# Appendix C1:
# Comments on the Draft Environmental Impact Statement

# NFTA - Submission # 1711

**NFTA - RECORD #1711 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Aaron |
| **Last Name :** | Clift |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

556 I'm excited to see this plan come to fruition, but I'm wondering, seeing as this is 20 years down the line, what solutions could be offered in the shorter term to increase public transit accessibility to this area. As someone

557 who relies on public transit and lives close to the area it effects, I'd love to visit the shopping areas on Niagara Falls Boulevard more after work without relying on a bus that comes so infrequently in the evenings. I've only watched routes disappear and get times cut, so i think figuring out what we can do with what we have while expanding our metro rail is a great first step.

558 Also, as a heads up, none of the hyperlinks except for the one that lead here appears to be working.

# NFTA - Submission # 1712

**NFTA - RECORD #1712 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Liz |
| **Last Name :** | Lindhome |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

559 I love the expansion plan. As a citizen without reliable car access this opens up a whole new world of opportunities to access the broader Buffalo area. I hope this is a success, and that as the next phase of
560 expansion we start looking to an East-West in addition to the single North-South line.

# NFTA - Submission # 1713

**NFTA - RECORD #1713 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Quentin |
| **Last Name :** | Jarzynski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

561

I am all for this project. Light rail is great, and I as well as many people I know want to see this happen.

Please, please, please don't let suburban naysayers shut this down.

# NFTA - Submission # 1714

**NFTA - RECORD #1714 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | |
| **Last Name :** | G |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

562 Please, make this a reality. Public transit is vital to actually making the region attractive to people to live, work, play, etc. We need to move beyond car-centric planning and actually move into the 21st century. Expanding the metro rail is beyond overdue and necessary.

# NFTA - Submission # 1715

**NFTA - RECORD #1715 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Alexander |
| **Last Name :** | Preiss |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

563 I strongly support the Draft Environmental Impact Statement for the NFTA Metro Rail expansion. This project will improve regional mobility, reduce traffic congestion and emissions, and connect key destinations like UB
564 campuses and employment centers. It also promotes equitable access to transit and supports sustainable economic growth in Buffalo and surrounding areas. Advancing this project is a smart, long-term investment in our region’s future. I encourage its continued progress toward implementation.

# NFTA - Submission # 1716

**NFTA - RECORD #1716 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Rick |
| **Last Name :** | Vallone |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

565 I fully support the LRT.

# NFTA - Submission # 1717

**NFTA - RECORD #1717 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | William |
| **Last Name :** | Pike |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

566 I am a current resident of Buffalo, and use the existing Metro line to travel to work downtown. The system is effective and convenient, even though I own a car.

567 As a former UB student at North Campus for both undergraduate and Law School, it was frustrating to feel so disconnected from downtown. I knew several people who attended UB for all 4 years who never once experienced anything that the city has to offer.

568 The LRT is by far my most preferred alternative. Since UB has many students from NYC area, they would be comfortable using an LRT system.

569 Beyond UB, the northern suburbs would have a much easier connection to downtown, which would help economic development of the downtown center. This would also lead to less traffic for those who wish to continue to drive, and hopefully less accidents and traffic stops.

570 I am a strong proponent of the LRT expansion, and I believe it would help the long term development of the economy that already has some momentum.

# NFTA - Submission # 1718

**NFTA - RECORD #1718 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Kevin |
| **Last Name :** | Weber |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

571

The future is walkable and mass transit. Providing extended service on the metro rail and linking UB campuses will be a great thing for the entire region. UB is a major economic engine and access to the train will allow students to go all over the region and add needed links between the city and Amherst. Main Street will benefit from this.

# NFTA - Submission # 1719

**NFTA - RECORD #1719 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Erin |
| **Last Name :** | Copping |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

573 Please, please, please let this be built!! The impact it would have environmentally, economically and socially would be amazing for generations to come - all the research backs this up!

# NFTA - Submission # 1720

**NFTA - RECORD #1720 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Robert |
| **Last Name :** | Lyberg |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

574 This expansion of the light rail system seems so valuable and beneficial to the surrounding Buffalo community. We need more public transit to help us move around, to encourage going to new parts of town and shopping in those areas at those local business, and to get more cars off our streets. Myself, my wife, and our family will
575 make good use of this transit system.

# NFTA - Submission # 1721

**NFTA - RECORD #1721 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Kayla |
| **Last Name :** | Baker |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

578 Please do this. It is much needed to transport people from the city of buffalo to Amherst more easily.

# NFTA - Submission # 1722

**NFTA - RECORD #1722 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Lukas |
| **Last Name :** | Fetzko |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

579

I have been a city resident for a decade. First while a student at UB; living on and around South Campus. Now as a professional living on the West Side.

I am wholeheartedly in favor of the the LRT option and feel it would be a more worthwhile investment for the reasons given in the report. Connecting the largest campus of one of the largest Universities in the country it's city's downtown I believe would create much more movement of people in and around the city.

I am hopeful this project is realized.

# NFTA - Submission # 1723

**NFTA - RECORD #1723 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | |
| **Last Name :** | May |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

580 Do now what should have been done 40 years ago, expand Metro Rail to U.B. North campus!
Any thriving metro area has adequate public transit which includes any efficient, environmentally friendly rail option. This will benefit not only transit dependent populations (students, elderly, zero car households) but an area that is to be transformed in the coming years with many more residential units.

581 And when this extension is complete, start an expansion to the airport!

# NFTA - Submission # 1724

**NFTA - RECORD #1724 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Ben |
| **Last Name :** | Stump |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

582 I fully support this proposed expansion of the metro system into the Northtows. It was detrimental to the city to locate the largest campus of the SUNY system in the suburbs, and this would help correct that wrong by integrating the students into the larger metropolitan area, instead of keeping them isolated in Amherst. If we're serious about thinking on a regional level, this plan makes sense.

# NFTA - Submission # 1725

**NFTA - RECORD #1725 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Kathleen |
| **Last Name :** | Bleecher |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

583 I live off Main St. in Williamsville and I don't drive. I would love for this to get off the ground. We need this. It will be great and the people will love it. We are just slow to change around here. Please don't give up on this. Please! Buffalo Metro can be great!

# NFTA - Submission # 1726

**NFTA - RECORD #1726 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Tyler |
| **Last Name :** | Kuty |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

585 The LRT seems to be better, as there are few differences in impact and from the BRT and more consistent and reliable service.

# NFTA - Submission # 1727

**NFTA - RECORD #1727 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Skylar |
| **Last Name :** | Forester |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

586 I love the idea of expanding the metro rail up through Amherst and UB! Please please please do this, and look into expanding the rail into more places in the future! Buffalo deserves to have the kind of transportation that's seen in larger cities!

**NFTA - RECORD #1729 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Taylor |
| **Last Name :** | Bold |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

587 I am in full support of this project

# NFTA - Submission # 1730

**NFTA - RECORD #1730 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Paul |
| **Last Name :** | Noworyta |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

588 So excited to see this project happen! It would be amazing to be able to ride the train farther

# NFTA - Submission # 1731

**NFTA - RECORD #1731 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Benjamin |
| **Last Name :** | Rogers |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

589 I fully support this expansion. This will severely assist those who cannot drive, and will create jobs and push economic boom to the city through UB North Campus.

# NFTA - Submission # 1732

**NFTA - RECORD #1732 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/25/2025 |
| **Submission Date :** | 7/25/2025 |
| **First Name :** | Kayla |
| **Last Name :** | Shames |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

590 Having read the executive summary of the DEIS, these impacts all seem reasonable and decently mitgated, and the benefits of the expansion far outweigh the drawbacks found in the study.

# NFTA - Submission # 1733

**NFTA - RECORD #1733 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | Monique |
| **Last Name :** | Bluford |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

591 UB already offers around the clock transportation to students to and from south campus. There are areas in East Buffalo that would better benefit from expanding to those areas instead of through Amherst. It seems unnecessary and unfair to Amherst and Buffalo residents alike. It would be smarter to expand to Orchard Park
592 and Bills Stadium.

# NFTA - Submission # 1734

**NFTA - RECORD #1734 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | Matthew |
| **Last Name :** | Leahy |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

593 I've read the DEIS and am fully in support of the LRT Build Alternative. As a resident of Eggertsville with a spouse who is employed at UB North, this development would have a positive impact on my life as well as those in my surrounding community. I appreciate the hard work that went into this and look forward to the progress being made on this project.

# NFTA - Submission # 1735

**NFTA - RECORD #1735 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | Anaïs |
| **Last Name :** | Irizarry |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

594 I think that this expansion of high-quality transit through the towns of Amherst and Tonawanda to UB's North Campus and I-990 is a great idea. Please make this expansion plan happen as soon as possible!!

# NFTA - Submission # 1736

**NFTA - RECORD #1736 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | Wes |
| **Last Name :** | Morrell |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

As a Sophomore at UB North Campus, I feel this extension is long overdue and when built, will be able to connect North Campus with South and Downtown Campus much easier and to city life. Students without cars can travel much easier to get groceries or go to events. The UB community needs this

# NFTA - Submission # 1737

**NFTA - RECORD #1737 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | Dilasha |
| **Last Name :** | Thapa |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

597

I am an international student here in UB. One of the biggest issue for me has been the lack of accessibility to places without a car. With high car insurance prices for int students, buying a car is not the priority for a lot of int students.

Without a car, Buffalo is so inaccessible to me. There is so much to explore in this city but I have not been able to do that at all. Such a shame. Even though I won't be able to enjoy it, I hope future students to come here will be able to enjoy Buffalo with more accessible railway system. I look forward to that day.

# NFTA - Submission # 1738

**NFTA - RECORD #1738 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | Christabel |
| **Last Name :** | Htoo |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

598 Buffalo is very hard to get around if you don't have a car. There are many students I know at UB that have lived here for a couple years and have barely stepped foot outside of the UB campus area.

# NFTA - Submission # 1739

**NFTA - RECORD #1739 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | |
| **Last Name :** | Good |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

599 This is truly a once in a lifetime opportunity to make the Buffalo-Niagara region transform into a modern and accessible area. Too much of our area is dependent on ownership of a vehicle to get anywhere. I'm wholly
600 supportive of the expansion of the metro rail and desperately want to see this come to fruition. By finally
601 connecting the system, it'll complete the first phase of what was the original plans and allow for a better connection between Buffalo, Amherst, and UB. Students will be able to explore and engage with the city better and allow for the university to continue to grow and develop into a world-class entity. Everything from
602 recreation, to shopping, to medical appointments will become more accessible to people along the stretch and in the adjacent areas and the biggest detriment is that it has taken so long for this to happen. If there isn't any
603 money at the federal level for this, I hope that there are real discussions with the state and governor about NY funding this project on its own because this is so vital to improving the region and allowing for the state's second-largest city to maximize its potential moving forward.

# NFTA - Submission # 1740

**NFTA - RECORD #1740 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | Aaron |
| **Last Name :** | Ellis |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

604 LRT. I want a useful train please in my town.

# NFTA - Submission # 1741

**NFTA - RECORD #1741 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | |
| **Last Name :** | Celik |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I am %100 all for this project becoming reality. This project is going to bring a lot of value to the neighborhoods that it goes through and will make transportation a breeze.

# NFTA - Submission # 1742

**NFTA - RECORD #1742 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

607 This has been a long time coming and is absolutely vital to the community and Buffalo's ability to attract top-talent and be a more desirable location for people to relocate to who are trying to escape the more severe effects of climate change. Not only does rail transit increase property values of adjacent properties, but it also
608 has a much stronger sense of finality as it's much harder to remove the tracks than it is to move a bus line. This
609 train could stimulate massive amount of dense housing to be constructed in the area and help move Buffalo-Niagara towards a more walkable and accessible region.

# NFTA - Submission # 1743

**NFTA - RECORD #1743 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | |
| **Last Name :** | K |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

610 Incredibly supportive of this project. It's way past time that the metro rail reaches Amherst. There's no reason
611 that transit shouldn't be plentiful in the suburbs. If I want to go to a Sabres game, drink and have a good time, and return back to Amherst, I shouldn't have to call an Uber/Lyft. Having the option to take the train would truly
612 alter Buffalo's ability to compete and thrive as the suburbs would no longer exist as some separate and insular entity, but could become a more involved part of the greater region. Please immediately start studying for
613 different routes. We need an eastside extension to the Airport and the Depew Amtrak station.

# NFTA - Submission # 1744

**NFTA - RECORD #1744 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | Alex |
| **Last Name :** | Maragliano |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

614 I am a UB employee, working at the North Campus. The rail expansion would be incredibly beneficial for me and many others, students staff and faculty alike. I live on Elmwood and Breckenridge. I am in full support of the expansion.

# NFTA - Submission # 1745

**NFTA - RECORD #1745 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | Fiona |
| **Last Name :** | Reid |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

615 I am wholly in support of this metro! It will support my commute from the city, where I live and work, to UB, where I teach as an adjunct instructor.

# NFTA - Submission # 1746

**NFTA - RECORD #1746 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | Ethan |
| **Last Name :** | Percy |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

616 As a former UB student, potentially returning to UB and the buffalo area, and as an advocate for better transit, I fully support this plan and it's completion as an LRT expansion to the nfta metro. Having the benefit of
617 permanence, reliability and the environmental benefits, the LRT is the option the nfta should consider and implement. A couple of things to note however, I am unaware if the metro is meant to be at grade or below
618 grade, however if at grade it is very important that the route have signal priority through intersections as well as dedicated tracks that are not accessible to public car traffic. These are necessary as to have the reliability required to pull off frequent and reliable transit service. Nobody wants to spend a billion dollars of taxpayer
619 money to still be stuck in traffic. Secondly, I disagree with the proposed planning of "park and ride" stations. While I understand their appeal to motorists, I would prefer more Transit Oriented Development in which the local areas around these stations are developed with more mixed use developments to facilitate better and consistent ridership as well as a larger tax base for future local developments. Homes and businesses are much more valuable than empty parking spaces. I thank you for listening and am very happy to have an update about this project after waiting for years.

# NFTA - Submission # 1747

**NFTA - RECORD #1747 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/26/2025 |
| **Submission Date :** | 7/26/2025 |
| **First Name :** | Shelsea |
| **Last Name :** | Tamez |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

620 Just wanted to express how much i support the NFTA expansion to UB's north campus. As someone who has relied on public transportation for 2 years while I was a full time student with two jobs, I believe that reliable transportation is a valuable asset to success- especially for those who cannot afford personal transportation
621 expenses. The rail will foster community and create a support system for those who need it most in our city.

# NFTA - Submission # 1748

**NFTA - RECORD #1748 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/27/2025 |
| **Submission Date :** | 7/27/2025 |
| **First Name :** | Matt |
| **Last Name :** | Swerdlin |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

622 The expansion is going to waste taxpayers money. It will likely require seizing private property through eminent
623 domain and disrupt life along the expansion drastically and irreparably. Buffalo and the northtowns in general is
624 not a large enough metropolitan area to need this expansion. It will likely only help a small number of people as mass usage will require huge parking lots for people who do not live within walking distance to a station and / or expanded bus lines to accommodate those passengers who cannot or will not walk. Since the vision is going to
625 disrupt life near the line that much AND require expanded buses, it seems a much better use of resources (including but jot limited to money) to just expand bus service.

# NFTA - Submission # 1749

**NFTA - RECORD #1749 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/27/2025 |
| **Submission Date :** | 7/27/2025 |
| **First Name :** | Hannah |
| **Last Name :** | Brecher |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

731 It would break up the cohesiveness in the town of Tonawanda. it would destroy what the town is and has
732 always been. I am fully against this expansion.

# NFTA - Submission # 1750

**NFTA - RECORD #1750 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/27/2025 |
| **Submission Date :** | 7/27/2025 |
| **First Name :** | Julienne |
| **Last Name :** | DesJardins |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

730 Will there be public parking lots at any of these stations like at LaSalle Station? Since we can't park at UB South, we have to go all the way up to LaSalle to take the train without first taking a bus that only comes by once per hour. To have publicly accessible lots where we could run over there and leave the car would be great.

# NFTA - Submission # 1751

**NFTA - RECORD #1751 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/27/2025 |
| **Submission Date :** | 7/27/2025 |
| **First Name :** | |
| **Last Name :** | L |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

728 Get this light rail expansion built. It's desperately needed. In the meantime, can we also make some efforts to
729 improve TOD around the stations? There are several stations that are mostly surrounded by low-density development or vacant lots that could absolutely be transformed into dense residential. Summer-Best, most of the downtown stations, Utica, all could use massive amounts of housing within proximity of the station.

# NFTA - Submission # 1752

**NFTA - RECORD #1752 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/27/2025 |
| **Submission Date :** | 7/27/2025 |
| **First Name :** | Dennis |
| **Last Name :** | Schaeffer |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

725 I find the “need” aspect of the DEIS to be unpersuasive. The population of the central business district is a shadow of its pre-pandemic level; it appears WFH and hybrid employment arrangements are here to stay. Nowhere did I see that issue addressed or even referenced in the Purpose and Need chapter.

726 In addition, the need and justification for a project of this magnitude should be based in large part on demonstrated current demand for the existing system. Yet my own personal daily commuting experience tells me that ridership is down. Days gone by, I’d make plans to gather my work and lunch bags onto my lap as I sat down in a rail car at University Station — because I’d often have a seat neighbor by the time we departed Amherst Street. That doesn’t happen anymore. My rail cars are lightly occupied — especially during the summer break for BPS students.

727 I don’t perceive a demand for expanded rail and therefore don’t perceive the need for this major public project.

# NFTA - Submission # 1753

**NFTA - RECORD #1753 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/27/2025 |
| **Submission Date :** | 7/27/2025 |
| **First Name :** | |
| **Last Name :** | Delardi |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

724 Yes! Please expand the light rail!!

# NFTA - Submission # 1754

**NFTA - RECORD #1754 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/27/2025 |
| **Submission Date :** | 7/27/2025 |
| **First Name :** | Troy |
| **Last Name :** | Coleman |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

723 Strongly support this expansion.

# NFTA - Submission # 1755

**NFTA - RECORD #1755 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/27/2025 |
| **Submission Date :** | 7/27/2025 |
| **First Name :** | Xavier |
| **Last Name :** | Rallo |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

722

I've lived in the San Francisco Bay Area and had multiple train options there. I've visited many metro areas around the country and used their subways and elevated trains. Millions of people from all walks of life use public transportation everyday. We need to step into last century (haha) and actually expand this train system. I'm 100% for it and I live right off of NF Blvd.

# NFTA - Submission # 1756

**NFTA - RECORD #1756 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/28/2025 |
| **Submission Date :** | 7/28/2025 |
| **First Name :** | Stephen |
| **Last Name :** | Fabbiano |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

719 I'm in favor of moving forward with the impact study. Electric trains are far more environmentally friendly with the lack of harmful CO2 and noise. With the eventual reconfiguring of the Blvd mall and the connection of UB
720 north and south campus is vital especially being a revenue generator. The expansion will benefit downtown bflo
721 a lot cheaper and quicker access to the city

# NFTA - Submission # 1757

**NFTA - RECORD #1757 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/28/2025 |
| **Submission Date :** | 7/28/2025 |
| **First Name :** | Phil |
| **Last Name :** | Basinski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

716 At this meeting, please have your staff prepared to disclose the overall project cost, beginning with initial construction & equipment costs, then as estimated annualized cost including maintenance over the next fifty years. This should include cost of infrastructure repairs, equipment repairs/replacement, labor, projected pension/health insurance costs, administrative expenses, etc.

717 Additionally, please provide current daily traffic counts for each affected road section, then the project capacity based upon reduced # of lanes for each specific road section.

718 Please be prepared to comment on impact to emergency service response issues including areas that are currently designated evacuation routes along the proposed corridor. Thanks you.

# NFTA - Submission # 1758

**NFTA - RECORD #1758 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/28/2025 |
| **Submission Date :** | 7/28/2025 |
| **First Name :** | |
| **Last Name :** | M |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

715 The expansion of the light rail is long overdue. This should have happened years ago, but better late than never.

# NFTA - Submission # 1759

**NFTA - RECORD #1759 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/28/2025 |
| **Submission Date :** | 7/28/2025 |
| **First Name :** | |
| **Last Name :** | W |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

711 The light rail is the only sensible option. There's no reason to have two separate systems operating along the same route. Extend the light rail and start the process of studying additional routes so that Buffalo can finally have a transportation system worthy of the inhabitants. Work with getting dense developments around the
712 system, from downtown, all the way to the proposed terminus under the 990.

# NFTA - Submission # 1760

**NFTA - RECORD #1760 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/28/2025 |
| **Submission Date :** | 7/28/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

709 Having the ability to traverse from KeyBank to the 990 without needing a vehicle will be transformational for the city. UB students will no longer be isolated from the city and able to actually engage with the community, bringing in more economic activity to the city. Find partnerships to develop lots around stations that are largely
710 low density or vacant (Summer-Best, Utica, most of the downtown stations: Lafayette, Church, Seneca, Canalside, DL&W). This could provide the genuine attraction factor that people seek when looking to relocate. Buffalo needs to have these factors as we look to move into the next decade and try to return to our form greatness.

# NFTA - Submission # 1761

**NFTA - RECORD #1761 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Denise |
| **Last Name :** | Horbowicz |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

705 Obviously the only people who will benefit from this extension in the proposed formations are UB campus and student housing...the route trave!s thru some residential areas ...then and down the Blvd to Maple and Sweet Home and on to student Ihousing..the everyday person is not going to be using this route ..very few would

706 travel to jobs and shopping along any of these roads...as a 30 plus year resident of the area I will say ridership of existing the bus system is minimal on the Blvd.This study started pre covid and does not reflect the current ridership..or current traffic patterns in the area..If this is to be developed it should be with her of Electric busses

707 that can travel on any are roads...Why was Millersport Highway not considered as it's primary design?? If is a direct route that is now used by the UB bus system..

# NFTA - Submission # 1762

**NFTA - RECORD #1762 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Jeffrey |
| **Last Name :** | Horbowicz |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

699 Well I have commented many times on this but it seems to be falling on a deaf ear of the New York State democratic rule of the NFTA the project original cost was $1 billion dollars many years ago in 2020 area I think at that time the 1 billion dollars has now probably risen and will by the end of the project to probably 2 billion just like the Bills stadium do we do we get that the Bills stadium a rapid transit going from UB South to UB North I mean let's get a perspective on that going right down through a residential area separating that residential area and telling other places like the 33 tunnel that they want to connect the residential area any excuse will do to do a project that's unnecessary buses now run from UB South to UB North through a contracted provider when this project is done you the taxpayer will now pay for transportation for UB students to UB from UB to UB this is ridiculous there's no need for that if you want to spend money on a rapid transit expansion it will get more use what about from Buffalo to the airport what about from Buffalo to the medical area where Roswell O'Shea Buffalo General is the corridor of all medical here in Buffalo those two make more sense do you be project when it's finally done will cost the taxpayers 2 billion dollars and finally this is another B project that will probably fail because it's only going to transport mainly you'll be students another let's do a Peace Bridge study let's do a Skyway study let's do a 33 study let's do a Tesla study so many failed projects just for votes or for reasons of creating votes through jobs I have much much more but if you look at the traffic on the boulevard right now putting two rails down the boulevard will create such traffic problems with garbage pickup with emergency vehicles snow removal there's not going to be a lot of rain plus this too rails are going to be higher than the typical Road and you're going to find people trying to go over it they don't even know how to do roundabouts so there's so many other things that I could get into but comments let this be a starting point

# NFTA - Submission # 1763

**NFTA - RECORD #1763 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | larry |
| **Last Name :** | haxton |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I own premier car care at 1171 niagara falls blvd in front of the boulevard mall, how would this expansion effect my location. Also,what is the timetable and is there funding for this project ?

# NFTA - Submission # 1765

**NFTA - RECORD #1765 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | |
| **Last Name :** | Tooley |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I am writing in support of the LRT option for the MetroRail expansion. This project would help reinvigorate a section of Niagara Falls Boulevard that is in need of investment, connect many additional commuters who live in the Northtowns but work downtown (also would help reinvigorate downtown and in-person work by making commuting easier) and would greatly enhance the experience for UB students and employees. As someone who works at the UB Downtown campus, I see how much of a struggle it is for UB students and employees to move between the 3 campuses. This could also lead to the rebirth of UB South Campus.

# NFTA - Submission # 1766

**NFTA - RECORD #1766 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Edler |
| **Last Name :** | Herbert |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

687 This is an excellent project and the light rail alternative is preferable over the BRT alternative. I went to UB for undergraduate and postgraduate education, and this would have been such a great asset to have as a student.
688 I am jealous of the future UB North students who will have access to a seamless public transit experience all the way to downtown! The completed light rail will increase Metro's ridership by increasing its usefulness and
689 connecting city and suburb residents with educational and vocational opportunities. The completed light rail will
690 also provide the ability for people to get to shops along Niagara Falls Boulevard without driving, which would be much appreciated. Please build it!

# NFTA - Submission # 1767

**NFTA - RECORD #1767 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Ben |
| **Last Name :** | Seibold |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

686 I am very excited for the metro rail expansion and hope it moves forward!

# NFTA - Submission # 1768

**NFTA - RECORD #1768 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Morgan |
| **Last Name :** | Baker |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

679 I prefer the light rail option over the bus rapid transit option.

680 I live downtown within sight of the Church St Metro Rail Station. Even with the existing train cars, I don't find the sound intrusive at all. I hope this is reassuring for those who worry the noise will be a nuisance.

681 For people who are transit-dependent, the expansion will provide much-needed access to commercial districts in Amherst and Tonawanda, where the most major retail stores and medical offices are located. Expansion will
682 benefit non-drivers (including youth!!) who will be able to access resources throughout the metro area without long waits at bus stops and multiple transfers. It will also benefit people like me, who are able to drive but hate
683 dealing with rush hour traffic on the 190/290. It is so exciting to know I might be able to choose how I travel to and from the suburbs, rather than being forced to drive or Uber due to a lack of other viable options.

684 It's also encouraging to see explicit consideration of "mode shift," the idea that people will shift from automobiles to transit if it makes sense, in the draft EIS. Bike lanes on Niagara Falls Blvd and Maple is an
685 additional bonus. Thank you for your work promoting transit choice in WNY!

# NFTA - Submission # 1769

**NFTA - RECORD #1769 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Andrew |
| **Last Name :** | Mavrogeorgis |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

677 I grew up in a suburb of NYC with accessible transit via rail. As someone who has lived in Buffalo for the past 10 years, lives in one of the northtown suburbs and works downtown. This would be a huge step forward for the city. Also as a UB alumni who continues to reside in the area, a huge step forward in poising the University and its students for success.

# NFTA - Submission # 1770

**NFTA - RECORD #1770 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | |
| **Last Name :** | F |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

676

We need more light rail throughout the City. The Eastside is a transit desert and a line that connects downtown to the airport would make a massive difference in bringing life back to some neighborhoods that have faced disinvestment for decades. The quicker that the light rail connects Amherst and downtown, the quicker we can move to improve transit throughout the rest of the region.

# NFTA - Submission # 1771

**NFTA - RECORD #1771 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Joseph |
| **Last Name :** | Heimburger |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

This is a much needed project for the region and I can’t wait to see it completed. My only wish is that there would be better access to the shopping further up Niagara Falls Blvd.

# NFTA - Submission # 1772

**NFTA - RECORD #1772 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Kevin |
| **Last Name :** | Utzig |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Please stop this expensive project. It is not wanted by neighbors. The impact on traffic in an already busy area will be another issue for the neighborhood. Put the train underground where it belongs or stop this project completely. Stop wasting tax payer money to subsidize the building and continued maintenance of this boondoggle.

# NFTA - Submission # 1773

**NFTA - RECORD #1773 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Sarah |
| **Last Name :** | Utzig |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

668 We do not want this to disrupt our neighborhood and traffic in our town. Stop this waste of tax payer money. No to metro expansion

# NFTA - Submission # 1774

**NFTA - RECORD #1774 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Trey |
| **Last Name :** | Thompson |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

666 The LRT option is far preferable to the BRT or No Build option. Connecting UB Campus to downtown Buffalo
667 without required transfers will create a useful, practical alternative to driving and benefit the region as a whole through a reduction in car traffic and the various harms associated with it.

# NFTA - Submission # 1775

**NFTA - RECORD #1775 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Tom |
| **Last Name :** | Wujek |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

656 I continue to remain in support for this project. It will benefit the region as a whole since it finally would connect the University at Buffalo campuses, and help to reduce overall congestion. There are a few suggestions that I wanted to add.

657 1.) Include a provision for a possible branch line in the future to go from Audubon Pkwy/I-990 down the median of I-990 to Crosspoint. This would allow for over 20,000 people that work in that office park daily to have access to the system in an even easier way.

658 2.) Level boarding at all platforms. This will eliminate the issue with the above ground section downtown where only the 1st door of the 1st car is accessible. Hopefully the reconstructed stations downtown can be modified to have level boarding across all cars in a separate project.

659 3.) The I-990 station working name should be changed to Muir Woods, which reflects the name of the housing/mixed use development that is currently under construction at Audubon Pkwy/I-990 where the terminal station would be.

660 4.) Potential use of advanced signaling on the new line along with possible upgrades on the existing line. CBTC signaling has advanced to where it can be utilized on light rail with mixed traffic and dedicated rights of way. Also incorporating ultra wideband radio technology significantly reduces expenses while knowing where all trains are at all times on the line. A couple of examples with this technology include:
- Alstom (Urbalis Forward and Urbalis Fluence)
- Siemens Trainguard MT CBTC
- Hitachi SelTrac G9

661 5.) A possible way to reduce the number of power substations needed to operate the line may be to raise the current voltage from 650 VDC to 750 VDC. It's an incremental increase, but would still potentially benefit the project overall with reduced infrastructure needed.

662 6.) To further distinguish the UB campuses, I would propose the following station names:
- University (renamed Main St-UB South Campus)
- North Campus (renamed Flint Rd-UB North Campus)

663 7.) I hope that some new trains may be considered as the current trains are now getting closer to their end of life. An example of a train design that could be utilized is from Los Angeles (P2550 series). It has a classic appearance that is similar, but modernized. It also runs as a 90 ft. long car with an articulation. That would allow longer trains to carry more passengers and offer a 4th door in each car to speed loading/offloading. It

663 would also allow a maximum of 3 car trains to be utilized which would be the same length as the 4 car maximum that can run on the system today.

665 I hope that this project is the start of serious expansion to the system. Future expansions should include a line to the Airport, southern expansion to Big Tree Rd, an expansion to the Bills Stadium and Orchard Park, East Aurora, Niagara Falls and Niagara University. That would truly allow the region to expand in the future. This project to expand to the UB North Campus is a great first step.

# NFTA - Submission # 1776

**NFTA - RECORD #1776 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/29/2025 |
| **Submission Date :** | 7/29/2025 |
| **First Name :** | Myram |
| **Last Name :** | Yass |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

This is the biggest grift / scam job in the history of local politics. And that is saying a lot. A lite rail system that zero people in the impacted communities want or need. All to line the pockets or real estate developers and local contractors (who is providing fellatio to whom in this scenario, I wonder?) There are already numerous NFTA busses that run this route - I see them every day - they are universally empty. So now we build a lite rail that also no one will use. It's for UB students we're told. They don't need public transit. Every student on that campus has a car. Most of them are driving around in Lexus and Audi models. Spending money we don't have on something we don't need, with zero consideration of what the people affected want. And decisions made by a shadowy organization accountable to no one.

Must be nice to suck the blood of the people for a living. And get paid well for it too.

# NFTA - Submission # 1777

**NFTA - RECORD #1777 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Brandon |
| **Last Name :** | Fowler |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

647 I believe a lot of people disapprove of the metro for how long it has been relatively “useless” compared to other major cities systems. They don’t understand what such a simple extension could really do for the city and county. Which could lead to future expansion maybe which will help further. I’m very much in favor of public transit even with a car and will show full support wherever and whenever I can if this is done right.

# NFTA - Submission # 1778

**NFTA - RECORD #1778 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | michael |
| **Last Name :** | baker |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

645

This is light rail needed a little construction is worth a long term investment that will help in the long run lighten traffic, create a cleaner environment, also it will provide additional parking options when visiting downtown/and amherst since you can park in many other areas.

# NFTA - Submission # 1779

**NFTA - RECORD #1779 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Jeff |
| **Last Name :** | Liker |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

644 Build it now, it is a good investment, and will only get more expensive.

# NFTA - Submission # 1780

**NFTA - RECORD #1780 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Joe |
| **Last Name :** | Esposito |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

643 Please expand into Amherst and to the airport

# NFTA - Submission # 1781

**NFTA - RECORD #1781 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Dan |
| **Last Name :** | Peters |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1256 No! heck no! Traffic around our home is already a nightmare ... soon to be made worse by new businesses at the end of Bailey ... there is no purpose nor need for an extension ... which should have been completed when
1257 the rail line was first created. not that i am endorsing, but if the line were extended, it should follow Grover Cleveland to Millersport ... not this silly round about the neighborhood. Besides UB students, nobody will use this line.

# NFTA - Submission # 1782

**NFTA - RECORD #1782 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Ever |
| **Last Name :** | Gavelis |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

As a current UB student, I wish that this project could be realized while I'm still attending. The benefit for the city of Buffalo and future UB students is immeasurable. Despite the UB shuttles (pretty unreliable), Amherst is incredibly car centric in design, with shopping plazas and highways. This project would make the city a destination, and absolutely promote development along Niagara Falls blvd. (I've seen some of the concept photos, they look amazing). Having transit access to downtown Buffalo would introduce so many more business opportunities for students looking to get out of Amherst and enjoy what Buffalo has (and will have) to offer. Please don't listen to all these NIMBYs who are more concerned about keeping their "beautiful" car centric suburbia safe and inaccessible to those without reliable transit. Not only would this project increase access to downtown, it would also increase equitable transit access for those looking to commute to jobs in the Amherst area. Think of all the restaurants, shops, and fast food places struggling for workers - this metro expansion would increase connectivity and promote job opportunities and economic development along the whole expansion corridor. I would love to be more involved with this project if I could, ever since I heard about it after coming to UB, I have been keeping up with it as I believe it would absolutely transform Buffalo and UB. (And please don't settle for BRT, as a transit nerd I know how BRT projects can get scaled back and neglected, and the permanence of a dedicated rail line is infinitely better and lower cost long term). Thank you to whoever is pushing for this, I was so happy to see that this project is still moving forward, and hope to see it come to fruition someday.

