

PUBLIC COMMENTS –

Topic: General Comments

Suggestion/Recommendation: As a former Western NYer, who has worked in other

regions of the state, it should be noted that Western New Yorkers not only "aspire" to create, but have a strong work ethic that goes unsung, not to mention the entrepreneurial spirit and "will" to survive and thrive (despite the weather).

Email Address: vikingvalkyrie@gmail.com

I attended the Public Review of the Draft Strategic Plan at UB tonight. By the time I decided to say something, the public comments were over. Here's what I would have said:

I am pleased with the prominent part that Smart Growth plays in the plan. I have worked with the League of Women Voters of Buffalo Niagara for many years to educate the public about the costs of sprawl, and I'm glad to see that the people on the council truly understand these costs and are going to integrate smart growth principles into all of their planning.

I think I detected a comment during the presentation that some sort of regional land use planning entity might have to be developed by the council. I would like the council to pursue this goal with input from some of the people who worked diligently to establish an Erie County Planning Board. The council would probably want an entity that includes all five counties of its region. I would urge that this be done democratically and with complete transparency.

Meanwhile, after the meeting I learned that the state of Florida has a system of applications for preservation funds where all of the applications are made online. They are kept online for everyone to see, and the ratings that are made of them are shown online for everyone to see as well. This sounds like a pretty transparent process to me, and it could be a model for the application process the council participates in.

Thanks for considering my comments.

--Anne Huberman

Dear Sirs/Madame;

it was a pleasure listening to today's presentation; the Vision Statement captures what is in many peoples mind, but here are some comments on what is missing from my perspective:

Buffalo was created because of its location by the water, and because it was here we changed mode of transportation, so I wonder why there was-

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No word about the International Airport in Niagara Falls, the Cargo facility, linked with Canada

No word about the Intermodal Railway station in Lackawanna NY

It would also have been inspiring to hear more about Intentional Living at close proximity by the water; If a part of Buffalo was built to accommodate a very wide specter of demographics; young, old, high and low income, no car dependency, and the whole complex was powered by green alternatives; wind-waves-solar- I believe you would not only create many new construction jobs, but also make City living much more attractive for suburbanites. Other communities world-wide has this trend, we have the location and the knowledge- why aren't we doing anything about it? Please look at the City of Malmö and their Harbourfront Village as an example; there are many similarities in demographics. <http://www.malmo.se/sustainablecity>

Finally- with an abundance of farming land- why aren't we more focused on creating organic fresh produce, a whole system is needed, as they did in Vermont. It is my belief that if urban farming with hop houses were part of the school system, we would effectively start fighting poverty on its very core basis. Compare with Freedom Gardens from 1940ish. Its absolute necessary to empower the farmer and the tie in good healthy products with the consumer, reducing the middlemen s monopoly.

Sincerely,

Pierre Wallinder

Dear WNY Regional Economic Development Council:

At the public Regional Economic meeting at Buffalo State a few months ago, many people spoke out against fracking in the Marcellus, and drew parallels to the economic hardships this would bring on tourism, agriculture, and other industries that bring billions in to the state.

About 25 percent of the state's land area, or 7.55 million acres, are used by the 35,600 farms to produce a very diverse array of food products. New York ranks high nationally in dairy, meat, poultry, crop, fruits, floriculture, vegetables, field crops, and maple syrup production. Leading this is livestock products; dairy and animal production in New York provided \$2.30 billion to farmers in 2005. These farms will now be sharing the same space used for growing with 3-5 acre well pads if drilling goes forward in NY.

We are risking soil contamination from spills, leaks, flares, explosions, fires, experimental disposal methods, and municipal sludge. For example, flaring affects soil fertility by causing the soil to become more acidic and reducing the total organic carbon, nitrate and phosphate content. The waste contains strontium, barium, radioactivity, and toxic drilling chemicals. Instances of cattle drinking this water has led to birth defects and deaths. Buried wastewater and drill cutting pits are the future superfund sites of New York.

According to Dr. John Schwartz, gas will bring in an estimated \$16 billion over the next 20 years, but the industries it will affect such as wildlife watching, hunting and fishing, dairy, grapes and wine, farm receipts and tourism will \$350 billion over the next 20 years. Why are we putting our most lucrative industries at risk?

