



CRT at Work for Western NY: April - June 2018

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We staffed provided information. We worked with other local organizations to publicize [Dump the Pump Day](#). We helped to staff an information table on transportation options with GO Buffalo-Niagara during Dump the Pump week. We sent letters inviting the NFTA Board of Commissioners, Buffalo Mayor Byron Brown, and Erie County Executive Mark Poloncarz to join us in car-free travel during the week.

We attended meetings of transportation and community organizations, including Buffalo Place, Buffalo Transit Riders United, Campaign for Greater Buffalo, GBNRTC, League of Women Voters, NFTA, Niagara River Greenway Commission, and WNY Environmental Alliance.





CRT News

A Quarterly Publication of Citizens for Regional Transit

Citizens for Regional Transit Next Quarterly Public Meeting

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Tuesday, October 16

5:30 - 7:00 p.m. (doors open at 5:00)

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LOCATION AND TOPIC TO BE ANNOUNCED

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FREE AND OPEN TO THE PUBLIC



Speakers Rep. Brian Higgins (L), Pat Whalen/Bruce Becker (R) at CRT Quarterly Public Meeting, May 1



Update: Ride-Hailing (TNC's) and Transit – Latest Research and National Developments Lynn Magdol, Newsletter Editor

The Transportation Research Board held a [webinar](#) in May to review the latest research on ride hailing services, known also as Transportation Network Companies (TNC's), and their implications for public transit. While their findings are quite current, and thus very useful, the situation continues to play out, with new developments expected in the coming months and years.

Are they in conflict? Is ride hailing contributing to reduced transit ridership?

According to extensive data reviewed in the webinar, no significant relationship was found between TNC usage and change in transit ridership during commute hours. TNCs' highest usage was on weekend nights, with trips during commute hours representing only about a quarter of their trips. TNC trips tend to be unpredictable and non-routine, thus more varied, in contrast to transit trips which tend to be more regular. Riders tend to use TNCs infrequently as a supplement to their more frequently-used modes, e.g., transit and private automobiles.

A recent [study](#) directly examined the decline in transit ridership, testing multiple possible causes. While the study found minor effects of the falling price of gas and the presence of new modes such as TNC's, the strongest predictors of reduced ridership were reductions in service, even after taking into account the size of a community, its economic health, and its rate of car ownership.

Another [study](#) done in Chicago analyzed the tradeoffs to riders when choosing to save time riding TNC's or to save money riding transit. For some, saving time with TNC's outweighed saving money with transit. Other factors that played into the decision to choose the less cost-effective option of TNCs included convenience, reliability, noise, and comfort.

Are they cooperating? How are transit systems working with ride-hailing companies?

[Streetsblog](#) reports that TNC's have been experimenting with larger vehicles (vans and minibuses) for shared ride-hailing, known as micro-transit. These are expected to compete with fixed-route transit systems, offering more customized routes, but have seen only limited success.

Transit authorities in many communities are considering ways to [work with TNC companies](#). Some European cities are adopting an app for a [single-fare integrated system](#) that allows riders to pay once for a trip combining transit with TNCs and other modes.

[Lyft is redesigning its app](#) to interface with transit systems. Initially, the revised app will be compatible with 25 transit systems around the country. It will offer price and time comparisons among different travel options.



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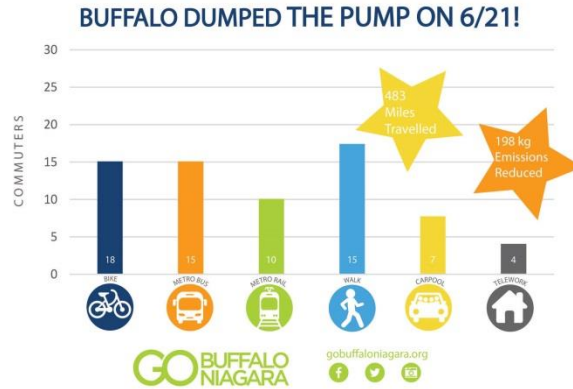




Report from Go Buffalo Niagara: Dump the Pump Day (June 28)

Thank you for participating in National Dump the Pump Day 2018!

The results are in: Last Thursday, we collectively reduced over 480 vehicle miles and 198 kg of greenhouse gas emissions in the Buffalo Niagara region.



Keep tracking the benefits of your transportation choices every day on the [511NY Rideshare Trip Tracker mobile app!](#) From cost savings, to emissions reduced, to calories burned, it's nice to see your smart moves add up.

There are many great reasons to keep up the habit. Here's one: the average American household saves [\\$9,751 per year](#) by getting around with one less car.

Keep GO-ing! Explore your transportation options at [GoBuffaloNiagara.org](#) Find a potential rideshare or bike buddy on our [free ridematching system](#) Plan your route by NFTA Metro Bus or Rail with the [Metro Trip Planner](#) Check out bicycle workshops, group rides, and other resources with [GObike Buffalo](#) Work at the Buffalo Niagara Medical Campus? Sign up for commuting incentives with [GOBNMC](#) Advocate for public transportation with [Citizens for Regional Transit](#) Consider memberships to [Reddy Bikeshare](#) and [Zipcar](#)

Talk to your employer about alternative commuter benefits. [We're here to help.](#)

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Update from Sierra Club: Electric Buses

NFTA's granting department asked the local Sierra Club to write letters of support for two grants they are applying for. One is the DERA (a diesel reduction grant from the EPS) and the other is an air pollution reduction grant from FTA. The first grant asks for 5 electric buses and the second asks for 18. There are still other grants that they plan on applying for, hopefully including the Volkswagen settlement. The CMAQ grant regarding air quality will be applied for and used to support their CNG program. Another grant from NYS will help with some of the costs for electric buses that are over the cost of diesels (NYS Electric Truck and Bus grant). They are talking about one bus station being CNG, one being diesel/diesel hybrid, and one electric. The same number of buses would continue just the old diesels would be replaced with electric buses helping us all breathe easier. It is a long road ahead to get the buses on the streets of Buffalo, Erie and Niagara Counties but the direction seems right.

Remembrance: Hans J. Mobius



From CRT Board member and past president Gladys Gifford: “[Hans was] an early supporter of CRT. He was the printer of our newsletter for several years in the early '90's, so I would go to his shop at the corner of Forest and Elmwood to arrange for printing. He displayed our petition, and customers signed up. Politically, he was a true conservative who supported public transit as essential for community building. I enjoyed knowing him— his energy, his humor, his engagement in politics.”

According to his [obituary](#) in the Buffalo News, he collected antique cars and was on the Board of the Buffalo Transportation Museum. He also supported extending Metro Rail to Niagara Falls, way ahead of his time.



Calendar

July 3 – CRT Executive Board monthly meeting, 12-1:30 p.m., United Way.

August 7 – CRT Executive Board monthly meeting, 12-1:30 p.m., location TBA.

September 4 – CRT Executive Board monthly meeting, 12-1:30 p.m., location TBA.

October 2 - CRT Executive Board monthly meeting, 12-1:30 p.m., location TBA.

October 16 - CRT Quarterly Public Meeting, 5:30 - 7:00 p.m., location and topic TBD.

Citizens for Regional Transit (CRT) seeks to educate the region about the benefits of a comprehensive transportation system including an expanded Metro Rail.

www.citizenstransit.org

crtc@citizenstransit.org



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.

CRT is a registered 501(c)(3) nonprofit organization and all contributions are tax deductible.