# NFTA - Submission # 1783

**NFTA - RECORD #1783 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Christopher |
| **Last Name :** | Plumb |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1247 As someone who lives within walking distance of the University Station and commutes daily by Metro Rail to work in downtown Buffalo, I strongly support the extension of the NFTA Metro Rail to the UB North Campus. This project isn't just a convenience, it's an investment in the future of our region.

1248 Expanding the rail will significantly improve accessibility for students, staff, and faculty at UB, reduce traffic congestion, and offer a greener, more sustainable commuting option. It will also open up economic opportunities along the extended route and encourage smart, transit-oriented development in our communities.

1249 This is the kind of forward-thinking infrastructure project that makes cities more connected, inclusive, and livable. I'm excited to see Buffalo/Amherst/Tonawanda take this step.

# NFTA - Submission # 1784

**NFTA - RECORD #1784 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | George |
| **Last Name :** | Hart |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I am very much in favor of this project and would like to see the full LRT option be built. This marks a redevelopment opportunity for the Boulevard Mall and will be a net positive economic impact to the entire corridor.

# NFTA - Submission # 1785

**NFTA - RECORD #1785 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Brian |
| **Last Name :** | White |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I submitted the following during the first Public Comment Period, which was a few years ago, and I submit it again. I updated my comments with information in brackets "[ ]".

1240 I am not in favor of the proposed expansion of the Metro Rail, for the following reasons:

1241 1. Cost. I combed through the DEIS and could not find any cost estimates for the expansion. However, other sources estimate the cost at $1 billion or more [2025 estimate is now $2 billion]. Virtually all of this money will be derived from the Federal, State and local governments, meaning the taxpayer. New York State is becoming less influential in Washington, DC and the Buffalo area is becoming less influential in Albany due to population decline. Therefore, government funding for infrastructure projects in the Buffalo area will be harder to obtain. [This is especially true with cost-cutting efforts by the current Trump administration.] Buffalo-area leaders will need to choose wisely when asking for infrastructure funding, and if $1 billion [$2 million 2025 estimate] is spent on an expanded Metro Rail there will be less money to spend on other more worthwhile projects. Furthermore, ongoing costs of operating and maintaining an expanded Metro Rail will need to be government-subsidized, and such funding could be better spent elsewhere. [As of 2025 there is ongoing debate as to what to do with the Kensington Expressway – keep it as-is, cover up a portion of it, or get rid of it entirely. Covering it up will cost well over $1 billion and getting rid of it will likely cost nearly as much. The NFTA will be competing against the Kensington project for Federal and State dollars and who will end up winning? Maybe no one.]

1242 2. Need. Although the DEIS claims that an expanded Metro Rail will meet an unfilled need, such a prediction is speculative. Despite a so-called "renaissance" taking place in Buffalo and surrounding areas [this "renaissance" has been put on hiatus due to the Covid Pandemic and an increase of persons working from home], the population remains stagnant or in decline with large numbers of low income persons. In particular, many of the areas in Tonawanda and Amherst that will be served by an expanded Metro Rail have experienced population decline, a growing elderly and low income population, and disinvestment by businesses, particularly retailers. The Boulevard Mall, like many malls across the U.S., is in decline and will likely close or be repurposed in the near future [Such repurposing has been put on indefinite hold as of 2025]. Many areas along the proposed route have few businesses and retailers that persons would need to travel to, such as Niagara Falls Boulevard south of Eggert, and parts of Maple Road and Sweet Home Road. Few suburban residents would use the expanded Metro Rail unless they live and work close to the route. With so few available bus routes in these towns, few residents could take a bus to link up with the expanded Metro Rail. The claims in the DEIS that an expanded Metro Rail will result in economic expansion along the route also remains speculative. The current Metro Rail was expected to be an economic boon for Buffalo when it was being planned. But the Metro Rail likely contributed to the decline of Buffalo in the 1980s-2000s and contributed little if anything to the City's "renaissance" in the 2010s. Similarly, it is unlikely that an expanded Metro Rail will result in economic improvement to the areas it will serve.

1243

3. Alternatives. Much of the same route that is being planned for the Metro Rail expansion is already being served by NFTA and/or UB buses. Rather than spending over $1 billion [$2 billion estimate in 2025] to expand the Metro Rail along this route, the NFTA should simply assign more buses along the route, and alter current bus routes to make them more convenient for more people. Such buses will need to arrive with such frequency and reliability to make it worthwhile for persons to use these buses to regularly commute to work, school and shopping. Also, buses provide more flexibility than a fixed Metro Rail route that cannot adapt to changing transportation patterns. If the NFTA and the community are concerned about having a low environmental impact, the NFTA could use clean fuel buses along the route, which it already owns, and electric buses [which it also owns as of 2025]. Self-driving buses could be used in the near future to save labor costs and increase reliability. To enhance reliability and efficiency, stop lights along the route could be timed and/or controlled to allow for swift movement of NFTA buses [This is what is planned for Bailey Avenue as of 2025]. The NFTA should also coordinate bus routes and schedules with the existing Metro Rail, so persons could step off the Tonawanda/Amherst/UB bus and walk directly to a waiting train, or vice versa. Similarly, the NFTA should coordinate bus routes and schedules with the UB shuttle buses, or take over the UB shuttles so that there is a seamless transportation system among Metro Rail, Metro buses and UB shuttles. Simply expanding and improving the convenience and reliability of NFTA bus service could have the same or better impact than what is intended with an expansion of the Metro Rail, for far less cost and in less amount of time.

1244

4. NFTA's Reputation. The NFTA has a bad reputation in the Buffalo area. Except for a few heavily-traveled routes, the NFTA's buses run very infrequently (and note that the proposed expanded route is not currently one of the "heavily traveled" routes). Bus service is unreliable and schedules are not always kept. Most routes are antiquated and have not kept up with changing work, shopping and living patterns. The suburbs, in particular, are grossly underserved by the NFTA. The NFTA requires a heavy government subsidy to remain operational. The NFTA was incapable of developing the Outer Harbor and the Port of Buffalo in its decades-long ownership, and its operation of the Small Boat Harbor has been spotty. For all of these reasons, Buffalo-area residents, schools and businesses should be very concerned about the NFTA's ability to expand the Metro Rail and make it into a successful operation.

# NFTA - Submission # 1786

**NFTA - RECORD #1786 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Joseph |
| **Last Name :** | Kasperski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1235 This project would not only bring much needed economic development to Amherst, but it will also add value to the existing metro transit line in Buffalo. Despite public opinion from those that live outside of the metro's current range, the existing system is actually convenient, safe, cost effective, and truly a cornerstone quality of life benefit for riders. The metro rail isn't just used by those that can't afford a car...it's actually an integral part of our city's business commute, with mostly full train cars during rush-hour each weekday taking workers from the Northtowns to downtown. Further expansion would improve commuter conditions up and down the line...there's really no negative to this critical infrastructure investment.

1236 Simply adding busses is not a suitable plan to meet our community's needs. The trains are much more reliable, clean, weather-resistant, and frequent that busses, the same overall effect or benefit to our proud community would be much more realized by metro rail expansion that increasing bus traffic.

1237 The existing state of Niagara Falls Blvd is neither sustainable nor worth preserving by further delaying this much needed public transit expansions. The comments I've seen and websites I've read dedicate to objecting this to expansion lack logic, come off as selfish, and are primarily driven by folks that are complaining just to complain. The vast majority of the silent community would appreciate and support this project; light rail expansions are historically beneficial to the communities they serve and even the nay-sayers will likely turn around and ride the metro rail once it is built.

1238 This is exactly the type of project that deserves our public funding, Buffalo and Amherst should coalesce around each-other and push through the red tape and insincere objectors to get this project done. Other areas in our region are getting $800M for an Orchard Park sports stadium, $47.5M for South Buffalo Parks, $10M for the South Buffalo Botanical Gardens, $25M for the Niagara Falls Waterfront, $37M to the Broadway Markert...it's time that Downtown, North Buffalo, and Amherst get their share of public funding to improve the lives of taxpaying folks in our neighborhoods.

1239 Please continue charging hard to get this rail expansion done. Just because a few vocal folks object to your project in these comments or on social media, doesn't mean this project isn't supported by the community. Folks resistant to change don't represent the majority, and they certainly don't represent the FUTURE of Buffalo and Amherst. With the future in mind, your organization should be empowered to proceed with a quality design despite not making everyone 100% happy. Don't let perfect get in the way of good, and certainly don't let the pessimistic character flaws of a select few hold-back the rest of society from doing the right thing.

# NFTA - Submission # 1787

**NFTA - RECORD #1787 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Morgan |
| **Last Name :** | Henneberg |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1234

I am in full support of the full LRT expansion, and believe in the benefits outweighing the negatives. The entire community of North Buffalo will benefit from increased connectivity, especially the impact it will have for UB students, and those benefits will continue for years to come, while the costs will only be temporary. Committing to this project is far far better than doing nothing or a half measure. I have been supporting this project for years and will continue to do so until I see it completed.

# NFTA - Submission # 1788

**NFTA - RECORD #1788 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Christopher |
| **Last Name :** | Costa |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1232 The Boulevard Mall station should be located on the easement of boulevard mall (nearby the approximate substation location and below parcel 209) instead of in the median of Niagara Falls Boulevard. This change would allow riders to access Boulevard mall and its parking lots without having to cross a busy roadway, creating a much safer station. It also has the added benefit of fewer roadway adjustments as the new roadway doesn't need to accommodate the station platforms.

1233 On a different note, while this may increase the total project cost. There should be a consideration to delay the LRT from surfacing on Niagara Falls boulevard until just before the Decauter road station as to avoid property acquisitions. However that is much less substantial than the Boulevard mall point.

# NFTA - Submission # 1789

**NFTA - RECORD #1789 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Zander |
| **Last Name :** | Bolgar |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1230 After reading the executive summary of the DEIS it seems like the LRT alternative would be an incredible addition to the regional transit network. It also seems like the BRT alternative would be good, but not nearly as
1231 beneficial as the LRT alternative. I hope the LRT alternative is selected.

# NFTA - Submission # 1790

**NFTA - RECORD #1790 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | |
| **Last Name :** | Kasperski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1229

Recommend reducing the total # of expansion stations from 10 to 6/7. The success of this metro line rests in it being a preferred alternative to driving. I respect that it will also provide access to those in Buffalo that don't have cars, but the economic focus should be on incentizing Amherst riders to choose the train over their existing transport options. With that in mind, additional stops will add time and inconvenience, so each stop should be absolutely necessary.

Specifically, UB North Campus could still provide the mass-transit services required with just 1 stop, students can take the existing bus-system throughout campus to get to the 1 train station...the thought of it stopping 3 times in such a small area would significantly slow down service for those boarding at the I-990 or Audubon Town Center, might even be a deal-breakder for them. Remember, this rail line needs to not only be less-expensive and safer than driving, it needs to be faster.

Additionally, the Eggert and Decatur stations can be combined or removed all-together. Those neigborhoods are heavily car-dependent and the stoppage delays at those locations may not be worth delaying the rest of the riders. Recommend conducting extensive market research in those areas and only build a station if there's a strong ridership potential. Again, folks boarding at I-990 or Audubon Town Center are going to potentially go back to riding their cars if there are too many of these middling-stops with few riders that slow down the experience.

I commented previously under a different email, but forgot to mention this topic regarding the # of stations.

# NFTA - Submission # 1792

**NFTA - RECORD #1792 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Bianca |
| **Last Name :** | Sponaugle |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1227 I've been a proud Buffalonian since going to UB in 2018, but had to leave in late 2024. I never had a driver's license, so I was super reliant on the NFTA to go anywhere, whether it be work or grocery shopping. I will be moving back in September, and living on the East Side. While I did obtain a driver's licensee in Oregon, most of my friends in Buffalo do not have cars, so they are super reliant on the NFTA. Full NFTA expansion would both be really helpful to the community, and provide more revenue for the NFTA. I think the most helpful fix to the

1228 NFTA would be increasing the frequency of bus service to 10-15 minutes, and making the train and busiest bus routes 24 hours. I was working graveyard shifts at UPS, but because I didn't have a car, I would have to take the latest 19 bus just before 1am, and have to wait for nearly 3 hours in the break room before my shifts started. Because of this, I would not get enough sleep, which would have severe impacts on my mental health. The current lack of funding and service was the exact reason I ended up having to leave Buffalo, because it ended up being unlivable for me without a car.

# NFTA - Submission # 1793

**NFTA - RECORD #1793 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Shannon |
| **Last Name :** | Halt |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1221 I am against the proposed Metro Rail expansion into Amherst/Tonawanda. While improving public transit matters, this plan for light rail or designated bus lanes with stations isn't right for our community. Here's why:

1222 1. The Cost Is Too High
At nearly $2 billion, the project is far too expensive for the limited ridership it will serve. Amherst is a car-centered suburb, and there's no clear evidence this rail line will change that. Better, more flexible transit options — like improved bus service — would cost far less and serve more people.

1223 2. It Harms Local Businesses and Traffic
Years of construction along Niagara Falls Boulevard and forced relocations will hurt small businesses, increase congestion, and disrupt daily life. The NFTA hasn't addressed how it will protect affected residents and store owners. Will parts of the Boulevard become a ghost town like downtown Main Street?

1224 3. It Doesn't Fit Amherst/Tonawanda's Needs
This project doesn't reflect how most residents live or travel. Forcing a major urban rail line into a suburban town — without strong local support — is not good planning. Light rail and bus rail with stations is old school slow, not modern thinking or nimble.

1225 4. Smarter Transit Options Exist
Rather than building a fixed rail line, we should focus on practical improvements: better buses, park-and-ride lots, and on-demand shuttles that can actually reach more people with less disruption.

1226 I urge officials to reconsider this costly project and focus on solutions that truly serve our towns.

# NFTA - Submission # 1794

**NFTA - RECORD #1794 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Katie |
| **Last Name :** | Homer |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I am in support of the LRT plan for the NFTA. I am a Buffalo resident, living on the West Side (195 Bird Ave). I work for UB, primarily on South Campus, but often need to be on North. This plan would entice me to leave my car at home and take the bus to work.

# NFTA - Submission # 1795

**NFTA - RECORD #1795 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Kaitlin |
| **Last Name :** | Kasperski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1. Community connections
2. Spurs economic development
3. Increased workforce mobility, reduced commute times can lead to increased job satisfaction and productivity
4. Cost savings for residents
5.Improves safety
6. Reduces stress and improves health by reducing sedentary activity and increased walking
7. Lesss congestion, less fuel consumption
8. reduced emissions

In essence, a well-developed and expanded public rail system in Buffalo can contribute to a more sustainable, prosperous, and equitable city for all residents.

# NFTA - Submission # 1796

**NFTA - RECORD #1796 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Howard |
| **Last Name :** | Henry |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I support extending the LRRT system to the Amherst campus in order to cut down on vehicular traffic and reduce carbon emmissions. I am also in favor as it would allow me to more easily access cultural, athletic and research opportunities at the csmpus. I am a retiree. UB is my Alma Mater.

# NFTA - Submission # 1797

**NFTA - RECORD #1797 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | |
| **Last Name :** | M |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1206 Niagara Falls Boulevard is a nightmare and absolutely does not have to be as car-centric as it is. We need to move away from being only accessible by those who own a personal vehicle. The light rail extension is huge for
1207 the region, but huge for making the suburbs walkable and pedestrian/cyclist/transit-friendly.

# NFTA - Submission # 1798

**NFTA - RECORD #1798 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1204 Although I imagine most people would prefer if this was wholly tunneled, given the costs and lack of political will for subway construction, a fully-separated above-ground system will work super well and absolutely needs to be light rail. The expansion would open around the same time that the new trains that are planned to be
1205 ordered would be arriving (which could allow for shorter headways and better overall surface).

# NFTA - Submission # 1799

**NFTA - RECORD #1799 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Tom |
| **Last Name :** | Needell |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1203 Please build this! This would serve to increase mobility, decrease traffic and pollution, and help businesses and communities thrive.

# NFTA - Submission # 1800

**NFTA - RECORD #1800 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/30/2025 |
| **Submission Date :** | 7/30/2025 |
| **First Name :** | Heather |
| **Last Name :** | Maloney-Stassen |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I'm concerned about the noise and vibration disclosures indicated in the report for my neighborhood. I would like to know what the public transit usage even is for the Walton Woods area that would make this a tenable project. Second, we have ongoing issues with animal migration in the area due to development (coyotes as the most recent example). How will the noise and vibration impact the wildlife in the Audubon area? Why is the line being run on the east side of the Audubon rather than the west? Overall, I feel like the focus has been on NF blvd and not on the expansion from UB to the 990. The NFTA and others have not done due diligence to look at the extant factors for that part of the route. Knowing the area, I suspect little to no usage - how would people even get to the station? It is not a walkable area once outside Walton Woods. The road conditions in our area are horrendous in the winter and it is unsafe for walkers. I would just ask that more due diligence be done for the northern part of the route. We are not NF Blvd - there are unique circumstances in this area. There are many residences just a stone's throw from where this train will run - the cost (noise, vibration, unintended consequences for wildlife, dollars) far exceed the benefits (a station that isn't walkable to, low/no rider volume). This just does not make sense and I see no evidence of usage statistics and environmental impact for this area. What is presented is that there will be noise and vibration and that's a concern.

# NFTA - Submission # 1801

**NFTA - RECORD #1801 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/31/2025 |
| **Submission Date :** | 7/31/2025 |
| **First Name :** | A. |
| **Last Name :** | Darling |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Hello,

1193 I am writing in strong support of the NFTA Metro Transit Expansion Project. As a Buffalo native and UB staff member, I feel strongly that this expansion would enhance the lives of those in the community and bring countless opportunities to the entire Buffalo area.

# NFTA - Submission # 1803

**NFTA - RECORD #1803 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/31/2025 |
| **Submission Date :** | 7/31/2025 |
| **First Name :** | Maura |
| **Last Name :** | Leahy |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1192 I just want to voice my support for the new light rapid transit, and can't wait to see the metro expanded. I think Buffalo needs more public transit and this is a great contribution to the city's infrastructure.

# NFTA - Submission # 1804

**NFTA - RECORD #1804 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/31/2025 |
| **Submission Date :** | 7/31/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1189 Extending the metro rail will really go along way to making commutes from Amherst to Buffalo, and Buffalo to Amherst much easier. No longer would I have to rely upon cars in winter weather and could just hop on the
1190 train that is safer. Not only that, but with Buffalo's affinity for drinking, having a direct and quick route would really help to limit instances of drunk driving making the road safer for everyone.

# NFTA - Submission # 1805

**NFTA - RECORD #1805 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 7/31/2025 |
| **Submission Date :** | 7/31/2025 |
| **First Name :** | Nikolay |
| **Last Name :** | Grigorenko |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1187 We remember all these promises how light rail will improve downtown Main street. The result is an absolute disaster. Precisely the same will happen to Amherst and Tonawanda area with proposed right rail. It will be

1188 another huge disaster. Improved bus connection will perfectly solve all the problems

# NFTA - Submission # 1806

**NFTA - RECORD #1806 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/1/2025 |
| **Submission Date :** | 8/1/2025 |
| **First Name :** | w |
| **Last Name :** | richter |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1183 we are not interested in the metro rail being extended. we have enough crime creeping into the town of
1184 Amherst from the city already. the displacements and the changes to the current roadways don't make logical
1185 sense to us. factor in the years of construction and the cost of the project overall, the costs far outweigh the
1186 benefit. stop wasting money on studies and find a better use for the funds.

# NFTA - Submission # 1807

**NFTA - RECORD #1807 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/1/2025 |
| **Submission Date :** | 8/1/2025 |
| **First Name :** | JOHN |
| **Last Name :** | MASTERS |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

While light rail is not a bad idea, the proposed route is. You are talking about disrupting traffic through one of the busiest corridors in the area. Consumer Square on the Boulevard is a nightmare on a good day, and you're going to make it worse? Not if I can help it. Run it up Millersport, it's a more direct route and bypasses businesses. That is the route most people use to travel between campuses as is, why make everyone elses lives difficult? I am against the proposed expansion as is. See you at the public hearing.

# NFTA - Submission # 1808

**NFTA - RECORD #1808 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/1/2025 |
| **Submission Date :** | 8/1/2025 |
| **First Name :** | NOAH |
| **Last Name :** | KOVEN |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1178

Yes, yes, yes! High frequency and reliable service, along with extending the line to UB north will be a huge benefit to the community!

# NFTA - Submission # 1809

**NFTA - RECORD #1809 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/1/2025 |
| **Submission Date :** | 8/1/2025 |
| **First Name :** | Malaysia |
| **Last Name :** | Martin |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1177 Pls don’t let the racists from the suburbs stop this projects. Buffalo is so behind and we need to expand. I support this project!!!!

# NFTA - Submission # 1810

**NFTA - RECORD #1810 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/1/2025 |
| **Submission Date :** | 8/1/2025 |
| **First Name :** | Amanda |
| **Last Name :** | Sauter |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Though I would prefer for this extension to be underground, I am in full support of this project. I have lived in Tonawanda and Amherst for nearly 50 years and I have always wished that the rail went to North Campus. I use it anytime I'm heading downtown and I would love to have it more easily accessible to where I live. And I currently live in the area that will be heavily impacted by the construction and I still support it. Despite the temporary inconvenience, it will make my life easier in the end. I'm also not concerned about people from Buffalo coming to Amherst, which is the most absurd take that people are stating and is clearly rooted in bias and discrimination. When I travel to other cities, I like to use their public transportation and ours is shamefully bad in comparison to most other places I have been. Ignore the naysayers who are not rooted in facts and please get this extension done. It is several decades overdue.

# NFTA - Submission # 1811

**NFTA - RECORD #1811 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/1/2025 |
| **Submission Date :** | 8/1/2025 |
| **First Name :** | Tim |
| **Last Name :** | Victor |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1171 I love this proposal and can't wait to make use of the extended rail line

# NFTA - Submission # 1812

**NFTA - RECORD #1812 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/1/2025 |
| **Submission Date :** | 8/1/2025 |
| **First Name :** | Andrew |
| **Last Name :** | Fuchs |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1165 Drawing on my experience, previously as a UB student, and now resident of Buffalo I strongly support the LRT Build Alternative.

1166 For UB students the LRT Build Alternative will enable fast and convenient access to both Niagara Falls Boulevard and major destinations in the City of Buffalo without the friction of a transfer between transit modes that the BRT Build Alternative requires. The No Build Alternative is even less preferable. Currently UB Students experience a large amount of friction when using transit to travel to non-UB locations in Buffalo from UB North Campus. Doing so requires a transfer between two different transit organizations and the use of an additional fare system. Likewise, travel between UB North Campus and NFB with the current No Build Alternative is inconvenient because it requires the use of an infrequently scheduled UB Stampede shuttle bus or taking an indirect path using the NFTA's 35 and 34 bus routes.

1167 For me and other residents of Buffalo the LRT Build Alternative would enable more convenient access to Niagara Falls Boulevard, an area that I avoid making trips to by car because NFB is notoriously stressful to drive (the No Build Alternative). I do not see myself using the BRT Build Alternative for this purpose because of the inconvenience of an additional transfer.

1168 I have a strong preference for the LRT Build Alternative. Based on my experience, I believe that the LRT Build Alternative would be more convenient and useful than the BRT Build Alternative and would be significantly better than the current status quo that is the No Build Alternative.
Drawing on my experience, previously as a UB student, and now resident of Buffalo I strongly support the LRT Build Alternative.

For UB students the LRT Build Alternative will enable fast and convenient access to both Niagara Falls Boulevard and major destinations in the City of Buffalo without the friction of a transfer between transit modes that the BRT Build Alternative requires. The No Build Alternative is even less preferable. Currently UB Students experience a large amount of friction when using transit to travel to non-UB locations in Buffalo from UB North Campus. Doing so requires a transfer between two different transit organizations and the use of an additional fare system. Likewise, travel between UB North Campus and NFB with the current No Build Alternative is inconvenient because it requires the use of an infrequently scheduled UB Stampede shuttle bus or taking an indirect path using the NFTA's 35 and 34 bus routes.

For me and other residents of Buffalo the LRT Build Alternative would enable more convenient access to Niagara Falls Boulevard, an area that I avoid making trips to by car because NFB is notoriously stressful to drive (the No Build Alternative). I do not see myself using the BRT Build Alternative for this purpose because of the inconvenience of an additional transfer.

# NFTA - Submission # 1812

I have a strong preference for the LRT Build Alternative. Based on my experience, I believe that the LRT Build Alternative would be more convenient and useful than the BRT Build Alternative and would be significantly better than the current status quo that is the No Build Alternative.
Drawing on my experience, previously as a UB student, and now resident of Buffalo I strongly support the LRT Build Alternative.

For UB students the LRT Build Alternative will enable fast and convenient access to both Niagara Falls Boulevard and major destinations in the City of Buffalo without the friction of a transfer between transit modes that the BRT Build Alternative requires. The No Build Alternative is even less preferable. Currently UB Students experience a large amount of friction when using transit to travel to non-UB locations in Buffalo from UB North Campus. Doing so requires a transfer between two different transit organizations and the use of an additional fare system. Likewise, travel between UB North Campus and NFB with the current No Build Alternative is inconvenient because it requires the use of an infrequently scheduled UB Stampede shuttle bus or taking an indirect path using the NFTA's 35 and 34 bus routes.

For me and other residents of Buffalo the LRT Build Alternative would enable more convenient access to Niagara Falls Boulevard, an area that I avoid making trips to by car because NFB is notoriously stressful to drive (the No Build Alternative). I do not see myself using the BRT Build Alternative for this purpose because of the inconvenience of an additional transfer.

I have a strong preference for the LRT Build Alternative. Based on my experience, I believe that the LRT Build Alternative would be more convenient and useful than the BRT Build Alternative and would be significantly better than the current status quo that is the No Build Alternative.

# NFTA - Submission # 1813

**NFTA - RECORD #1813 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/1/2025 |
| **Submission Date :** | 8/1/2025 |
| **First Name :** | Drew And Marilyn |
| **Last Name :** | Jordan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1159 You at the NFTA have got a lot of nerve coming here to destroy our way of life in the suburbs.. this is not a city. There are homes here in peaceful neighborhoods. We have made our home life here for many decades. I have lived in western NY my whole life and I am very angry that you see fit to have UB dictate the future of our way if life. We didn't move here to this home on Leonore Rd. because of UB, we moved here because of the charm
1160 of streets and friendly neighbors, not because of a metro rail near by. I am so angry that we will have to be forced to move away if this goes through. My whole street will move away and it seems that just might be what you want. You all would react the same way if your streets near your home were going to be all torn up sending
1161 poison through the air that you would be forced to breath and blowing up the underground only 1 block from
1162 YOUR home that hurts your eardrum and causes hearing loss and then not to mention the building of the rail itself. All Banging and drilling day in and day out and then after the rail is completed....the ding, ding dinging of
1163 the rail as is enters our area. This is the worst idea, and it will fail. No one will use the metro, as you think they
1164 will. Other cities have done this and it has failed and never lived up to the expectations of these dreams if yours.

Sincerely, Marilyn Jordan Leonore Rd.

# NFTA - Submission # 1817

**NFTA - RECORD #1817 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/1/2025 |
| **Submission Date :** | 8/1/2025 |
| **First Name :** | |
| **Last Name :** | v |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1156 Build the light rail, I'm begging you. And if you can't get funds from the feds, ask the state. This needs to happen if the region ever wants to turn a corner.

# NFTA - Submission # 1818

**NFTA - RECORD #1818 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/1/2025 |
| **Submission Date :** | 8/1/2025 |
| **First Name :** | Peter |
| **Last Name :** | Schmit |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1153 | Very impressed with the depth of research.

1154 | ? Why no safety info? Trains typically introduce fatalities. What steps are you taking to avoid accidents?

1155 | ? Is the blvd mall going to be a large parking lot? How large?

# NFTA - Submission # 1819

**NFTA - RECORD #1819 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/1/2025 |
| **Submission Date :** | 8/1/2025 |
| **First Name :** | Sean |
| **Last Name :** | Piazza |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Hello,

1147 I write in strong support of the expansion of metro to Amherst.

1148 The region has an opportunity it must seize - with Amherst growing and ranking along the biggest in upstate (almost a sister city to Buffalo) it is critically important to build links that support both communities' economic development, and drive a future where our cities represent a new future for Upstate New York - not disconnected, but linked.

1149 I've had the opportunity to live in Brooklyn, specifically in Greenpoint where the BQE was driven through the heart of the neighborhood. Living their long term, I felt the health impacts of it, the noise, and the filth of hundreds of thousands of cars passing by my home any given week. It ruined the neighborhood in so many ways.

I moved within two blocks of a metro rail upon moving to Buffalo. This is because I saw a future for the rail system that would minimize my car use - especially to Niagara Falls Blvd, currently inaccessible without a car. It is my least favorite road in Western New York.

1150 I also lived in the Bay Area, in a previous life, and saw firsthand Dogpatch's transformation from an industrial area into a growing and transitoriented neighborhood. The transit investments drove residential and commercial development, and UCSF community improvements.

1151 This could be UB in the next few decades, making the train worth hundreds of millions to the university's newly connected campus and related investments - in both Amherst and Buffalo.

1152 We are not San Francisco. However, we do have a once in a generation opportunity to do right by our citizens, create economic opportunity, and finish what we started.

Thank you,
Sean Piazza
Buffalo, NY

# NFTA - Submission # 1820

**NFTA - RECORD #1820 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/2/2025 |
| **Submission Date :** | 8/2/2025 |
| **First Name :** | Sheryl |
| **Last Name :** | Atlas |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1145 As a resident of the Audubon Community, I am very much in favor of the proposed metro rail expansion . I think
1146 it is important that the rail "go somewhere", and I believe it will be used frequently by both residents and students.

# NFTA - Submission # 1821

**NFTA - RECORD #1821 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/2/2025 |
| **Submission Date :** | 8/2/2025 |
| **First Name :** | |
| **Last Name :** | M |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1144

Get the light rail extension built. And then start studying the extension to the airport. We need a more connected system that allows for movement without needing to own a car or take an Uber. Connecting to Amherst through UB North will show just how valuable the metro rail system is to region and how it can transform our lives.

# NFTA - Submission # 1822

**NFTA - RECORD #1822 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/2/2025 |
| **Submission Date :** | 8/2/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

641 The pedestrian improvements along Niagara Falls Boulevard are solely needed. This will make Amherst fare more walkable and accessible, especially with all the developments that are happening in the area. We need

642 this. Are there plans for quad crossing gates around the intersection so that cars won't attempt to beat the trains at intersections, especially since the trains will travel at higher speeds given the grade separation.

# NFTA - Submission # 1823

**NFTA - RECORD #1823 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/2/2025 |
| **Submission Date :** | 8/2/2025 |
| **First Name :** | |
| **Last Name :** | W |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

638 How do you intend to maintain security at the stations on the extension? Are you going to use security gates similar to what they're installing in St. Louis? Also, are you going to maintain these stations a bit more continual
639 than what is done in the current stations? They're very much in need of deep cleaning and rehabilitation/modernization (this should be done).

# NFTA - Submission # 1824

**NFTA - RECORD #1824 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/2/2025 |
| **Submission Date :** | 8/2/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

636 Make sure that you hire a competent crew to construct this. We don't want it to end up taking years more than necessary and giving the detractors further fodder to oppose any light rail construction in the area. It is absolutely vital that this project is done successfully, on-budget, and without any type of negative press
637 coverage. Buffalo deserves an extensive rail transit network, and it's time to make that a reality.

# NFTA - Submission # 1825

**NFTA - RECORD #1825 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/2/2025 |
| **Submission Date :** | 8/2/2025 |
| **First Name :** | |
| **Last Name :** | L |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

634 The light rail extension is desperately needed and this cannot happen quickly enough. Is it possible to establish
635 a dedicated transit sales tax referendum like they do elsewhere in the US? Could really help reduce reliance and increase our capacity to build/implement more service if we were able to more efficiently self-finance these types of projects and not find ourselves relying on unfriendly federal/state governments to improve the transit infrastructure in our region.

# NFTA - Submission # 1826

**NFTA - RECORD #1826 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/4/2025 |
| **Submission Date :** | 8/4/2025 |
| **First Name :** | Brian |
| **Last Name :** | Seekstone |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

633

From where I live I would love to be able to make the short 3-5 minute drive to north campus, park my car and take the metro rail all the way downtown!

# NFTA - Submission # 1827

**NFTA - RECORD #1827 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/4/2025 |
| **Submission Date :** | 8/4/2025 |
| **First Name :** | |
| **Last Name :** | Sibert |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

631 It is exciting to see all the analysis conducted to determine that LRT is the appropriate mode, that the alignment connects multiple activity center's and major trip generators, and connects all 3 UB campuses seamlessly. This

632 project should continue to move forward and hopefully the State and FTA resolve the financial issues and help fund the design and construction of this project as it is a major economic driver for the Buffalo region, as well as improves the safety of drivers, transit riders, and the general public.

# NFTA - Submission # 1828

**NFTA - RECORD #1828 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/4/2025 |
| **Submission Date :** | 8/4/2025 |
| **First Name :** | Peter |
| **Last Name :** | Kujawski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

630 As a Town of Tonawanda resident, I am excited for the continued development of the Light Rail Transit system. The real world benefits of this extension far out way the limited environmental impacts discussed in this draft study. I'd like to take time to take the people involved in this project for their time and patience. You are helping make Western New York a better place.

# NFTA - Submission # 1830

**NFTA - RECORD #1830 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/5/2025 |
| **Submission Date :** | 8/5/2025 |
| **First Name :** | Cheryl |
| **Last Name :** | Wahl |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

629 My 77 year old husband has been in this home for nearly 60 years and me, 43 years. We live at 861 Niagara Falls blvd. We do not want anything to impact our home. Having trains out front does not matter to us either way. But please do not take my home.