Professor Christopherson of Cornell states that currently in New York, when compared to adjacent counties or all of nonmetropolitan New York, counties with significant natural gas drilling (1994-2009) are characterized by population loss and smaller increases in real personal income. PA counties with conventional gas production from 1991 to 2005 show similar trends. Personal income grew more slowly in NY gas-producing counties between 1990 and 2008.

However, Regional Economic Councils continue to support natural gas and the drilling industry. In the energy working group for the WNY Regional Economic Development Council minutes dated Oct 7th, there are 3 main

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priorities – and one is to convert vehicles locally to run on natural gas, and the meeting minutes mention the economic benefit of the Marcellus, as well.

Greenhouse gas emissions for natural gas versus coal are worse at 20 years and close to even at 100 years. Methane is a much more potent greenhouse gas, especially in the short term, with 105 times more warming impact, pound for pound, than carbon dioxide (CO2). In an article that came out today (10/25/11), experts warn that Gas is 'a threat, not a bridge' to renewables.

I noticed in the meeting minutes for the energy working group that National Fuel and their lawyers have an active role. Is this why the WNY Regional Council promoting natural gas vehicles and the expansion of Marcellus shale drilling, as opposed to listening to the comments of the public?

Speaking as a recent college grad, a young person, and NY's future, I am here to say that we do not want our state dollars to subsidize conversion to natural gas vehicles or to support fracking in NY in any way.

At tonight's meeting at UB, a man spoke about looking on the website to apply for a new business idea and he was taken to a page (that was still part of the website) that promoted hydro-fracking and asked him to get involved.

Fracking is not a way to economic growth or clean energy. Instead, it will truly put a burden on our state. We simply cannot afford to frack.

--

Rita Yelda

Sen. MAZIARZ has an idea this would be great. Cuomo seems to not listen to warnings of the danger to air/water/life/health. NoJOBS are worth the devastation/industrialization of our state/region. Prostitution will skyrocket when droves of single worker "dudes" descend. Acceleration to "potterville" (a la the christmas movie "It's a Wonderful Life" v the Glens Falls village). Ironic that that movie takes place right around where this hellacious Halliburton scheme wants to pillage. REDUCE, REUSE, RECYCLE!! And TURN OUT THE GODDAM LIGHTS!!! We need reusable energy, NOT DICK CHENEY'S PONZI SCHEME!! Yvonne Lefcourt P.S. You can't fool all the people anymore.

Good evening--

I'm following your presentation online, and tweeting using the hashtag #WNYPlan. I was delighted to see the mention of trails in the draft plan. I've worked on creating trails and greenways in WNY and in the Finger Lakes region, and I can tell you that by following our waterways and our abandoned railroad corridors we in WNY could create an extensive, interconnected trail system throughout the region -- with links beyond -- that would be the envy of any region in the nation. It could also be international, with links to trails in southern Ontario.

Yet by having no regional trail initiative, we don't capitalize on this opportunity and indeed lose opportunities. Such a trail system could attract state and federal grants, but without an organized effort those grants currently go to other communities better prepared to leverage what resources they have. What

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funding we do get is often put in jeopardy by a failure to advance the projects after funding is granted.

By recognizing this as an economic development issue highly aligned with your plan, ESDC could play a catalytic role in getting the ball rolling on an effort to create not only a regional trail system for WNY, but also the organizational capacity to advocate, plan, fund, promote, maintain, and grow it.

Thank you, and best wishes with the rest of tonight's presentation!

Alan Oberst

Dear Region 10:

Please do not give subsidies for the use of natural gas in vehicles. There is already a demand for natural gas and to use more would involve hydrofracking, which is a very toxic process.

Sincerely,

Katharine Tussing

Hello,

I wanted to email and express my concerns as a tax paying citizen who lives in WNY. I do not support my tax dollars going to fund natural gas vehicles and certainly do NOT support drilling in the NYS Marcellus or Utica shale formation for natural gas. This is a destructive process that destroys the environment, risks public health, and safety of our drinking water supply. I do not support the Energy Working Group for the WNY Regional Economic Development Council's idea to use our tax money to fund natural gas vehicles, and I am horrified they mention the benefits of drilling in the Marcellus shale. This is not what I want. Natural gas is not a transition fuel- it's a destructive fossil fuel. Thank you for your time and attention to this matter.

