

Buffalo Urban Development Corporation

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Buffalo Urban Development Corporation Board of Directors Meeting

Date: Tuesday, December 22, 2020

Time: Noon

Via Video Conference Call & Live Stream Audio

1.0 CALL TO ORDER

2.0 READING OF THE MINUTES *(Action) (Enclosure)*

3.0 MONTHLY FINANCIAL REPORTS *(Zoom Share)*

3.1 683 Northland Master Tenant, LLC Financial Statements *(Information)*

3.2 BUDC Consolidated Financial Statements *(Action)*

4.0 NEW BUSINESS

4.1 BLCP – 255 Ship Canal Parkway – Land Sale to Uniland Development *(Action) (Enclosure)*

4.2 Ralph C. Wilson, Jr Centennial Park – Project Update *(Information)*

4.3 BBRP / Race For Place – Project Update *(Information) (Enclosure)*

4.4 Northland Corridor – Project Update *(Information)*

4.5 308 Crowley – Project Update *(Information)*

4.6 Buffalo Lakeside Commerce Park – Project Update *(Information)*

5.0 LATE FILES

6.0 TABLED ITEMS

7.0 EXECUTIVE SESSION

8.0 ADJOURNMENT *(Action)*

**Minutes of the Meeting
of the
Board of Directors
Buffalo Urban Development Corporation
Via Video Conference Call & Live Stream Audio**

**November 24, 2020
12:00 p.m.**

1.0 Call to Order

Directors Present:

Hon. Byron W. Brown (Chair)
Trina Burruss
James W. Comerford
Janique S. Curry
Dennis W. Eisenbeck
Darby Fishkin
Thomas A. Kucharski
Amanda Mays
Brendan R. Mehaffy
Kimberley A. Minkel
David J. Nasca
Dennis M. Penman (Vice Chair)
Craig A. Slater

Directors Absent:

Michael J. Finn
Dottie Gallagher
Thomas Halligan
Thomas R. Hersey, Jr.
Darius G. Pridgen
Maria R. Whyte

Officers Present:

Peter M. Cammarata, President
Brandye Merriweather, Vice President, Downtown Development
Rebecca Gandour, Vice President, Finance & Development
Mollie M. Profic, Treasurer
Kevin J. Zanner, Secretary
Atiqa Abidi, Assistant Treasurer

Others Present: Evan Y. Bussiere, Hurwitz & Fine, P.C; and Arthur Hall, BUDC.

Roll Call – The Secretary called the roll of directors and a quorum was determined to be present.

The meeting was held via video/telephone conference in accordance with the provisions of Executive Order 202, issued by Governor Andrew Cuomo on March 12, 2020, as amended. The meeting was also live-streamed to the general public and recorded. A transcript of the meeting will be made available at a later date.

2.0 Presentation of the Minutes – The minutes of the October 27, 2020 meeting of the Board of Directors were presented. Mr. Comerford made a motion to approve the meeting minutes. The motion was seconded by Ms. Curry and unanimously carried (13-0-0).

3.0 Monthly Financial Reports – Ms. Profic presented the financial statements for 683 Northland Master Tenant, LLC and the consolidated financial statements for BUDC and its affiliates, 683

Northland LLC and 683 WTC, LLC for the period ending October 31, 2020. Mr. Nasca made a motion to accept the financial report. The motion was seconded by Ms. Fishkin and unanimously carried (13-0-0).