# NFTA - Submission # 1831

**NFTA - RECORD #1831 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/5/2025 |
| **Submission Date :** | 8/5/2025 |
| **First Name :** | |
| **Last Name :** | Wiseman |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

628

I live in Amherst near the UB North campus where most of the houses already have cracking/crumbling/sinking foundations. I fear that putting a light rail through the neighborhood with even a few passes each way per day, will further worsen and expedite the deterioration of our foundations, and our houses will literally crumble underneath us

Are you planning on fortifying all of our foundations prior to building this extension?

# NFTA - Submission # 1832

**NFTA - RECORD #1832 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/5/2025 |
| **Submission Date :** | 8/5/2025 |
| **First Name :** | |
| **Last Name :** | Z |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

627 Light rail expansion now. Not twenty years from now. Now. It is way beyond time for this to happen.

# NFTA - Submission # 1833

**NFTA - RECORD #1833 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/5/2025 |
| **Submission Date :** | 8/5/2025 |
| **First Name :** | |
| **Last Name :** | R |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

626 Transit should be widely accessible in this region. Rail transit works incredibly well all over the world, there is no reason that we shouldn't strive for a cohesive and expansive rail transit system. Buffalo used to be wholly connected by streetcars. We need to get back to that. Extending the metro rail to Amherst can be the stepping stone into transforming the region into one that isn't so dictated by private vehicle use.

# NFTA - Submission # 1834

**NFTA - RECORD #1834 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/5/2025 |
| **Submission Date :** | 8/5/2025 |
| **First Name :** | |
| **Last Name :** | Smith |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

551 NO to light rail trains going down a portion of Niagara FalFalls Blvd.

552 YES to expanded bus routes and more buses as needed and required to fully service those that need them.

553 What may work for the city does not always work for the suburbs.
The majority of people living in the suburbs drive cars.
Niagara Falls Blvd. is a main thoroughfare that runs from Main St. Buffalo to Niagara Falls, NY.

554 Aside from the excessive cost, putting a train system down a portion of Niagara Falls Blvd. would be very disruptive. In addition, the noise pollution from early morning to late at night would affect the quality of life for many of us living near Niagara Falls Blvd.

555 Expanding bus service in the suburbs for those that need it would be the better solution and the most economical cost effective use of our tax payer money.
Bus schedules and service is the most flexible solution - easily changed as needed.

# NFTA - Submission # 1836

**NFTA - RECORD #1836 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/7/2025 |
| **Submission Date :** | 8/7/2025 |
| **First Name :** | Jessica |
| **Last Name :** | Lisk |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I wholeheartedly support the proposed metro rail expansion. As a UB employee I can say that it will be extremely helpful for faculty, staff, and students to have all three campuses connected by rail.

# NFTA - Submission # 1837

**NFTA - RECORD #1837 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/7/2025 |
| **Submission Date :** | 8/7/2025 |
| **First Name :** | Patrick |
| **Last Name :** | Wick |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1141 All for metro expansion. Buses, trains, we need to expand public transit infrastructure

# NFTA - Submission # 1838

**NFTA - RECORD #1838 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/7/2025 |
| **Submission Date :** | 8/7/2025 |
| **First Name :** | |
| **Last Name :** | Yaple |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1138

America's transportation system was built in such a way because of all the space we have. Cars and roads are how weve gotten from point A to point B for generations. But what happens when our population reaches critical levels? The physical footprint of cars both on roads and in lots can only get so big. Having an alternative rail system like other major cities could be huge in fighting climate change, local air pollution, noise pollution, and have transformative impact on individuals. It felt hard for me to get a positive cash flow for my early life because all the money I could get from a job would go to a vehicle, gas. Or insurance, so at that point, why bother? The only jobs I could hold during the school year were on-campus and hard to come by. Having a rail alternative could have helped me save for my future and provide an impact on the community. Those who have to spend 50% of their money today on rent and another 25% on vehicle costs are barely scraping by, leading to huge long-term consequences in their lives. Cars arent getting cheaper. Life isn't getting easier. For the health and growth of our city, build the god damn rail.

# NFTA - Submission # 1839

**NFTA - RECORD #1839 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/7/2025 |
| **Submission Date :** | 8/7/2025 |
| **First Name :** | Zac |
| **Last Name :** | Alexander |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

If UB wants a subway extension they should be the ones to pay for it. Buffalo and Niagara Falls are in far more need of a connecting route. Then something going out the mall and or airport. Would make far more sense and stimulate the economy far more than a simple extension north.

# NFTA - Submission # 1840

**NFTA - RECORD #1840 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/7/2025 |
| **Submission Date :** | 8/7/2025 |
| **First Name :** | Carol |
| **Last Name :** | Busalachi |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1134 I am all for any and all expansion projects!

1135 One of a few reasons that some people don't want it, is because they think that allowing people from the inner city into their neighborhoods will increase crime. I think it will do the opposite by helping more people get jobs. Many of them are simply racists. They equate inner city with black people and crime .... I do believe that is called stereotyping, and it's wrong!

# NFTA - Submission # 1841

**NFTA - RECORD #1841 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/7/2025 |
| **Submission Date :** | 8/7/2025 |
| **First Name :** | |
| **Last Name :** | M |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1133 Please bring the light rail through Amherst. I'm begging you. We've been waiting on this project for decades. It's beyond time for the Buffalo-Niagara region to enter the 21st century and actively improve the transit system.

# NFTA - Submission # 1842

**NFTA - RECORD #1842 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/8/2025 |
| **Submission Date :** | 8/8/2025 |
| **First Name :** | Jeff |
| **Last Name :** | Wick |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Expanding the metro is long overdue. I wish that it was done years ago. Not only will it help keep cars off the road but it will affirm forward thinking progression of an environmentally conscious society. Please expand the metro but also consider going to other municipalities too. I live in Lancaster and would love a way to hop on the train into the city. Even if I have to drive to a station first. The benefits of public transit make metropolitan areas easier to navigate for everyone.

# NFTA - Submission # 1843

**NFTA - RECORD #1843 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/9/2025 |
| **Submission Date :** | 8/9/2025 |
| **First Name :** | |
| **Last Name :** | R |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Extending the light rail will make my commute to UB far simpler. No more transfers. It will also allow for more students to be accepted into the university, as they'll be able to live further away (specifically downtown) and stimulate the local economy while being able to take their daily classes in Amherst. We desperately need this.

# NFTA - Submission # 1844

**NFTA - RECORD #1844 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/9/2025 |
| **Submission Date :** | 8/9/2025 |
| **First Name :** | |
| **Last Name :** | Z |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1124

This presents a massive opportunity to combat the housing shortage in the area by upzoning along the proposed route for the light rail. Cities that have built light rail in the past twenty years have done a fantastic job of encouraging density to be built within a 1/2 mile radius of their light rail system. Buffalo and NFTA largely failed to do this for the first 30 years of the system's operations, and have only recently started to remedy this problem in the past 10 years, with decent results already, but there is a long way to go. Bringing more density into Tonawanda and Amherst will make this route far more successful and make the entire northtowns a much more appealing and dynamic place to live.

# NFTA - Submission # 1845

**NFTA - RECORD #1845 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/10/2025 |
| **Submission Date :** | 8/10/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1123 Light rail connecting the entire Buffalo-Niagara region now. It's beyond time for this to happen. We need the connection to Amherst, Eastside to the Airport, Tonawanda extension, Southtowns link to Orchard Park and Hamburg, streetcar system around Niagara Falls. Make this happen. Amherst extension is the match that could start the public transit changes that need to be made here.

# NFTA - Submission # 1846

**NFTA - RECORD #1846 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/10/2025 |
| **Submission Date :** | 8/10/2025 |
| **First Name :** | Richard |
| **Last Name :** | Anderson |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1120 The “Alternative Analysis “ says that you only considered 3 options in 2012!!!!! The world HAS CHANGED dramatically. There are radically different transportation “alternatives”.

1121 The three you explored in 2012 (!) were clear you wanted a $Billion plus type project. Why, in 2020+, are you not looking to other communities globally for alternatives ? Why imprison WNY to doomed 20 year old failures?

1122 Try this https://www.boringcompany.com/vegas-loop
Cost for Vegas Loop = $53 million for 1.7 miles of tunnel.

# NFTA - Submission # 1847

**NFTA - RECORD #1847 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/11/2025 |
| **Submission Date :** | 8/11/2025 |
| **First Name :** | |
| **Last Name :** | C |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1119 Having the light rail expanded has been a literal dream of mine that I never thought I'd live to see. This is an absolutely vital project and the light rail needs to move forward.

# NFTA - Submission # 1848

**NFTA - RECORD #1848 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/12/2025 |
| **Submission Date :** | 8/12/2025 |
| **First Name :** | Mark |
| **Last Name :** | Supples |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1118

You guys are really delusional. I walk the entire waterfront on a regular basis. You are separated from both the outer harbor and Canalside. A couple hundred yards in Buffalo, with no density ( or residents) might as well be two miles. People are not going to shop here, either as a public market, or a small scale grocery. They have to drive and pay for parking, which they have consistently refused to do. They will come for concerts and bars/restaurants, but that certainly doesn't justify spending hundreds of millions of public money sudsidizing private businesses, with no public benefits.

# NFTA - Submission # 1849

**NFTA - RECORD #1849 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/12/2025 |
| **Submission Date :** | 8/12/2025 |
| **First Name :** | Frank |
| **Last Name :** | Butler |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1117 I support the current plan for Metro expansion.

# NFTA - Submission # 1850

**NFTA - RECORD #1850 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/12/2025 |
| **Submission Date :** | 8/12/2025 |
| **First Name :** | |
| **Last Name :** | Y |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1116 This is something that the region desperately needs. We cannot truly have a connected community until we're able to have a rail transit system that is expansive and effective. Amherst provides the first step towards a system that links the northtowns with downtown, the airport with the central business district, and the southtowns with downtown. We can truly revolutionize travel in the Buffalo-Niagara region, we just need the wherewithal to make it happen. Buffalo needs this. Buffalo DESERVES this.

# NFTA - Submission # 1851

**NFTA - RECORD #1851 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/12/2025 |
| **Submission Date :** | 8/12/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1114

We need the original planned Tonawanda line extension. The tunnel stub already exists, just need to finish the rest of it. But let's get Amherst going. We need to have the light rail done and operating so that people can see how effective it is and the need for it further.

# NFTA - Submission # 1852

**NFTA - RECORD #1852 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/13/2025 |
| **Submission Date :** | 8/13/2025 |
| **First Name :** | Susan |
| **Last Name :** | McNamara |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I definitely think the more direct route to SUNYUB of down Millersport is the best option. If students need to grocery or clothes shop UB has buses to accommodate them. Going down the blvd. is trouble as traffic is already chaotic and will only make it more so by adding more pedestrians and less efficient at getting traffic to where they need to go.

# NFTA - Submission # 1853

**NFTA - RECORD #1853 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/13/2025 |
| **Submission Date :** | 8/13/2025 |
| **First Name :** | |
| **Last Name :** | B |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1110 Light rail extension! Light rail extension! Light rail extension!

# NFTA - Submission # 1854

**NFTA - RECORD #1854 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/14/2025 |
| **Submission Date :** | 8/14/2025 |
| **First Name :** | Eve |
| **Last Name :** | Shippens |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1108 It is so important that we transition to more public transit for the sake of our environment. Expanding the rail
1109 would also allow for easier, commuting, shopping, entertainment, and equity.

# NFTA - Submission # 1855

**NFTA - RECORD #1855 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/14/2025 |
| **Submission Date :** | 8/14/2025 |
| **First Name :** | Kasie |
| **Last Name :** | Elardo |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1105 A light rail expansion would help the residents of the 716 every single day. I say this as a daily commuter.

1106 Anytime I'm using the rail system, I always think about how convenient it would be if the rail went further out, more into the city of Buffalo and into the outskirts of Amherst, etc. It would make those districts easier to access so residents could shop, work at new businesses they didn't have easy access to prior, which in turn would bring more money into our local businesses and economy. Please, listen to the folks who ride with your

1107 company daily - and not those who will never step foot into a subway car or bus. They do not understand, but those of us who use public transportation, for whatever reason it may be, do. We WANT and NEED this. Let's make Buffalo a better and more convenient city. Thank you very much.

# NFTA - Submission # 1856

**NFTA - RECORD #1856 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/14/2025 |
| **Submission Date :** | 8/14/2025 |
| **First Name :** | Scott |
| **Last Name :** | Conway |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1099 I'm strongly in favor of the Light-Rail Transit build alternative. I live roughly 5 minutes away by bike from the Eggert and Decatur stations. The construction of these stations would make the southern metro rail more accessible to me, without the use of a car. The northern rail section won't be of particular use to me, due to the estimated 12 minute frequency coupled with my commute time by bicycle. However, the reduced traffic and

1100 added bike lanes on Niagara Falls Blvd will make using that road far more comfortable on a bicycle. If the BRT

1101 build alternative were selected, I would never use the bus. The fear of mistimed transfers would compound the amount of travel time I'd spend just to get on the metro. And managing a bicycle through a transfer would likely be incredibly uncomfortable.

1102 Outside of my own experience, the LRT option would be incredible for UB students and community members that live within walking distance to a station. Again, I strongly think that the prospect of having to transfer to the

1103 metro would deter people from using the BRT system to go past the Decatur station.

1104 The LRT option also paves the way for future expansion, and will develop rail skills in the local engineers working on the project. Maybe an airport line could be added while those employees' skills are fresh?

# NFTA - Submission # 1857

**NFTA - RECORD #1857 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/14/2025 |
| **Submission Date :** | 8/14/2025 |
| **First Name :** | Corey |
| **Last Name :** | Brown |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1094 Our entire community stands united that it does not want this rail running through it.

1095 Dodge road is busy and loud enough, with the highway ramp and additional traffic.

1096 Understanding the positives, this rail and subsequent noise from it would undermine our property value and the enjoyment of our home that worked our entire lives to buy and remodel.

1097 As a business owner, a member of the running community, and a leader of my family, this project is should not go forward.

1098 Run buses for the next 2 years and show use numbers. Don't force feed infrastructure through our neighborhoods.

# NFTA - Submission # 1858

**NFTA - RECORD #1858 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/14/2025 |
| **Submission Date :** | 8/14/2025 |
| **First Name :** | J |
| **Last Name :** | N |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1093 I'd like to see the rail go out to Cheektowaga - to galleria, airport and stops throughout the east side. To UB north. South buffalo, stadium and beyond.

# NFTA - Submission # 1859

**NFTA - RECORD #1859 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/14/2025 |
| **Submission Date :** | 8/14/2025 |
| **First Name :** | Bianca |
| **Last Name :** | Messinger |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1092 Pleased to see LRT as the preferred alternative. BRT does not make sense for this project. LRT has the ability to truly make a meaningful impact in buffalonians lives and a much needed boost to our transit system. let's get it done!!

# NFTA - Submission # 1860

**NFTA - RECORD #1860 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/14/2025 |
| **Submission Date :** | 8/14/2025 |
| **First Name :** | Lloyd |
| **Last Name :** | Hunt |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1091 A light rail out to UB would be a real blessing and actually useful to the people of this city and to everyone living close to the line, despite the push back from some in Amherst.

# NFTA - Submission # 1861

**NFTA - RECORD #1861 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/14/2025 |
| **Submission Date :** | 8/14/2025 |
| **First Name :** | Alexandra |
| **Last Name :** | Leader |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I support the expansion of the metro transit. As a UB alumni I wish this line existed when I was in school. I believe it will have a positive environmental impact and will be a benefit to students and other residents in allowing access to additional work opportunities to those without vehicles, and reduce downtown parking issues and congestion.

# NFTA - Submission # 1862

**NFTA - RECORD #1862 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/14/2025 |
| **Submission Date :** | 8/14/2025 |
| **First Name :** | Laura |
| **Last Name :** | Brown |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1088 I'm a Sabres season ticket holder and I would love nothing more than to be able to take the metro from Tonawanda To downtown without having to worry about parking. We also have family with mobility issues and this would make it much easier for them to go downtown without having us. I'm very supportive of this project and I look forward to the day it's complete.

# NFTA - Submission # 1864

**NFTA - RECORD #1864 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/14/2025 |
| **Submission Date :** | 8/14/2025 |
| **First Name :** | Jennifer |
| **Last Name :** | Hasse |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Dear Metro Transit Expansion Project Team,

1081 I am writing as a resident of Buffalo 14222 to express my strong support for the expansion of public transit in our region. I believe this initiative offers numerous significant benefits:

1082 1. Improved Accessibility: Expanding transit options makes it much easier for all individuals—whether commuting to work, attending school, or running errands—to get around the city reliably and affordably.

1083 2. Reduced Traffic Congestion: Enhanced public transit can decrease the number of vehicles on our roads, easing congestion, reducing travel times, and improving safety for drivers, cyclists, and pedestrians alike.

1084 3. Environmental Benefits: By encouraging more residents to choose public transit over private cars, we can substantially lower greenhouse gas emissions and reduce our carbon footprint—an essential step toward a healthier, more sustainable Buffalo.

1085 4. Enhanced Economic Activity: Easy access to transit supports local businesses and promotes economic vitality by enabling residents and visitors to travel efficiently across the city—whether to shop, dine, or explore cultural and recreational destinations.

1086 5. Equity and Inclusion: Transit expansion is a powerful equalizer. It fosters mobility for individuals who may lack private transportation, including seniors, students, low-income households, and people with disabilities, contributing to a more inclusive community.

1087 In summary, I am fully in favor of expanding public transit, when properly staffed and financially supported. As a frequent traveler to various cities and countries, it is immensely beneficial to have public transit for tourism and is an easy sell for visitors. People that bike, walk, scoot, etc will have an amazing alternative in inclement weather. This is LONG OVERDUE for Buffalo and its residents. We have a lot to offer and we should focus on making it better for residents and visitors. Thank you for your efforts and consideration of public input.

Warm regards,
Jennifer
Buffalo, NY

# NFTA - Submission # 1868

**NFTA - RECORD #1868 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/15/2025 |
| **Submission Date :** | 8/15/2025 |
| **First Name :** | Meghan |
| **Last Name :** | Sauer |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1080

Yes! Let’s do it! Growing up in the north towns and currently living in north Buffalo I always wanted easier, faster non car reliant access between both locations. Honestly I wish this had happened 10 years ago when I was in my early 20s living in the city. I’m now car dependent, but I don’t necessarily want to be. I like public transit and would like to use it more often, and believe I would be using this line in both directions for a variety of reasons. Maybe not daily, but definitely more often than I currently use it (almost never). Let’s do it. Thanks, Meghan

# NFTA - Submission # 1869

**NFTA - RECORD #1869 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/15/2025 |
| **Submission Date :** | 8/15/2025 |
| **First Name :** | Charlie |
| **Last Name :** | Wesley |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1079 Any robust metropolitan area needs to have its rail system connected to the airport.

# NFTA - Submission # 1870

**NFTA - RECORD #1870 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/15/2025 |
| **Submission Date :** | 8/15/2025 |
| **First Name :** | Jordan |
| **Last Name :** | Chen |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1075 I am strongly in favor of a light rail expansion between UB's north and south campuses. Having lived in the Elmwood Village for some years while working at north campus, I enjoyed taking public transit to UB once a week to do my part in lessening my own carbon footprint. I would walk about 20 minutes to the closest Metro station, catch a train to University station (on South campus), then come above ground to wait for a Stampede bus to take me to north campus. Having a Light Rail Transit line connect the campuses will add a helpful ease
1076 to commuters of many types (students, staff, faculty) who travel to and between UB's campuses. In addition to
1077 that benefit, it keeps cars and extra vehicles (like articulated buses that struggle in the ice and snow!) off the road. There's already a shortage of bus drivers, so a metro expansion makes the most sense and sounds like
1078 an obvious win-win to me!

# NFTA - Submission # 1871

**NFTA - RECORD #1871 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/15/2025 |
| **Submission Date :** | 8/15/2025 |
| **First Name :** | Mark |
| **Last Name :** | Malkiewicz |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1074 I heavily support the plan for a light rail transit. I think this has been something the city has needed for a long time and I am excited about the potential addition.

# NFTA - Submission # 1872

**NFTA - RECORD #1872 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/15/2025 |
| **Submission Date :** | 8/15/2025 |
| **First Name :** | |
| **Last Name :** | W |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1071 Do not let the detractors stop this project. All of those that say that they would accept a BRT system as a compromise will in no way honor that pledge once the number of lanes on Niagara Falls Boulevard is decreased. Build the rail and help Buffalo reach its potential. Stop letting a small minority dictate what this

1072 region can be and do what's best for the larger population. Projects like this will always impact some people negatively, that's a simple reality, but we cannot allow for that to limit things that improve the quality of life for a much larger number of people. Look to the types of the commitments that Metro Transit in Minneapolis is doing

1073 for their proposed Blue Line Extension. Apply those here and you could win a lot of support from the community.

# NFTA - Submission # 1873

**NFTA - RECORD #1873 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/15/2025 |
| **Submission Date :** | 8/15/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1069

Given all the renderings of proposed developments on UB's campus including the light rail, it is obvious that the state supports this project and wants the light rail to move forward. Getting support from the state delegation is vital and can make this a reality, especially in the instance where federal funding is a wildcard right now. We have the money to build it ourselves, so we should absolutely look at that avenue if the feds don't put forth any funding.

# NFTA - Submission # 1874

**NFTA - RECORD #1874 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/15/2025 |
| **Submission Date :** | 8/15/2025 |
| **First Name :** | Rich |
| **Last Name :** | Rubin |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1068

Northern neighbor checking in here. I could see myself driving to UB North campus to leave my car and catch the train downtown often. Sabres games alone would take so many cars off the roads by the arena! This expansion would allow people to either continue parking at UB South campus, or now at UB North Campus

# NFTA - Submission # 1875

**NFTA - RECORD #1875 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/15/2025 |
| **Submission Date :** | 8/15/2025 |
| **First Name :** | Kim |
| **Last Name :** | Phelan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1067 A project like this will really improve our area,linking the two campuses and getting transportation options to the north towns.

# NFTA - Submission # 1876

**NFTA - RECORD #1876 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/15/2025 |
| **Submission Date :** | 8/15/2025 |
| **First Name :** | Sean |
| **Last Name :** | McCarthy |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1066

I think an expansion would be great. I've been working at UB north and South campus for over 10 years and I used to use the rail to get to and from work. I stop using it because the 6.4 mile track wasn't cutting it especially if I was assigned to work at north campus. I live in south buffalo so I would still have to drive to downtown and park somewhere to catch the train but if I can ride it all the way up to north campus where I'm currently working I'd consider being a full time rider again. Like I said before I'd still have to drive to downtown but that's a lot better than having to drive all the way up to north campus UB, it would save miles on my car and wear and tear and it would be a considerably less stressful commute to and from work, in the long run I think it would be EXTREMELY beneficial, I'm all for it!!

# NFTA - Submission # 1877

**NFTA - RECORD #1877 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/15/2025 |
| **Submission Date :** | 8/15/2025 |
| **First Name :** | Brandon |
| **Last Name :** | Teller |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1064 As an Amherst resident I am really excited about the possibility of this project happening. Linking the states flagship with downtown would be a huge benefit to the university and the students. If we could build this and
1065 upzone all along the route it would be genuinely awesome for Amherst and Buffalo

# NFTA - Submission # 1878

**NFTA - RECORD #1878 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/16/2025 |
| **Submission Date :** | 8/16/2025 |
| **First Name :** | Michelle |
| **Last Name :** | Daddario |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1062 This rail system would be a great way to encourage vibrant Buffalo, something many who live in Buffalo have waited for over too many years

I've lived in Buffalo for 30 years only to see every wonderful idea to enhance Buffalo and bring about growth, change and new opportunity dashed by people without vision and fear for irrational inconceivable concerns

1063 Go Buffalo! Grow Buffalo and let's creat a place with jobs, entertainment, and commerce which will bring about communities our children can live and prosper without having to leave and move to the " other" city

I hope I will see these changes happen in my lifetimes

# NFTA - Submission # 1879

**NFTA - RECORD #1879 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/17/2025 |
| **Submission Date :** | 8/17/2025 |
| **First Name :** | Linda |
| **Last Name :** | Doran |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1057 The expansion is not a good solution. UB has regular buses that run frequently between the campuses. As a former UB student, I do not see public transportation as an alternative solution. UB buses are continuous. Students cannot wait for the next scheduled NFTA rail bus when they have 20 minutes to get to their next
1058 class. Reducing the number of vehicle lanes on Niagara Falls Blvd will be a problem.

1059 Expanded bus routes with greater frequency would be a better, safer and more fiscally responsible solution. Increase the number and frequency of bus routes that will take riders directly to the shopping centers.

1060 Dropping them off at Maple and Niagara Falls Blvd (NFB) does not get them to Consumer Square, Target and the popular shopping areas. The Boulevard Mall is already in transition. It makes no sense to have that be the end point requiring riders to walk the remainder of the way. We have already had too many pedestrian deaths on NFB.

1061 The only people who benefit from this type of proposal are the developers and the politicians they support. It has been proven time again that such projects are not self-sustaining and will be an ongoing expense for the region. The above ground transit in downtown killed Main Street. Why do we want to make the same mistake again? I strongly oppose the NFTA-Metro Transit Expansion Project.

# NFTA - Submission # 1880

**NFTA - RECORD #1880 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/17/2025 |
| **Submission Date :** | 8/17/2025 |
| **First Name :** | Hugh |
| **Last Name :** | Jarvis |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Please implement the LRT model. It is the only viable solution, for environmental and practical reasons. Faster, cleaner, cheaper, and less disruptive to traffic. It also requires fewer drivers and will not be offset by winter weather.

# NFTA - Submission # 1881

**NFTA - RECORD #1881 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/17/2025 |
| **Submission Date :** | 8/17/2025 |
| **First Name :** | |
| **Last Name :** | Q |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1054 Light rail needs to exist all throughout Amherst and the Buffalo-Niagara region. Our cities developed with streetcars, tearing them out and becoming carcentric was the worst possible decision imaginable.

# NFTA - Submission # 1882

**NFTA - RECORD #1882 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/17/2025 |
| **Submission Date :** | 8/17/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1053 UB is the flagship university for SUNY. The state wants them to be an attractive destination for students, as ilustrated by the hundreds of millions of dollars being invested into the campus currently. All the renderings for new buildings show the light rail included in the plans. The state wants the light rail to move forward, so don't let the same negative people ruin what could be transformational for the entire region.

# NFTA - Submission # 1883

**NFTA - RECORD #1883 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/17/2025 |
| **Submission Date :** | 8/17/2025 |
| **First Name :** | |
| **Last Name :** | R |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1051

Order the new trainsets alongside the start of construction so that we can get these headways down further. We could easily strive for an 8 minute headway along the route if we have a sufficient number of vehicles to handle demand, and then have 12 minute headways for the offpeak times. Making transit accessible and in high volume will attract more riders and build density along the route. We need the light rail.

# NFTA - Submission # 1885

**NFTA - RECORD #1885 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/17/2025 |
| **Submission Date :** | 8/17/2025 |
| **First Name :** | Jon |
| **Last Name :** | J |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1049 How will you stop vagrants, crime and juveniles from the city from coming into the Town of Tonawanda to cause problems.

# NFTA - Submission # 1886

**NFTA - RECORD #1886 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/17/2025 |
| **Submission Date :** | 8/17/2025 |
| **First Name :** | |
| **Last Name :** | S |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1045 The economic benefits from extending the light rail alone would vastly support this project. All over the world, properties that are within close proximity to rapid rail transit are worth far more than other locations in the same city. Speaking nothing about connecting the two largest population centers in the region with a fast, reliable transit service that offers a single-seat ride from the 990 all the way to DL&W. Jobs, healthcare, school,

1046 entertainment all would become within reach for the average person without needing a vehicle to necessitate things.

# NFTA - Submission # 1887

**NFTA - RECORD #1887 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/17/2025 |
| **Submission Date :** | 8/17/2025 |
| **First Name :** | Joshua |
| **Last Name :** | Greene |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1042 I would like to say I am in full support for proposed metro transit expansion project. As a user of the metro for commuting, I see firsthand the benefit having a metro in the City does. Being able to bring in workers all throughout the region to the downtown area efficiently is a great asset to have. I would be delighted to see that further expanded, linking downtown to one of the region's greatest employers - UB North.

1043 The net positive impacts this project will have on the region's transportation will far out way the temporary issue construction will cause. Being upfront, open, and supportive of the temporary impacts it will have will be helpful
1044 in the long run to keep a positive image of the project overall.

# NFTA - Submission # 1888

**NFTA - RECORD #1888 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/17/2025 |
| **Submission Date :** | 8/17/2025 |
| **First Name :** | Harrison |
| **Last Name :** | Thompson |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1038 I have a few comments about the project, I think this a good idea and I think it is likely to be worth the price. I am concerned about the LRT estimated end-to-end time of 23 minutes. This is much slower than driving, and probably slower than getting a ride-share.

1039 As a UB alum, I'm not sure about the locations of the stations on campus. The Flint station is very close to the Lee station, and there's no buildings between the Lee and the Ellicott stations. I used to go from the Ellicott dorms to campus every day. It isn't too far to walk, and the bus is conveniently located in the dorm. So, I'm not sure how much of an improvement this is for students on the north campus.

1040 There's probably a good reason, but I can't tell why this plan has the line go all the way over to Niagara Falls Blvd and Maple. A more direct route with fewer stops would provide a faster service.

1041 My last comment is that putting the LRT stops in the middle of a road is far from ideal. It takes up a lot of space in the road, and passengers wouldn't want to cross lanes of traffic immediately after getting on/off a train. In particular, Boulevard Mall stop is just before (going north-bound) a turn through the Mall's parking lot. Why is the station not there in the parking lot? It would be more convenient for riders, and wouldn't construction of the station be cheaper and less disruptive to traffic?

# NFTA - Submission # 1889

**NFTA - RECORD #1889 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/17/2025 |
| **Submission Date :** | 8/17/2025 |
| **First Name :** | Mark |
| **Last Name :** | Mitschow |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1035 While we definitely need more and better public transportation, extending light rail to UB Amherst or most other places is a tremendously bad idea. Anyone who has looked at the numbers for even five minutes knows that
1036 light rail is absolutely the most expensive, least flexible public transportation option available, and during the multiyear construction period it does enormous economic damage to any businesses in its path. For far less
1037 than what it will cost to simply build a light rail line to UB Amherst the NFTA could buy enough natural gas or electric powered buses to move the same number of people for no fare 24/7, staff and maintain those buses, and have a fund to replace the buses on a rolling eight year schedule for many decades. Why so many people still jones for light rail over buses is a deep mystery.

# NFTA - Submission # 1890

**NFTA - RECORD #1890 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/18/2025 |
| **Submission Date :** | 8/18/2025 |
| **First Name :** | Anthony |
| **Last Name :** | Carluccio |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1029 This plan accomplishes many things at the same time:

1030 1: Connecting more of the population via a clean energy alternative mode of transportation.

1031 2: Replacing UB's buses off the roads, clearing traffic congestion.

1032 3: Laying additional groundwork for the future of transportation in the Buffalo-Niagara Region

1033 4: Opening more areas to Transit Oriented Development.

1034 Not only do I want the metro rail extended, I'd love a comprehensive investment across the board for more transit.

# NFTA - Submission # 1891

**NFTA - RECORD #1891 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/18/2025 |
| **Submission Date :** | 8/18/2025 |
| **First Name :** | |
| **Last Name :** | Stewart |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1026 I was very pleased by what I read in the EIS for this expansion project. I rely on public transportation here in
1027 Buffalo, and I often feel limited by the slow frequency of buses and trains and the limited destinations I can reach. If the rail extension and the rapid bus project can come to be, I'd plan to use public transportation more than I do now and to visit more places than I do now. I love the benefit of reducing traffic, helping more people
1028 access transportation, and providing choices. I'm a big proponent of this project.

# NFTA - Submission # 1892

**NFTA - RECORD #1892 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/18/2025 |
| **Submission Date :** | 8/18/2025 |
| **First Name :** | Natalie |
| **Last Name :** | Neilsen |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1023 Hi - I am a resident of the City of Buffalo. I support the expansion project as I believe it will be good for the development of the region. I live very close to a Metro Rail station in Buffalo. I road the NFTA bus exclusively
1024 as a student for school and work. I think MetroRail is a helpful service to have in the City but its effect is limited on the region because of its short distance. Other regions build off their transit so should Buffalo.

# NFTA - Submission # 1893

**NFTA - RECORD #1893 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/18/2025 |
| **Submission Date :** | 8/18/2025 |
| **First Name :** | Zoe |
| **Last Name :** | McLaughlin |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1022 This would be a lifeline for connecting Buffalo residents with the UB community and all the resources available.

# NFTA - Submission # 1894

**NFTA - RECORD #1894 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/18/2025 |
| **Submission Date :** | 8/18/2025 |
| **First Name :** | Lucas |
| **Last Name :** | Horigan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1021 Build the light rail line extension! Connect the Buffalo economy more! Get this across the finish line and let's win the race of relevancy for Buffalo.

# NFTA - Submission # 1895

**NFTA - RECORD #1895 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/18/2025 |
| **Submission Date :** | 8/18/2025 |
| **First Name :** | Adnan |
| **Last Name :** | Hossain |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I am an incoming UB student and I have my biases but I believe this will be very helpful for Buffalo as it will allow students another way to commute to North Campus outside of Busses and Cars. This can help bring traffic and people to other parts of Buffalo and bring more economic activity as there is an accessible way to get up to the north towns with transit. I would love to share more but I am limited in my time. I want to show support for this project and I hope it can get off the ground!