Sincerely,
Cindy J. Bednasz

NO. Do not subsidize the gas industry! Do not use my tax dollars to subsidize conversion of gasoline or diesel engines to run on natural gas.

A recent Cornell study found that the foot print for shale gas is greater than that for conventional gas or oil when viewed on any time frame, but particularly so for over 20 years,

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When you look carefully at all the research and data available on hydrofracking it is very clear that this is a disaster coming to the NYS. It destroys our most precious resource; CLEAN DRINKING WATER, THE NEW GOLD. It hurts tourism, farm cash receipts, dairy products, grapes and wine, hunting and fishing, wildlife watching and other state industries such as bottling.

Governor Cuomo has admitted the dangers of hydrofracking by protecting the NY City and Syracuse water sheds. What about the rest of the state?

who will pay for the medical costs of our children drinking these toxic chemicals?

Susan Christopherson, PhD, is an economic geographer who is a professor in the Department of City and Regional Planning at Cornell University. She has researched economic development in poorer rural counties. Dr. Christopherson answers the proponents of hydraulic fracturing for gas in the Marcellus Shale, by pointing out that the industry is a speculative, short-term industry.

The hydrofracking industry has a “front end loaded” drilling cycle, which produces heavy windfall payments and royalties to landowners. These funds may be spent on luxuries or on a move out of State. Fifty percent of gas is extracted in the first year of drilling, and the production beyond five years is uncertain. Her research into these resource booms in other rural areas has shown that after the boom, the rural communities may be worse off than before. The cost of road maintenance for the thousands of heavy trucks, traffic congestion on narrow roads, added police and emergency services, school and healthcare facilities puts an immense economic burden on rural communities which are unprepared and inexperienced in handling these new problems. After the boom the communities are at a loss as how to maintain new facilities and extra public sector employees.

"Broome County should follow Pittsburgh's lead: "...So, the city of Pittsburgh has wised up and banned hydraulic fracturing from its city limits. Smart move and one that our legislators should heed very quickly..." " (Letter to editor, GANNETT NEW YORK NETWORK) (NY)-

<http://www.pressconnects.com/article/20101127/VIEWPOINTS/11270303/> ,
<http://www.theithacajournal.com/article/20101127/VIEWPOINTS/11270303/> &
<http://www.stargazette.com/article/20101127/VIEWPOINTS/11270303/>

A Compromised Study

The 2004 EPA study [3] (PDF) is routinely used to dismiss complaints that hydraulic fracturing fluids might be responsible for the water problems in places like Pinedale. The study concluded that hydraulic fracturing posed "no threat" to underground drinking water because fracturing fluids aren't necessarily hazardous, can't travel far underground, and that there is "no unequivocal evidence" of a health risk.

But documents obtained by ProPublica show that the EPA negotiated directly with the gas industry before finalizing those conclusions, and then ignored evidence that fracking might cause exactly the kinds of water problems now being recorded in drilling states.

Buried deep within the 424-page report are statements explaining that fluids migrated unpredictably -- through different rock layers, and to greater distances than previously thought -- in as many as half the cases studied in the United States. The EPA identified some of the chemicals as biocides and lubricants that “can cause kidney, liver, heart, blood, and brain damage through prolonged or repeated exposure.” It found that as much as a third of injected fluids, benzene in particular, remains in the ground after drilling and is “likely to be transported by groundwater.”

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Another world is not only possible, she is on her way.
On a quiet day, if you listen carefully, you can hear her breathing.
Arundhati Roy

Be the change you wish to see in others.
John Buckley

Dear Mr. Tripathi and Mr. Zemsky,

On behalf of Sheen Housing's Board of Directors, we urge you to include Affordable Housing projects as both an element of the Vision Statement, and as one of the key strategies in the Western New York Region Economic Development Council's Strategic Plan.