4.0 New Business

4.1 683 Northland Project Phase II – Inter-Company Transactions – Ms. Profic presented her November 24, 2020 memorandum regarding proposed modifications to the Phase II project loan documents. Ms. Profic reviewed the organizational chart showing the flow of funds among the project entities and briefly outlined the structure of the 2017 transactions and the modifications approved by the Board at the February 2020 meeting. Due to timing issues related to the original funding projections and the COVID-19 pandemic, further modifications are needed to the Phase II Subrecipient Agreement and the Phase II promissory note. Ms. Profic stated that the original projections contemplated the receipt and use of Brownfield Cleanup Program (BCP) tax credits proceeds prior to the closeout of the Phase II construction project. However, the BCP tax credits have not been realized to date, obliging 683 Northland LLC to use historic tax credit equity to satisfy the remaining developer fee payable to BUDC. The proposed modifications are to increase the amount of the grant funds under Phase II Subrecipient Agreement by \$179,000 and to increase the Phase II promissory note by \$3,392,000. Ms. Profic noted that this item was reviewed with members of the Audit & Finance Committee at its November 19, 2020 meeting. She also noted that the Buffalo Brownfield Restoration Corporation (BBRC) Board of Directors approved the modification to the Phase II Subrecipient Agreement and an increase to the promissory note between BBRC and BBRC Land Company I, LLC.

Mr. Penman made a motion to approve the execution and delivery of an amended Phase II Subrecipient Agreement between BUDC and BBRC, the execution and delivery by 683 WTC, LLC of an amended Phase II promissory note and to authorize the President or the Vice President of Finance & Development to execute such other documents or instruments as may be necessary in connection with the transactions outlined in the Board memorandum. The motion was seconded by Mr. Comerford and carried with twelve affirmative votes (12-0-1). Ms. Mays abstained from the vote.

4.2 RCWJ Centennial Park – MVVA Change Order Approval – Ms. Gandour presented her November 24, 2020 memorandum regarding a proposed change order to the Master Service Agreement between BUDC and Michael Van Valkenburgh Associates (MVVA). The change order is for additional grant and design development support for the Ralph C. Wilson, Jr. Centennial Park project. The cost of this change order is \$31,000. The Downtown Committee reviewed the change order at its November 18, 2020 meeting and recommended Board approval. Ms. Minkel made a motion to approve a change order to the Master Service Agreement between BUDC and MVVA in the amount of \$31,000 for additional grant and design development support for the Ralph C. Wilson Jr. Centennial Park project, the cost of which will be paid with funds from the first and fourth grant awards from the Ralph C. Wilson Jr. Foundation and to authorize the President or the Vice President – Finance & Development to execute the change order and take such actions as are necessary to implement this authorization. The motion was seconded by Mr. Mehaffy and unanimously carried (13-0-0).

4.3 RCWJ Centennial Park – Project Update – Ms. Gandour and Ms. Merriweather updated the Board regarding the Ralph C. Wilson, Jr. Centennial Park project. The project is in the design development phase. Ms. Gandour commented on the damage caused to the park and shoreline projects by a recent weather event and noted that information gathered from the weather event will be utilized to implement a more sustainable and resilient design. Ms. Merriweather updated the Board on the federal grant received through the Great Lakes Commission. The contract with MVVA will be modified to pass through the federal grant requirements to MVVA. She also commented that BUDC continues to seek other funding sources for the park project.

4.4 683 Northland (Northland Central) – Garwood Medical Devices, LLC Lease

Approval - Mr. Cammarata presented his November 24, 2020 memorandum regarding a proposed lease of the 5,866 square foot "red shed" building to Garwood Medical Devices, LLC, a medical device manufacturer. Mr. Cammarata reviewed the proposed lease terms. The lease is for a five year term commencing as of December 1, 2020. The lease is structured as a "triple-net" lease, with monthly base rent payments in the amount of \$3,300.00. The building will be leased to the tenant in "as-is" condition, with no further landlord improvements required. He noted that the Real Estate Committee reviewed the lease at its October 20, 2020 meeting and recommended Board approval. Mr. Nasca made a motion to approve the lease with Garwood Medical Devices, LLC consistent with the terms of the memorandum and to authorize the President to execute the lease on behalf of 683 Northland Master Tenant, LLC. The motion was seconded by Ms. Mays and carried with twelve affirmative votes (12-0-1). Mr. Slater abstained from the vote.