# NFTA - Submission # 1896

**NFTA - RECORD #1895 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/18/2025 |
| **Submission Date :** | 8/18/2025 |
| **First Name :** | Adnan |
| **Last Name :** | Hossain |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1015 I am an incoming UB student and I have my biases but I believe this will be very helpful for Buffalo as it will allow students another way to commute to North Campus outside of Busses and Cars. This can help bring
1016 traffic and people to other parts of Buffalo and bring more economic activity as there is an accessible way to get up to the north towns with transit. I would love to share more but I am limited in my time. I want to show support
1017 for this project and I hope it can get off the ground!

# NFTA - Submission # 1897

**NFTA - RECORD #1896 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/18/2025 |
| **Submission Date :** | 8/18/2025 |
| **First Name :** | |
| **Last Name :** | Haage |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1012 No need for an expansion of the light rail. It can't turn a profit as it is. Expansion will not increase numbers enough to justify the cost and disruption of neighborhoods.

1013 Cheaper and easier to expand bus service if needed.

1014 Another NFTA boondoggle waiting to happen.

# NFTA - Submission # 1898

**NFTA - RECORD #1897 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/18/2025 |
| **Submission Date :** | 8/18/2025 |
| **First Name :** | |
| **Last Name :** | F |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1010 The expansion of the light rail has pretty strong support from the region. Recent polling has it over 70% and having increased several percent since the last time that it was polled. Do not let the outrage of a few stop a
1011 project that is supported by a vast majority of buffalo Erie and Niagara Counties. Most of us want this, and see the value that this will have on the community.

# NFTA - Submission # 1899

**NFTA - RECORD #1899 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/18/2025 |
| **Submission Date :** | 8/18/2025 |
| **First Name :** | Robert |
| **Last Name :** | Amm |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1008 I support the full Metro Expansion using the LRT Build Alternative. I believe the LRT Build Alternative will best support the needs of the community.

# NFTA - Submission # 1900

**NFTA - RECORD #1900 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Wendy |
| **Last Name :** | Brandel |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1004 I have lived one block in from Niagara Falls Blvd for more than 17 yrs. In that time the BLVD has been built up and traffic has worsen. Tonawanda changed lines on Brighton and I can't even get off my street.

Tell me HOW a metro rail going down the same street make life better for anyone? You have busses on the

1005 road- we have cars- we don't need a train. Not to mention the added noise.

1006 There is one other thing- crime. Have you ever had a criminal jump over your privacy fence? The police to follow? Have canines searching your street? Didn't think so. I have. Used to happen here, until the mall closed.

1007 Please don't tell it won't impact me. Please stop telling people how great this will be- it will about as great as that Walmart on Sheridan.build it in you backyard- you put enough crap in mine!

# NFTA - Submission # 1901

**NFTA - RECORD #1901 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Barbara |
| **Last Name :** | Chiaravalle |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1000 I firmly believe this is unnecessary. We have lived without it and I feel it will cause more traffic issues and will disrupt many businesses and homes .

1001 The way people drive already is very concerning and to add this will only add to the issue. We do not need this! Student have gotten to their college classes for many years and will continue to do so without this.

1002 I also feel for Emergency vehicles this would slow response time as well!

1003 Please leave it be and no change made to our streets and businesses!

# NFTA - Submission # 1902

**NFTA - RECORD #1902 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Steve |
| **Last Name :** | Fabbiano |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

999 With the number of employees and employers vacating downtown bflo due for a number of reasons but parking and the cost is a problem. With expanding the rails from Amherst to Buffalo could spark a movement towards the increase of business activity.

# NFTA - Submission # 1903

**NFTA - RECORD #1903 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Shannon |
| **Last Name :** | McNamara |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

995 I am not in support of this project, in particular the chosen route. If you had gone from Main St up Millersport, maybe. But absolutely not Niagara Falls Boulevard and Maple. These areas are already high traffic nightmares,
996 which are difficult to walk and bike because of traffic flow. To add the subway in the manner shown on the renderings is going to create a traffic disaster, and make it less possible to bike or walk than it already is. This is something I don't want to live near. You've seen what happened to main street in the downtown area when the subway system was added in a manner not suited to allowing proper traffic flow. The same thing will happen if this expansion project continues on the chosen route. If I wanted readily available access to public
997 transportation, and people traveling near my home every day, I would have purchased a home within the city limits not in suburbia. Car transportation is the primary mode of transportation in suburbia and this project only serves to disrupt that, and in some of the most heavily traveled routes. Even the Millersport route would disrupt
998 some houses and a few businesses, but there already exists a corridor of dead plazas and less disruption that the project managers could have chosen to repurpose for the subway expansion. If anything, utilize a corridor that is LESS traveled to bring life back to it, incentivizing businesses to go into plazas where vacancies exist.

# NFTA - Submission # 1905

**NFTA - RECORD #1905 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Ezri |
| **Last Name :** | Majoravich |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

994

A direct stop to the Niagara Falls Blvd plaza, UB North and to the Southtown steel district would be the first new stops to make to most sense.

# NFTA - Submission # 1906

**NFTA - RECORD #1906 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Susan |
| **Last Name :** | McNamara |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

990 I am not in support of this project, in particular the chosen route. If you had gone from Main St up Millersport, maybe. But absolutely not Niagara Falls Boulevard and Maple. These areas are already high traffic nightmares,

991 which are difficult to walk and bike because of traffic flow. To add the subway in the manner shown on the renderings is going to create a traffic disaster, and make it less possible to bike or walk than it already is. This is something I don't want to live near. You've seen what happened to main street in the downtown area when the subway system was added in a manner not suited to allowing proper traffic flow. The same thing will happen if this expansion project continues on the chosen route. If I wanted readily available access to public

992 transportation, and people traveling near my home every day, I would have purchased a home within the city limits not in suburbia. Car transportation is the primary mode of transportation in suburbia and this project only serves to disrupt that, and in some of the most heavily traveled routes. Even the Millersport route would disrupt

993 some houses and a few businesses, but there already exists a corridor of dead plazas and less disruption that the project managers could have chosen to repurpose for the subway expansion. If anything, utilize a corridor that is LESS traveled to bring life back to it, incentivizing businesses to go into plazas where vacancies exist.

# NFTA - Submission # 1908

**NFTA - RECORD #1908 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Christopher |
| **Last Name :** | Fecio |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

988 Hello, I am in full support of the planned expansion of the Metro. As someone who lives just north of the city and travels into Amherst for work, it would make both my commute and travel to stores in the area easier.

989 Reducing car traffic and providing services for those along and near the proposed route makes so much sense. I look forward to the day I can ride the rail all the way to UB North Campus.

Thanks!

# NFTA - Submission # 1909

**NFTA - RECORD #1909 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Paul |
| **Last Name :** | Malikowski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Expansion of Metro Rail, particularly of light rail trains that connect multiple areas of our region, is long overdue! While some will complain of the inconvenience of construction and delays it is important not to be short sighted. Short term pain brings long term gain. Expansion will serve many people and bring with it economic and social gains.

# NFTA - Submission # 1910

**NFTA - RECORD #1910 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Denise |
| **Last Name :** | Corbett |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

984

To whom it concerns: I do not want rail system on the streets of our beautiful community, horrible idea ruining the area with an eyesore riddled with crime and ruining our real estate values . Shame on all of you , always more interested in the kickback rather than what is best for our area. Does anyone remember what a waste of money on Main Street downtown, do one used. A waste of taxpayers money for the crooked politicians. I vote NO!!!!!

# NFTA - Submission # 1911

**NFTA - RECORD #1911 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Alyssa |
| **Last Name :** | Cottrell |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I am in support of expansion of public transportation in WNY. I would love to see the subway expanded to the north campus. I live in Parkside, near the Amherst station. Although it would take time, I would love to have alternative options to get to NF Blvd. The traffic is only getting worse as the shopping options get more dense (specifically around the former Joann Fabrics/Trader Joe's/Target lots).

# NFTA - Submission # 1912

**NFTA - RECORD #1912 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Tammy |
| **Last Name :** | Swanekamp |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

979 I've lived on Grandview Ave for 30 years and I'm not happy that this rail will be going down Niagara Falls Blvd just feet from my home. This is a quiet neighborhood community and fear this will definitely affect my neighborhood. We're already struggling to keep it a homey quiet neighborhood. I don't think I would enjoy living in this area anymore if these changes continue. Tonawanda might lose a lot of residents along with other closely bordering neighborhoods!!

# NFTA - Submission # 1914

**NFTA - RECORD #1914 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Vincent |
| **Last Name :** | Pagliaccio |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I can speak for many of my friends on UB campus who do not own cars, many of them are from NYC and rely on public transportation. This expansion would go a long way to connect the downtown and UB students. It would also drastically reduce the reliance on Ubers while decreasing traffic, parking and congestion in the city. I personally want to live in Buffalo going forward and this would make it much easier to justify staying– knowing I can live in Amherst and get a job in the city.

# NFTA - Submission # 1915

**NFTA - RECORD #1915 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | A |
| **Last Name :** | Lazzara |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I fully support extending the Metro. This would make my commute to work mucheasier and would improve my (and my neighbor's) day to day lives immensely. Connecting more suburbs and the two UB campuses makes sense. Thank you.

# NFTA - Submission # 1916

**NFTA - RECORD #1916 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Leah |
| **Last Name :** | Lazzara |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

973

A planned train stop is at the corner of Decatur and Niagara Falls Blvd. This would be approximately a 10 minute walk from my house. This would allow me to take the train to work daily (instead of walking 27 minutes to University Station), visit the fitness center I am a member of (Planet Fitness on Maple) and grocery shop at the two grocery stores I frequent the most (Aldi on Maple and Wegmans on Alberta). My husband and I share a car and carpool a lot so this expansion would change our lives drastically. We are all for expanding the metro and would use it to our advantage, daily.

# NFTA - Submission # 1917

**NFTA - RECORD #1917 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | evan |
| **Last Name :** | leatherbarrow |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

972 Absolutely more public transport! Get it to north campus!

# NFTA - Submission # 1918

**NFTA - RECORD #1918 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Dawson |
| **Last Name :** | Lillis |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

970 Great idea to extend the metro north towards north campus of UB. It would allow plenty of students the resources to efficiently travel to classes and open opportunities for students who wouldn't be able to get to classes otherwise. On top of that it would allow locals to visit University of Buffalo at free will and bring money
971 to surrounding local businesses who rely on students.

# NFTA - Submission # 1919

**NFTA - RECORD #1919 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Caitlin |
| **Last Name :** | Coleman |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

969 As a frequent user of the bus - I'd love to be able to go further - quicker!

# NFTA - Submission # 1920

**NFTA - RECORD #1920 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Jay |
| **Last Name :** | Manos |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

968 Please reconsider the present route plan. This area is deadly populated and has heavy traffic now. Connecting the campuses via Millersport seems like a better idea. Thank you

# NFTA - Submission # 1921

**NFTA - RECORD #1921 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Dan |
| **Last Name :** | Heigl |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

966 This project is not needed. The potential damage to foundations of house near the construction of the underground parts is not being factored in. If they want to expand to access to job why not go further up
967 Maple? This seems poorly planned and not really needed. Just increase the number of buses along the lines.

# NFTA - Submission # 1922

**NFTA - RECORD #1922 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Edward |
| **Last Name :** | New |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

965 I live near 25 bluebird lane, Amherst Ny, my home is located in what your study considers an adversely impacted area from vibration and noise. My major concern is property damage from vibration. What will be done for homeowners located in above impact area. I've submitted this question several times over 3 years to NFTA With no response.

# NFTA - Submission # 1923

**NFTA - RECORD #1923 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Kristy |
| **Last Name :** | Yale |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

962 I am writing in full support of a Metro rail extension. Buffalo has been exponentially behind other cities in terms of robust public transit. Reliable and well integrated public transportation is imperative to a functional and accessible city of working people.

963 As a disabled citizen of Buffalo I rely heavily on public transit to meet my everyday needs. But it is not only people like me who benefit from robust public transportation. Everybody benefits from this expansion. From working people all over the region, to university students, the disabled and elderly communities, tourists wanting to explore the city and surrounding areas and our local economy as a whole.

964 When public transit is fast, reliable and well integrated into the city and its surrounding areas people's access to jobs, leisure and community services is enhanced greatly. This infrastructure is necessary and important to the community. Any remarks against the expansion are nearsighted and frankly, individualistic. Far too many people would benefit from this expansion. Good public transit should be a guarantee in any American city. It is time Buffalo catch up with other major metropolitan cities across the country.

# NFTA - Submission # 1924

**NFTA - RECORD #1924 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Jeb |
| **Last Name :** | Leighton |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

959 Good day, my name is Jeb Leighton, and I am an avid and regular user of the metro, and having it expanded in the opposite direction would be so incredibly beneficial for me. As an individual with a form of neurodivergence that makes it very difficult to drive vehicles, but is still very much capable of contributing to work and society, I find that taking the bus is inconsistent, very out of the way, and realistically not everything can be reached by foot. Having/expanding the metro line would allow for individuals like me, as well as those who may be unable to afford a car but can afford a chance to work and show their worth.

960 Additionally, expanding the metro would create temporary jobs in regards to contruction of the tunnels/buildings, as well as more permanent jobs in regards to general maintenance, engineering, piloting, security, as well as several other types of professional positions.

961 A city's lifeblood is its people, and its infrastructure the circulatory system, bringing those around to various points, locations, and destinations all for the pursuit of business, camaraderie, wealth, pleasure, and more. I would much rather personally see it grow and prosper as opposed to stagnate, for the better of anyone and everyone. We all lift together.

Thank you very much for your time and consideration,

Your Loyal Constituent,

Jeb Leighton

# NFTA - Submission # 1926

**NFTA - RECORD #1926 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | |
| **Last Name :** | L |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

956 As the effects of climate change increase, Buffalo absolutely needs to improve our public transit system. If we're ever to rehome individuals that are climate refugees, our system needs to be able to handle a greater volume or we're going to be killed with congestion on our roads. Expanding the light rail provides that opportunity. Lines to Amherst, the Airport, the Southtowns, and the Tonawandas would create a public transit
957 system that could allow for people to live almost entirely car-free. Expand some more lines within City limits itself and we'd have a seriously world-class system for our size.

# NFTA - Submission # 1927

**NFTA - RECORD #1927 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | |
| **Last Name :** | V |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

955

Expanding the light rail is the economically sensible move. Busses require far more upkeep and maintenance, and last far less than trains before needing to be replaced. They also require individual drivers for each bus, and there's already a nationwide shortage of individuals with a CDL license. The trains solve both of those problems, while also moving a larger number of people in a single trip. From a cost standpoint, if we're investing hundreds of millions into our system, it would make far more sense to expand the train and reap the benefits from that.

# NFTA - Submission # 1928

**NFTA - RECORD #1928 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | |
| **Last Name :** | X |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

954 The light rail needs to be extended. We have a system that dozens of larger cities would kill to have and we just let it waste away. Allow the metro rail to reach its full potential and we could truly transform the region into an amazing place.

# NFTA - Submission # 1929

**NFTA - RECORD #1929 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | |
| **Last Name :** | Garwol |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

948 1. We are taxpayers (the people who will be paying for this project. We are not transient students who will move on. NO LRT!

949 2. We live one block off NF Blvd. How much noise will we have to put up with? How far away will the running of the trains be heard?

950 3. This is a train that will benefit UB and its students-not residents. Let UB pay for it! Buses are adequate for number of students vs the cost.

951 4. Rapid transit downtown has been a failure. Businesses declined, need for police security at stations, low ridership.

952 5. Expected numbers of ridership seem extremely inflated vs what is seen on the buses.

953 6. We are not NY, LA, or London -don't need it. Population is NOT exploding..

# NFTA - Submission # 1930

**NFTA - RECORD #1930 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Wendy |
| **Last Name :** | Brandel |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

945 As a taxpaying homeowner, I feel you have NOT done your due diligence. I was at the meeting on 8/19- clay foundations suround the area. I live one block in from Niagara Falls Blvd. This is a family oriented street that is finally regenerating and no one will want a train rumbling their home.

946 I taken offense that my dollars are trying to be used to support UB. Which by the way seems to produce a younger generation that doesn't know how to speak another human being.

947 Expanding the rail at a cost of over 2 billion again BILLION and banking on dollars from the federal government (which we know Trump will do all to block from a Democrat state) is a waste of time and money - I'd LOVE to see where the projected rider numbers (there isn't enough people in WNY to make those numbers). Bottom line, stretching the metro rail so UB can have the NFTA absorb it's transport cost should not be a tax payer expense. Stop trying pass a dandelion as a rose. This project the people just UB and the State of New York. Put the residents and their children first and not some money grab

# NFTA - Submission # 1931

**NFTA - RECORD #1931 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | |
| **Last Name :** | Scott |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

941 [- the proposed bike lanes should be protected bike lanes. it is a low expense and drastically improves safety and volume of cyclists

942 - it would be very important to stick to the proposed timeline. residents have low faith in government to complete these projects because of ballooning timelines and price tags

943 - the worst thing would be to start the project...and not finish it

944 - overall, we need to be less car dependent in western New York. so Im for the LRT. I just want to make sure it is done properly

# NFTA - Submission # 1932

**NFTA - RECORD #1932 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Elias |
| **Last Name :** | Todaro-Squier |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

935 Dear NFTA metro staff and board,
I am a resident of Buffalo in the Hamlin Park neighborhood, and I stand very strongly in favor of expanding the metro transit line, and for a multitude of reasons I think this is a no-brainer.

936 Firstly, economics. The American Public Transportation Association did a study in 2020 that found that "investment in transit can yield 49,700 jobs per $1 billion invested, and offers a 5 to 1 economic return." ( s.1) A 5 to 1 return is insanely good, and would be, frankly, a waste to turn down. It would pay for itself practically overnight! This new transit corridor would benefit locals, students (a huge part of the Buffalo metro population and economy,) and businesses alike, all while making roads safer, the air cleaner, reducing traffic, and creating jobs and local revenue. Expanding the Metro would be, without a doubt, the single most economically beneficial infrastructure project to take place in the Buffalo greater metro area in recent history.

937 My second point has to do with social equity. According to the 2022 census, the Buffalo metro area has the 4th lowest median per capita income at $56,414 (s.2) out of all metropolitan areas in the country, with Buffalo proper having a median income of a staggeringly low $30,831, the third poorest city in the country in 2016, (s.3), all the while also ranking 17th out of 112 on most segregated cities in America (s.4). The average cost of owning a car in the U.S. has risen to $12,182 per year ($1,015 per month), according to a 2023 AAA report (s.5). That is more than a third of the median income in Buffalo city proper, a huge economic burden for the metro's poorest residents, and one I am personally all too familiar with. I have had years where I've spent close to half my take home pay just trying to keep some rusty hunk of junk running from point A to point B. Expanding the NFTA line would be a huge step in the right direction towards addressing all of these issues. It would help to integrate communities, provide access to job opportunities, medical services, education, groceries, and the ability to participate in the broader economy that many in impoverished Buffalo communities are deeply lacking, and have been systemically kept out of through redlining and segregation.

939 I believe it's also important to recognize that many of the loud voices against expansion you will hear from in person at town halls', you will have heard from because they do not rely on the current state of public transportation, and thus have the ability to spend that time saved speaking for their interests. For me to take public transit from east Buffalo to the Sweet Home middle school where the forum was held would have taken me an hour and a half by bus and train, as opposed to a 19 minute drive leaving from the same location. Had I left immediately from work, I would have all but missed the entirety of the forum upon arrival. The people who would benefit the most from this expansion are precisely the people who can't make it to these forums. They are the youth just getting started on their journey to financial independence, the people working multiple jobs with no time to spare, the people who can't afford extra child care, the people who can't afford a car, and those unable to drive. I hope you consider their needs as well when making a decision going forward.
Sincerely,
Elias O. Todaro-Squier

Sources:

1:https://www.apta.com/research-technical-resources/research-reports/economic-impact-of-public-transportation-investment/
2:https://en.wikipedia.org/wiki/List_of_United_States_metropolitan_areas_by_per_capita_income
3:https://censusreporter.org/profiles/16000US3611000-buffalo-ny/
4:https://belonging.berkeley.edu/most-least-segregated-cities
5:https://newsroom.aaa.com/wp-content/uploads/2023/08/YDC-Fact-Sheet-FINAL-8.30.23-1.pdf

# NFTA - Submission # 1933

**NFTA - RECORD #1933 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Isabella |
| **Last Name :** | Siemer Harvey |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

934 Hello! I am in favor of the LRT. Buffalo has so much potential to become a better city. One thing we are severely lacking is public transportation. The Light Rail Train would be a fantastic addition to our city and the northern regions above buffalo that it would reach into. Change is often hard and uncomfortable at first but this will benefit our community in so many ways. I would absolutely use public transportation over my own vehicle if i had that option, i know there are several people just like me who agree. I am excited and hopeful that Buffalo could have the LRT.

# NFTA - Submission # 1934

**NFTA - RECORD #1934 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Jack |
| **Last Name :** | Green |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

933 The tracks are an important part of our community. For a more environmentally conscious and efficient future we need to continue to expand the rails.

# NFTA - Submission # 1935

**NFTA - RECORD #1935 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Lin |
| **Last Name :** | McCabe |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

932 I dont want a train going through or any where near my quiet neighborhood. This is not the city.Leave us alone.

# NFTA - Submission # 1936

**NFTA - RECORD #1936 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Holly |
| **Last Name :** | Astalos |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

931 As a user of the NFTA bus and metro system I am urging the Metro Expansion Project to continue. This would be so helpful for many people in the community and improving the quality of the public transportation in Buffalo is important for the environment as well.

# NFTA - Submission # 1937

**NFTA - RECORD #1937 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Hazel |
| **Last Name :** | Daniel |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

929 Expanded public transportation in Amherst isn't necessarily for the 3-4 car households in the suburbs, although it could be -- helping families to save on gas money by using public transportation to get places like the airport, school, downtown, etc. But critically it would increase access to education for people considering attending UB. For the entire time I attended UB I struggled with public transportation being horribly inaccessible with respect to UB -- not to and from "inner city" areas (though, people from those areas deserve education and accessible transit as much as anyone else), but indeed to and from the suburbs surrounding UB. Imagine college students being able to rely on public transit to get to and from school. Imagine the decreased congestion, the savings for

930 families, and critically decreased car accidents from inexperienced drivers crowded together and rushing to get to class. Connect UB to the Greater Buffalo Area. Make UB North a transit hub. Connect the suburbs with the rest of the GBA. Connect students with education.

# NFTA - Submission # 1938

**NFTA - RECORD #1938 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | LYNN |
| **Last Name :** | BASS |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

925 The project is pointless. Who is the intended ridership? Where is this rail going to? Not the airport. Not the East side of town that needs more financial investment and service than Amherst & Tonawanda. Erie County is easy enough to drive around that folks will not use a rail system that they'd need to drive to in order to get on. UB students can ride the bus they have (with only a fraction of students needing to go between south & north campus anyway). There's already a bus running on NiaFallsBlvd that stops at many points and is not crowded.

926 What about using the money to try out free public transport so you can build up faith that the public system is worth it to use? Encourage people to get downtown by driving to the rail system we already have on Main

927 St.that's now under-used. I heard a Siena Poll had 72% project support, and don't believe that was an accurate

928 reflection of public opinion.

# NFTA - Submission # 1939

**NFTA - RECORD #1939 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Jesse |
| **Last Name :** | Kaufman |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

924

NFTA,

Hello! I was unable to attend the meeting in Amherst tonight but wanted to voice my support for the rail expansion project, as the project would have positive environmental affects as well as benefit working people and the economy in both Buffalo and Amherst. Thank you for taking comments!

All the best,

Jesse Kaufman

# NFTA - Submission # 1940

**NFTA - RECORD #1940 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Josef |
| **Last Name :** | Dunlap |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

890 As someone from the WNY area, I am very excited about the expansion of public transit here. An extension of the NFTA Metro into Amherst would make getting around between Downtown Buffalo and Amherst far more accessible to residents of the area, especially ones who don't own cars.

# NFTA - Submission # 1941

**NFTA - RECORD #1941 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | |
| **Last Name :** | Schreiner |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

922 Please do not go through with this project. I live in this area and I'm so worried about the impacts of this project.
923 Its a huge waste of money and there is no benefit.

# NFTA - Submission # 1942

**NFTA - RECORD #1942 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/19/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Theodore |
| **Last Name :** | Lagno Mian |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

920 As someone born in NYC, public transportation has been a big part of my life and since moving to Buffalo for college, I have definitely felt the impact of limited public transportation. I am someone even from a more suburban area of NYC and there is still extensive public transportation that I've benefited from and I would love to see the same for Buffalo. A more developed public transportation system is linked to a greater economy and

921 in general, would be helpful so many people.

# NFTA - Submission # 1943

**NFTA - RECORD #1943 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Vanessa |
| **Last Name :** | Andrews |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

918 Our family is against this expansion. This is still a one way route, but you are now impacting one of the heaviest traveled section of roads with additional traffic. As a person who analyzes numbers daily, the environmental
919 impact of fewer vehicle on the road and 72% approval are nonsensical statistics. You can make numbers say whatever you like if you pull the pieces to support your view.

# NFTA - Submission # 1944

**NFTA - RECORD #1944 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Jonathan |
| **Last Name :** | St Thomas |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

917 The proposed Bus Rapid Transit alternative MUST have their own dedicated lanes in order to work.

# NFTA - Submission # 1945

**NFTA - RECORD #1945 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | |
| **Last Name :** | Larosa |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

916 I find this idea a complete waste of money and abuse of power. It will not advance the area and every business on the route will close before it is complete. An abuse of government money and you should be ashamed!

# NFTA - Submission # 1946

**NFTA - RECORD #1946 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Jamie |
| **Last Name :** | Schragel |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

915

I adamantly oppose this project. I've grown up where the project is slated to go, and now live between the two UB campuses. To me, this project is nothing more than a way to appease the students of UB. This rail system has absolutely no benefit to myself or other residents living in the areas mentioned. Instead, it will cause massive disruption to the current roads, creating even more chaos towards the plazas on Niagara Falls Blvd. For the quiet neighborhoods surrounding those areas, it will create noise and opportunities for people wandering those neighborhoods. Again, this only benefits students at these campuses, making it easier for them. That is not my problem. I chose my home based on current conditions and had there been a rail system, I would not have chose the home I am in. Stop trying to urbanize areas that people have lived in their entire lives. We all moved there for a reason. No way 72% support this, unless you polled UB students. It is time to cancel this ridiculous plan altogether. Stop trying to uproot the lives of citizens living in these areas to appease those who don't. Additionally, I am not paying for this or having my taxes change due to this, unless your plan on paying each resident in these areas a monthly stipend for having to put up with something they never asked for!

# NFTA - Submission # 1947

**NFTA - RECORD #1947 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | |
| **Last Name :** | Ables |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

913 in support of this project, this city and it's surroundings areas are in desperate need of better access to public transportation. I hope that while there are folks who are not in support of it, you'll see the ways in which you will
914 be benefiting some of the most marginalized and vulnerable populations by doing this project. People need access to transportation and we have continued to fail them. This project is a step in the right direction.

# NFTA - Submission # 1948

**NFTA - RECORD #1948 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Donna |
| **Last Name :** | O |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

912 We already live on bus route out here. Please don’t make it worse

# NFTA - Submission # 1949

**NFTA - RECORD #1949 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | David |
| **Last Name :** | Delaney |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

909 I have finally discovered the ease and benefit of our light rail system, which means I am parking at UB to go to Sabres' games, other events at Key Bank, and CC Canalside.

910 The extensions make so much sense both for UB students and seniors who dislike driving into the city.

911 The challenge is to change our mindset but I will be using light rail for theatre and meals along Main Street.

# NFTA - Submission # 1950

**NFTA - RECORD #1950 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Michael |
| **Last Name :** | baker |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

907 This is exciting to see the train expansion, This would be great for games and events downtown as This would offer additional routes into the city. This is long over due and a little traffic disruption is no big deal when in
908 return this city gettings long lasting infrastructure.

# NFTA - Submission # 1951

**NFTA - RECORD #1951 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Jane |
| **Last Name :** | Giessert |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

906

Myself and my family are totally opposed to the expansion of the LRS! The proposed route travels through extremely populated areas, displaces many families and businesses as well as effecting the tax base for the Sweet Home School District which is already suffering.

# NFTA - Submission # 1952

**NFTA - RECORD #1952 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Rebecca |
| **Last Name :** | Snyder |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

905 I am a daily commuter from East Amherst to downtown Buffalo. My current commute has me drive my personal vehicle to the Park and Ride lot near University Station and ride the Metro Rail down to Church Street Station. I wholeheartedly support expansion of the light rail to the UB North Campus provided there is ample free parking for commuters and a robust schedule of trains. The current morning schedule with trains arriving every 10-15 minutes depending on the time of day is optimal, but maintaining that schedule might mean requiring 2 trains heading in the same direction to be staggered which poses some logistical questions. If the alternative is doubling the time between trains, it will likely result in reduced ridership as I and many other commuters will not want to wait 20-30 minutes or more for the next train.

# NFTA - Submission # 1953

**NFTA - RECORD #1953 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Emma |
| **Last Name :** | Stanton |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

903

I am an Allentown resident and at other residences have previously used metro to commute from University Heights to the medical campus. The metro is important to me and if there was a way for me to get to Amherst and UB north without my car I would be so happy and likely come up to that part of town more frequently. It's really stressful driving up to the Boulevard and UB north for myself and tack on parking and I don't even want to be there anymore. Additionally as a UB alum, most of my time was spent on north campus and if I had a way to easily get downtown without driving I would've explored much more of the city I now call home just because it was more accessible. And I'm saying this as someone who was privileged enough to have a car. I think it'd be a wonderful mode of transportation from UB north to downtown for the kids from NYC and abroad who don't have cars and want to explore their city. UB north is so isolated, you can't go anywhere without a car and most of my friends ubered everywhere because they had no other choice. Please expand the rail!!!

# NFTA - Submission # 1954

**NFTA - RECORD #1954 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Melissa |
| **Last Name :** | Babiarz |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

901 I'm a resident of Buffalo and I use the metro rail system regularly to go downtown for events. My experience is the stations are filthy, poorly maintained and unsafe, especially after 5 pm. The service is unreliable especially on weekends. (There was a time the NFTA cooperated with KeyBank events and ran extra trains for events to make it easier to come and go from events but those days are long gone.) The stations are unsafe and I've

902 been harassed by people lingering and begging for money. To expand an unsafe, unreliable and unmaintained system is an egregious misuse of funds. The money would be better used towards more reliable services, especially around events, more visible safety presence and better maintenance of the stations.

# NFTA - Submission # 1955

**NFTA - RECORD #1955 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Phil |
| **Last Name :** | Basinski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

900 According to data published in a CATO institute report, of the $92.4 billion spent on public transit nationally in FY 2023, only $16.5 billion of that expense was offset by fares, paid station parking, advertising, etc. The remaining $75.9 billion, or 82% of all operating expenses were paid by taxpayer funded subsidies. How do you propose sourcing the 82% of the additional annual operating expenses required to operate the system moving forward?

# NFTA - Submission # 1956

**NFTA - RECORD #1956 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Katelyn |
| **Last Name :** | Szymkowski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

899 I would like to express my support for the Metro transit expansion project. As someone who frequently uses the Metro system in Buffalo, I have found it to be a very useful and efficient system. It is extremely difficult to get to the Amherst area without using a car (which MANY Buffalo residents do not own), so this would offer a major improvement to improve community access.

# NFTA - Submission # 1957

**NFTA - RECORD #1957 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Richard |
| **Last Name :** | Denson |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

898 I fully support the expansion of metro rail to UB's North Campus and a Park & Ride Lot by I-990. It will provide better access for students & residents looking to attend downtown events and enable city residents to access the amenities of the suburbs without having to drive. Please go forward with the project!

# NFTA - Submission # 1958

**NFTA - RECORD #1958 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Andrea |
| **Last Name :** | Artis |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

897

Public transportation improves every person's access to jobs, grocery stores, local economies, and access to their own homes when their car is at the mechanic or down. Improving the reach and frequency of nurses and trains in Buffalo is a huge way we as a community can bolster the swinging middle class and have an environmental impact on fighting climate change. The more thorough and better reach public transit has, the more ridership and utility. I'm for expanding the system into Amherst as an investment in our community

# NFTA - Submission # 1959

**NFTA - RECORD #1959 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | John |
| **Last Name :** | DOE |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

895 i Will comment as an detractor of the project. The current rail is in a state of disrepair and the bandaids that are an attempt to keep the line running with rail cars that are ancient, no support force if you have had open positions for years to repair rail cars. The Rail to no where, take the money and invest in your buses and close the rail its a lost cause. It killed main street to note most is still underutilized and your going to kill anything in the line of the northtown construction. Millions thrown away to a pet project dream for what? The smarter

896 avenue would be to create a separate line down millersport with BRT, minimal cost and there is real estate there to support a dedicated bus lane.

# NFTA - Submission # 1960

**NFTA - RECORD #1960 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Thomas |
| **Last Name :** | Naber |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

893 I live on Parkhurst Blvd. near Berkley Ave, and am very in favor of the LRT expansion project. A station within walking distance to my house, that will allow my neighborhood to easily get downtown, to either of UB's campuses, and grocery/retail shopping is amazing! Buffalo was not exempt from America's decision to become

894 car-centric and this project is a meaningful step towards reversing that and helping to create more walkable and public transit oriented neighborhoods. If I wasn't out of town I would have voiced these opinions in person at the public hearing. Please do not let the loud, but few opposing viewpoints stop this project from happening!

# NFTA - Submission # 1961

**NFTA - RECORD #1961 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Ryan |
| **Last Name :** | Miron |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

891 This project would be absolutely amazing for the North towns as well as the city of Buffalo. The expanded service along Niagara Falls Blvd would be amazing, and would surely be a huge benefit to the area, especially supporting the projected redevelopment of the Boulevard Mall. As someone who already frequents the NFTA

892 via the UB park and ride lot, my family and I are eager to have expanded access to the reliable and timely service that it provides, as well as allowing those without vehicles (or unwilling to deal with poor parking options downtown) experience more frequent visits to more areas of our community.