Without this strategy in the Strategic Plan, our counties, towns, cities, and non-profits will be unable to compete successfully for needed affordable housing grants and funding assistance through NYS Homes and Community Renewal.

Affordable Housing is not simply handouts to low-income people, or large scale low-income housing developments. For rural communities, these affordable housing programs not only provide needed repairs for the homes of our families, seniors, veterans, and persons living with disabilities; but also improve the value of surrounding properties and provide important economic development investment in those communities as those funding dollars are used to hire local contractors who hire local labor.

Without Affordable Housing as a Strategy, the rural areas of the Western New York region will be at a substantial competitive disadvantage when competing for the housing rehabilitation program funding from NYS Homes and Community Renewal through the Consolidated Funding Application. This means that the rural areas of Allegany, Cattaraugus, Chautauqua, Erie and Niagara Counties will face a significant negative economic impact as these programs represent a critical local band of the rural economic development spectrum. These programs include the Community Development Block Grant (general housing rehabilitation), Access to Home (repairs for persons living with disabilities to allow them to remain in their homes), and New York Main Street (mixed-use commercial/apartment renovations).

Housing matters - generating local jobs, economic development and increasing quality of life, healthcare, higher education, productive businesses and workforce.

Sincerely,

Sheen Housing Board Members

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Dear Western New York Regional Council,

Ontario has created 20,000 renewable energy jobs and attracted \$20 billion in renewable energy investment with their feed in tariff program.

The WNY Council should work with NYPA to create a pilot feed in tariff program for WNY which can be extended statewide if it is as successful as it should be.

Advanced feed in tariffs allow local individuals, organizations and communities to play a role in renewables development. Advancing a sense of involvement and even ownership is crucial to success.

I hope you will consider this information in your decision,
Rick Steinberg

Topic: Strategic Plans

Suggestion/Recommendation: Jobs and Economic Development through Feed in Tariff Programs for Energy Development: Many governments are moving to the

benefits of a feed in tariff program for local energy development. Our neighbor to the north, Ontario Canada has created 20,000 renewable energy jobs and attracted \$20 billion in renewable energy investment with their feed

in tariff program. The WNY Council should work with NYPA to create a pilot feed in tariff program for WNY which can be extended statewide if found successful (which it will be if properly designed). Feed in tariffs have proven to be cost effective and allow local individuals, organizations and communities to be involved in renewable energy development. Advancing a sense

of involvement and even ownership is crucial to its success.

Email Address: l.snider@yahoo.com

Phone Number: (716) 634-8715

Affiliation: Sierra Club

Topic: Strategic Plans

Suggestion/Recommendation: Western New York lies next to a "Saudi Arabia" of wind resource. In the year 2010 wind power became the third largest source of the electricity required in NYISO Zone A (Erie, Niagara, Cattaraugus, Chautauqua and half of Wyoming Counties). But the collapse of electricity pricing in 2008 doomed our current Renewable Portfolio Standard for incentivizing wind energy in New York State (the only commercial wind turbine construction that is taking place now is benefiting from massive Federal Government stimulus/subsidies that will soon go away). The experience in Europe has shown that no region has been able to attract a significant amount of wind turbine manufacturing without a Feed-in-Tariff policy for incentivizing wind power development. Given the imminent failure

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of the Renewable Portfolio Standard, and potential to manufacture some of the 8,000 parts required in a modern commercial wind turbine, I would propose that we piggyback on the success of Ontario's Feed-in-Tariff policy and develop a model Feed-in-Tariff for our region.

Email Address: bateman@ecc.edu

Phone Number: 716-851-1090

Affiliation: Wind Action Group

Region: Western New York

Topic: Project Recommendation

Suggestion/Recommendation: Binational Niagara War of 1812 Bicentennial Greenway HISTory & HERitage Tourism Industry must include water crossing ferry operations consistent with the www.NorthernBorderPEIS.com and www.mowatcentre.ca

Email Address:

Phone Number: 7166343690

Affiliation: War of 1812 Legacy Council

Topic: Strategic Plans

Suggestion/Recommendation:

Ontario has created 20,000 renewable energy jobs and attracted \$20 billion in renewable energy investment with their feed in tariff program. The WNY Council should work with NYPA to create a pilot feed in tariff program for WNY which can be extended statewide if it is as successful as it should be.

