committed to serving, regardless of the associated route or service delivery method.

## Prerequisites

On-board survey data

## Steps/Timeline

- Data collection and assembly
- Public outreach to communities
- Mapping
- Plan document development



# Rail Storage, Maintenance, and Operations Study



## Description

Rail storage, maintenance, and operations headquarters have been at the same location for the entirety of the existence of Metro Rail. With the current operational environment, this facility has been adequate to handle the amount of rail cars and physical track. However, multiple rail expansion projects are underway that will impact Metro's ability to perform these tasks while simultaneously constricting the amount of space at DL&W for these activities.

## Purpose & Need

With concurrent projects examining expanding revenue service to the DL&W terminal, and to the northtowns, there will be inherent changes to the storage and operations needs for Metro rail. This study is needed to determine operational impacts and potential off-site storage needs of the organization.

## Prerequisites

- Preliminary design work completed for DL&W space
- Preliminary design work completed for Amherst Metro Rail Expansion

## Steps/Timeline

- RFP issued for study
- Consultant selected
- Evaluation of rail infrastructure projects completed
- Alternatives for storage and maintenance developed
- Project finalized





# Fare Collection Upgrade Full Implementation

## Description

The fare collection upgrade (MetGo) will be implemented in 2020. MetGo will be an account based smart card system. The new project will allow for a greater flexibility of payment from customers — including mobile ticketing, the use of credit/debit cards at TVMs, the ability to load value and passes online, automatic reload options and the use of family accounts. Additionally, it will allow for 3rd party clients like the Buffalo Board of Education, local universities and colleges, and health and human services to do more direct management of their accounts with the NFTA Metro.

## Purpose & Need

Current farebox and fare system technologies are in need of upgrade and replacement. Customers have been seeking greater flexibility with regards to payment options, which this project will allow us to provide. The new system will provide a new level of convenience for our riders, while continuing to advance our technology as a company. Lastly, the project will allow us to collect better data on usage, especially in the rail system.

## Prerequisites

- Fareboxes and fare gates installed
- Back-end systems established
- Ticket vending machines upgraded
- Testing completed

## Steps/Timeline

- Approval of testing as final
- Pilot ticketing (PAL users)
- Pilot ticketing (CRAM and Students)
- Full roll-out





Phase 2  
2022-2027



# Rapid Bus Network Infrastructure Plan and Implementation

## Description

The NFTA will develop a plan to invest in bus related infrastructure and right-of-way improvements along Niagara Street, Kenmore Avenue, Bailey Avenue and Elmwood Avenue. Paired with a high level of frequency, these passenger amenities will increase the level of passenger comfort and encourage further use of the system. Infrastructure improvements include shelter design, transit signal priority and right-of-way improvements. The plan will seek to examine the appropriate location for these facilities and the appropriate accompanying service levels.

## Purpose & Need

Appropriate passenger amenities and infrastructure improvements will assist in gaining additional riders along our high use corridors. Shelters and other passenger amenities will provide additional safety and comfort measures. Additionally, the inclusion of transit signal priority and/or queue jump lanes will allow for greater efficiency and speed of our vehicles along the corridor.

## Prerequisites

Identification of funding for study  
Identification of capital funding opportunities

## Steps/Timeline

- Inventory of existing passenger amenities
- Identification of enhancement opportunities
- Recommended plan and layout
- Inclusion in capital program





# Rail Station Joint Development Construction



## Description

TOD at or near a number of our Metro Rail stations provides the opportunity to improve our existing station infrastructure and gain riders. As interest in property along Main Street has increased, the NFTA is in a position of flexibility with respect to a number of stations and NFTA-owned property along the line. In addition to being able to develop or reconfigure stations and properties such as the LaSalle Station Park and Ride for operations, NFTA Metro may wish to explore entering into a private development agreement at some sites.

## Purpose & Need

Several rail stations and adjacent sites have the potential for future development through a public private partnership. Supporting increased development and property improvements near Rail stations will support higher ridership on the rail and improve conditions for existing riders.

## Prerequisites

RFP conducted to gauge development interest along rail line

## Steps/Timeline

- RFPs released for sites along Metro Rail
- RFPs evaluated for appropriateness
- Course of action (internal or external) recommended to the board
- Construction begins on properties



# Service Delivery Evaluation



## Description

Changes discussed previously in the document regarding express service, downtown routing and local service will be evaluated to determine their effects. Internal evaluation may lead to the need for the NFTA to seek outside consult to develop a robust plan of action moving forward. Taking into account the best practices in the industry and the changing regional context, NFTA Metro will be able to better provide service to our passengers and create an operating environment that is efficient and highly productive.

## Purpose & Need

While small alterations to service remain ongoing, large-scale changes to the system should be evaluated every 3-5 years. By doing so, we are able to determine if the manner in which we provide service to the public is comprehensive and appropriate given the context in which we operate.