# NFTA - Submission # 1962

**NFTA - RECORD #1962 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Craig |
| **Last Name :** | Petit |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

888 As a lifetime resident of Amherst, employee of the Police Department, and father of 2 young children; I strongly disapprove of this proposal. Public transportation, specifically subway stations, are rampant with homelessness, mental illness, substance abuse, and crime. We have a hard enough job dealing with those issues in town as it is today. Extending the subway into Amherst will make the town less safe, my job harder,
889 and worse for the future of my children. Buy more buses for UB with this money and be done with it.

# NFTA - Submission # 1963

**NFTA - RECORD #1963 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Allyn |
| **Last Name :** | Petit |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

887 It will make the town less safe for my young children.

# NFTA - Submission # 1964

**NFTA - RECORD #1964 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Sydney |
| **Last Name :** | King |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

884 As a commuter, frequent passenger of the Buffalo Metro Rail, and a six-year student at the University at Buffalo, I am in full support of the Metro Transit Expansion Project. This project would greatly improve the commute times for students and workers like me who are unable to drive. Not only would this project connect commuters to UB's North campus, but it would also connect people to more grocery stores and businesses along the way. I feel that this would have a positive impact on Amherst's economy. As a frequent passenger of

885 the metro in Buffalo, I have noticed many passengers making use of the "Park and Ride" amenities at both University and LaSalle stations, particularly when it comes to attending Sabres, Bills, or Bandits games downtown. Amherst may be a neighborhood where many families own cars, but even car-owners make use of the metro and can benefit from its expansion. The environmental, economic, social, and quality of life benefits

886 are vast. The Metro Expansion Project isn't just for people like me. I will likely be living in a different area by the time this project is completed. However, I believe it is the call of every person to improve things as best they can for future generations. I hope that someday, the passengers who come after me are able to enjoy the expanded route and all the benefits that come with it. Thank you for your time.

# NFTA - Submission # 1965

**NFTA - RECORD #1965 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Sadie |
| **Last Name :** | Kratt |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

883

I am in full support of this project. As a former UB student, one of my only complaints about the school was that it was so disconnected from the City. When I decided to go to UB, I had hoped for a more integrated experience. Instead, I was met with a hard separation due to a lack of marketing for existing transit and a multi-lane road surrounding campus. If the metro rail is expanded, I see an opportunity for the college students. I found my way to the city and made a home, but some people don't make that connection. With more trips into downtown, and the historic neighborhoods that make up the city, there's potential for more people to stick around and make Buffalo their home. Similarly, it will make getting to and from commercial areas like the boulevard plaza much easier for residents who don't have a car or choose to take transit. Thank you for all your strong work and positive attitude around a project that has been on the horizon for quite some time. Keep the momentum going and can't wait to see the inception of this.

# NFTA - Submission # 1966

**NFTA - RECORD #1966 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Natasha |
| **Last Name :** | Acevedo |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

882

I'm a student at the University of Buffalo and a lifelong buffalo native. This will be my third year in university- and something that was jarring to me was how secluded I was from my community while at UB. Taking the bus to go back home was over an hour commute, despite it being a 20 minute car ride. As someone who cant afford a car at the moment, with an older father who has limited ability to drive, not having access to better transportation directly limits my ability to move around in the city. I cant apply for jobs or volunteer positions but in the city that interest me only because the commute is too long. Expanded this rail system would provide so much opportunity for students to see what buffalo is actually about and acquire more opportunities working in the city.

# NFTA - Submission # 1967

**NFTA - RECORD #1967 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Christine |
| **Last Name :** | Krolewicz |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

881

This project is long overdue. The benefits of a more robust transit system outweigh any potential downsides. I support this investment.

# NFTA - Submission # 1968

**NFTA - RECORD #1968 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | THOMAS |
| **Last Name :** | ERMER |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I disagree with your plan to expand the subway into my area of Tonawanda. It will make driving a nightmare, slow traffic to a crawl. Have any of you ever driven on Maple and want to get into Delta Sonic on a Saturday? Many accidents happen their and the subway will make it worse. Having the tracks in the middle of the roads will be a major hazard for pedestrians getting off the trains. Home values will decline. Vibrations and noise from the cars will be a problem for residents living near the tracks. This will NOT serve all the riders you think will use it. I DON'T WANT MY TAX DOLLARS USED FOR THIS PROJECT.

# NFTA - Submission # 1969

**NFTA - RECORD #1969 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Braden |
| **Last Name :** | Pritchard |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

876

I am strongly in favor of the LRT option. I did not attend the Sweethome Public Hearing, which is far away from the city, and, as evidenced by this project's need, neither convenient nor desirable as a destination for someone from the city proper. I am begging the NFTA to go forward in the face of the vocal minority who has time to go complain at a public hearing. The region has changed dramatically since the Main St. rail was installed, and I hope the NFTA does not fear expansion because of popular opinion at that time. The existing rail is one of the few features that makes Buffalo a noteworthy American city, and expanding it can only put us back on the road to progress.

Please build the train.

# NFTA - Submission # 1970

**NFTA - RECORD #1970 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Theo |
| **Last Name :** | Williams |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

875 I am in support of the light rail expansion through Amherst. I grew up in Amherst off of Sweet Home Road, and used the Route 34 bus often to reach shopping centers along Niagara Falls Boulevard. An expansion of public transit along Sweet Home Road and the surrounding area will only benefit the citizens of the area.

# NFTA - Submission # 1971

**NFTA - RECORD #1971 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Melinda |
| **Last Name :** | Wright |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

873 Buffalo desperately needs a rapid transit system, for the progress of our city and the positive impact on our environment. I'd like to see some of the stops be reevaluated. Who wants to get off at 5 corners? It's a bunch of
874 gas stations. The stops should consider the convenience of the commuter. A stop near Trader Joe's, student housing and the north campus make more sense.

# NFTA - Submission # 1972

**NFTA - RECORD #1972 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Sara |
| **Last Name :** | Palmer |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

870 I support the light rail expansion to Amherst. Expanding the rail vs BRT will not only be more environmentally friendly, it will not have interruptions during periods of heavy snow. I rely on public transit, as many do. I've
871 noticed lack of service to high business areas via rail or bus, which negatively impacts those finding work without a vehicle, especially reliable public transit. I think the rail should not only expand to Amherst, but further
872 South, East and West. It makes sense in a city with so much snow. And helps residents increase mobility and employment opportunities.

# NFTA - Submission # 1973

**NFTA - RECORD #1973 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Mark |
| **Last Name :** | Lefler |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

868 We need to get moving on this project it has been in planning for over 10 years. The project it vital in providing
869 a connection to UB to the city of Buffalo and will also encourage development in Tonawanda and Amherst

# NFTA - Submission # 1974

**NFTA - RECORD #1974 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Joseph |
| **Last Name :** | Gibson |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Dear Commissioners of the NFTA,

862 I am writing to offer my strong support for the proposed Light Rapid Transit expansion project. This project is highly relevant and important to me for the following reasons:

863 1. I spent many years living in Amherst, near Niagara Falls Boulevard, and attending college (undergraduate and graduate) at UB's North campus. For a majority of that time, I primarily relied upon public transit. While I was very thankful for the route 34 bus at that time, taking it in the winter, especially at times when it came only once an hour, could be very difficult. I remember many times standing on one side of Niagara Falls Boulevard, frustrated waiting for the opportunity to cross the street, and watching the bus go past, and even resorting to walking numerous times, regardless of weather, due to situations like this. My quality of life and transit would have been much improved had LRT existed at that time.

864 2. Currently I live in northwest Buffalo. I still use public transit on a regular basis, especially in the winter when the streets are relatively less safe for other forms of transportation. The existing light rail under Main Street is a very good resource, both for quick and reliable all-season transportation and as a way to get out of the cold while waiting for the next train. Any expansion effort would be beneficial.

865 3. Driving, and much more so cycling and other alternate forms of transportation, around Niagara Falls Boulevard has become a very frustrating experience in recent years due to the traffic and parking situations as shops have expanded and continued being built. It is no longer possible, in my view, to safely and comfortably visit that area at prime-times on weekends. This problem is only set to increase as time goes on. Having the
866 option of LRT to go to shops in that area in the future will expand accessibility and decrease traffic and parking concerns, or at least give a viable alternate to those individuals not wanting to deal with traffic and parking.
867 Unfortunately, the existing public transit options (34 bus and, for students, UB busses) are simply not viable alternatives for the amount of people visiting that area regularly.

Thank you for your consideration of this project. I hope that construction starts soon so that community members living in WNY today can eventually enjoy this resource.

# NFTA - Submission # 1975

**NFTA - RECORD #1975 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Laura |
| **Last Name :** | Marris |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

860 I am writing in to support expanding the NFTA metro, and ultimately hope the project can connect UB's North Campus with South Campus and the rest of the city. Having public transit in this area would have huge benefits for my students and colleagues. I currently drive to work on North Campus but would much rather take public transit, and I know many people in the community feel the same way. Extending the metro would allow students

861 (many of whom do not have cars) to participate more fully in the cultural and economic life of Buffalo, alleviate parking downtown, and be a win for everyone. Thank you for your time.

# NFTA - Submission # 1976

**NFTA - RECORD #1976 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Emily |
| **Last Name :** | Churco |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

859

Expanding public transportation should be a no-brainer, it would have important beneficial impacts on the environment, financial benefit for citizens, and potentially decrease motor vehicle accidents. All for it.

# NFTA - Submission # 1977

**NFTA - RECORD #1977 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Jackson |
| **Last Name :** | Viglione |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

858

Hello,

As a UB pre-med student, the process of getting to the Jacob School of Medicine is very tedious and time consuming as it is. While I am fortunate enough to have a direct shuttle bus between the UB North and South campuses, an extension to the metro into Amherst would greatly benefit so many students.

# NFTA - Submission # 1978

**NFTA - RECORD #1978 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Hannah |
| **Last Name :** | Boone |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

856 Expanding the metro will improve the lives of many people in Buffalo and I fully support it.

# NFTA - Submission # 1979

**NFTA - RECORD #1979 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Jacob |
| **Last Name :** | Walkinshaw |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

852 Expansion to Metro Rail is needed to help the the Buffalo region grow and become more interconnected. Light rail will bring much needed redevelopment along a corridor that is way too car dependent and is an uncomfortable place to be for pedestrians and cyclists. Cities across North America are expanding their rail
853 systems and are seeing the benefits of it, Buffalo needs to follow suit. It will make our region more attractive to investment and people looking to move here, and will bring Buffalo into a true 21st century city. It will also
854 increase the mobility options for people along the proposed route who may not drive or have easy access to a car. People will say buses fill that requirement, but a bus route can be changed, diminished, and taken away a
855 lot easier than fixed rail. Please actually proceed with this plan, as it will truly help make the Buffalo area a better and more modern place to live.

# NFTA - Submission # 1980

**NFTA - RECORD #1980 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Mark |
| **Last Name :** | Veitengruber |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

850 Please go through with the light rail. Any way we can boost public transit is good for everyone not just those with cars. If we can increase reliability and consistency (more trains due to more demand) this will help people
851 use the system.

# NFTA - Submission # 1981

**NFTA - RECORD #1981 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Darrell |
| **Last Name :** | Porter |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

849

Let's go!!!

I live in the theatre district. Let's open this city up and get the "train to nowhere" going somewhere.

As far as the Amherst people? We know the reason they don't the train.

# NFTA - Submission # 1982

**NFTA - RECORD #1982 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Lucas |
| **Last Name :** | Santos |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

847 Thank you for the opportunity to make this project become a reality. My roommates and I are all ecstatic for a chance that the metro is expanded.

848 I have heard concerns regarding bike lanes and agree that bike lanes need protection. There have been dozens and dozens of incidents the past 2 years alone pertaining to automobile and cyist collisions. This infrastructure, along with the metro, could further create a diverse region in terms of transport. Effectively allowing individuals without cars to have options.

I hope to see this project come to fruition. Thank you.

# NFTA - Submission # 1983

**NFTA - RECORD #1983 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Sarah |
| **Last Name :** | McEvoy |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

842 I'm in favor of the proposed LRT extension. The current LRT is limited to one line in the city of Buffalo and is not an easily accessible mode of transportation for anyone who is not near the LRT. Expanding the line out in to Amherst would make using mass transit accessible to more people and easier to get from Downtown Buffalo to parts of Amherst. More accessible mass transit is beneficial to people living in those areas and communities
843 around them by giving them another option other than driving a car, using a bus, or relying on a taxi/ride share.
844 It will also ease congestion on local roadways which could also reduce accidents. It would also be useful in the
845 winter to reduce vehicles on the road during winter weather events. In conclusion, I believe this project will
846 benefit people both close to the proposed LRT and those in neighboring towns by giving them easier access to Amherst and the City of Buffalo.

# NFTA - Submission # 1984

**NFTA - RECORD #1984 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Sharyn |
| **Last Name :** | Rogers |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

838 I oppose the extension of the light rail on Niagara Falls Boulevard. This is a backward-looking proposal. Light rail rapid transit is not appropriate for the length of the Boukevard over which it is proposed. It would be very disruptive to the traffic patterns in the neighborhood. I would never use it. It would serve a very limited

839 number of people when compared to the issues it would create for many more of us. The towns of Amherst and Tonawanda ( I am a property taxpayer in both towns) are NOT urban areas, they are suburban. They do not need light rail transport. There is more than sufficient public transportation available by other means. The light rail would unnecessarily divide and disrupt.

840 By the time the dust would settle on the proposed construction, there will likely be other less disruptive means of transportation available.

841 UB has buses that run directly between the campuses. This is far more acceptable, especially when the UB buses also provide access directly to grocery and retail areas. Light rail would not do that.
I value railroads and railroad service, but not light rail down the middle of a suburban thoroughfare.

# NFTA - Submission # 1985

**NFTA - RECORD #1985 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Jen |
| **Last Name :** | Stachnik |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

836 Please expand subway to UB North Campus and the airport. Please add regenerative breaking electricity
837 capture to power electric car charging stations.

# NFTA - Submission # 1986

**NFTA - RECORD #1986 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Jamie |
| **Last Name :** | Hamann-Burney |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

835 This will be a wonderful project for Western New York.

# NFTA - Submission # 1987

**NFTA - RECORD #1987 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Carly |
| **Last Name :** | Finan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

832 I strongly, strongly support the expansion of public transit into the North Towns. My husband's family is all from Amherst, and this would grant his elderly aunt the easy ability to come see us and attend activities in the city now that she is unable to operate a motor vehicle, without damaging her sense of independence.

833 This would additionally be good for all Buffalonians, and in particular students: UB's north campus is currently cut off from the vibrant cultural hub of downtown such that these new Buffalonians seldom understand the beauty of their adopted city. More of our graduates would stay and invest back into this community if they had the ability to cheaply, safely, and easily access it.

834 Lastly, our roadways are dangerous and poorly maintained, and our parking options are overly restrictive. A Buffalo with less need for cars, and even perhaps with fewer cars overall, would be a cleaner, cheaper, and safer one for her residents, not to mention the positive environmental impact on our lakes, rivers, and forests if we take such a proactive step toward reducing our carbon emissions.

# NFTA - Submission # 1988

**NFTA - RECORD #1988 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Mary |
| **Last Name :** | DePasquale |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

830 I am strongly in support of the rail extension. This will facilitate safe transportation and an alternative to cars for all residents of the Buffalo metropolitan area. I believe this will facilitate economic development, help connect
831 our neighborhoods and communities, and revitalize our region.

# NFTA - Submission # 1989

**NFTA - RECORD #1989 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Joseph |
| **Last Name :** | Giangreco-Marotta |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

828 I am very in favor of this expansion plan. I think the light rail plan makes a great amount of sense and I hope that this gains traction. I love the idea of being able to go from UB north to the waterfront by rail. Public
829 transportation should be expanded to reduce auto traffic and emissions. This looks like a great route!

# NFTA - Submission # 1990

**NFTA - RECORD #1990 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Gabriella |
| **Last Name :** | Holevinski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

826 I am fully in favor of the rail system expansion. I own a car but would love to cut back on carbon emissions not to mention spend less money on gas. I currently take rails and have had 0 issues. I grew up in the north towns
827 and UB north and used to be so pissed ub south could take the train but not north. Connecting them makes so much sense.

# NFTA - Submission # 1991

**NFTA - RECORD #1991 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Khari |
| **Last Name :** | Waits |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

824 I think expanding Metro Rail is a necessary thing because any robust metropolitan area has strong public transit. For decades, Buffalo has been touted as an "up-and-coming" city, yet the infrastructure needed to reinforce that claim has been lackluster. If young professionals are to stick around Buffalo, they need to have the guarantee that they can travel without a car.

825 For the working-class people that have been relying on the NFTA to get to their jobs and appointments, it is vital that more transit lines are created. Better infrastructure will increase ridership.

# NFTA - Submission # 1992

**NFTA - RECORD #1992 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Asiya |
| **Last Name :** | Mohamed |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

822 As a college student in the years 2017-2021 the metro line from downtown to UB's South Campus was crucial to my commute. The remaining portions to ECCs north campus and later UB's north Campus both in Amherst was very long and difficult to navigate. Since I've finished school and the NFTA rolled back a lot of bus lines since COVID I cannot imagine how long and grueling this commute would be for a student, worker, senior citizen or disabled person. Addition of this line would make many lives easier including and especially those who do not anticipate using it. The greater Buffalo Area is growing and burgeoning and what better way to

823 indicate this than by the ultimate marker of progress- a train. An easily accessible public transport line will also connect communities who would otherwise be solid in their personal vehicles, allow access to food and supermarkets that are otherwise inaccessible to city residents and open up parks like the beautiful Glen falls to more Buffalonians. Thank you for considering my comments and I hope to see that line sooner rather than later.

# NFTA - Submission # 1993

**NFTA - RECORD #1993 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Chris |
| **Last Name :** | Ostrander |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

820 The report is encouraging and thorough. This project provides a service to a significant population of residents while also working to amend one of the region's prior planning follies by creating better connections between UB and downtown. While it's by no means a perfect solution for bringing more UB students into the city (as opposed to an urban campus), the ability for UB North students and daily commuters to patronize this extension will be a win for the city and the areas where stations are proposed to be located.

821 There should be no question to the efficacy and promise of this project and it would be a crying shame for the rail extension to be defeated.

# NFTA - Submission # 1994

**NFTA - RECORD #1994 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | J |
| **Last Name :** | Wilczewski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

819

I'm planning on moving to the city in the next two years and I'm 100% in favor of the rail extension. I've heard opponents say it will be too loud with the train; divide the neighborhood comparing this to when the Kensignton was built; and some sounded downright racist. All those arguments are laughable. Stop being resistant to change when the majority of people want the change.

# NFTA - Submission # 1995

**NFTA - RECORD #1995 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Tim |
| **Last Name :** | Victor |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

818 Please give me the freedom and mobility to move around without a car. We need this metro expansion badly

# NFTA - Submission # 1996

**NFTA - RECORD #1996 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Jonathan |
| **Last Name :** | Lacey |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

817 I fully support the extension of the metro rail system. For Buffalo and the Niagara frontier region to compete with other urban areas, we need to provide the same modern transportation systems. As you well know, the lack of adequate transportation is an economic barrier for many citizens. I applaud you for this project and hope you do not allow it to be impacted by people who will experience an inconvenience from it.

# NFTA - Submission # 1997

**NFTA - RECORD #1997 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Cal |
| **Last Name :** | Louie |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

815 This project will be good. It's much needed to connect the suburbs to the heart of Buffalo. This would sustain the livlihood of downtown and Amherst. Expanding the metro will do wonders for those with no or one car per
816 family. Please prioritize their/our needs.

# NFTA - Submission # 1998

**NFTA - RECORD #1998 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Alexander |
| **Last Name :** | Burgos |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

814 I support Metro rail expansion to better connect and make more convenient access to our regions two business epicenters, downtown Buffalo and Amherst/University at Buffalo.

# NFTA - Submission # 1999

**NFTA - RECORD #1999 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | |
| **Last Name :** | Stynes |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

809 I am strongly opposed to the light rain extension. The best option to serve students and commuters is the bus rapid transit option which is much more economical and makes so much more sense.

810 The price tag on the light rain option is extremely expensive for the value it would provide. I don't understand why you would pursue this option. The bus rapid transit would provide a cheaper, more productive use of funds.

811 Construction of a light rail system would run for years, be disruptive to residents and businesses along Niagara Falls Boulevard and the surrounding neighborhoods. All of that traffic that currently uses the boulevard would end up being diverted to the neighborhood streets behind the boulevard. This is a terrible idea and will be extremely disruptive to these neighborhoods. I live near the Windermere Blvd school and we already

812 experience cars speeding down our streets, as people rush to get to Longmeadow and out to the outer ring suburbs.

813 Please consider a more sane and economical approach to public transportation for commuters and students.

# NFTA - Submission # 2000

**NFTA - RECORD #2000 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Kristin |
| **Last Name :** | Kostowniak |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

806 Good afternoon. I have heard about the many objections to the Metro Rail expansion, I find this very unfortunate. The City of Buffalo needs better public transit. The current Metro Rail System, in my opinion was a waste of money. It goes nowhere and appears to only be used minimally, unless there is an event in downtown Buffalo. I am in favor of the Metro Rail being expanded, despite being from the southtowns, because I have watched the derioration of this city all of my adult life. It is my belief that if the Metro Rail expands to Amherst, specifically the UB area, it will open up a world of opportunities for the people of the City of Buffalo. Imagine having access to an education, employment and options for shopping! Not to mention the

807 reduction of the amount of cars being used. If the Metro Rail went anywhere other than downtown Buffalo, I would use it. We have visited many cities who have done so much more to move their citizens around and reduce emissions and waste of green space for parking.

I am in full support of this expansion.

# NFTA - Submission # 2001

**NFTA - RECORD #2001 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Nathan |
| **Last Name :** | Zimmerman |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Firstly, I have to say that you have made it extremely difficult to make a comment about your plans to extend the light rail rapid transit. I did not find this site on your main website.I want to register my opposition to the plan even though I believe it is a done deal and no further comments will make any difference at all. I found that the plan as currently discussed is a horrendous waste of money that could be used to greater impact elsewhere. Who are the potential riders that may use this extension? U.B. students? They already have a system of buses that carries thousands of riders to and from the North and South campuses. Your representative spoke about people using the light rail system to come to events downtown such as Sabres games or theater shows but how many people already use the current system to do that while parking their cars at the South Campus or LaSalle stations? The metropolitan region is easily;y traveled by car; this is not a dense metropolitan region like New York City, Philadelphia, Boston, or Chicago with a large population needed a good system of public transit. Your rep[resentative touts the positive impact on the environment so why not invest in replacing more old diesel powered buses with electric or fuel cell buses and put more of them on the same route planned for the expansion. Much of the money could be devoted to helping the East side of Buffalo whose population could benefit from better public transit opportunities. Residents of Tonawanda and Amherst are already dependent of their personal motor vehicles and would likely not utilize rapid transit (to which they would have to drive to the station anyway). I also wonder who will benefit financially; who has made the political contributions to those officials who make the decisions to have this boondoggle. I hope someone will actually read my concerns; as stated earlier I feel like it is a fait accompli and my words fall on deaf ears. Thank you for the opportunity despite the difficulty ion finding this page.

# NFTA - Submission # 2002

**NFTA - RECORD #2002 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | K |
| **Last Name :** | Blackall |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I for one am on board with the idea of the metro rail (light rail) expansion up to UB North. This project would create a large amount of job opportunity both during, and after with all the increased ridership on the metro. Many cities around the country have larger routes and have the ability to have economic growth around those routes. As long as this expansion can be carried out in a manner to minimize impact to local residents along the proposed route, then this project should have a green light and the support from WNY'ers who want progress. When you get done with the North expansion, lets figure a route down to the new stadium in the southtowns! (talk about ridership numbers!)

# NFTA - Submission # 2003

**NFTA - RECORD #2003 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Gabriella |
| **Last Name :** | Castro Mery |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

789 Extending the line would overwhelmingly be a positive impact to the entire city and community of commuters and others alike. It would help people seeking employment in hard to get to areas expand their search. It will allow young people and students and non drivers to expand areas they can conveniently get to and shop at.

790 Property values will increase for owners as public transportation is highly sought after by young commuters and professionals in expanding cities and is a factor considered when searching homebuyers look for potential homes. Environmentally it will improve air quality, reduce noise pollution, reduce traffic and wear tear on city

791 streets thus saving the city money long term.

792 I love using the train to travel downtown and I really would use it more if it expanded into the rest of the city. It's time for Buffalo to meet its potential! And rise to its former glory of a modern city.

# NFTA - Submission # 2004

**NFTA - RECORD #2004 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Rebecca |
| **Last Name :** | Rotundo |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

788

Hi, I'd like to express my strong support of the light rail option! I live within walking distance of the south campus station and work at UB. The light rail plan would enable me to easily get from home to work with access to shopping and could allow us to drop from a two car family to a one car family.

# NFTA - Submission # 2005

**NFTA - RECORD #2005 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Otto |
| **Last Name :** | Holly |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I am massively in favor of expanding the metro line. It would make transportation by car less necessary and make it better for the environment. It would also make it easier for northern areas to get more business from buffalo proper and vice versa. Please do not scrap this wonderful opportunity for community growth.

# NFTA - Submission # 2006

**NFTA - RECORD #2006 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Arthur |
| **Last Name :** | Eichinger |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

785

I just want you all to know that I support this plan wholeheartedly. I'm someone who cannot drive and I have a chronic illness. I've travelled to countries like Japan and realized that more than anything, US cities NEED better public transportation. It would be so beneficial to everyone, even those who don't realize it yet. I dream of a day I can travel through Buffalo, Kenmore, Tonawanda, Niagara Falls, etc. all in one without issue. I want WNY and the country as a whole to be connected. My words may not mean much but know that I and many others would have our lives improved for years and generations to come if we can travel within our communities with ease. Thank you.

# NFTA - Submission # 2007

**NFTA - RECORD #2007 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | |
| **Last Name :** | Nabzdyk |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

783 We live in the city and utilize the metro rail to travel downtown to Canal Side, Key Bank center, and the Theater District, and occasionally to go to UB South campus when there are events there. When I lived in the University District, I utilized the metro rail on a daily basis. I find the service to be invaluable.

784 I support the expansion because we currently have to drive to Niagara Falls the UB North area. The benefits, especially in the winter when driving becomes dangerous, would be immeasurable. Please continue the work on the expansion.

# NFTA - Submission # 2008

**NFTA - RECORD #2008 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Thomas |
| **Last Name :** | Ripley |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

780 I am very excited to see that the NFTA is considering the expansion of the Metro light rail system. This is a project that will benefit the area for generations to come. It would be very shortsighted and self absorbed to be against this project that will be a vital means of transportation in a thriving city and region. This expansion will
781 provide a clean, efficient, and rapid means of transportation between the suburbs and the city. It will help
782 alleviate traffic congestion that follows the example of current successful metropolitan areas. I am 100% for this project!

# NFTA - Submission # 2009

**NFTA - RECORD #2009 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Mary |
| **Last Name :** | McNeill |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I think light rail extension is a great idea, especially the Niagara Falls Blvd corridor through Tonawanda/Amherst. The road congestion and safety concerns would be greatly improved. The addition of more and more retail and restaurant businesses really needs alternative transportation. Walking and biking even for those close is not safe, hopping on a light rail would be excellent. I did this very easily in Portland OREGON.

Let's go!

# NFTA - Submission # 2010

**NFTA - RECORD #2010 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | B |
| **Last Name :** | Utz |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

776

We do not need this in our neighborhood. It is not wanted by the people who live and live on these local road. How much will this ridiculously expensive boondoggle cost the tax payer after it's built? I do not want to pay any taxes for this waste. Stop wasting tax payer money. Do not ruin Niagara Falls Blvd like you ruined Main st. NO TO METRO

# NFTA - Submission # 2012

**NFTA - RECORD #2012 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Ken |
| **Last Name :** | Moses |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I am in favor of keeping the existing stampede buses for UB and not for the bus or light rail plan. In my opinion the connection between north and south campus will benefit the students of UB 99.9 %. This is not going to benefit the vast majority of of people in Amherst, Tonawanda or Buffalo just like the rail from south campus to Buffalo does very little to decrease the use of vehicles on the roads. Spending this money is very narrow minded and will only cause grief along Niagara Falls blvd. And maple roads. If the intent is to take students from UB north to south then keep the stampede busses running down Millersport. Why would you design a route as you have if Millersport highway is a straight shot from campus to campus unless you think this route will give the UB students more shopping outlets. It's not going to reduce the commuters that drive downtown by any significant amount. We as Americans are hooked on driving our cars because they are way more convenient than taking a bus or rapid transit to a very limited number of stops. I vote no to both proposals and hope your listening to the community because that's whom this will affect the most.

# NFTA - Submission # 2013

**NFTA - RECORD #2013 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Hope |
| **Last Name :** | LoHouse |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

770

I am so excited for the metro expansion. I think it would greatly improve the lives of the 30% of Buffalonians without cars, would increase opportunities for tourist usage, and would overall improve the city and the lives of its people.

# NFTA - Submission # 2014

**NFTA - RECORD #2014 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Robert |
| **Last Name :** | Gallant |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I am very against the rail plan. It is already one of the most congested areas in western ny. Going to be worse when Costco opens. I my experiences on the rail in my 40 years of life has been bad. Crime and homeless flock to the rail. I dont want it in my area at all!

# NFTA - Submission # 2015

**NFTA - RECORD #2015 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | b |
| **Last Name :** | c |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

766 A recent siena college poll has been used to claim public support for the metro project. However the data has not been made publicly available. What is the sample size, are all demographics represented, what is the polling methodology? How can we trust the methodolgy of this poll without the data? If the nfta sincerely

767 wanted to know public opion our town's citizens would have been given an opportunity to vote on the metro project. Instead they seem more focused on listening to UB students many of whom live here for a year or two then leave our community.

# NFTA - Submission # 2016

**NFTA - RECORD #2016 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Joshua |
| **Last Name :** | Robinson |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

762 I am writing to express my strong support for the Light Rail Transit Build Alternative.

763 It makes a great deal of sense to unite the UB North and South campuses with downtown Buffalo and the Jacobs Medical School, giving 30,000 students and several thousand faculty the option to commute easily between campuses.

764 In addition, Niagara Falls Blvd and the surrounding Amherst area are some of the most densely populated neighborhoods in WNY that are often plagued by high traffic volumes, and light rail would help remove a percentage of vehicles from these busy road while giving Northtowners quick access to downtown employers and entertainment amenities (Shea's and the theater district, KeyBank Center, restaurants, Canalside etc).

765 The metro was never intended to stop at UB South, though even our modest network of stops has a high ridership per capita when compared to similar sized cities. Let's finish what was started 45 years ago and help move WNY forward!

# NFTA - Submission # 2017

**NFTA - RECORD #2017 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Kristine |
| **Last Name :** | Becker |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

761 I live right off the blvd and love this idea. My fiance and I use the train from UB all the time and would love an expansion closer to our home. We support this!

# NFTA - Submission # 2018

**NFTA - RECORD #2018 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Ashlyn |
| **Last Name :** | Zgoda |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

760 I am in full support of the metro transit expansion project. This would be a great benefit for the residents of our city and the northern suburbs.

# NFTA - Submission # 2019

**NFTA - RECORD #2019 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Laura |
| **Last Name :** | Crimmen |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I am opposed to both the LRT and BRT expansion especially due to the hazardous materials exposure during construction as well as the potential that my property will lose value. I do not believe this transportation expansion will add to the value of my home, despite your so-called report. I am deeply saddened that local businesses and homeowners will lose their property as well. UB students can use the current transportation system, so I do not believe this is necessary and will not add value to the community as a whole. This will not bring jobs to the area, and I feel many people will avoid the area altogether, especially during construction. A construction project of this magnitude should have been put on a ballot so the community could have legitimately had a say in this matter. I live near Decatur, 5 streets from Niagara Falls Blvd and have never received a call from a pollster, nor has a flier ever been sent to my home announcing the recent forum to discuss this. Please display the evidence which shows how the polls were conducted, who conducted the poll, and the time line during which said poll took place. It appears this is a done deal, with little to no credible input from the public.

# NFTA - Submission # 2020

**NFTA - RECORD #2020 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Lauren |
| **Last Name :** | Dewey |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I am AGAINST extending metro rail into Amherst! It is not needed and Amherst residents don't need the disturbance the construction will bring for several years before finished. With all the increased car theft in the area this will bring more crime that is NOT wanted here! UB students do not need this as they already have a bus service and those who work out here have already been finding their way here without it. Please do not continue this, waste of money, spend the money upgrading the trains and stations you already have, and add security to both as well!!

# NFTA - Submission # 2021

**NFTA - RECORD #2021 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

749

Don't let the opposition stop the light rail expansion. Opposition is always the most vocal and expressive, but their viewpoints are the minority of the area. The light rail expansion is incredibly important to the future success of our region and that cannot be understated.

# NFTA - Submission # 2022

**NFTA - RECORD #2022 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | |
| **Last Name :** | M |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I dream of the day when I can walk two blocks and hop on the train and head downtown without needing to drive to the University park-and-ride. Making Buffalo and Amherst more interconnected will only strengthen our position as a region and allow for greater development across the wider Buffalo-Niagara metro.

**NFTA - RECORD #2023 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Benjamin |
| **Last Name :** | Turchiarelli |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

745 I lived in Buffalo for 32 years and recently moved to New York City. Access to abundant public transportation has changed the way I live and would be transformative for Western New York. I believe this project is a very important step that we must take, along with greatly reinvesting in and reorganizing Metro Bus. The first step is hard but progress is energizing and inspiring once it begins!

**NFTA - RECORD #2024 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Isabel |
| **Last Name :** | Cardiff |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

744 I support the expansion of the train line, pretty please.

**NFTA - RECORD #2025 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Evan |
| **Last Name :** | Hill |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

743

I absolutely support the light rail expansion. It's the only way that we're going to get affordable public transit for people in this area, and it will enliven businesses along the corridor. I definitely hope it goes ahead and there will be even more to come.