4.5 Northland Corridor – Property Management Agreement Renewal Approval - Mr.

Cammarata presented his November 24, 2020 memorandum regarding the proposed renewal of a property management agreement with Mancuso Management. Mr. Cammarata noted that the Real Estate Committee had approved a short-term extension of the existing agreement through December 31, 2020. BUDC staff decided not to conduct a solicitation for these services as the Mancuso Management is a vendor with unique knowledge and expertise that qualifies the company as a single source under the BUDC procurement policy. Mr. Cammarata commented favorably on Mancuso's performance, noting that the lease-ups at Northland have exceeded expectations. He also discussed Mancuso's role in working with the neighborhood and local community. Mr. Cammarata noted that all compensation components of the agreement will remain the same. The principal difference is that the term of the agreement will be for a series of renewable one-year terms over the next five years. The Real Estate Committee reviewed this item at its November 17, 2020 meeting and recommended Board approval. Mr. Slater made a motion to approve a renewal agreement with Mancuso Business Development Group for property management and leasing services for the Northland Corridor consistent with the provisions set forth in the Board memorandum and to authorize the President to execute the agreement on behalf of BUDC and 683 Northland Master Tenant, LLC. The motion was seconded by Mr. Comerford and unanimously carried (13-0-0).

4.6 Northland Corridor - Project Update – Mr. Hall presented the Northland Beltline Corridor Project update as follows:

683 Northland: Rodriguez Construction has completed the build-out of its space on the third floor and has moved into the space. Its lease is effective as of December 1. Tenant improvements for Retech Systems continue and are at 30% completion. Retech Systems has completed its move into the office space on the fourth floor. Base rent payments will commence on January 1, 2021.

612 Northland: The Albright Knox successfully conducted a Fall Film Festival at 612 Northland. and is looking toward a series of spring movie nights and other community engagement events.

537/541 E. Delavan: The subdivision process at 537 East Delavan has been completed and the City will be issuing separate SBL numbers for the new parcels. Mr. Hall noted that there has been early interest in the parcels. Phase 1C contractors at 541 East Delavan continue to be on hold.

Property Management: The snow removal contractor has mobilized on site. Mancuso Management continues to coordinate the parking plan for the Northland Corridor and updated signage has been ordered for the parking lots.

Property Exchanges. BUDC counsel continues to work on two property exchange transactions, one involving an exchange of properties with Plesh Industries and the other an exchange of properties with the City of Buffalo.

Neighborhood Planning and Development: BUDC staff, along with OSP, BURA and the Buffalo Sewer Authority continue to update the BOA Nomination Document. Next steps include the preparation of the final nomination document, holding a final public meeting and submitting the application for designation.

UB Studio: On November 18th, the students of the UB School of Urban and Regional Planning had their first draft presentation of the Northland Beltline campus concept plan. The final presentation is set for December 9, 2020.

Community Outreach: The fifth Northland Business Network Series was held on November 19th. The event attracted 50 registrants. Thirty small businesses were represented. The theme emphasized how small companies could maximize their business during the holiday season with the challenges on the pandemic.

4.7 BBRP/Race for Place Project Update – Ms. Merriweather presented a brief update on the project. She noted that the Stantec mobility report will be released to the public soon. Ms. Merriweather reported on a recent UB technology conference at which she presented on the Race for Place project. She also updated the Board on the downtown dollars sweepstakes program, a joint marketing initiative of the BUDC Queen City Pop Up Program and Buffalo Place to promote downtown retailers during the holiday season.

4.8 308 Crowley Project Update – Mr. Cammarata reported that BUDC is working on the appraisal for the cinder block building. He also commented on LiRo's ongoing discussions with SHPO regarding the partial demolition and provided an update on the Section 106 process.

4.9 Buffalo Lakeside Commerce Park – Project Update - Mr. Cammarata noted that the snowplow contractor has mobilized for the winter. Due diligence continues for the Zephyr and Uniland projects. He also stated that Sonwil is expected to move forward with plans to construct a second building at BLCP.

5.0 Late Files – None.

6.0 Tabled Items – None.

7.0 Executive Session – None.

8.0 Adjournment – There being no further business to come before the Board, upon motion made by Mr. Comerford, seconded by Mr. Kucharski and unanimously carried, the November 24, 2020 meeting of the Board of Directors was adjourned at 1:05 p.m.