## Prerequisites

- Evaluation of current metrics
- Mapping of new/underserved activity centers

## Steps/Timeline

- Internal evaluation of service
- RFP issued
- Service plan developed
- Implementation plan completed



# North Division Street Bus Canopy Completed and Operational



## Description

The linear transit hub along North Division Street between Ellicott and Main Streets will be completed. This linear hub will act as an example for the potential provision of transit amenities throughout the rest of the service area. A high level of passenger information and amenities will be present and riders will be asked to provide input on future changes and locations to expand the program if successful.

## Purpose & Need

This passenger area will allow for an improved passenger experience and a more visible connection between Church Street Station and the MTC. This model will be the “test case” for future expansion of passenger amenities, with a focus on those in the downtown core within Buffalo.

## Prerequisites

- Approved design
- Hiring of a construction team/firm
- Secured funding

## Steps/Timeline

- Linear transit hub opens
- Routing to the hub is re-evaluated
- Data collection
- Analysis of impacts





# DL&W Station Opens to the Public

## Description

The new station will be open and operational for revenue service. It will provide additional access to the Canalside and Cobblestone Districts. The new station will provide second level access to DL&W which will encourage redevelopment of the facility. NFTA Metro will continue working with private sector developers and businesses on the operations and maintenance of the second floor space. The new station will have a great impact on the level of access to the First Ward and Cobblestone districts.

## Purpose & Need

To operate a passenger station in DL&W Station to improve the customer experience with access to a new station adjacent to Canalside and Cobblestone Districts. The station will facilitate the reuse/ reactivation of the DL&W Terminal and provide capability to extend Metro Rail service beyond Special Events Station.

## Prerequisites

- Environmental Clearances
- Complete Design
- Fully Funded Grant Agreement
- Construction Complete

## Steps/Timeline

- Station opens
- Operational impacts considered and revised
- Continued build-out of the second floor





Phase 3  
2028 and beyond



# Southern/Eastern Light Rail Extension Study Initiated

## Description

After the completion of the DL&W terminal, a new study looking at extensions to the south and/or east portions of the city will be initiated. As we hope to have successfully completed the DL&W project and will be in the early stages of construction for the Amherst extension, a new study will be initiated with respect to extending the rail line south and/or eastward.

## Purpose & Need

This project will examine the feasibility of providing light rail service to Larkinsville, Central Terminal, the Buffalo Niagara International Airport and/or the Southtowns. Building on the momentum of the past decade, examining expansion in these corridors makes sense given the new generators that will hopefully be in place at that time.

## Prerequisites

- Completion and opening of the DL&W Passenger Station
- Begin implementation of Amherst Metro Rail Expansion
- Funding secured for study

## Steps/Timeline

- Develop RFP for Alternatives Analysis
- Select Consultant
- Begin Study



# Metro Rail Expansion Opens



## Description

The Amherst Metro Rail Expansion is realized, leading to increased investment along the chosen corridor, increased transportation options, and enhanced park-and-ride options for Northtowns residents. The extension of the light rail will be the first major extension of the rail system since its completion. The extension will allow for greater access to jobs, retail and educational opportunities in this corridor.

## Purpose & Need

To provide enhanced transportation options and increased access to major activity centers in the Buffalo-Amherst Corridor. Building along the existing investment of Metro Rail to additional TOD opportunities in the corridor.

## Prerequisites

- Completed construction
- Additional rail cars ordered

## Steps/Timeline

- Completed environmental review
- Final design approved
- Construction management plan adopted
- Amherst Metro Rail Expansion opens









Appendix:  
Completed Projects

# Metropolitan Transportation Center (MTC) Layovers



## Description

NFTA took advantage of new capacity at the Metropolitan Transportation Center (MTC) to bring more bus routes to the core. Routes 1 William, 2 Clinton, and 4 Broadway now operate with the MTC as their endpoint. In the future, the 6 Sycamore and 24 Genesee may also be candidates to layover at the MTC. This will change the routing of several routes, with operational savings and better customer service.

## Purpose & Need

Ending more routes at the MTC means that customers can wait and transfer in a comfortable, climate controlled environment. Additionally, it will offers our operators more amenities and better bathroom facilities. These changes save the NFTA money by reducing the travel time and distance of the aforementioned routes, while also allowing for better interlining between routes operationally.

## Prerequisites

n/a

## Steps/Timeline

- ◆ Finalize MTC lease negotiations
- ◆ Analyze optimal routing
- ◆ Change schedules
- ◆ Print new timetables
- ◆ Provide analysis 6 months after implementation



# Transit Options Amherst Buffalo

## Locally Preferred Alternative

### Description

The technical work for the Transportation Options Amherst Buffalo project has been completed. Reaching a locally preferred alternative has allowed the authority to pursue environmental analysis and preliminary design work to advance the project.



### Purpose & Need

Adoption of an LPA has allowed the NFTA to move forward with pursuing funding for the environmental and preliminary design work to advance the project forward. The alternatives analysis process was the first step in the realization of the project and has allowed for further refinement in the environmental assessment stage.

### Prerequisites

- NFTA Board Support
- Political Support
- Municipal Staff Level Support
- Accompanying collateral materials

### Steps/Timeline

- Meet with UB to determine level of support
- Gain support from key political officials
- Communication with the stakeholder committee
- NFTA board adoption of the LPA