# NFTA - Submission # 2026

**NFTA - RECORD #2026 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/20/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Patrick |
| **Last Name :** | McMillan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

739 I strongly oppose the proposed Metro Rail expansion into Amherst. Much of the supposed support is based on the Siena poll, but that poll only surveys a very small sample of residents compared to the nearly 200,000 people in Amherst and Tonawanda. That is far from true community consensus and should not be the foundation for a billion-dollar project.

740 This expansion does not solve a real problem. I don't see long lines of riders at bus stops along this route. If bus ridership is already low, why replace a lightly used line with an expensive light rail system? Taxpayers deserve full transparency on current ridership before committing to this.

741 Even more concerning, the plan removes a traffic lane from roads that are already congested. Most residents depend on cars every day, and taking away lanes for a rail system that may not be widely used will make traffic significantly worse.

742 This project is costly, unnecessary, and harmful to the majority of residents. Leaders should demand real data, honest ridership numbers, and genuine community input before moving forward.

# NFTA - Submission # 2027

**NFTA - RECORD #2027 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Elizabeth |
| **Last Name :** | Kerr |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I think an expansion to Amhest is great. I think it running under Niagara Falls Boulevard is not. Only impact Tonawanda houses if the station will be in Tonawanda. If its in Amherst- make the underground route through Amherst.

# NFTA - Submission # 2028

**NFTA - RECORD #2028 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Elizabeth |
| **Last Name :** | Sherman |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

736

Absolutely PRO metro expansion and have been since I first lived in Buffalo in 2007. There is a 100% chance I would use it and I would patronize more and different businesses in areas outside of my immediate zone. I often can’t be bothered to drive but would gladly take public transit. YES to metro expansion, and keep it coming !!

# NFTA - Submission # 2029

**NFTA - RECORD #2029 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Kayla |
| **Last Name :** | Reumann |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1329

Buffalo and the surrounding area DESERVE good public transportation. Countless citizens do not have cars and rely on public transportation for basic needs. Expanding Buffalo's public transportation systems can only provide greater access to those in need.

# NFTA - Submission # 2030

**NFTA - RECORD #2030 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Karen |
| **Last Name :** | Kliber |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

I believe the rail expansion will further deteriorate the suburban feel that was once Amherst. There is enough transportation options. The area has been over commercialized already and UB has dominated the area with significant burden of overcrowding in what was a well balanced residential area. We have vacant businesses awaiting development with new builds going up! Too much! What a waste of resources and a detriment to our already declining environment!

# NFTA - Submission # 2031

**NFTA - RECORD #2031 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Mars |
| **Last Name :** | Scharf |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1330 I'm a UB student who lives in the city. I currently drive to campus because it's not reliable and takes a long time to go from the metro to the Stampede bus. If the metro is expanded to Amherst, I and lots of other UB students will take transit instead of driving, reducing traffic and pollution in Buffalo. I support the proposed rail expansion and have talked to other UB students and Buffalo residents who also support it.

# NFTA - Submission # 2032

**NFTA - RECORD #2032 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | juliette |
| **Last Name :** | bichon |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1331 I am in great support of the plan. We need expanded service to the north part of buffalo, especially for UB employees and students. Please consider making the subway come every 10 minutes or less. Thank you so much for expanding the subway, it is greatly appreciated and needed!!!

# NFTA - Submission # 2033

**NFTA - RECORD #2033 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Michael |
| **Last Name :** | Collins |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1332 Love it. Can’t wait to take the subway downtown from East Amherst!!

# NFTA - Submission # 2034

**NFTA - RECORD #2034 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Deborah |
| **Last Name :** | Williams |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1333 The only expansion that makes sense is down Genesee to the airport. Plans to go north cause too much disruption and people don't want it. Plus, the region is not growing to support this.

1334 Nothing NFTA does with metro rail will matter unless you get a handle on the safety in and around the stations. The underground stations especially, in and around, are dangerous places.

# NFTA - Submission # 2035

**NFTA - RECORD #2035 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Stephen |
| **Last Name :** | Trinder |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1335 I fully support this project. I do not feel safe driving in Amherst south of Flint Rd. There is simply too much traffic to handle in Amherst. It makes getting to Buffalo difficult. I currently commute to Buffalo State University where I am studying Urban & Regional Planning and the worst part is the drive between Flint Road and University Station, where I transfer to transit. Being able to transfer to the Metro Rail in Getzville instead of Buffalo would make for a safer commute.

# NFTA - Submission # 2036

**NFTA - RECORD #2036 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Kitrina |
| **Last Name :** | Graves |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1336 I am strongly against the expansion of the metro rail. I own a house one street west of Niagara Falls Blvd. I chose to live in Tonawanda as a way to have more peace and quiet. There is already a bus that serves the Blvd. Furthermore as an alumni of UB, the students are given great accommodations to and from each campus
1337 and surrounding areas. The shuttles run very frequently and in far more intervals than the metro system does. There is no need to waste so much money when the systems in place now work efficiently. Our roads don't
1338 need to be dug up and have infrastructures disturbed. We have a high value for our houses that we have invested our time and money into. We will loose that value with no help from NFTA to replace or supplement it.

# NFTA - Submission # 2037

**NFTA - RECORD #2037 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Renee |
| **Last Name :** | Kennelly |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1339 Hello,

I went to the August 19 meeting at Sweet Home Middle School. I am opposed to this project. I am 63 yrs old. I have been living in Amherst for 61 yrs. I am a UB Alumna (MBA '87). Both my children graduated from UB. My daughter just graduated this past May.

1340 I believe spending 2.5 billion dollars (and the amount will most likely increase) does not make sense. When I was at UB with my daughter these past 4 years, I never saw groups of college students waiting for busses to pick them up. The UB busses were frequent and not even 1/3 full. It would make more sense to get more electric busses and/or switch bus routes. We would like to keep Amherst a suburb instead of trying to turn it into

1341 a city. This large potential expenditure is not justifiable. We are currently paying $11,000/yr in taxes. We do not need more expenses. We do not need more crime here either. There is already a recent daily car theft problem here. The people doing it live in the city. They are arrested and released on a daily basis so they can do it again. Please listen to the people that actually live here, pay taxes here, and own homes here. Many of the

1342 young speakers on Aug 19 don't even live in Amherst. They don't own homes or pay property taxes. The

1343 homeowners from Audubon made a lot of sense. They purchased there, to see green spaces, nature, animals, etc., not to have a light rail nearby disrupting their way of life.

# NFTA - Submission # 2039

**NFTA - RECORD #2039 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Chuck |
| **Last Name :** | Volpe |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1344 To Whom it may Concern.

I live one street off Niagara Falls Boulevard in the Town of Tonawanda. I am a hard no on the Metro Transit Expansion Project. This project both unaffordable and unnecessary. A $2B price tag should be enough to kill this project. There are far cheaper ways to get people from the subway to nowhere station to UB North:
1. Use the existing bus lines the travel up and down Niagara Falls Boulevard mostly empty. UB students could be provided a bus pass as part of their tuition.
2. Use the existing UB buses that sit inactive on campus.

1345 Both of these solutions will cost far less than $2B. The expansion project is a solution for a problem that doesn't exist. This is just another way for a politician to seem like they are "working for their constituents" but in reality they are paying off political supporters.
Hopefully by the time the shovel goes in the ground my family will live elsewhere and god willing nowhere near New York State.

Thank you for your attention to this matter.

# NFTA - Submission # 2040

**NFTA - RECORD #2040 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | C |
| **Last Name :** | B |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1346 I have a question on the rail option and am wondering why underground rail is not being presented for the expansion towards UB North?
Can the underground rail at UB Center campus be extended further northward for the proposed expansion route?

1347 If you need help, I know a guy....Justin Roczniak, he rocks at Cities: Skylines and has a podcast (Well There's Your Problem) that is about engineering disasters (with slides). And we don't want this project ending up on that podcast. Everyone says that Buffalo Mayor Jimmy Griffin wanted a walkable city and the LRT. Now we have been adding cars back to Main Street. I am confused. I want clean, safe mass transit that people will use. I will use it when I am not stuck in snow town.
Please do what is best for Buffalo and WNY.

# NFTA - Submission # 2041

**NFTA - RECORD #2041 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Patrick |
| **Last Name :** | Rimar |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1348 I had the opportunity to study and work in connection with a similar project approximately 40 years ago. At that time, they wanted the same extension of the rail service to the UB north campus, but they wanted to take it down North Bailey Avenue instead of Niagara Falls Boulevard. The method proposed was "cut and cover" construction - a highly disruptive form of construction that has been shown in many projects to be the death knell to any financial enterprise adjacent to the route. At a time where a highly mobile population has choices and brick and mortar businesses are struggling to survive as e-commerce increases, this is hardly what they need added to their plight.

The North Bailey environmental impact study said that only "marginal" businesses would be adversely affected and those would be forced into bankruptcy. As then president of the North Bailey Businessman's Association, during the public hearings, I was able to get on record that "marginal" meant businesses grossing under $500,000 annually - and that was four decades ago! Not sure what "marginal" might mean now. This project, like the North Bailey fiasco, will not benefit anyone in the long run, other than those building the system. Businesses will fail, local tax revenue will be lost, transportation will be disrupted for years, revitalization will cost millions to revitalize what has been left in ruins and even once built, the cost of maintaining the line will be a financial anchor for any management agency. How can it make money when it goes from nowhere to

1349 nowhere. Does anyone sincerely believe that average Amherst residents are going to drive to the UB North Campus to hop on a train to go to downtown Buffalo? or to go to the south UB campus? Going in the other direction, who is going to go to the North Campus other than students that are already have bus routes to get there. Two billion dollars pays for a lot of bus fares! I'm all for seeing tax dollars used in Western New York but let's do it on something that makes sense and has a practical bottom line return.

# NFTA - Submission # 2042

**NFTA - RECORD #2042 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1350 Truly the most impactful project in our region. The light rail system needs to be expanded.

# NFTA - Submission # 2043

**NFTA - RECORD #2043 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Catheryn |
| **Last Name :** | Ryan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1351 I strongly approve of expanding the current Metro line! I would much rather take a regular, reliable train every day than drive to work. The only solution to reducing traffic is having reliable and fast alternatives to driving,

1352 and expanding the rail system further into the suburbs and to UB North will promote economic growth and urban density along the corridor along with taking cars off the road.

# NFTA - Submission # 2044

**NFTA - RECORD #2044 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Olga |
| **Last Name :** | Garrison |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1353 The NFTA Metro Railway expansion is absolutely unnecessary and would cause far more harm than good. I
1354 was a young adult when the original Railway was built. It took at least two years, during which time all business ceased operations along Main St. These businesses were permanently destroyed. Because the streets were completely rerouted to accommodate the blocked off Main St, driving downtown became a nightmare. Ditto for parking. The Metro Railway expansion sounded like a good idea on paper but the reality was just the opposite.

1355 I worked for 20 years at the UB North campus in a variety of the academic departments during that time and having direct contact with the students. Never once did I ever hear any student complain about taking the UB Stampede buses to the south campus. The Stampede buses were plentiful, usually three waiting at a time at the Flint Loop in front of Capen Hall. They were very efficient and got the students to the campus destinations with comfort and convenience.

1356 When I was growing up in the city of Buffalo, we took buses everywhere. They were scheduled every ten minutes and were clean, prompt and efficient. There an offhand mention of a rapid bus route. THIS IS YOUR SOLUTION! You would accomplish what you need to without the physical destruction of both commercial and residential neighborhoods. The expenditure of more than a billion dollars is an outrage and absolutely not justified in any way, shape or form.

1357 The town of Amherst has been through enough in the last four years. Leave this town and its residents in peace.

# NFTA - Submission # 2045

**NFTA - RECORD #2045 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Zachary |
| **Last Name :** | Turton |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1558 I'm writing in support of the Light Rail Transit expansion. Buffalo has great potential to be a model of modern American urban redevelopment, and forward-thinking transportation infrastructure should be at the head of the pack when it comes to prioritization. Light Rail is one of the most cost-effective, robust, least-polluting forms of

1559 mass transit available, in addition to heavily reducing road traffic and driving substantial economic development. Every dollar put towards expanding our light rail network is a dollar well spent, and has the potential to repay its costs a hundredfold over the next decade or two.

# NFTA - Submission # 2046

**NFTA - RECORD #2046 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | David |
| **Last Name :** | Doerr |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1557 I am in favor of the metro rail expansion. Connecting from downtown Buffalo to UB North Campus will add vibrancy, accessibility and density to what are already the most dense areas of Erie County. As someone in real estate I believe this will benefit all and give students at UB Nortth access to the city of Buffalo and other parts of the area they might otherwise never get to. Thank you

# NFTA - Submission # 2047

**NFTA - RECORD #2047 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Mike |
| **Last Name :** | Conmy |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1556

I am a married father (of three boys), Union Factory worker (NOT using my Bachelor's Degree in Social Work), lifelong registered Democrat (consider myself independent), with Solar Panels on the house I own (helping to charge the Tesla in my garage), I have been accused of being a "Bleeding Heart Liberal" (& yet am also a fiscal conservative)...although government can do some amazing things, it struggles with healthy boundaries & sometimes LESS IS MORE! The Kensington (& Scajaquada) Expressway(s)--& ultimate removal-- & The NFTA Metro (initially closing Buffalo's Main Street) have proven to me that we constantly WASTE MONEY (in an effort to make things better), only to have to spend more money maintaining (& ultimately removing/fixing those mistakes). These are only two examples that help to prove why the "NO BUILD Alternative" for NFTA Expansion IS the RIGHT THING for Buffalo-Niagara! Thank you for your time!

# NFTA - Submission # 2048

**NFTA - RECORD #2048 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Abigail |
| **Last Name :** | Streeter |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1552 Expanding the metro rail is a great opportunity for western NY to build its reputation as a major metro area. I have lived in other places with more robust transit systems, and stations are a catalyst for development. Property values around the metro line will increase because people will want to live by the train to take advantage of the easy access to downtown and UB. Additionally, improving the transit system will increase accessibility to the region for our aging population who will eventually no longer be able to drive. Having a clean, safe, and reliable transit system will improve everyone's quality of life.

1554 My only concern relates to the properties that will need to be acquired to build the metro expansion line. You should provide monetary compensation and relocation assistance to the homeowners and businesses. Maybe start buying properties in the neighborhoods that will be affected so they are available for a land swap when the time comes.

1555 I strongly support the metro rail expansion.

# NFTA - Submission # 2049

**NFTA - RECORD #2049 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Christopher |
| **Last Name :** | Kowalski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1551 I'm firmly in favor of the light rail extension into Amherst and think that it will provide a positive community impact by reducing traffic congestion and filling a missing link in regional transportation options

# NFTA - Submission # 2050

**NFTA - RECORD #2050 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Tim |
| **Last Name :** | Miller |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1550 I am not in favor of this project. Just will affect traffic and conditions around my house and area. You will reduce my value of my house and my neighborhood. There has to be some other way than bringing the subway to to you be UB. When you did this in downtown Buffalo you ruined main Street and you lost businesses and neighborhoods I don't want to happen here in Amherst/Tonawanda.

# NFTA - Submission # 2051

**NFTA - RECORD #2051 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Abigail |
| **Last Name :** | U |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1549

Do not pander to students. Listen to those of us who live in the area and pay property taxes. Stop this ridiculous proposal. Listen to the majority of people who live in the affected area. NO TO METRO!!!

# NFTA - Submission # 2052

**NFTA - RECORD #2052 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Scott |
| **Last Name :** | MacLean |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1548 I'm all for the LRT to connect us in Amherst to downtown Buffalo.

# NFTA - Submission # 2053

**NFTA - RECORD #2053 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/21/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | J |
| **Last Name :** | Bystrak |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1544 The extension of The Metro would be a great addition to the area. Linking UB North to South feels like a no brainer with so many students traveling between the campuses. Also, Amherst has a big population and
1545 growing. There is no doubt that many of them would find it a beneficial and convenient way to commute. I know I will. Finally, I see the environmental impacts from less traffic on the road and less air pollution as a big positive. I have been and will continue to be a big supporter of The Metro extension and hope to see it come to fruition. Maybe it will open the possibility to more in the future.

# NFTA - Submission # 2054

**NFTA - RECORD #2054 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Bonnie |
| **Last Name :** | Lottes |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1537 I'd like to state my support for the LRT option for the Project.

1538 Some people claim that this project is not needed since most residents in Erie County do not use public transportation or that it would only benefit UB students. First off, it is not a matter of what “most” residents do. There are many residents that cannot afford a car, are unable to drive a car (due to injury or medical reasons), are too young/old, or do not know how to drive a car, and these people need ways to travel to where they need to go. It is so important to cater to this group of people because they rely on these services and without them, they are unable to work, go to school, visit family/friends, or get groceries/goods/etc. In Erie County, it is faster to drive somewhere than to take public transit, so it is important to improve public transit service to be as fast and efficient as possible to better serve this group of people. Furthermore, if public transit service becomes

1539 more widespread and efficient, that would encourage more residents to use it, making its investment/maintenance more worthwhile.

1540 While the BRT alternative would be less costly/disruptive, it would not attract as many new users compared to the LRT alternative since buses are less reliable, more affected by weather, and have a negative stigma associated with them. As I stated before, it is important to improve public transit to be as fast and efficient as possible. If bus rapid transit was selected instead of an expanded light rail line, people using this route to go downtown would need to wait twice (once for the bus, once for the rail), which would make this route less appealing to the average person and would be less convenient for those that need these services.

1541 As someone that uses public transit by choice to commute to work downtown (via the metro or bus #11), I strongly prefer taking the metro since the service is faster, more reliable, and is offered more frequently. Right now, the downside of taking the metro is that I need to drive or ride my bike ~3 miles to the nearest train station, but with the metro expansion I would be able to walk to the nearest station, which would be about the same distance to the bus stop I currently use. The expansion of the light rail line would be more convenient for me and would hopefully encourage others to take the light rail line as well.

1542 The proposed route along Niagara Falls Blvd, Maple, and Sweet Home would service multiple neighborhoods and businesses/commercial areas, which would better serve the people using transit service than a route along Millersport Highway.

1543 I am extremely excited about this project. If this project is a success, it could be used as an example for other potential light rail lines in the area. I would love for the future of Erie County (especially Tonawanda) to involve more light rail so that there are more non-vehicular options for transportation.

# NFTA - Submission # 2055

**NFTA - RECORD #2055 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Amal |
| **Last Name :** | Mardini |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1536

No, no to metrorail going through the boulevard. My business will be ruined, my clients will go elsewhere. The noise and dirt will affect my health and my building will be worth less!

# NFTA - Submission # 2056

**NFTA - RECORD #2056 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Alexander |
| **Last Name :** | Cox |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1534 The extension of the NFTA rail line has been a long time coming. I support the effort and encourage the designers and community to identify a route that enables as much ridership and local business opportunities as possible. I would like to eventually see the rail line extend to Niagara Falls to support local communities and
1535 tourism.

# NFTA - Submission # 2057

**NFTA - RECORD #2057 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Christopher |
| **Last Name :** | Creech |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1531 I would like to submit my strong support for the LRT proposal for metro expansion in Amherst. Fixed rail transit is the BEST way to promote transit-oriented development - if we want this project to be as big an economic boon to Amherst as it SHOULD be, we a need permanent fixed transit route. Real estate developers need confidence in a transit routes permanence when they are doing risk assesment - a TRAIN (LRT) route offers that. Furthermore, it is imperative that NFTA begin LRT transit projects NOW so that a local workforce can

1532 begin to develop institutional knowledge about implementing LRT projects in our specific region. This same workforce becomes its own economic generator, most importantly IF the NFTA can continue to fund transit expansions beyond the Amherst extension. We need to keep the new workforce this project attracts in the area, working on the Tonowanda metro extension, an extension to the Airport, and an extension to the southtowns (particularly to the football stadium).

1533 I implore the NFTA leadership to avoid listening to a vocal minority of residents that will have negative impacts; these same residents will demand the train be kept once it has been in place for a few years. They will benefit from the prosperity of the corridor as much as the rest of Amherst, and the concerns voiced during the public hearing are largely unfounded.

# NFTA - Submission # 2058

**NFTA - RECORD #2058 DETAIL**

| | |
|---|---|
| **Status :** | No Action Required |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Amanie |
| **Last Name :** | Akarah |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1527 I strongly support the proposed Metro Rail expansion. Buffalo has so much potential, but one of the biggest things holding our city back is the lack of a comprehensive public transportation system. Expanding the Metro would provide greater access and opportunity for more people, while also making our city more equitable and connected.

1528 Buffalo deserves to be a place that not only serves its residents but also attracts visitors. We are close to Niagara Falls, we have a beautiful waterfront, and we are building a new stadium. These are all assets, but without strong public transit, our city cannot reach its full potential.

1529 The University at Buffalo is one of the largest schools in New York State and plays a major role in our economy. Students come here from around the world, and we want them to do more than just earn a degree and leave. We want them to stay here, build careers, and contribute to the future of Buffalo. A modern, expanded Metro system would help make that possible by connecting campuses, neighborhoods, and businesses.

1530 This project is not just about trains or buses—it's about development, opportunity, and showing people that Buffalo is a city on the rise. I do not see how this could be viewed as a negative. We need this investment in our future.

# NFTA - Submission # 2059

**NFTA - RECORD #2059 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Ellen |
| **Last Name :** | Burkhardt |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1526 The comments in Section 6 table 6-7 regarding No Adverse Impact for the Neighborhoods and Communities does not correspond to the information found in Section 4.4. There will be adverse impacts. There will be neighbors impacted. Acknowledge your own data in section 6 please.

# NFTA - Submission # 2060

**NFTA - RECORD #2060 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Michael |
| **Last Name :** | Conner |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1523 I am a student at UB and even though I won't be attending by the time the proposed expansion is completed I can 100% say this is a necessary expansion of the NFTA Metro line. I would also love to see further expansion
1524 to the airport and the stadium in Orchard Park. As a student in civil engineering I know that these expansions
1525 will bring great value to the Buffalo metro area and make the area a much more enticing place to live. I dream of one day seeing better transportation infrastructure in this area that will ensure that Buffalo can be considered a world class city embracing the future.

# NFTA - Submission # 2061

**NFTA - RECORD #2061 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Alex |
| **Last Name :** | Abernathy |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1521 I strongly support this expansion. It will help alleviate traffic, drive growth, reduce and noise pollution, and be safer for all. Please don't allow a vocal minority to disause you.

1522 Bus rapid transit is not a valid alternative. It may be cheaper up front, but delivers subpar performance. Please properly invest in good transit infrastructure.

# NFTA - Submission # 2062

**NFTA - RECORD #2062 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Melissa |
| **Last Name :** | Simpson |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1520

Living in Amherst near an area it would affect, I disagree with changing the area to a more metro one with this proposed plan. We need more peace a quiet and to keep areas more family friendly and less catering to large amounts of noise, pollution and expanding daily population. Listen to the people who live where it affects ts them the most please.

# NFTA - Submission # 2063

**NFTA - RECORD #2063 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | |
| **Last Name :** | X |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1519 Build the light rail. The old people that complain about this project won't be around in twenty years. This is an investment into the future generations of people living in Buffalo, Amherst, Tonawanda, etc. Build this for them, as they're the ones that are going to be the drivers of economic growth and prosperity in the region.

# NFTA - Submission # 2064

**NFTA - RECORD #2064 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | |
| **Last Name :** | M |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1518

Expanding the light rail to Amherst provides for a true opportunity to make the region appealing to young people. Younger generations are far more inclined to use transit and support the funding and construction of it. These are the people that we need to appeal to. If Buffalo is going to attract younger talent, especially as the effects of climate change make it harder for people to stay in various parts of the country, we need to prepare our region to be attractive relocation grounds by investing in infrastructure that is desirable, and rail transit is incredibly desirable.

# NFTA - Submission # 2065

**NFTA - RECORD #2065 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | |
| **Last Name :** | T |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1517 The light rail will be a big boon for both Amherst and Tonawanda, regardless of what is claimed. Connecting the populous northern suburbs to downtown and the central business district will really help to revitalize the area and attract businesses, while also reducing congestion on our roads.

# NFTA - Submission # 2066

**NFTA - RECORD #2066 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Patrick |
| **Last Name :** | McMillan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1516 Since NFTA cannot legally justify building a taxpayer-funded project solely for UB, yet the Draft EIS shows ridership hinges on replacing the UB Stampede, what evidence proves this expansion benefits Amherst and Tonawanda residents beyond UB's student population?

Federal law prohibits using public transit dollars to build a project for the primary benefit of a single institution. Yet NFTA's own documents show most of the projected ridership comes from UB students shifting from the Stampede to rail. If this expansion isn't primarily for UB, where is the data on new, non-UB riders in Amherst/Tonawanda that makes this project legal, cost-effective, and justified despite traffic lane losses?

# NFTA - Submission # 2067

**NFTA - RECORD #2067 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Patrick |
| **Last Name :** | McMillan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1514 I oppose the Amherst/Tonawanda Metro Rail expansion as currently presented because it does not adequately represent or serve the broader community. The Siena poll being cited as evidence of support surveyed just over 1,000 people across two counties, but Amherst and Tonawanda alone have nearly 200,000 residents. Without knowing how many were actually from these towns — or whether UB students made up a large portion — the poll is not a valid reflection of local sentiment. Just as presidential polls often fail to predict election outcomes, this one survey should not be used as the foundation for a billion-dollar project.

1515 The ridership data confirms what residents see daily: bus demand outside UB is modest. That makes it difficult to justify replacing lightly used bus routes with rail instead of pursuing lower-cost improvements like more frequent service or signal priority. More concerning, the Draft EIS indicates that much of the projected ridership gain comes from UB students shifting from the Stampede to rail. Since federal law prohibits building a project primarily for the benefit of one institution, NFTA must provide data proving that non-UB residents of Amherst and Tonawanda will see significant new benefits. Without clear evidence of broad ridership demand and a transparent explanation of traffic impacts, this project is not justified.

# NFTA - Submission # 2068

**NFTA - RECORD #2068 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/22/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Jason |
| **Last Name :** | Eagan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1513 I am very in favor of light rail expansion. It should be expanded as much as possible to give people more transportation options

# NFTA - Submission # 2069

**NFTA - RECORD #2069 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/23/2025 |
| **Submission Date :** | 8/23/2025 |
| **First Name :** | Thomas |
| **Last Name :** | Errico |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1512

As someone who lives in this area, I don't want it in my back yard. There is no benefit to the people of Amherst, Tonawanda, or Buffalo. All you're doing is killing businesses, raising crime rates, and lowering property values, all in the name of a $2 Billion social experiment. None of the people who want this actually live here. You shouldn't get to decide.

# NFTA - Submission # 2070

**NFTA - RECORD #2070 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/23/2025 |
| **Submission Date :** | 8/23/2025 |
| **First Name :** | |
| **Last Name :** | C |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1510 The light rail expansion is vital for any plans to redevelop the Boulevard Mall. Having a stop surrounded by hundreds of units in buildings 8-12 stories could go a long way to solving the housing crisis in the area.

1511 Additionally, there needs to be a stronger emphasis on developing vacant parcels and abandoned buildings adjacent and within .5 mile from the existing light rail stops.

# NFTA - Submission # 2071

**NFTA - RECORD #2071 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/23/2025 |
| **Submission Date :** | 8/23/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2442

Light rail expansion or nothing. All the complaints and statements that the detractors will support a BRT system are lies, and they'll absolutely oppose any efforts to reduce traffic lanes along Niagara Falls Boulevard.

# NFTA - Submission # 2072

**NFTA - RECORD #2072 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/23/2025 |
| **Submission Date :** | 8/23/2025 |
| **First Name :** | Grady |
| **Last Name :** | Gambrel |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1506 I think having a new rail line (or extension) to UB's North Campus and I-990 sounds great!

# NFTA - Submission # 2073

**NFTA - RECORD #2073 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/24/2025 |
| **Submission Date :** | 8/24/2025 |
| **First Name :** | Andrew |
| **Last Name :** | Santiago |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1505

I am 19 years old, I am a student at UB, and I have lived in Buffalo my whole life. I have had very little experience using public transport in my life. Both of my parents had a car and I was fortunate to get one as soon as I was able to drive. But, I have personally witnessed the struggles of many of my peers who have not been as fortunate. I have been stuck giving many people rides to various places. The reasons range from simply getting them home to helping them shop for their families. Many people in Buffalo, but especially young people, are struggling more than ever to be able to afford a car. Many people don't even bother getting their license because they will be unable to purchase a car in the foreseeable future. For the longevity of Buffalo, I please urge you to move forward with the metro LRT expansion as well as further improvements to the public transportation. No matter what some people may say about this project, young people will always be the future, and young people today long for better public transportation. In order to keep people in Buffalo, not just long time residents but also many of the people who pass through for 4 years while at UB, it is imperative to move forward with this plan. If not, I and many others will likely leave this city in search of a more accessible one. I don't want to have to get in my car every time I need to go somewhere. Driving to places like the boulevard from my apartment near the zoo often feels like a chore. It's 30-45 mins of driving and time that I will never be able to recover. I would take public transportation all the time if it was just a little bit more accessible and reliable. Right now, I just cannot justify taking a bus or train instead of driving, due to the inconvenience of these systems. The few times I have taken the train, it has been a very pleasant experience, and if the destinations of the train were increased, I would be able to find so many more opportunities to take advantage of it. This is what the majority of Buffalo wants. Please do not keep Buffalo from improving and progressing due to a small minority of people that are opposed to this.

# NFTA - Submission # 2074

**NFTA - RECORD #2074 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/24/2025 |
| **Submission Date :** | 8/24/2025 |
| **First Name :** | |
| **Last Name :** | B |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1504 Let's make the light rail extension a reality. It's been fifty years since the initial plans were envisioned for rapid rail transit system around the region. It's been forty years since the light rail system entered service. It's well past time to move towards the development of the system that was originally envisioned.

# NFTA - Submission # 2075

**NFTA - RECORD #2075 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/24/2025 |
| **Submission Date :** | 8/24/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1503 For the stations that are set to be added, are there plans to use a similar "safe station" design like they're currently implementing in St. Louis or the deployment of taller fare gates similar to what they're putting in NYC or San Francisco?

# NFTA - Submission # 2076

**NFTA - RECORD #2076 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/25/2025 |
| **Submission Date :** | 8/25/2025 |
| **First Name :** | Drew |
| **Last Name :** | Jordan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2443 I am a 30 plus year resident 2 blocks off NF Blvd. I strongly oppose the metro rail expansion.

2444 Our neighborhood is basically a quiet residential area that will be lost if we hear the sounds and feel the vibrations of a train from sun up to beyond sundown squeeling and dinging as it goes.

2445 There are better options available using a well coordinated bus service that would remain flexible as needs change in the future. Once you build the rail that's it forever good or bad.

2446 The current metro rail line is a burden on taxpayers and this will only further that.

2447 The cost to build it will probably triple from the original price tag for a system that few true residents want. The majority of support seems to be coming from SUNY students who don't drive and who will probably not live here when this project is complete.

2448 I suggest we take the money and pave the roads and fix the bridges that are in bad need of repair so we can feel good about the town we live in. Thank you / Sincerely Drew Jordan

# NFTA - Submission # 2077

**NFTA - RECORD #2077 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/25/2025 |
| **Submission Date :** | 8/25/2025 |
| **First Name :** | Susan |
| **Last Name :** | Potocki |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1492

A huge waste of taxpayer dollars. NFTA can barely maintain the buses, trains and stops that exist today. How will this help? Environmental impact study says blasting is not as bad as in years past. Ha ha! Blasting is blasting! Homes/businesses nearby blasting zones will be affected. Construction will take years and the area will be in uproar and not commutable for anyone for a decade or longer. Ridership will not be as large as the NFTA projects with this project as it is down throughout the whole NFTA transit system as per NFTA annual reporting. If intended for UB Students, they are a transient population, they pay little to no taxes. They have buses that can get a student from UB North to South in under 14 minutes (less than the projected transit line). If you think this project will cost $2 billion, guess again, as costs are rapidly rising. Shame on the NFTA for insulting the intelligence of the citizens of, not only, Amherst and Tonawanda, but all of Erie County taxpayers on this wasteful project!

# NFTA - Submission # 2078

**NFTA - RECORD #2078 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/25/2025 |
| **Submission Date :** | 8/25/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1328

UB just announced that they admitted their largest first-year class ever, more than 5,000 students. How are they going to get around? The light rail allows for more to be transported in a quick manner, while also reducing the overall number of vehicles on the road as the Stampede busses will no longer have to run between North and South Campuses. As UB continues to grow, the need to have an actual efficient transit system that can haul a large number of people continually in all kinds of weather will continue to grow. Expand the rail.

# NFTA - Submission # 2079

**NFTA - RECORD #2079 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/25/2025 |
| **Submission Date :** | 8/25/2025 |
| **First Name :** | |
| **Last Name :** | K |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1327

Get the Amherst extension built and start studying for the extension to the Airport. We need more rail lines and ways to traverse the metro region that doesn't require being in a personal vehicle or a bus.

# NFTA - Submission # 2080

**NFTA - RECORD #2080 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/25/2025 |
| **Submission Date :** | 8/25/2025 |
| **First Name :** | |
| **Last Name :** | C |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1326 UB continues to grow and develop more-and-more in Amherst. A rapid transit system is going to be vital to reduce congestion, especially in the face of Costco opening next year. Build the light rail.

# NFTA - Submission # 2081

**NFTA - RECORD #2081 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/26/2025 |
| **Submission Date :** | 8/26/2025 |
| **First Name :** | Diane |
| **Last Name :** | Halt |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1325

The proposed NFTA Metro expansion into Amherst comes with an enormous price tag, but the projected ridership does not justify the cost. Even with optimistic estimates, the NFTA expects to double ridership to only about 20,000 people per day. For the $2 billion price tag, that's an extremely high cost per rider. To put it in perspective, the same 20,000 people could each be given $10,000 to find their own transportation for a total of $200 million. That means taxpayers would still save $1.8 billion compared to building this expansion. Buffalo needs smarter, more cost-effective investments in transportation that serve more people, more often, without saddling taxpayers with decades of debt for a transit system that covers very little of our region.