Respectfully submitted,



Kevin J. Zanner, Secretary



Item 4.1

MEMORANDUM

TO: Buffalo Urban Development Corporation Board of Directors
FROM: Peter M. Cammarata, President
SUBJECT: BLCP – 255 Ship Canal Parkway - Land Sale to Uniland Development
DATE: December 22, 2020

In March of 2019, the Board of Directors approved the sale of 255 Ship Canal Parkway to Uniland Development Company (“Uniland”) at a sale price of \$25,019 per acre. 255 Ship Canal Parkway is an approximately 20.34 acre site, situated on the eastern side of Buffalo Lakeside Commerce Park (BLCP) between the CertainTeed and Sonwil Distribution facilities. A portion of the site was the former location of the Shenango Steel Mold facility, and the rear (east) portion of the facility has been used to deposit spoils from infrastructure construction at BLCP. The site has direct access to a CSX Rail Main Line spur.

A Land Sale Agreement (“Agreement”) between BUDC and Uniland was executed on April 16, 2019. At the February 25, 2020 and August 25, 2020 Board meetings, the Board authorized extensions of Uniland’s due diligence period, which now runs through December 31, 2020.

Uniland representatives recently updated BUDC staff regarding the progress of its due diligence. The company, which has spent considerable time and resources to evaluate the site for a potential project for the International Trade Gateway Organization (ITGO), is now considering an alternate use consisting of a five megawatt (5MW) community solar project. Uniland’s due diligence investigation indicates that constructing an industrial building at the site would require deep foundations and a structural slab floor, two features which would make it difficult for the project to be economically feasible. A solar project would not be as impacted by the soil conditions on site.

To pursue this alternate use of the site, Uniland is requesting the following:

- An extension of the due diligence period through February 28, 2021.
- An amendment of the definition of the term “Project” in the Agreement to include a solar project.

This item was reviewed by the Real Estate Committee at its December 15, 2020 meeting and recommended for approval by the Board.

Action:

I am requesting that the Board of Directors (i) approve an amendment to the Land Sale Agreement to extend the due diligence period to February 28, 2021 and modify the definition of the term "Project" to include a solar project; and (ii) authorize the President to execute the amendment and such other documents as may be necessary to implement these actions.

City of Buffalo, New York

THE FUTURE OF MOBILITY: REMAKING BUFFALO FOR THE 21ST CENTURY

CNU

Congress for the
New Urbanism



5 EXECUTIVE SUMMARY

Shaping emerging mobility paradigms to serve our communities

A series of revolutionary new urban mobility paradigms are set to unfold over the next two decades, first shared, then connected, and by the late 2030s, shared automated mobility. CNU partnered with the City of Buffalo and Stantec's Urban Places team to meet a critical challenge posed by these rapid changes—managing the advent of transformational mobility innovations to resolve longstanding problems and turn fundamental goals into new realities—for the benefit of our communities.

The destructive impacts triggered by the emergence of the current mobility paradigm—the rise of universal access to cars after the end of World War II—are well documented. For the following seven decades we let the needs of cars reshape our communities—to the point of near universal auto-dependence. Cars reshaped virtually every aspect of our communities across North America, rather than the other way around.

We paid a very steep price, year after year of relentless sprawl and the creation of severe transportation inequities.

We cannot afford to repeat the same mistake. But history is in danger of repeating itself. As we enter an era of rapid mobility innovation that promises even more profound transformative impacts, there is once again lots of focus on how our communities need to adapt to the needs of new mobility technologies—the vehicles, software, and infrastructure. What's missing? A parallel focus on how we can use emerging mobility technologies as planning tools to shape more livable, opportunity-rich, healthy, equitable, and mobility-resilient communities. In other words, we need to act now to ensure that we shape the advent of coming mobility innovations to meet the needs of our communities and avoid repeating the scenario in which the last round of mobility innovations reshaped our communities to meet the needs of mobility.