Advanced feed in tariffs allow local individuals, organizations and communities to play a role in renewables development. Advancing a sense of involvement and even ownership is crucial to success.

Email Address: bill.nowak2@verizon.net

How to Revitalize New York State with the Regional Councils Overview

With the Regional Economic Development Councils, there are many things that are common to several of the regions.

One thing that should be tackled is the concept of waterfront development. The areas along the shores of the lakes, rivers, and creeks of Buffalo, Rochester, Syracuse, should be further developed by private means, where plans are either languishing or moving too slowly. The same should happen along the lakefront, riverfront, and creekfront areas in other small and midsized cities in the state as well.

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Something that is common to the Western New York, Finger Lakes, and Capitol regions and maybe also the Mohawk region, is nanotechnology. This should be further developed in all of those regions. Another thing that is common to all five regions along the Interstate 90/Erie Canal corridor is telecommunications. Despite the downturn in that industry a decade ago and the fact that many regional telecommunications companies are being bought up by larger ones based elsewhere, the idea to make this corridor into a “telecom alley” with “telecom hotels” should be revived, especially in the Western, Finger Lakes, and Central regions. Imaging and optics technology is something that is common to the Finger Lakes and Capitol regions, with Fuji’s U.S. operations in the Albany area and Kodak and countless other imaging, infotonics, and photonics companies in the Rochester area, and could possibly include the Mohawk region as well. Biotechnology is something that is common to the Western, Finger Lakes, Central, and Mohawk regions and also needs to be developed further.

Agriculture is the #1 industry in our state and should remain as such and be protected from the ravages of suburban sprawl and be balanced with extraction of natural gas trapped under the Marcellus shale formation and protected from any adverse environmental effects of such. Food production and packaging, and related tourism through hotel and food service industry should be further developed in the tourist regions and major cities. We should further capitalize on ethnic foods and festivals, blessed by our immigrant communities, as well as beer and wine production, including the growing of grapes and reviving Upstate’s growing of hops. (The college and university officials on the regional councils, however, need to keep the latter two products away from the underage students attending their respective institutions). Gas extraction, however, of course, must also be looked at with critical eyes and minds before becoming reality in this state. Agricultural and natural space protection also goes hand-in-hand with reviving our state’s center cities, villages, and hamlets, as well as cutting down the expenses of health costs, emergency protection, and highway construction and maintenance.

Tourism and transportation future projects involve all regions, except, perhaps, Long Island, and this is too long to go into detail here. However, in addition to the proposed high speed rail line between New York City, Buffalo, and Niagara Falls, there also need to be others as well. One should run from this line to the Southern Tier cities, and connect into “The Big Apple,” Connecticut, and Erie, PA, just as the line going to Buffalo, Niagara Falls, and Toronto should also connect to Erie. Additionally, there should also be three north-south lateral lines as well. One should run from Rochester through the Corning area, to Williamsport, PA, Harrisburg, PA, and Baltimore, Maryland. Another should run from Ottawa, Ontario through Alexandria Bay, Watertown, Syracuse, Cortland, Binghamton, and the three urban areas of eastern Pennsylvania. There also need to be new ferries to various Canadian Lake Ontario ports from Youngstown, Rochester/Charlotte, and Oswego, done right, as well as new and modified crossings across the Niagara River.