# NFTA - Submission # 2082

**NFTA - RECORD #2082 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/26/2025 |
| **Submission Date :** | 8/26/2025 |
| **First Name :** | |
| **Last Name :** | Z |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1324 Would it be possible for the town of Amherst to establish a TIF along the route as a means to help fund the project?

# NFTA - Submission # 2083

**NFTA - RECORD #2083 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/26/2025 |
| **Submission Date :** | 8/26/2025 |
| **First Name :** | |
| **Last Name :** | M |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1323 Are the pedestrian crossings to the stations going to be signalized? People will want to feel safe while trying to access the center-island stations, and Niagara Falls Boulevard is very pedestrian hostile as it is currently set up. Traffic signals, curbcuts, signalized crosswalks, plenty of lighting are very important if we want this to be successful in the suburbs.

# NFTA - Submission # 2084

**NFTA - RECORD #2084 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/26/2025 |
| **Submission Date :** | 8/26/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1322 UB is on-board with this project, yes? We don't need a situation like Durham where light rail is proposed and studied/allocated a billion dollars, and then is thwarted by the local university.

# NFTA - Submission # 2085

**NFTA - RECORD #2085 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/26/2025 |
| **Submission Date :** | 8/26/2025 |
| **First Name :** | Sean |
| **Last Name :** | Brodfuehrer |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1318 As a long time transit user and someone who works in Amherst, I fully support this extension project. The benefits to the region are profound. This extension will link some of the region's most disadvantaged neighborhood's with the region's most economically successful suburb providing opportunities for employment, education and services. I also think the Light Rail option is the only viable option in our cold region. one where

1319 snow, ice and wind are constant impediments to travel and transit. Removing transfer points, allowing someone to go from Community College to University Campus in any weather or Community College to potential employer in a reliable, on time system is key to getting entry into the workforce. I have missed the bus or train hundreds of times trying to make the transfer at University Station. This LRT will become the backbone for a

1320 resilient and connected community sticking together generations of divide and segregation. Someone living near this full route would have ample access to primary, secondary and higher education options, food, jobs, commerce, healthcare, and entertainment. It would also leverage and build on the investments already made. It isn't some flashy new thing, but an improvement of what is there, a making it and the region's transit network whole. Lastly it would connect the region's university to the city core. The campus is well known for it's long

1321 disconnection from buffalo and the region as a whole. it is an island and generations of spin off benefits that a campus the size and quality that UB is has never been realized. Every major successful city in the US and World has higher education at it's core, this investment will finally tens of thousands of new, fresh, excited students in direct, simple, and WARM, connection to all the benefits that Buffalo and it's beautiful location on Lake Erie a simple ride away. Students can relax at Canalside or Inner Harber in less time than it takes today to get from the Ellicott Complex to South Campus in the winter on the Bus. The reputation of the City as a whole and the spin off benefits will be unparalleled.

# NFTA - Submission # 2086

**NFTA - RECORD #2086 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/27/2025 |
| **Submission Date :** | 8/27/2025 |
| **First Name :** | Jason |
| **Last Name :** | Parker |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1315 Transit expansion needs to move forward in the Buffalo region. This isn't just a UB concern, but a way to bring in customers to every business on the proposed route, including the stalled project at Sheridan and Eggert and additional uses for the Boulevard Mall site.

1316 Additionally making it easier to live in Buffalo without a car will help drive down the overall cost of living.

1317 I can understand the worries from the residents on Niagara Falls Blvd about construction and additional traffic. I refuse to entertain concerns about mass transit bringing "the wrong kind of people" to the area.

# NFTA - Submission # 2087

**NFTA - RECORD #2087 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/27/2025 |
| **Submission Date :** | 8/27/2025 |
| **First Name :** | Christa |
| **Last Name :** | Glennie |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1314

It's thrilling to know that transit-oriented development designed with the community in mind will exist at both ends of the rail once the extension is complete.
https://www.dlandwbuffalo.com/blog/the-train-to-nowhere

# NFTA - Submission # 2088

**NFTA - RECORD #2088 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/27/2025 |
| **Submission Date :** | 8/27/2025 |
| **First Name :** | Bob |
| **Last Name :** | Van Valin |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1309 I drive along that stretch of Niagara Falls Blvd as part of my commute. The majority of it is a 35mph residential area, and yet it's 4-5 lanes wide. The size of the road subconsciously makes people think that the speed limit is higher, so I constantly see people speeding at 50+ mph. I must admit that I fall victim to it and speed sometimes, too. Adding the rail line to that section of NFB as part of a complete street would force drivers to slow down, making it more walkable and much safer for the people who live there. And honestly, the rush hour traffic on that stretch isn't even that bad. Even when I was driving home at 5pm in 2018-19, the traffic was fine. I don't believe that consolidating the lanes would have a significantly negative effect on traffic flow.

1310 I also ride the train a lot to get downtown for theatre, live music and Sabres games. My wife and I purposefully bought a house by UB South so we could walk to the station. Making it easier for people to get downtown (from the North) means less traffic, less need for parking and less congestion. And we know that people like to drink at sporting events and at downtown bars, so keeping them off the road (for longer, at least) is a huge bonus.

1311 Having UB Students be able to take the train all the way downtown from UB North without having to change from the bus would be huge. That would also improve traffic flow on the main routes between the two campuses. Those busses would likely still exist, since they make several stops along the route, but they'd be less frequent. The funds that UB currently allocates to the busses could go to the NFTA instead so that students could ride for free or at a discount.

1312 Great cities need good public transportation. The biggest cities in the country all have some kind of rail system. NYC's subway is legendary. LA finally has a complex, convenient transit system, decades after they dismantled the original one. Cities like Seattle, Portland, San Diego, Philly, Pittsburgh, Columbus and Miami all have rail systems. If we want people to take us seriously as a region, we need to finally move on from our past mistakes and embrace real change and progress.

1313 When I was a student at UB and when I worked office jobs downtown but lived in Amherst, I wanted so badly to be able to get on the train closer to my house. I had to drive 20+ minutes to UB South instead of the short drive to North campus. I'm glad to know that future students and downtown workers will have a convenience I only dreamed of. We cannot let a few stubborn, vocal suburbanites stand in the way of real progress for our region. This project will kickstart growth and hopefully lead to more and more rail expansions. It really makes me excited for the future of Buffalo!

# NFTA - Submission # 2089

**NFTA - RECORD #2089 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/27/2025 |
| **Submission Date :** | 8/27/2025 |
| **First Name :** | Ellen |
| **Last Name :** | Falank |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1308 I am a long time user of the NTFA. I am 100 percent behind any expansion of the system as a whole.

# NFTA - Submission # 2090

**NFTA - RECORD #2090 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/27/2025 |
| **Submission Date :** | 8/27/2025 |
| **First Name :** | |
| **Last Name :** | A |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1306 The expansion of the light rail would be huge for commuters into the city and for those that commute from the city into Amherst for work. Less congestion on the roads for workers, and expanded opportunities to develop
1307 vacant parcels around the city to expand living opportunities for students at UB.

# NFTA - Submission # 2091

**NFTA - RECORD #2091 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/27/2025 |
| **Submission Date :** | 8/27/2025 |
| **First Name :** | |
| **Last Name :** | L |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1305 The light rail could fuel hundreds of millions of dollars worth of development in Tonawanda and Amherst, and help fund many important projects throughout the municipalities with the increased tax revenues. Bringing greater density to the suburbs is an important next step that the region needs to take to move ahead and continue growing.

# NFTA - Submission # 2092

**NFTA - RECORD #2092 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/27/2025 |
| **Submission Date :** | 8/27/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1304

Buffalo deserves a better rail transit system. Streetcars were plentiful before and we deserve to have a rapid rail transit system that thoroughly connects the metro region. Life shouldn't be dependent on owning a vehicle.

# NFTA - Submission # 2093

**NFTA - RECORD #2093 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/28/2025 |
| **Submission Date :** | 8/28/2025 |
| **First Name :** | |
| **Last Name :** | Grimley |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1303 It would be nice to have the service extension. The current park and ride at UB south takes awhile to get to from the north towns. Ideally, service should go to North campus with a park and ride off the 290. This should be underground though. Above ground is slowed by traffic- Kitchener,ON did this with a train running a circuitous route above ground, and the system takes forever to get anywhere.

# NFTA - Submission # 2094

**NFTA - RECORD #2094 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/29/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | Jeffrey |
| **Last Name :** | Pasnik |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1301 I support the proposed expansion of the NFTA rail system. This will provide much needed access to areas for people who require public transportation. In addition this project provides construction jobs and additional jobs
1302 for the NFTA. Adding Access will also spur further development in the surrounding area.

# NFTA - Submission # 2095

**NFTA - RECORD #2095 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/29/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | Chris |
| **Last Name :** | Austin |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1300

This project is is a once in a lifetime transformational project that will help connect our city and and area in a long over due manner!

Please don’t let this opportunity pass us by.

# NFTA - Submission # 2096

**NFTA - RECORD #2096 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/29/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | Jomo |
| **Last Name :** | Akono |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1299 I am in support of the expansion and we feel the region will be positively enhanced

# NFTA - Submission # 2097

**NFTA - RECORD #2097 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/29/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | Matthew |
| **Last Name :** | MAY |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1298 Let's quit locking the city and this area down it is time for expansion and Buffalo to continue moving forward. I have travel to many cities both small and large.and we fail in the area of public transportation.

# NFTA - Submission # 2098

**NFTA - RECORD #2098 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/29/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | Tim |
| **Last Name :** | Hull |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1297

This would make a great investment and is long overdue.

# NFTA - Submission # 2099

**NFTA - RECORD #2099 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/29/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | Jeff |
| **Last Name :** | Kowalczewski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1294 I am writing to support the expansion of the NFTA Rapid Transit to UB North Campus. I have a student that goes to UB and would benefit others in the future going to school there that have to go to different campuses. It would also add jobs to the area, and support work force to build it as well.

# NFTA - Submission # 2100

**NFTA - RECORD #2100 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/29/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | |
| **Last Name :** | B |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1293

Light rail or nothing. We're well past the time where we need to compromise on our community's future. The light rail will be transformative for the region and we need to make it happen.

# NFTA - Submission # 2101

**NFTA - RECORD #2101 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/29/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | |
| **Last Name :** | E |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1291 More light rail everywhere. We need a separate branch into the Tonawandas. Help to reduce congestion throughout the northtowns, especially given the level of investment and development that has taken over the area in the past twenty years. Getting the line to Amherst will be a major boost for the local economy and we
1292 need to make that a reality.

# NFTA - Submission # 2102

**NFTA - RECORD #2102 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/29/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1290

The expanded light rail will be a huge boost to the attractiveness of UB to prospective students. There are several major universities across the US that have light rail stops along their campuses, and they provide easy access to students to reach the urban centers of their communities, places that they'd otherwise never go. Given the reality that college students drink and go out, shouldn't we be promoting an opportunity that provides them a direct route back to UB North without risking drunk driving?

# NFTA - Submission # 2103

**NFTA - RECORD #2103 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/29/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | |
| **Last Name :** | V |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1289 Most important project under consideration in Western New York right now, and it's not even close. Without an expansion of the light rail, our current system will continue to fail to reach it's potential and be a posterchild of failed government investment.

# NFTA - Submission # 2104

**NFTA - RECORD #2104 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/30/2025 |
| **Submission Date :** | 8/30/2025 |
| **First Name :** | |
| **Last Name :** | M |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1288 Light rail expansion please. We're begging for an actual, functional public transit system in this area.

# NFTA - Submission # 2105

**NFTA - RECORD #2105 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/30/2025 |
| **Submission Date :** | 8/30/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1287 If Amherst doesn't want this, can we get some additional lines within the City itself?

# NFTA - Submission # 2106

**NFTA - RECORD #2106 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/31/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | Denise |
| **Last Name :** | Horbowicz |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1285 Well. I finally found the 58 page draft report concerning the properties affected by this unnecessary 2 Billion dollar proposed project...I have attended every meeting for over six years and Never Once have you actually shown the public what exactly you plan to do ...what was shown over and over was your small description of the solid line from UB main street to UB Amherst and beyond...nothing ..I repeat nothing was ever shown of the destruction of the roads ..homes ..business that you plan to disrupt..reduce front property footage..and take completely..for those who don't know how to see this jnfo..go to EIS draft appendix D and look it up...I will post the exact house and businesses that are listed as acquisition and they will take it from you

135 Kenmore Ave
165 NFBlvd
546 NFBlvd
861 NFBlvd
865 NFBlvd
899 NFBlvd
910 NFBlvd
926 NFBlvd
925 NFBlvd
1061 NFBlvd
1167 NFBlvd
1250 NFBlvd
1269 NFBlvd
3893 Maple Road

These properties will be gone...homes and businesses all for UB students to move from campus to campus...Project manager Jeff Amplement has stated on camera that this whole project will not work without

1286 the student projected ridership on WGRZ tv interviews.... why is this being called a project that will benefit the public...It will not!! It's a waste of billion of dollars ...the bus system and ridership in 2025 works for the public. the UB stampede should invest in their own transportation. After all Jeff said it from his own 2 lips...:this rail system will only really work with student ridership and elimination of the Stampede Busses: NFTA needs to listen to the public ...instead of shoving this plan on the public and pretending they are having public forums for our input...We all have spoken AGAINST the rail for 6YEARS!

# NFTA - Submission # 2107

**NFTA - RECORD #2107 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/31/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | |
| **Last Name :** | Garwol |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1284 I'm in favor of the BRT because of less of an impact on residential property in the community.

# NFTA - Submission # 2108

**NFTA - RECORD #2108 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/31/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | Gerald |
| **Last Name :** | Dee |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1283 I support this project

# NFTA - Submission # 2109

**NFTA - RECORD #2109 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/31/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | |
| **Last Name :** | O |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1282

Amherst needs better public transit.  Those roads are always a mess and it only continues to get worse as more students enroll at UB and more development happens (Costco, Dicks House of Sports, planned redevelopment of the Boulevard Mall). If we don't take steps now to improve the transit offerings in the area, things will get worse. We need to expand the light rail and provide opportunities for people to get around the area that doesn't require a car or riding a bus.

# NFTA - Submission # 2110

**NFTA - RECORD #2110 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/31/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | |
| **Last Name :** | R |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1281 The expansion of the light rail will benefit Tonawanda as much as it benefits Amherst. Relieving congestion along the Boulevard and allowing for easier access for commuters to connect with the system to get into downtown, will be a major boost. This could also lead towards eventually getting the system to connect into Tonawanda and North Tonawanda itself as was the initial plans.

# NFTA - Submission # 2111

**NFTA - RECORD #2111 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 8/31/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | |
| **Last Name :** | X |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1280 Light rail expansion! It's beyond ridiculous that we've not made any efforts to expand the system in the forty years that it has operated. If we want Buffalo to be an actual premier midsize city to attract residents and business, we need to supply the infrastructure and systems that attract people. Younger people want transit, and we need to give them that if we want things to truly improve in Western New York.

# NFTA - Submission # 2112

**NFTA - RECORD #2112 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/1/2025 |
| **Submission Date :** | 9/1/2025 |
| **First Name :** | catherine |
| **Last Name :** | sanchez |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1279

Hi I think you guys should focus on tourism and workforce most importantly expand your horizons to Niagara falls and further close to Pennsylvania. I lived in Massachusetts before and what made me stay there for a long time was that I was able to commute way up north of MA and way South of MA for work and leisure. In western New York you have the opportunity to drive the economy work force and tourism of Buffalo by providing travels as close to Canada and close to Pennsylvania. This opportunity would invite those to work here or work in Canada and travel for leisure. This would create expansion and trust and more interests for partnerships in organizations also giving back to communities and the housing would be exhalted. Thank you for allowing me to provide a successful feedback. Keep up the great work.

# NFTA - Submission # 2113

**NFTA - RECORD #2113 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/2/2025 |
| **Submission Date :** | 9/2/2025 |
| **First Name :** | Barbara |
| **Last Name :** | Kozlowski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1275 When this was proposed it was explained that it was to connect the two UB campuses. If that's the reason then the station should end at the campus and not continue down JJ Audubon. If this is only going to work if UB
1276 ends their buses how are the students able to get to grocery stores? Maybe the stations should be around Niagara Falls Blvd where traffic and parking are bad with everything being jammed in one area. Students would be able to shop there. As I live in the area I don't see this being of use to me or my neighbors as it currently is planned. I would still drive to anywhere I would need to go but if it went from the campus to NF Blvd. I would consider using it. As for businesses, there are still buses that are used as is evident by the trash those who use it discard when they go to and from the bus. Is there data to support that by building it these businesses will get more employees who would use it? I have recently returned to the area and am shocked by the closed stores and lack of progress to complete projects. I don't see that there is anything here that would attract people to come to Amherst unless they are going to UB. It seems that the concern is for businesses and not the people who pay the high taxes here. Thank you.

# NFTA - Submission # 2114

**NFTA - RECORD #2114 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/2/2025 |
| **Submission Date :** | 9/2/2025 |
| **First Name :** | Vicki |
| **Last Name :** | Vigorito |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1272 I think the negatives of light rail expansion (heavy disruption of roadways and large financial burden) make rail expansion to UB's North Campus a bad idea. I was here when Metro Rail was built & destroyed Main Street, never fulfi)ing its promise of rider use & approval. Expanding now to the North Campus seems off the mark.

1273 I think a better alternative, one that costs less and allows for easier adaptation & use, is expansion of busses. Dedicated bus lanes, decent bus shelters and a solid loop schedule makes a lot more sense for the whole community.

2449 All of NFTA Metro needs expansion of number of busses, better route schedules and better bus stops/bus shelters.

Use money to make better what currently exists in WNY, an expand on that.

# NFTA - Submission # 2115

**NFTA - RECORD #2115 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/3/2025 |
| **Submission Date :** | 9/3/2025 |
| **First Name :** | Carol |
| **Last Name :** | Plesa |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1267 I am in favor of keeping the existing stampede buses for UB and not for the bus or light rail plan. In my opinion the connection between north and south campus will benefit the students of UB 99.9 %. If the intent is to take students from UB north to south then keep the stampede busses running down Millersport. Why would you design a route as you have if Millersport highway is a straight shot from campus to campus unless you think this route will give the UB students more shopping outlets.

1268 This is not going to benefit the vast majority of people in Amherst, Tonawanda or Buffalo just like the rail from the south campus to Buffalo does very little to decrease the use of vehicles on the roads. Spending this money

1269 is very narrow minded and will only cause grief along Niagara Falls Blvd. and Maple Rd. It removes houses and disrupts businesses, not to mention the affect on existing homes.

1270 It’s not going to reduce the commuters that drive downtown by any significant amount. We as Americans are hooked on driving our cars because they are way more convenient than taking a bus or rapid transit to a very limited number of stops. Besides why would I take the transit from the northern most point to downtown when it takes an hour, then I'd still have to figure out how to get to my destination (walk, uber, taxi).

1271 I vote no to both proposals and hope you’re listening to the community because that’s whom this will affect the most.

# NFTA - Submission # 2116

**NFTA - RECORD #2116 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/3/2025 |
| **Submission Date :** | 9/3/2025 |
| **First Name :** | |
| **Last Name :** | Wellman |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1264 Expand it!

# NFTA - Submission # 2117

**NFTA - RECORD #2117 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/3/2025 |
| **Submission Date :** | 9/3/2025 |
| **First Name :** | Christian |
| **Last Name :** | Lee |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1263 I would really appreciate having the metro rail extended as it would make getting around the city and to UB much easier.

# NFTA - Submission # 2118

**NFTA - RECORD #2118 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/3/2025 |
| **Submission Date :** | 9/3/2025 |
| **First Name :** | Roseallise |
| **Last Name :** | Kowalewski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1262

This is super important. Students need a way to get around and parking is terrible. This is a good form of transportation.

# NFTA - Submission # 2127

**NFTA - RECORD #2127 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/3/2025 |
| **Submission Date :** | 9/3/2025 |
| **First Name :** | Edward |
| **Last Name :** | Plesa |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1721 I vote no to create a new rail system.

1722 The current bus routes are sufficient, when driving next to a bus I can see that there is room for 60 to 80% more passengers. I don't see the need for a new rail system.

# NFTA - Submission # 2128

**NFTA - RECORD #2128 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/3/2025 |
| **Submission Date :** | 9/3/2025 |
| **First Name :** | Akosua |
| **Last Name :** | Adu |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1720 I would love the nfta to expand to north campus. Many students would benefit from this.

# NFTA - Submission # 2129

**NFTA - RECORD #2129 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/3/2025 |
| **Submission Date :** | 9/3/2025 |
| **First Name :** | Stacy |
| **Last Name :** | Snyder |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1718 I am writing in support of extending the light rail to UB's North Campus. It will help to ease the commute of many in the UB community, hopefully leading to less car congestion on campus. It will also expand the reach of the community as whole who rely on public transportation.

# NFTA - Submission # 2130

**NFTA - RECORD #2130 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/3/2025 |
| **Submission Date :** | 9/3/2025 |
| **First Name :** | Jenna |
| **Last Name :** | Diamico |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1717

The metro expansion will be great for UB students. I suspect current UB students are not loudly supporting the project now because most of them won't be at UB anymore by the time the expansion is built, but it will serve many future generations of UB students well, especially students who do not have vehicles.

# NFTA - Submission # 2131

**NFTA - RECORD #2131 DETAIL**

**Status :** Action Completed
**Record Date :** 9/3/2025
**Submission Date :** 9/3/2025
**First Name :**
**Last Name :** Aloisio
**Agency/Affiliation/Business :**
**Submission Content/Notes :**

1710 I'm writing to express my support for the LRT option.

1711 I live near the intersection of Main and Kenmore Avenue. I moved to this area with the knowledge that it is one of the most transit-connected regions in the greater Buffalo area, enabling a "car-lite" single-car household. If the average cost of car ownership is to be believed, I have saved roughly $18,000 in the brief one-and-a-half years that I've lived here. Make no mistake, the LRT is a progressive project that directly supports local residents.

1712 I attended the community feedback session and, despite my support for the LRT, I actually agree with many of my dissenting neighbors: the NFTA transit system is underutilized and feeble. However, I recognize this as a symptom of widespread underinvestment. The current bus network is far too slow and infrequent for anything other than a last-resort. This is not an excuse to degrade service further. Please build the proposed LRT and significantly improve service, rather than continuing to let it languish.

1713 I also agree with residents that expressed concerns about the lack of separated bike infrastructure. Properly protected bike infrastructure, especially along a direct route between UB South and the Boulevard shopping centers, has significant potential. The proposed option where a dedicated painted bike lane is provided in only one direction is confusing and largely unjustified.

1714 I would also encourage the NFTA to be more communicative about project progress. Delays during the environmental review stage are worrisome and reflect poorly on the future of the project. The earliest archive of the project schedule estimated the DEIS would be released in Summer 2022. I suspect it will be more difficult to implement the project than to perform an environmental review. Do not let delays fuel a perception of incompetence that ends up squashing further developments.

1715 The public is right to be skeptical about transit projects in Buffalo, given the destruction wrought by our highway system. Transit is a socioeconomic filter, and car-oriented development deliberately abandons the poor while extracting from their desperation. Take a step toward undoing Robert Moses's racist vision by building the LRT option. Do so with confidence and competence so that future projects are welcomed and Buffalo can be reunified.

1716 I view this project as a stepping stone toward a more equitable Buffalo. The price of the project is often viewed by the public with no acknowledgment of the long-term earnings projected in the transit oriented development plan or the privatized costs of car ownership we unquestioningly accept. The automobile is a destructive force on equality, community development, and personal freedom and the NFTA should enthusiastically implement the LRT option.

# NFTA - Submission # 2132

**NFTA - RECORD #2132 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/4/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1708

Light rail expansion or don't build this project. We need to stop placating people that impede progress because it would inconvenience them at the expense of bettering the entire region. If you think that they won't immediately throw a fit over the loss of lanes that the BRT system would require, you're fooling yourselves.

# NFTA - Submission # 2133

**NFTA - RECORD #2133 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/4/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | |
| **Last Name :** | T |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1707 New York State could fund this entirely itself if they wanted to. Given the uncertainty in Washington, it may be important to have these discussions with the state government about the project.

# NFTA - Submission # 2134

**NFTA - RECORD #2134 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/4/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | Andrew |
| **Last Name :** | Gulick |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1705 I am a resident of Amherst who works on the downtown medical campus. I have ridden the Rail line from University campus to Allen/Medical every day for the past 8 years. The ride drops my round trip commute from 28 miles per day to 11 miles per day. I calculate this saves $2000 in gas, parking, and "automobile depreciation" every year. Further expanding a light rail line to UB N. Campus would be a win for students,

1706 residents, and the future. Construction will be inconvenient but well worth it.

# NFTA - Submission # 2135

**NFTA - RECORD #2135 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/4/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | Domenic J. |
| **Last Name :** | Licata |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1704

I am strongly in favor of the Metro Rail Expansion to the UB North Campus and continuing up Audubon. I am a resident within the Audubon Community, and an employee at UB North Campus. The rail would, for the first time, make it much easier to use mass transit to travel from my home to UB's South Campus. It would also provide much needed, safe passage by bike from trails to the north, along the proposed Peanut Line improvement, to the Ellicott Creek trail and pathways to the Niagara Falls and Buffalo.

# NFTA - Submission # 2136

**NFTA - RECORD #2136 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/4/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | stephen |
| **Last Name :** | still |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1701 YES TO METRO!

1702 I lived in the Washington DC area for 30 years. It is incredible to see the Transit Oriented Development (TOD) that results. This can happen in Buffalo too -- but we need a larger connected network. The expansion is a great step in that direction.

1703 Please don't let a few NIMBYs overshadow the great benefit to the entire region -- and Niagara Falls Blvd in particular.

thanks
Dr. Steve Still

# NFTA - Submission # 2137

**NFTA - RECORD #2137 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/4/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | Lauryn |
| **Last Name :** | King |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1698

I am all for expanding the metro to Amherst! My commute from Buffalo to Getzville would be more than doubled if I took the bus due to the number
of stops, but being able to take the train as a more direct route for most of the trip would be a big stress reliever. I also enjoy shopping at some of the shops in Amherst but don't go often due to how crazy how driving/parking can get. I would love to be able to utilize public transit more without adding an unrealistic amount of time to my commute. I would even consider getting rid of my car if I was able to use public transit more often. I even wrote a proposal letter for expanding the metro in my Writing for Change class at UB!

# NFTA - Submission # 2138

**NFTA - RECORD #2138 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/4/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | Zak |
| **Last Name :** | Stirking |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1697

The expansion of the Metro Transit is a worthwhile investment in our community, and I hope it can eventually end our regions car dependency.

# NFTA - Submission # 2139

**NFTA - RECORD #2139 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/4/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | Julian |
| **Last Name :** | Heuser |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1694 As a former resident of Rochester NY, and a new resident of Buffalo, I strongly support the expansion of the metro line.

1695 The metro is a staple of the area, giving Buffalo residents an option for public transit that no other city in upstate NY has. It's a vital tool for those who are disenfranchised, as well as for connecting the students of UB with downtown Buffalo.

1696 Expanding it will allow it to better connect Buffalo to UB North, improve business downtown, and improve the quality of life for residents in the area.

Thank you,
Julian Heuser

# NFTA - Submission # 2140

**NFTA - RECORD #2140 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/4/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | Brandon |
| **Last Name :** | Redmond |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1693

As a UB alum, I used the metro rail a lot when I lived in University Heights. I found it incredibly convenient, clean, and always felt safe. Now that I live in Tonawanda, I drive when I have to go downtown. Extending the light rail would make it so my neighbors and I have easy, convenient access to Downtown again without having to drive. Please build it!!!

# NFTA - Submission # 2141

**NFTA - RECORD #2141 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/4/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | Brian |
| **Last Name :** | Clark |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1692 I support extention of the light rail system. People need an environmentally sound alternative to automobiles.

# NFTA - Submission # 2142

**NFTA - RECORD #2142 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/4/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | Leo |
| **Last Name :** | Abbott |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1691 This project is way overdue. Finally the start of a modern cosmopolitan city!

# NFTA - Submission # 2143

**NFTA - RECORD #2143 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/5/2025 |
| **Submission Date :** | 9/5/2025 |
| **First Name :** | K |
| **Last Name :** | Daley |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1689 Expand the rail to the northtowns. Directly down NFB to reach the shopping centers. The NFB shopping area near the 290 is one of, if not the best, area for everyday shopping and food. This area is jammed up constantly with cars and buses aren't viable enough. Lets expand the rail and benifit our community.

1690 This will also help daily traffic flowing in from the 33. People in the northtowns will have the option not to drive downtown and take the train instead, which will make the roads less jammed up

# NFTA - Submission # 2144

**NFTA - RECORD #2144 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/5/2025 |
| **Submission Date :** | 9/5/2025 |
| **First Name :** | Elenia |
| **Last Name :** | Rosa |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1688

Expanding the metro to Niagara Falls area and going to UB as a commuter student I would much rather take the rail than my car but the the time taking a bus and taking multiple buses is just not worth it.

# NFTA - Submission # 2145

**NFTA - RECORD #2145 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/5/2025 |
| **Submission Date :** | 9/5/2025 |
| **First Name :** | Sydney |
| **Last Name :** | Jameson-Blowers |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1687 The expansion of the metro is so important for buffalo! I’m very in favor of these improvements

# NFTA - Submission # 2146

**NFTA - RECORD #2146 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/5/2025 |
| **Submission Date :** | 9/5/2025 |
| **First Name :** | Michael |
| **Last Name :** | Alello |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1685 Hello, I wanted to write in support of this project. I would use this connection regularly to reach commercial areas in Amherst and it would make me more inclined to travel with the metro in general. As a former UB

1686 student that graduated in 2020, I would also like to add that the current stampede is ineffective and discourages/prohibits students from engaging with most off-campus commerce. It also makes it very complicated to get to the downtown campus not having a direct connection, discouraging undergraduate students from volunteering for laboratories downtown.

# NFTA - Submission # 2147

**NFTA - RECORD #2147 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/5/2025 |
| **Submission Date :** | 9/5/2025 |
| **First Name :** | Kenneth |
| **Last Name :** | Salamanca |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1683 I think the idea for the metro expansion is appealing as a student who is worried about transport to campus during the winter season. How will the construction process affect the buildings and people on the areas which
1684 the expansions will occur?

# NFTA - Submission # 2148

**NFTA - RECORD #2148 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/6/2025 |
| **Submission Date :** | 9/6/2025 |
| **First Name :** | Nathanael |
| **Last Name :** | Slish |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1675 Hi there. I appreciate the opportunity to comment on this proposed project as I am a decades long resident of the Town of Tonawanda. I am against both the expanded rail and bus rapid transit proposals for the following reasons.

1676 1. The most significant reason is simply it is not necessary. The evidence presented shows a decrease in people traveling Niagara Falls Blvd. The #34 Niagara Falls Blvd bus easily handles those needing transportation on the Blvd. A family member of mine regularly rides this bus and states it is never at capacity. Even if there was an unlikely ridership increase, an additional bus or two would meet this need.

1677 2. The suggestion that downtown is a destination is not true and is even less true now than in previous years. A recent Buffalo News story on May 5th, 2024 stated there are now 20,000 less people commuting to work downtown than five years ago. Mostly due to the transition to remote work. Recent Census.gov estimates from March 2025 also show Erie County's population has not grown since 2020. The many assumptions of population growth have not materialized. A LOT has changed since COVID and many of the cited reports regarding regional growth are now outdated.

1678 3. UB students are not overwhelming the existing UB Stampede shuttle bus transportation. As someone who has been next to Stampede buses on Millersport Highway at red lights many times, they are rarely at capacity. The Stampede bus path is very direct from North to South campus as well. An above ground train saving these students time on a much less direct path does not seem believable.

1679 4. Impact on small businesses and residents will be significant with no benefits especially from Kenmore Ave to Sheridan Dr. There is no median on almost all of this part of the Blvd. A turning lane or more would be lost making it difficult for customers to patronize these businesses. This is assuming these businesses are even able to survive during the disruptive construction time. Also seizing buildings used by small businesses as part of this proposed project is certainly a disruptive impact for those business owners.

1680 5. The report assumes expanded rail transit will lead to economic development and population growth, but does not take into consideration the difficulty of doing business in New York State compared to other states. People move to an area for economic opportunity, not because their public transit option is a train instead of a bus. No business or company has announced an expansion or relocation because of this proposed project and most likely there will not be any serious economic development. Most comments in support of this proposal seem to have aspirational beliefs of what might be, instead of more realistic beliefs of what will be.

1681 In summary, this proposal is simply a solution in search of a problem that does not exist. The costs of maintaining and operating this rail extension and the negative impacts it will have as compared to the existing

#34 bus route and UB Stampede shuttle buses will far outweigh any of the potential and unlikely to occur benefits.

# NFTA - Submission # 2149

**NFTA - RECORD #2149 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/6/2025 |
| **Submission Date :** | 9/6/2025 |
| **First Name :** | Arnav |
| **Last Name :** | Patel |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1672

I am a resident in the Buffalo area who frequently travels to Niagara Falls Boulevard for shopping and because several of my family members work at UB.

I support the light rail option of the Metro Rail expansion.

1674

Through this expansion I hope for:

- a reliable, high-quality transit service that competes with driving,

- easier access to the many jobs, hospitals, and amenities along the corridor,

- stronger economic growth and development in the region,

- reduced traffic congestion and a more sustainable environment

Light rail is best for this compared to BRT because it is faster, higher capacity, and will directly connect with the current line without requiring a transfer.

As someone who frequents this corridor, this project will significantly and positively impact my life.

Sincerely,
Arnav Patel
ZIP Code: 14213

# NFTA - Submission # 2150

**NFTA - RECORD #2150 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/6/2025 |
| **Submission Date :** | 9/6/2025 |
| **First Name :** | |
| **Last Name :** | P |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1671

Build the light rail extension and see how massively improved the region becomes. We need to stop living in a car-centric society and increase our public transit access. Rail transit works all over the world, and it's time that Buffalo joins.

