



CRT News

Citizens for Regional Transit Next Quarterly Meeting:

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**Wednesday, April 20, 2016,
5:30-7:00 pm (Doors open at 5:00)
United Way, 742 Delaware Ave., Buffalo**

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Model Transit Cities

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Featuring:

Walter Simpson – Portland

Shaun Cleaver – Toronto

Chris Hawley – Bogota

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FREE AND OPEN TO THE PUBLIC



Annual Meeting, January 2016



Transit and Pollution – Part 2

Douglas Funke, CRT President

In the last newsletter I described the relative pollution created by driving light duty vehicles (cars and light trucks) compared to taking public transit. I summarized data from a recent US DOT report) comparing CO₂ emissions from cars versus transit under various load factors. For example, one single occupancy trip in a car produces 0.96 pounds of CO₂ per passenger mile (PPM) compared to 0.36 pounds of CO₂ PPM for light rail with average occupancy and 0.14 pounds of CO₂ PPM with all seats full. (See CRT News, Volume 18, Issue #1 for the full report.)

But the benefit of using transit rather than driving is even better than this because we can choose to take transit on vehicles already carrying customers instead of driving. Those who switch from car to transit AVOID the pollution that would have occurred were the trip taken by car while adding only a NEGLIGIBLE increase in CO₂ emissions from the bus or train that is already in service. For example:

- If one person chooses to take transit instead of driving (alone), 0.96 pounds of CO₂ PPM are AVOIDED with just a NEGLIGIBLE increase in CO₂ emissions from the bus or train already in service!
- If three people take transit instead of driving (alone), 2.88 pounds of CO₂ PPM are AVOIDED, again with very minimal increases in pollution from the train or bus!

And with more cars taken off our roadways, there is:

- Less congestion-caused increase in vehicle pollution.
- Less demand for environmentally damaging parking.
- And less pollution created by cars searching for parking spaces.

This also makes the travelling experience more enjoyable for those who choose to drive. It is a win-win for everyone.

The goal must be to encourage MORE transit use and LESS driving by:

- Making transit more attractive (and more efficient) by expanding Buffalo's light rail and adding more high frequency enhanced / expedited bus service.
- Including park-&-ride facilities near enhanced transit routes for use by people living in areas of widely spread suburban sprawl.
- Connecting transit to high-volume destinations, especially the Buffalo-Niagara Airport, University and college campuses, and all sports, recreational, and entertainment venues.

Making the transition from a pollution-prone, car-dependent region to one that enables efficient, multimodal transportation choices will require leadership, vision and a willingness to make investments in public transportation. This will also make our region more competitive. We call on our leaders to make public transportation a priority.



CRT at work for Western New York **Compiled by Lynn Magdol, Newsletter Editor**

The **CRT Annual Meeting** was held on January 22. Elections were held, with all incumbent officers and Board members re-elected for 2016. President Doug Funke presented CRT's "Transit Revolution" petition and his Annual Report. Kelly Dixon presented an update on One Region Forward.

CRT Board members went to Albany to meet with New York State Senators and Assembly representatives on February 2, **Transit Awareness Day**, to brief them on transportation funding issues for the upcoming budget.

Our proposal for a **downtown multimodal transportation center** serving Amtrak, NFTA Metro Bus and Rail, intercity bus, the airport, and bicycles, was chosen for inclusion in the 2016 Community Agenda of the **Partnership for the Public Good**. We have been meeting with Buffalo Common Council members to inform them of our proposal and to seek their support.

President Doug Funke gave a **presentation** to the Professional Environmental Co-Ed Fraternity of Alpha Kappa Chi.

Board members of CRT sent **letters to the Buffalo News** regarding various aspects of public transit.

We attended **meetings of transportation agencies and community organizations**, including NFTA, GBNRTC, Buffalo Place, WNY Environmental Alliance, Partnership for the Public Good, and Niagara River Greenway Commission.

We continued to search for **grant opportunities** to sustain and expand our activities.

We **worked with student volunteers at Buffalo State College** on a campaign to increase students' use of their free CRAM (College Riders Accessing Metro) pass.

Doug Funke spoke at a **press conference organized by State Senator Tim Kennedy** to promote equity in state transit funding for Western New York:





Citizens for Regional Transit (CRT) seeks to educate the public, public officials, their authorities and agencies in the Buffalo–Niagara region about the benefits of a comprehensive transportation system including an expanded Metro Rail.

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Please support our efforts with your dues and donations. Send your payment by [PayPal](#), or mail to Citizens for Regional Transit, 617 Main St., Suite #201, Buffalo, NY 14203.

Suggested donation levels:

Corporate: \$250.+ (name/logo will be on our website)

Group/organization: \$50.

Household: \$35.

Individual: \$25.

Student, senior, unemployed, etc.: \$5.

Calendar

April 20 - CRT Quarterly Public Meeting, 5:30 – 7:00 pm, United Way, 742 Delaware Ave.

May to October – Free tourist shuttle with multiple stops between Niagara Falls and Lewiston. For more information, see <http://www.buffalonews.com/city-region/niagara-falls/free-tourist-shuttle-by-discover-niagara-scheduled-to-debut-in-may-20160324>

June 3 to 5 - Inaugural Central Terminal: Bike Race and Festival at the Central Terminal. For more information: <https://terminaler.squarespace.com> or (716) 795-2672.

October 19 - CRT Quarterly Public Meeting.

Citizens for Regional Transit
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return service requested