The Western, Finger Lakes, and Southern Tier regions also must capital on the fact they aviation started there with Glenn H. Curtiss, not in North Carolina, the “First in Flight,” nor Ohio, the “Birthplace of Aviation,” with the Wright Brothers and use this as a tourism tool to steal those two state’s thunder. Also, NY Route 34 needs to be converted to an extension of U.S. Route 220 from the PA line to Lake Ontario to increase tourism, linking the Finger Lakes and Lake Ontario to the Appalachians, black history and literary history in Ithaca to the Civil Rights history of Greensboro, NC, the Erie Canal Corridor with the historic canal amenities in PA and Maryland, and link Auburn and Ithaca, with Williamsport, Altoona, Cumberland, and Greensboro. NY Route 15 and NY Route 415 should also be converted back into an extended U.S. Route 15 from Painted Post in the Southern Tier Region to Rochester in the Finger Lakes Region. This could go across the Ford Street Bridge and down the Exchange-State-Lake corridor to NY Route 104 then a year-round lift bridge or drawbridge could span the Irondequoit Bay Outlet, and then NY Route 18 could extend down Latta Road and Lake Avenue, and the O’Rourke Bridge, St. Paul Boulevard, and Lakeshore Boulevard and along its former route along Lake Ontario to Sodus Point and back to Route 104 at Sodus. U.S. Route 15 could be extended down Lake Avenue to this route.

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Also, Empire State Games also brought in more tax and business revenue than what was spent on its operation. Let's bring this back, operated by either Empire State Development or a new state nonprofit corporation, with little state money used on it, similar to Pennsylvania's Keystone State Games, and have the regions of the councils be the new regions for it.

Furthermore, the National Soccer Hall of Fame should be reformed and located in one of several possible places in the Rochester area, alongside another permanent home of the International Women's Sports Hall of Fame there. The soccer hall's induction ceremonies and games should also be held there, while the memorabilia of the former Sports Museum of America should be in the Buffalo Sports Hall of Fame Museum in the Statler Towers. These should be a part of a "Sports Hall of Fame Trail" to also include the Boxing Hall of Fame in Canastota, the Wrestling Hall of Fame in Schenectady, the Baseball Hall of Fame in Cooperstown, and the Harness Racing Hall of Fame in the Mid-Hudson region, and also several sports halls of fame located just outside our state's boundaries, especially the halls of fame for basketball and volleyball, located just down I-90 from the baseball, boxing, and wrestling halls of fame in metro Springfield, Massachusetts.

Let's try and bring prosperity back to Upstate New York.

Sincerely,

Kevin F. Yost
Henrietta

II. Western

A. Transportation

1. Highways-

the construction of an expressway U.S. 219 between Springville and Salamanca to connect the existing expressway portions already north of the former and south of the latter are critical and will be beneficial. However, this must be done right and "green" in terms of both environment and cost efficient to taxpayers in order to be beneficial.

Also, Route 400 should be extended to Interstate 86 at Hinsdale and should also be "green" and inexpensive in the same manner. Both this and U.S. 219 should be rerouted to connect to each other and to Interstate 190 and the New York State Thruway at the same interchange. The extended Route 400 and portion of I-190 from the Thruway to downtown should then take on the designation of either "Interstate 186." As well, Interstate 190 should be done away with between Sheridan Drive and Michigan Avenue. "NY Route 186" should take over the designation of I-190 between Michigan Avenue and the Thruway, while I-290 should take over the designation of I-190 from Tonawanda to the Lewiston-Queenston Bridge. Moreover, 219 should not be made into an expressway anywhere south of Salamanca where it is not already so.

Furthermore, the Routes 33 and 198 need to become parkways west of I-90 as well, blending in with and extending Humboldt Parkway and Maryvale Drive. The eastern end of the Route 33 expressway, meanwhile, needs to be extended to the Thruway in northwestern Lancaster, with the current Thruway right-of-way done away with between there and its current interchange with Interstate 290. This would eliminate the bottlenecks at the Thruway's current interchanges with I-290 and Route 33. The New York State Thruway Authority also needs to be abolished. If that does not happen, then the eastern Toll Plaza should be moved to the Ransom Road overpass and the southern plaza moved beyond the Mile Strip Road exit. Also, the entirety of Route 5 south of downtown should be a parkway or boulevard, without an expressway, including the elimination of the Skyway and replacing it with three at-grade bridges or drawbridges

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at all three possible Inner Harbor crossings. Instate 190 should be eliminated between Sheridan Drive and Michigan Avenue, with a new parkway on Niagara Street and River Road, with the Erie Canal re-watered between Tonawanda and the Commercial Slip, also making downtown Buffalo streets two way again and reconnecting Pearl Street, eliminating the Upper and Lower Terraces and connecting Main, Pearl, and Franklin streets and Elmwood and Delaware avenues to each other and the south side over one of these bridges

Rail-

MetroRail definitely needs to be expanded. A "loop" line should run from Niagara Falls and the Tonawandas along the Niagara River and Lake Erie to Lake Shore, then back to the Tonawandas via Hamburg, Orchard Park, West Seneca, Depew, Lancaster, the B-NF Airport Williamsville, and the UB North and the Niagara Falls International Airport.