Identifying core community needs and developing complementary policy frameworks that integrate next generation mobility solutions effectively represent parallel key steps toward putting mobility in the service of community-building. As we enter two decades or more during which demographic shifts will deliver unprecedented demand for urban living and a knowledge-dominated economy will follow an increasingly scarce workforce back into cities, we have a unique opportunity to repair the damage of fifty years of sprawl and usher in a new era of urban revival that is inclusive and focused on community. The COVID-19 pandemic will likely slow progress, but the fundamental forces shaping an era of mobility innovation paired with urban opportunity are firmly in place. Our ability to employ emerging mobility technologies to unlock this opportunity will represent the key.

The Future of Mobility: Shaping the Future of Buffalo...



Credit: Google Earth



Credit: Bill Bonetti

...starting with Lower Main

Enter Buffalo.

After CNU and Stantec's Urban Places announced interest in finding a partner to explore how communities can begin now to shape the advent of rapidly emerging mobility technologies to achieve fundamental community goals, Mayor Byron Brown stepped forward. He proposed that his City represents an ideal setting for exploring the goals, visions, and policies that Buffalo and similar mid-sized cities across the Northeast and Midwest—battered by a decades-long decline in manufacturing—should put in place today to unlock a brighter future. The goal laid out was one of new partnerships focused on the future with a message of revival, innovation, and economic opportunity, unlocked by new mobility paradigms that increase access for all. With this in mind, the "people first" theme of this report seeks to rethink planning and design that focuses on people first rather than the current paradigm that puts single occupancy car trips over pedestrians and cyclists, though change is being implemented through policies like Vision Zero.* CNU, the City of Buffalo, and Stantec's Urban Places worked together to organize a week-long charrette that brought a wide spectrum of the Buffalo community into the conversation. To ensure that the charrette produced tangible recommendations that could be put in place today, the Mayor proposed the charrette focus on the City's Lower Main district. The southern half (and least redeveloped part) of a Downtown already beginning its revival. Lower Main presents a relatively blank slate to demonstrate and incubate innovative mobility solutions—both from a policy and services perspective—that can unlock revitalization across the district.

← The charrette focused on Buffalo's Lower Main Street district, immediately south of Downtown. Today, much of Lower Main represents a mix of grand old buildings that tell the story of Buffalo's earlier success as a manufacturing center and surface parking lots—combined with some urban revival-style redevelopment.

VISION

Transform Lower Main into a mobility and equity innovation zone that serves as an incubator for leveraging economic, equity, and livability benefits from a quickly emerging era of unprecedented mobility innovations. The following principles translate these goals into action:

- Make Buffalo a leader in planning for this emerging era.
- Build on unprecedented connectivity to achieve the walkable density that supports an amenity-rich, urban environment.
- Leverage this fusion of connectivity and amenity to transform the district into an economic, fiscal, and equity engine for the City and region.
- Take concrete steps to ensure that the full spectrum of the Buffalo community can share equitably in an era of expanded opportunity.
- Ensure that the zone's public realm actively invites inclusion and emerges as a place that everyone in Buffalo can call "mine".
- Build-in the authenticity of Buffalo's living culture by incentivizing local entrepreneurs, artists, chefs, and others to become part of the mobility and equity innovation zone community.
- Create a district that grows greener as it grows denser.

A Mobility and Equity Innovation Zone

This vision can be unlocked by designating Lower Main as a mobility and equity innovation zone. The headline that launches the mobility and equity innovation zone? A shared mobility corridor that frees people from the expensive necessity of owning a car. Its signature service—a shared, automated shuttle—provides convenient, inexpensive, and on-demand access connecting every part of the mobility and equity innovation zone to each other, Downtown Buffalo Niagara Medical Campus and other innovation centers like SUNY Buffalo, together with surrounding neighborhoods. Augmented by shared-mobility hubs (think e-scooters, e-bikes, and on-demand services that provide first- and last-mile solutions), this shared mobility corridor will be synonymous with an amenity corridor that concentrates a critical mass of "Third Places"—unique retail, cafes, music, and restaurants to bring local streets to life and accelerate urban revival that attracts people to live, work, learn, play, and innovate in the mobility and equity innovation zone. Reducing auto-dependency sets the stage for another goal—eliminating the need for investment in expensive structured parking by reducing near-term demand and taking advantage of the ability of connected and then shared automated mobility to further sharply reduce parking demand over the next two decades. Reduced auto-dependency together with density and lively streets also promotes walking, which more than any other factor correlates with improved public health data as well as enhanced vitality and higher real estate values. Altogether, the mobility and equity innovation zone represents a national model for exploring community-building opportunities linked to mobility innovations.