The current line needs to be extended to Williamsville under Main Street and I-290 (the current line was built under the Scajacquada Expressway) with stations that fit with existing surrounding buildings in Amherst and Williamsville. As well, a line needs to go from the LaSalle Station to from the proposed to UB North Campus and the Tonawandas.

Another line could run between West Seneca and the Hydraulics district as well as one along the Amtrak line from downtown to Depew and Lancaster with stops at the BNF Airport and the Central Terminal, The current Amtrak stations in Cheektowaga and on Exchange in downtown could be converted to local stations on this line. Yet another line could run along the former Norfolk and Southern right-of-way from the Central Terminal to the new "loop" near Niagara Street with new stations in part of the Market at Main as well as at Delaware, Elmwood, and Niagara Street. A new station should also be built along the current line at the corner of Main and Ferry streets as well.

There could either be vintage, heritage trolleys along the Niagara River between the American Falls and Lewiston or a high-speed commuter trolley between American Falls and Youngstown, regardless of what happens to the Robert Moses Parkway.

There should also be a new transit center in downtown Buffalo to replace the current bus station and Exchange Street Amtrak station, in addition to the proposed \$800,000 renovation of the Cheektowaga/Depew/Broadway station. High Speed rail should also extend to Erie, PA and beyond and also a high speed rail line from Erie through the Southern Tier to Lower Hudson, Albany-NYC line and Connecticut

"Continental 1" also needs to be a high-speed freight and passenger rail line between Toronto and Miami, in addition to changes to the NYS portion of U.S. 219 that must be done right

3. Crossings to Canada-

a. New Ferry(ies) across Lake Ontario from Youngstown to various Ontario, Canada ports as well as a ferry across the Niagara River from there to Niagara-on-the-Lake.

b. Modify Peace Bridge to six lanes, two in each direction, make new bridges, perhaps signature ones from the ends of the Scajacquada (Route 198) and Sheridan Drive (Route 324) to connect to the QEW. Make this new bridge at Black Rock and Peace Bridge for only non commercial vehicles only.

c. Create new ferry on the route of the former *Canadiana*

Museums-

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Consolidate Erie Canal Harbor Development Corp., Richardson Center Corp., Buffalo Place, and USA Niagara and have USA Niagara take over Niagara Falls Redevelopment lands

Fold Niagara Falls Tourism into Visit Buffalo-Niagara

The Great Lakes/Erie Canal Museum, Cheerio's Museum, and a bicycle museum to succeed the one that closed in Orchard Park, should all start in Canalside, with all except the Cheerio's Museum possibly tied in with the existing Maritime Museum at the Ward Pumping Station and/or the Buffalo Transportation/Pierce Arrow Museum. The DL&W Terminal, with the ticket halls rebuilt, could be home to one or more of the museums, as could

Also, the re-watered canals there should connect with the Buffalo River, which, along with other Buffalo waterways, should be cleaned up in similar ways that Syracuse is cleaning theirs, while other natural waterways on the Inner Harbor need to be removed from underground tunnels. A new man-made waterfall could also go there and be like the one in the Rochester exurbs of Rush, Honeoye Falls, and Phelps. Also, either the Central Wharf or the DL&W Terminal could be used for a farmer's market, similar to Boston's Faneuil Hall or Philadelphia's Reading Terminal Market. The fallow space that NFTA currently owns on the waterfront could also be home to such a market or a museum.

The proposed weather and architecture museums could go to either the Buffalo Inner or Outer harbors, the Richardson Complex, or Niagara Falls, while a museum for Presidents Millard Fillmore and Grover Cleveland could go in either of those two Buffalo locations. The proposed Buffalo Sports Hall of Fame should include all of what was to be in "Fandemoneum," as well as the closed Sports Museum of America, whose contents are in a locker in New Jersey and some of Canada's sports memorabilia, and be part of a "trail" of sports museums and halls of fame in and just beyond NYS.

The remainder of the Rainbow Centre, the NFR land, and any other place in the USA Niagara Development territory should be places for these museums, plus the Gorge Discovery Center should go there and also include the plans for the failed "AquaFalls" museum, and the Medina Historic Railroad should also be extended to Niagara Falls to the west and High Falls in Rochester to the east.

The future and existing museums in the city of Buffalo and suburbs should also have a relationship with each other

The Medina Historic Railroad should also be extended to Niagara Falls to the west and High Falls in Rochester to the east

Steal tourism thunder of Ohio "Birthplace of Aviation" and North Carolina "First in Flight" as neither is true with Glenn H. Curtiss being the pioneer aviator, not Wilber or Orville Wright, thus bringing such tourism to the Western, Finger Lakes, and Southern Tier regions, where he operated

Build *Wizard of Oz* theme park on site of former Summit Park Mall

Something that is common to the Western New York, Finger Lakes, and Capitol regions and maybe also the Mohawk region, is nanotechnology. This should be further developed in all of those regions. Another thing that is common to all five regions along the Interstate 90/Erie Canal corridor is telecommunications. Despite the downturn in that industry a decade ago and the fact that many regional telecommunications companies are being bought up by larger ones based elsewhere, the idea to make this corridor into a "telecom alley" with "telecom hotels" should be revived, especially in the Western, Finger Lakes, and Central

PUBLIC COMMENTS –

regions. Biotechnology is something that is common to the Western, Finger Lakes, Central, and Mohawk regions and also needs to be developed further.

Agriculture is the #1 industry in our state and should remain as such and be protected from the ravages of suburban sprawl and be balanced with extraction of natural gas trapped under the Marcellus and Utica shale formations and protected from any adverse environmental effects of such. Food production and packaging, and related tourism through hotel and food service industry should be further developed in the tourist regions and major cities. We should further capitalize on ethnic foods and festivals, blessed by our immigrant communities, as well as beer and wine production. (The college and university officials on the regional councils, however, need to keep the latter two products away from the underage students attending their respective institutions). Gas extraction, however, of course, must also be looked at with critical eyes and minds before becoming reality in this state. Agricultural and natural space protection also goes hand-in-hand with reviving our state's center cities, villages, and hamlets, as well as cutting down the expenses of health costs, emergency protection, and highway construction and maintenance.

Alternative and renewable energy must go forward in the forms of an ethanol plant along the last legs of the Buffalo River (while cutting down on its odors), hydroelectric power on the rapids of the Niagara River between the Peace and International Railroad bridges, and wind power at the sites of the former steel mills next to Lake Erie in Lackawanna. In addition, Lake Erie water and water from the two rivers should to cool in the summer months as Syracuse has done with Lake Ontario waters

Have ISU competitions or professional skating shows broadcasted on NBC at First Niagara Arena Have USA games and meets against other nations there and at University at Buffalo's rectangular stadiums and USA men's and women's baseball against other nations at Coca-Cola Field. If the beaches along the waterfronts are cleaned up, then Association of Volleyball Professionals (AVP) beach volleyball matches on NBC could be held there as well as upscale golf courses built there that could host PGA and LPGA stops

Have Buffalo-Niagara Sports Commission Monroe County Sports Development work in tandem with the Monroe County Sports Commission and have same summer girls' sports festival held in Buffalo by Mary Wilson, the Girl Scouts, and Buffalo Bills also held in Rochester and also include some events held in former MCSC summer girls sports festival

Merge Buffalo Sewer Authority, Buffalo Water Authority, Erie County Sewer Authority, and Erie County Water Authority in one authority

Merge Peace Bridge Authority and Niagara Bridge Commission or abolish them and privatize all Niagara River bridges

Create new authority to operate Coca-Cola Field, Ralph Wilson Stadium, First Niagara Arena, Buffalo Convention Center, and Convention Center Niagara Falls