→ The headline is a north/south mobility corridor that pairs light rail and low speed automated vehicles to connect the mobility and equity innovation zone directly to other centers of Buffalo's growing innovation economy via a low cost/high convenience mobility corridor.



Credit: Stantec

Mobility innovations are at work in all-weather environments.



Credit: Chris Keefe, Aurigo VP Autonomous Programs Director, North America

Rethinking the Value of Mobility

A mobility, policy, and people-focused innovation district is an achievable vision. It is framed in technology terms, but it is people and community-powered. The technology exists today to launch low speed automated vehicle (LSAV) shuttles in mixed traffic and complementing shared mobility hubs that support existing public transportation investments—offering low cost/high convenience mobility. (Note: LSAVs are being deployed in communities through short-term pilots and deserve wider study today especially as effective and accessible first/last mile solutions).

Community comments received during the week made it clear that such an area—focused on innovation with people, equity, and mobility prioritized—would enjoy considerable support. Working collaboratively to implement the mobility and equity innovation zone not only unlocks immediate opportunities to test ideas, but sets the stage to take greater advantage of the advent of connected mobility over the next decade, followed by shared automated mobility over the following decade. Implementing these transportation technologies in ways that support community-based outcomes will enhance not just economic opportunity, but also quality of life.

The mobility and equity innovation zone presents the chance to break down silos and rethink existing policy and regulatory structures. Not only is there the chance to incubate new mobility-focused innovations like automated and connected vehicles,

dockless micromobility, and pick-up and drop-off zones for shared mobility, but there is also the opportunity to retool policy and regulation development to align housing, mobility, and employment. Of course, change is never easy to implement, which is why starting with a focused area and vision will foster the important collaboration needed locally, regionally, and with the State.

Many of the concepts proposed during the week, including automated and connected vehicles, were received with understandable skepticism from the general public. With the mobility and equity innovation zone, a real-time incubator can be created that allows controlled testing of new innovative concepts providing the opportunity to allow the community to experience new visions for how to approach both future land use and transportation decisions. To shift that skepticism, giving the community the chance to experience next generation mobility solutions, provide feedback, and help shape the scaling up of successful demonstration projects is a key opportunity for the mobility and equity innovation zone.

The recommendations made in this report merge the realities of today, including challenges from the COVID-19 pandemic, with the innovation-driven opportunities of tomorrow. Investment in planning and coordination today ensures those opportunities are made for Buffalo tomorrow. By continuing the momentum from the CNUU/City of Buffalo/Stanek's Urban Places smart mobility charter, the foundations are in place to overcome challenges and reach with innovation for a more inclusive, mobility-oriented, and opportunity-minded future.



MAYOR BYRON W. BROWN

FOR IMMEDIATE RELEASE

December 11, 2020

Contact: Sharon Linstedt
slinstedt@buffalony.gov

**MAYOR BROWN RELEASES 2 REQUESTS FOR PROPOSALS TO JUMPSTART
IMPLEMENTATION OF THE CITY OF BUFFALO'S MOBILITY-BASED
ECONOMIC GROWTH AND EQUITY INITIATIVE**

The RFPs seek a Mobility Coordinator to Manage the City's Parking Ramps and a Designated Developer for the Mohawk Parking Ramp that support recommendations of "The Future of Mobility: Remaking Buffalo for the 21st Century" study unveiled December 9, 2020

Buffalo, NY - Mayor Byron W. Brown today jump-started the City of Buffalo's Future of Mobility pilot program by releasing two requests for proposals (RFPs) that are key to creating a new Mobility and Innovation Zone along Lower Main Street.

"Mobility innovation is more than just finding ways to incorporate next generation transportation technology into our city's future plans. It is going to require an entirely new approach to how we manage our parking infrastructure, traffic flow, and transportation demand. These RFPs are a critical first step in achieving that vision," Mayor Brown said.

One of the RFPs seeks a designated developer for the city-owned 1.1 acre Mohawk Parking Ramp site, located at the corner of East Mohawk and Ellicott streets. The city is seeking proposals for a developer or development team to acquire and redevelop the site, which is currently home to the 629-space parking ramp, which was built in 1959.

The Mohawk Parking Ramp is situated in proximity to Buffalo's largest office buildings, prized entertainment and restaurant venues, and transit including NFTA Metro Rail and numerous NFTA bus lines. As a result, the site has the capability to activate public spaces, walkable areas, and new business development in downtown Buffalo.

Proposals for redevelopment of the downtown site with the following will be given preference:

- Mixed-use developments that incorporate affordable housing.
- Proposals that envision creative and cost-effective solutions for structured parking.
- Submissions that have a strong community engagement plan and plan to meet or exceed MWBE goals.

- Submissions that consider an activation of the street level, and an increase to urban vibrancy, while facilitating pedestrian, bicycle, and micromobility friendly streetscapes.
- Submissions that consider improvement to the public realm.

The second RFP seeks an organization that will create a detailed Transportation Demand Management Strategy Implementation Plan that includes how the organization will manage the city of Buffalo's parking ramps in downtown. Historically, the organization that manages the city of Buffalo's parking assets has been almost exclusively focused on single occupancy vehicle transportation. The RFP seeks an organization that will not only professionally manage the city's parking ramps, but more deeply consider and support mobility strategies for all modes of transportation, including emerging modes of transportation such as Electronic Micro Mobility (EMM) and transportation software solutions.

"In order to sustain the growth our city and region have experienced over the past decade, we must continue our efforts to make downtown more livable, more vibrant, more innovative, and more diverse," said Brendan R. Mehaffy, Executive Director of the Mayor's Office of Strategic Planning. "Downtown must be a great place that provides great experiences for all our residents – whether they live downtown or not – our businesses, and visitors to our city. We need to take the next step by seizing the opportunity to convert our aging parking infrastructure and dated transportation management mindset in ways that embrace the revolution in transportation underway and add to the social and economic vitality of downtown."

"We expect respondents to both of these proposals to reflect our vision of a City that views mobility as a means of achieving equity for all of our residents. The respondents' approach must be consistent with the direction that has been outlined today and be ready to act as partners with the City as the field of mobility evolves with the advent of new technologies," Mayor Brown said.

Both RFPs are critical steps we must take if we are going to live up to the potential the Future of Mobility Innovation report has outlined for our City. I look forward to seeing the responses we receive now that we have boldly announced our intention to be a national leader in the mobility revolution that will change the face of our cities," Mayor Brown added.

The ground-breaking mobility study released earlier this week, offers a blueprint to long-term positive and inclusive economic momentum by embracing emerging modes of mobility and technology.

Its recommendations position the City of Buffalo to become an international model for sustained economic growth by incorporating new transportation technologies, such as Autonomous Vehicles, ride sharing, micro-mobility such as e-scooters, and other modes of transportation to recreate existing streets and public places. The study came out of a partnership with the Congress for New Urbanism and Stantec Urban Places, which kicked off in February with a week-long series of public workshops and design charrette in Buffalo.

"With this report, the City of Buffalo now has a toolkit to steer the implementation of next generation mobility solutions so that they can serve the city and its people, not vice versa," says Lynn Richards, President and CEO of CNU. "While other cities are giving technology companies free rein to test self-driving cars on their streets, without considering consequences, Buffalo's approach is centered on its community first." Mayor Brown will soon announce a Mobility Task Force to review and oversee the implementation of the recommendations in the study.

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