# NFTA - Submission # 2151

**NFTA - RECORD #2151 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/6/2025 |
| **Submission Date :** | 9/6/2025 |
| **First Name :** | Rumiko |
| **Last Name :** | Edeki |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1670

As a UB graduate student trying to find employment in the Buffalo area, I believe that the proposed expansion of the train line will be beneficial for Buffalo residents who lack access to a car, such as myself. Coming from New York City, I know the extent of the impact of extensive and reliable transportation on access to employment, healthcare, and food. I want the same kind of infrastructure to come to Buffalo to provide more convenient access to resources from residents who have lower incomes and can't afford cars or rideshares to get around town.

# NFTA - Submission # 2152

**NFTA - RECORD #2152 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/6/2025 |
| **Submission Date :** | 9/6/2025 |
| **First Name :** | Alyssa |
| **Last Name :** | Warrior |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1666 I am a UB Grad student in the Buffalo area.

I support the light rail option of the Metro Rail expansion.

1667 This expansion will provide:

- A high-quality transit service that competes with driving

- Better access to the corridor's jobs, schools, and amenities

- New economic growth and development opportunities

- Reduced traffic congestion and environmental benefits

1668 Light rail is the best alternative for this compared to BRT because it is faster, higher capacity, and will directly connect with the current line without requiring a transfer.

1669 As someone who commutes between UB campuses and rely on transit daily, this project will significantly and positively impact my life.

Sincerely,
Alyssa Warrior
UB Graduate Student

# NFTA - Submission # 2153

**NFTA - RECORD #2153 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/6/2025 |
| **Submission Date :** | 9/6/2025 |
| **First Name :** | Joseph |
| **Last Name :** | Coughlin |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1662 The whole project is a bad idea. I do not know anyone who would use this service. Why should the taxpayers of WNY pay to transport UB students between campuses.

1664 When riding the train, the first thing that you notice is the strong marijuana odor.

1665 If you feel compelled to do something, try the bus option. You can change bus routes and there are no fare evaders.

Very often, there are virtually no passengers later in the evening on the train.

# NFTA - Submission # 2154

**NFTA - RECORD #2154 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/6/2025 |
| **Submission Date :** | 9/6/2025 |
| **First Name :** | Michael |
| **Last Name :** | Hughes |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1660 Don't let the NIMB trolls stop this! Plan looks great and is desperately needed. Next, connect the airport to downtown!

# NFTA - Submission # 2155

**NFTA - RECORD #2155 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/6/2025 |
| **Submission Date :** | 9/6/2025 |
| **First Name :** | Daniel |
| **Last Name :** | Cmelko |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1654 Don't build anything. You can simply run more busses. Any reduction in space to drive on would be detrimental to every homeowner and resident who supports the economy of West Amherst, and would drive them north into Niagara County and out to East Amherst for shopping to avoid the extra traffic. We could lose the Canadian shoppers if this becomes the final straw of inconvenience for them.

1655 This is also a public safety risk to have riders not face a driver upon entering the rail, and be able to ride uninterrupted from downtown Buffalo deep into the town of Amherst. We want people to be able to use public transportation to travel but having to transfer at least creates intentionality in travel. Scheduling your ride and transferring is a good thing to prevent people wandering.

1656 It's very ironic after the pandemic that workers in NYC weren't afraid of Covid when returning to office. They were afraid of the subway.

1657 Additionally, UB students intermingling with the public when traveling between North and South campus is an idea that works until someone has a major safety issue. Then it's the scandal of the century of how we could let this happen. UB could lose the reputation of having at least one truly suburban campus and lose potential students whose parents don't necessarily want them to have instant access to a downtown Metro area.

1658 The stampede busses as they stand require student ID and there is virtually zero risk of any student having a safety issue caused by a non student. Electrify them if you feel the need to go green. Again, transferring is a good thing. As a former student it's easy to want to throw caution to the wind and go explore downtown when you have more important priorities (studying and attending class). At least you would need to transfer to make that happen. Anyone who needs to appear on all three campuses (very few people) already has access with a short transfer between the Stampede to the Metro rail. Zero need to change.

1659 I am a UB Alum and homeowner in West Amherst. I do take the NFTA busses periodically although my primary mode of transport is car. I do not take the Metro rail even though it might be to my benefit when going downtown, as I would rather have a bus driver be able to see and hear any issues that arise and react promptly. This would be risky and I would be a no even if the cost was zero. At $2 billion it is simply wrong to do.

# NFTA - Submission # 2156

**NFTA - RECORD #2156 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Ryan |
| **Last Name :** | Kanalley |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1650 I am writing to strongly support the Light rail expansion, with additional support for the bus rapid transit build option but in a distant second place. I do not support BRT with no build.

1651 We have a desperate need for improved transit options that are not cars and light rail is the gold standard. The thing that I really want to stress in my comment though is this cannot be the limit of the expansion of the metro system in Buffalo. We have to continue to build out additional capacity and routes to make the system actually work.

1652 I am opposed to putting buses into traffic as that is the reason the current system is only used by those who have no other choice. In the past I've taken the bus from Buffalo to Tonawanda and with all the stops It took about an hour, where if I was sober and able to drive it would have taken 20 minutes to get to the same place.

1653 I am not concerned about environmental impacts ( Emissions, noise, ETC) from the construction or operation of the train line as it will certainly be an improvement over car infrastructure.

Thank you for the time in crafting this plan.

# NFTA - Submission # 2157

**NFTA - RECORD #2157 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Emma |
| **Last Name :** | Marzec |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1638 I believe the NFTA metro expansion could prove very beneficial to not only UB students and Buffalo and Amherst residents, but to the Buffalo and WNY area as a whole. Expanding the metro system and investing money in public transportation demonstrates that we should care about the city's infrastructure and work to improve it. The metro system is small, outdated, and has so much potential if it were expanded. Students would have the ability to take the train from North Campus, to South Campus, to Downtown. Along that route, students and residents of the community would be able to give the businesses on Niagara Falls Boulevard and Main Street the love they deserve. With a metro expansion, there would be a reason to improve the surrounding area as well, including encouraging small business growth. The metro would serve a great substitute or supplement for the NFTA bus system as well. Bus schedules are susceptible to being unreliable and untimely. With the metro, there could be guaranteed timeliness of public transport and environmental improvement as well. I understand residents on Niagara Falls Boulevard worry for health effects, noise pollution
1643 from construction and the train itself, and being uprooted from homes. If this expansion were to take place, the city and surrounding suburbs should ensure their residents have their needs met in order to make this happen.
1644 This project has the potential for long-term growth and success in Buffalo and the surrounding area. I understand people worry for safety too. The NFTA Transit Police, City of Buffalo, Town of Amherst, and Town of Tonawanda police should work together to ensure the metro and its corresponding stations are safe for all riders. Although I do not live near the train, as a student on UB North Campus, I believe a metro would prove very useful and beneficial to future students. I work downtown, and I would love the option of having a direct train route from UB North Campus to downtown, rather than taking a bus to the train station. The new metro expansion would also make public transportation more appealing to people of different backgrounds, including those who do not use public transportation often, or at all. If the metro expansion and a revamp of the current metro happened, people would be more open to using a new and improved metro system. This could possibly
1646 reduce vehicle traffic on the I-190 and 33, as well as the surrounding roads. This could improve UB parking availability, as less students would need cars to transport themselves. The proposed park and ride station could
1647 make use of the somewhat vacant and underused Boulevard Mall space. Overall, I am a proponent of this
1648 project, but if it's going to be done, it should be done right and done well. I want to see the city and the surrounding area thrive and improve for future generations. If this expansion happens, and successfully increases the number of metro riders, I hope to see further expansions in the future through the surrounding Buffalo area. A metro from the airport through the suburbs and into downtown would be an extreme perk. Most other cities have more extensive metro lines, specifically running from airports to metropolitan centers. If we continue to rely on our current infrastructure, with most people using personal vehicles, growth will stagnate and suffer. I see Buffalo too often compared to Cleveland and Pittsburgh, with Buffalo never being as great as other cities. If we want to see Buffalo grow into a thriving metropolitan area, and be a city that is compared to others due to its improvements and perks, then we should move forward with the metro expansion.

# NFTA - Submission # 2158

**NFTA - RECORD #2158 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Christina |
| **Last Name :** | DiRocco |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1634 I am writing to express my strong support for the Metro Transit Expansion Project, as outlined in the Draft Environmental Impact Statement (DEIS). As a resident of the Buffalo-Amherst-Tonawanda corridor, I believe that this project is a critical investment in the future of our region. I am particularly in favor of the LRT Build Alternative due to its long-term benefits and superior capacity compared to the Bus Rapid Transit (BRT) option.

1636 The DEIS correctly identifies the need for high-capacity transit to serve our growing communities and connect key destinations like the University at Buffalo campuses. The LRT Build Alternative, as an extension of the existing Metro Rail, offers the most significant advantages for our area's economic growth, environmental sustainability, and overall quality of life.

1637 While I acknowledge the potential for temporary construction impacts, the long-term benefits of the LRT system far outweigh these short-term disruptions. A modern, efficient, and permanent light rail system will serve as the backbone of our public transportation network for decades to come, providing a critical link for students, commuters, and visitors.

Thank you for the opportunity to comment and for your commitment to improving transit in Western New York.

Christina DiRocco
East Amherst NY

# NFTA - Submission # 2159

**NFTA - RECORD #2159 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Xyier |
| **Last Name :** | Brown |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1633

This project, alongside the decades old proposal for the full 47 mile heavy rail system, will objectively benefit the economy of the entire Buffalo urban area massively. Please get this done so we can have better economic growth and a lower cost of living!

# NFTA - Submission # 2160

**NFTA - RECORD #2160 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | |
| **Last Name :** | Port |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1632

I supportthe 7-mile light rail version of this project.
Expand the metro.
Thank you

# NFTA - Submission # 2161

**NFTA - RECORD #2161 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Cavan |
| **Last Name :** | Meares |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1631 as somebody without their own car, any public transport helps a ton and goes a long way. I always support additional public transport.

# NFTA - Submission # 2162

**NFTA - RECORD #2162 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Julie |
| **Last Name :** | Muzina |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1629 I strongly support the LRT Build Alternative. Buffalo needs to expand the range of transportation options for communities throughout the metro area. The LRT plan provides the greatest possible throughput option and positions Buffalo well to scale to become even more of a world class city. It will also increase the attractiveness

1630 of University of Buffalo to area residents in Buffalo, who will be able to make one less connection to reach UB North. I live downtown on Pearl st and have been considering getting a Master's at UB, but UB not being easily reachable by Metro rail has been a blocker for me. Extending Metro rail would help a lot.

# NFTA - Submission # 2163

**NFTA - RECORD #2163 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Nicholas |
| **Last Name :** | Foels |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1627 From 2008 to 2018 I had to commute via car from my apt on the fringes of the Elmwood village, first as a student at the University at Buffalo, then as an employee at a bank in the crosspoint industrial park in Getzville, just beyond the UB Amherst footprint. At the time, I could only have dreamed of a rail system that directly, or indirectly, served those areas. I can only estimate the Thousands of dollars I could have saved by an extension of metro rail. Not to mention the stress, time lost to commuting in 290/990 morning traffic and stressful Hours long drives home in feet of snow during the winter storms.

1628 In subsequent years, traveling around the world brought the opportunity to see how other countries and cities implement and make effective light rail systems. Some with even far less density than the Nfta metro rail's service area. Also, directly connecting a major research university to its anchor city's center and satellite schools seems like a decision that should have been made decades ago. Please do not let a small contingent of NIMBY citizens and small business owners concerned about short term dysfunction to jeopardize a major infrastructure project that would benefit and better connect the city and its surrounding areas for decades to come.

# NFTA - Submission # 2164

**NFTA - RECORD #2164 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Joseph |
| **Last Name :** | Voytovich |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1622 I am adamantly against expanding the Metro rail. Last week a drove alongside a UB transport bus - a 29 passenger bus - that had only a few passengers. The numbers circulated trying to show huge numbers of student passengers doesn't seem to line up with what I have seen at various times.

1623 Another factor is the tear up of Maple Road in front of the middle school. It will disrupt traffic both during the build and even after it is completed. Turnings will be restricted, and student walkers will not be as safe as the current setup.

1624 Traffic restrictions, especially at the NFB/Sheridan/Eggert intersections will cause continual problems, as will all the way down NFB.

1625 I live about 3 miles away from that area and are frequently out there for shopping. All those restrictions will definitely force me away to other areas. As far as using the Metro to travel on, I have been an occasional user for years (maybe 6 times a year). I have seen and heard many things on there that would cause some to NOT use the Metro. I think ridership will not rise to levels that are being predicted.

1626 If there are future surveys, I would like to participate on those. Thank you!

# NFTA - Submission # 2165

**NFTA - RECORD #2165 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Deborah |
| **Last Name :** | Nichols |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1621

The Metro Expansion Project is one of the worst ideas I have ever seen! The tearing up of the road in front of the Sweet Home Middle School and the way the roads are going to be divided will provide very dangerous conditions and accidents will be inevitable.

DO NOT PROCEED WITH THE EXPANSION!!!

# NFTA - Submission # 2166

**NFTA - RECORD #2166 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | John |
| **Last Name :** | Demcko |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1618 The LRT build alternative will work the best because it will enable UB students to travel between campuses without any need to transfer.

1619 Ch. 2 Alternatives Considered
+2.3 Build Alternatives Alignments+
2.3.1 LRT Build Alternative
• Niagara Falls Boulevard
Could you please change the cross-section to this:
§ Sidewalks become a shared-use path for pedestrians and cyclists.
§ A fence or a thin landscaped buffer between the paths and the vehicle lanes.
I understand that trees may be planted and add protection, but the decreased separation between modes will decrease comfort for people outside of vehicles.
• Similar comments to the above for the cross-sections of:
Maple Road
Maple Station
Sweet Home Road (plus fencing between SE path and southbound track)

1620 Ch. 3 Transportation

+3.4 Environmental Consequences of the Build Alternatives
3.4.1 Traffic Operations
3.4.1.3 LRT Build Alternative: Table 3.14
• Excellent to include measures like physical separation and rail crossing gates - that will all help to speed up trains and keep everyone safe.
• Same comment for "Busway" under table 3-17 in 3.4.1.4 BRT Alternative

# NFTA - Submission # 2167

**NFTA - RECORD #2167 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Jason |
| **Last Name :** | Chow |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1613

I am commenting to support the NFTA light rail extension into Amherst. While I understand the desire to preserve what has been static in the past, because change is never easy, and can be scary. I believe this position reflects a resistance to change that risks leaving our community further behind.

I've grown up in the community, going to elementary, middle, and high school in the Williamsville School District. My parents moved here in the 1980's. I've had the opportunity to live in large growing cities like Boston, New York, and D.C., along with very rural Montana, where cows outnumbered humans in the county I called home for a few years. All the while, I've seen close friends, and families move on from this area for better opportunities, and even finally resting in peace.

There has certainly been a lot of change in the 40 some years I've had an Amherst address. Communities evolve, and so do the people who shape them. The next generation of Amherst residents will inherit this space, and they deserve infrastructure that reflects modern values: sustainability, accessibility, and economic opportunity.

Life is never static. We adapt because we must. Consider the transformations we've already accepted:

-Copper POTS lines have been replaced by fiber-optic connections.

AOL dial-up is long gone; we now stream in 4K over gigabit networks.

-Analog cellular service has been phased out—we're living in a 5G world.

-Lighting has evolved from incandescent to fluorescent to LED.

These weren't just upgrades—they were necessary evolutions. Even our bodies remind us of this truth. In youth, we heal quickly. In older age, we adapt through the use of medications, surgeries, and physical therapy. Change is not a disruption—it's a response to reality.

The NFTA light rail extension is a similar evolution. It offers:

Efficient, low-emission transit that reduces traffic and pollution.

Greater connectivity between UB, residential neighborhoods, and commercial hubs.

Smart development that can integrate green space, walkability, and community character.

1617

The concerns about density and disruption are understandable—but they're not insurmountable. Thoughtful planning can preserve what's special about our community while making it more inclusive and future-ready. Density doesn't mean chaos—it means opportunity. It means a vibrant, connected community that works for everyone, and looks forward to the future.

The region has certainly faced many challenges since Buffalo's population peaked in the 1950's. Many of the large grain and steel plants of yesteryear have shuttered, but this region is still around, and has evolved little by little to present time.

Amherst shouldn't be a time capsule. It should be a living, breathing community that grows with the region. Let's not resist change out of fear—let's shape it with intention.

# NFTA - Submission # 2168

**NFTA - RECORD #2168 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | D |
| **Last Name :** | Brod |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1612

If we're looking to grow as a city there is nothing more important than expanding our infrastructure- especially when we share as much as we do with our neighboring communities. If we can properly integrate with our suburbs in an effective and expedient way not only does our city, its people, and the local economy grow but the surrounding areas as well can positively feed back off of that growth and grow larger with us as well.

# NFTA - Submission # 2169

**NFTA - RECORD #2169 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | |
| **Last Name :** | Krakowski |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1611 I think this is a fantastic project and idea. Should have happened years ago. Can’t wait for this to be done! It will be a great addition to the city.

# NFTA - Submission # 2170

**NFTA - RECORD #2170 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Spencer |
| **Last Name :** | Selecter |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1608 I would like the NFTA to know that I am fully in favor of moving forward with the rail extension project. As a grad student at UB, this project would be incredibly beneficial to myself and many of my classmates. Currently, to get to North Campus using transit, I would need to drive or walk to University Station and then take the UB shuttle to North Campus. I live within half a mile of Lasalle station, so I could take the train to University station instead of driving or walking, but it is difficult to justify the cost just to ride a single stop. However, if the metro was connected directly to North Campus, it would be incredibly easy for me to walk to Lasalle station and take the train directly to school everyday.

1609 I would also like to mention that I am in favor of the LRT build alternative because it better meets the project goals and would not require a transfer at University Station which I find much more convenient. However, I would also support the BRT build alternative over abandoning the project entirely.

1610 Finally, I would like to state that I have looked over the estimated environmental impacts and did not come across anything that I think would warrant modifying the proposed build alternatives.

# NFTA - Submission # 2171

**NFTA - RECORD #2171 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Ali |
| **Last Name :** | Durrani |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1607

As Buffalo residents, my wife and I strongly support the expansion of the Metro Rail (Light Rail Transit.) My wife works at UB-North and wants to be able to use public transit to get to work. We have previously lived in Chicago and the Twin Cities, and both have expanded rail systems that we used on a regular basis.

# NFTA - Submission # 2172

**NFTA - RECORD #2172 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Alex |
| **Last Name :** | McHugh |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1601 I wish to express strong support for the LRT alternative. I moderately oppose the BRT alternative and strongly oppose the No Build alternative.

1602 My primary concern with both alternatives as proposed in the draft EIS is the quality of the bike lanes, or rather, lack thereof. Unprotected bike lanes in the shoulder of the road are simply insufficient. As an example, the current "bike lanes" on Sweet Home (no-build alternative) have cyclists riding along a curvy, hill road, immediately next to vehicle traffic with a signed 45mph speed limit, and weaving through traffic lanes at the intersection with Maple Road, protected only by a strip of paint. In my opinion, these are not bike lanes, these are assisted suicide lanes. Side walks keep pedestrians away from cars with a raised curb and several feet of grass verge. Yet bicycles, where the human is just as exposed and at risk in case of a collision, get only a strip of paint and a prayer.

Reviewing both the LRT and BRT alternatives, this issue is not rectified along Sweet Home Road, and it is introduced along Maple and Niagara Falls (or worse, asks drivers to share a car lane with bicycles in the Ford Avenue cross section).

While I reiterate my support to the LRT alternative at large, this scenario is simply unacceptable to me. I wish to see modern bike infrastructure, with physically separated, protected bike lanes. Bikes lanes that a parent could feel comfortable riding along with their children. If there is not enough width in the right-of-way for a dedicated bike lane, a combined bike/ped lane would also be a significant improvement over the current proposal.

1603 In addition to supporting safe cycling, protected bike lanes can also be beneficial to emergency services. When both directions of bike travel are together, emergency vehicles (police,fire,ambulance) can utilize the bike lanes to avoid stopped traffic and improve response times. Bicycles can move out of the way much easier than cars. There are several examples of this in European cities. This is especially beneficial along portions when the Metro Rail ROW is not paved and cannot support these moves.

1604 My second greatest concern is the amenities around stations. No one wants to take the train to a parking lot. This goes beyond the Metro ROW, but I would like to see coordination with destinations near to the new stations (for example, the grocery stores near the Maple Station) to improve their pedestrian connections. For example, improving sidewalk lighting if necessary, and maybe even adding roofs for inclement weather days. Obviously I know Metro won't be able to do this itself, but reaching out to destinations and property owners to coordinate in support of this would be appreciated.

1605 I thank the NFTA Metro and all project sponsors and supporters for working to expand the Metro Rail. I hope this expansion is only the first of many, with further connections in the coming decades to turn Buffalo into a

modern connected city!

# NFTA - Submission # 2173

**NFTA - RECORD #2173 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/7/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Benjamin |
| **Last Name :** | Bachman |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1596 As a student in the Master of Urban Planning program at UB, I would like to voice my unwavering support for the light rail option put forward for the Metro Expansion Project. This is a once in a generation opportunity to promote growth and secure a vibrant future for Buffalo.

1597 I grew up in East Aurora, attended college in Poughkeepsie, NY, and made the decision to return to Buffalo for my graduate degree. Living in Poughkeepsie without a car and relying on public transit to get around the Hudson Valley was a major factor in my choice to continue living on a "car diet" to this day. Compared to other similar-size cities, Buffalo's transit system - particularly the light rail - make it an attractive option for living without a car. I can easily take the bus downtown for my part-time job or take a bus to the Metro, which quickly and conveniently provides transportation between downtown and classes on UB South Campus.

1598 Expanding the Metro to Amherst combines the benefit of more efficient transportation for UB students while creating the opportunity for additional dense development along the light rail corridor. The opportunities for development far outweigh the adverse effects of displacement in limited areas along the corridor. UB makes sense as an anchor institution for the project not simply because of the number of people who are students today. UB students become the next generation's professionals and residents of Buffalo's neighborhoods that stand to be connected by light rail.

1599 Improvements are certainly needed across the Buffalo public transit network. For example, I was the only person who I observed taking the bus to and from the hearing for this very project at Sweet Home Middle School, and the bus I needed to take me home PASSED ME BY as I stood along Maple Rd following the hearing. For me, the key is both improved service and a stronger transit riding culture. If more people see themselves as transit riders, more people will choose to ride for daily trips, service will improve, and neighborhoods will experience a rebound. Increased transit usage is particularly important to foster development in Downtown Buffalo.

1600 As a climate haven and a city on the rise, expanding the Metro Rail to UB North Campus and beyond is a sensible first step to improve on the existing system and lay the groundwork for a more interconnected and vibrant region.

# NFTA - Submission # 2174

**NFTA - RECORD #2174 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Gary |
| **Last Name :** | Heckman |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1594 Iam against the light rail coming thru this area , especially thru the area between South Campus and Eggert Rd / Sheridan drive. There is NO need for any stops in this area also ,The metro rail destroyed downtown Buffalo bussiness on Main st ,I'm old enough to remember .It go should up Millersport , which has more room and is a more direct route if it even needs to be done . As far as the students / ex students

1595 Who complained that cars are so expensive at the hearing,if they cannot afford a car then they will NEVER be able to afford a home and pay into the taxes that will fund this now and in the future. They should have NO say into this matter.I guess they should have picked a better paying career .Maybe UB should re evaluate their buss system and make it better if there is a problem transporting students

# NFTA - Submission # 2175

**NFTA - RECORD #2175 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | |
| **Last Name :** | Ragonese |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1593 many college students do not have their own car or even a license - expansion of the rail to UB north would drive more economic growth and connectedness to downtown buffalo that a lot of students are lacking. i often see comments about how buffalo's downtown areas are empty and lacking people, and an expansion of the metro rail would provide students a great opportunity to see more of the city that they live in and would hopefully continue to live in after their degree

# NFTA - Submission # 2176

**NFTA - RECORD #2176 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Hosanna |
| **Last Name :** | Gifford |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1592

I'm so excited for the increase in public transit services in Buffalo! I understand that progress is slow, but am looking forward to more robust services in Buffalo and increased options in the suburbs.

# NFTA - Submission # 2177

**NFTA - RECORD #2177 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Jeremy |
| **Last Name :** | Monin |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1589 The Metro expansion will be a great improvement to our transit options, it's been a gap and reasonable "next step" for decades. Light rail is something a region our size should have; the bus expansion seems just stopgap.

1590 The Northtowns can really use this kind of big improvement to help congestion, even just to replace all those buses between the two UB campuses. The stat showing LRT giving 7.2% fewer auto trips is really compelling.

1591 Also great to see more pedestrian/bike connectivity and increased PAL coverage.

# NFTA - Submission # 2178

**NFTA - RECORD #2178 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Madhuri |
| **Last Name :** | Singh |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1588

I'm a current UB student (living on campus during the semester, at home otherwise) and I think the light rail would be a significant improvement to public transportation in Amherst. I don't like parking in the city, so even after I graduate I'd expect to use the train to go downtown.

# NFTA - Submission # 2179

**NFTA - RECORD #2179 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Kathy |
| **Last Name :** | DeSantis |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1587

None of the so-called opposition should deter Western New York from striving to meet its potential or this Project's goals – whether late or not. In the grand scheme of things, the pushback against light rail public transit is a sadly misinformed blip.

# NFTA - Submission # 2180

**NFTA - RECORD #2180 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Xavier |
| **Last Name :** | Tilley |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1584

I am very excited about the metro expansion project. I think it's a great idea. I think the train is the option. Trains are more efficient at moving people than busses and they are less likely to get stuck in traffic. I trust that the engineers on the project will do everything they can to help reduce the impact of vibration and sound on the route. I hope we can continue to expand the metro system with future projects too.

# NFTA - Submission # 2181

**NFTA - RECORD #2181 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Otto |
| **Last Name :** | Holly |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1583 Already sent an email but would like to be put on the mailing list! Very much in support of the light rail system plan.

# NFTA - Submission # 2182

**NFTA - RECORD #2182 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Gary |
| **Last Name :** | Heckman |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1581

There is no need for any stops between South Campus and Eggert Rd / Sheridan dr.
This rail system will destroy the area just like it did to business on Main st .
As far as the students and ex students that spoke at hearing about how it's so expensive to own a car , well you should have went to school for something that pays better. And if they can't afford a car , they will NEVER be able to afford a home and pay into the tax system that funds this now and in the future. This they should have NO say in this matter , just the people who pay taxes.

# NFTA - Submission # 2183

**NFTA - RECORD #2183 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Tamara |
| **Last Name :** | Mason |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1579

I really hope some day we can stop talking about this. It has been talked about, over and over and over and over again. I want the metro the be built, but it won't, and even if it does, I will be long dead by that time. Stop wasting my time. also what about autonomous busses or cars they are working in california!

# NFTA - Submission # 2184

**NFTA - RECORD #2184 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Curtis |
| **Last Name :** | Stuart |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1575 I support the bid for rail along this corridor. Not only does it allow for a higher-quality of service, it completes the original phase 1 of the rail line and takes advantage of the existing infrastructure we have in the current rail line. Having a quality spine of a transit system is important and the rail option will allow for this.

1576 In addition, after having attended the open house for public comments, I believe the opponents of the project have either a personal vendetta against non-car travel and/or their claims of opposition are baseless. The only legitimate criticism I heard, which is one I also share, is the choice to avoid the Boulevard Plaza north of Maple Rd. This is a huge commercial area, which would strengthen the public case for the expansion. The choice to avoid this area for an easier routing down Maple is a decision to take the easy way out and not choose the path with the best benefit. I believe the alignment should be changed to continue north on Niagara Falls Blvd, through the plaza, and use the I-990 ROW to connect to Rensch Rd and UB North instead of the proposed alignment down Maple Rd and north on Sweet Home. This would provide further public benefit and help it be seen less as a UB-specific project. If the current routing is still chosen, the Boulevard Mall stop should not be on the road as is proposed and should be on the actual mall site instead.

1577 It's often compared to the existing stampede buses. As one who went to UB north and occassionally rode thoses buses, they are capacity limited in connecting the north and south campuses. The rail option alleviates those capacity constraints and allows the university to focus more on academia and less on transportation, something the NFTA should be doing. However, the big benefit to the NFTA option is the ability for the general public to more easily access the UB North Campus. As one who lives along the existing rail line, I have used the NFTA to access the UB North Campus for various events. It is more convenient to be able to use the UB Stampede buses, but as I am not a student or faculty, I cannot ride them. This project allows for better public use and access, the ability to have a real transit spine, and the reduction of traffic along an already congested corridor.

1578 I do believe the alignment should be changed to allow for better commercial oppotunity and better connectivity, but overall I support the rail expansion.

Outlook

**Metro expansion comment**

**From** gary heckman <gry_heckman@yahoo.com>
**Date** Fri 8/1/2025 6:17 PM
**To** transit expansion <transitexpansion@nfta.com>; gry_heckman@yahoo.com <gry_heckman@yahoo.com>

1571

The traffic congestion in this area is out of control now , now your talking about losing a lane ? NF Blvd was expanded from Eggert south because it was one lane each way and it wasn't enough , now you want to go back to that ? As far as creating growth , I've live here since 1983 when there was a lot less in the area , and it has grown just fine without a Metro Rail coming from the city. There's no more room for growth . So that argument is bullshit . This only benefits UB students , who have NO vested interest in the area long term , they get their education and then leave , they contribute nothing to this , the residents do thru their taxes . The roads around here are a disaster , Eggert Rd , Maple Rd , but we got money for a light rail system and a football stadium.
Another disaster for the area , just like station 12 joke.

Yahoo Mail: Search, Organize, Conquer

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Outlook

**LRRT to Amherst**

**From** j q <thechoirroom@hotmail.com>
**Date** Thu 7/31/2025 4:54 PM
**To** transit expansion <transitexpansion@nfta.com>

1568 I fully support the proposed option to extend MetroRail to the 990 using LRRT. I think this option
1569 will provide speed and convenience with limited disruptions. I think the number of stations on the UB campus could reduced to 2.

Mr Jamey Quiram
175 North St #601
Buffalo, NY 14201

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Outlook

1567 **I am in favor of the Tonawanda-Amherst Metro Rail Extension**

**From** jim reddin <jim@reddinconstruction.com>
**Date** Tue 8/5/2025 6:18 PM
**To** transit expansion <transitexpansion@nfta.com>

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Outlook

**Public Comment on Buffalo Light Rail Expansion Draft EIS**

**From** John Diebold <jndiebold@live.com>
**Date** Sun 8/10/2025 8:33 AM
**To** transit expansion <transitexpansion@nfta.com>

**Public Comment on Buffalo Light Rail Expansion Draft EIS**

1560 As a **Professional Engineer** and **Lifetime Member of the American Society of Professional Engineers**, I support the expansion of Buffalo's light rail system—particularly its potential to connect vital regional anchors: the waterfront, central business district, Allen Medical Campus, UB South and North campuses, and the commercial corridor along Niagara Falls Boulevard. These connections are essential for equitable mobility, economic development, and long-term regional integration.

1561 However, I do **not** support the current alignment proposed in the Draft Environmental Impact Statement (DEIS). The route presents significant adverse impacts that are difficult to mitigate and reflects a design that is less than ideal in both form and function.

1562 **Key Concerns with the Proposed Alignment**

- **Circuitous Routing**: The alignment includes hairpin curves and a convoluted path that undermines travel efficiency and rider experience.
- **Above-Grade Intrusion**: The elevated section bisects a densely populated area, introducing visual, noise, and community disruption inconsistent with transit-oriented development principles.
- **Maintenance Oversight**: The DEIS fails to address long-term maintenance implications of elevated infrastructure, raising concerns about lifecycle costs and operational sustainability.

1563 **Misleading Modal Comparison**

The DEIS attempts to compare Light Rail Transit (LRT) with Bus Rapid Transit (BRT), but this is a flawed and misleading comparison. These modes serve different purposes and urban forms. LRT is a fixed, high-capacity spine; BRT is a flexible, complementary feeder. Comparing them as alternatives obscures the real issue: whether this is the *right* LRT alignment.

**Alternative Alignment Recommendation**

A more direct below grade alignment along **Millersport Highway** or **Baily Avenue** should be given equal consideration, and would help clarify the adverse impact mitigation issues:

- **Efficiency**: Offers a straighter, more logical corridor between UB South and North campuses.
- **Reduced Impact**: Avoids dense residential areas, minimizing disruption and property acquisition.
- **Network Synergy**: Could be complemented by BRT to serve adjacent neighborhoods and commercial zones, enhancing overall coverage and flexibility.

**Missing Origin-Destination Analysis**

The DEIS does not adequately address where trips originate. Without a robust understanding of travel demand—who is traveling, from where, and to what destinations—the alignment risks serving infrastructure rather than people.

**A Challenge to the Planners: Does This Make Sense?**

The draft EIS claims this alignment is the Locally Preferred Alternative. But given the circuitous routing, elevated intrusion, and lack of origin-destination clarity, I must ask: **Does this make sense?** Is this truly the most effective, least disruptive, and forward-looking solution for our region?

Respectfully submitted, **John N. Diebold, P.E.** Professional Engineer Lifetime Member, American Society of Professional Engineers Amherst, NY

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Outlook

**In Support of the Transit Expansion**

**From** Jonathan Fuzak <Jonathan.Fuzak.954717894@foradvocacy.com>
**Date** Mon 8/4/2025 5:00 PM
**To** transit expansion <transitexpansion@nfta.com>

To Whom It May Concern,

1821

As a proud resident of Western New York, I am writing in strong support of the 7 mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion project.

This $2 billion project will connect the three UB campuses as originally planned, allow Buffalo residents access to jobs and education at UB and create well-paying and family-sustaining construction jobs for the local trades. Light rail can transport 600 people every 10 minutes which far outpaces the current bus system.

I urge you to select the 7 mile light rail version of this project.

Thank you,

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Outlook

1820

**I am in favor of project 582510**

**From** Joseph Selevan <joseph.selevan@gmail.com>
**Date** Thu 8/7/2025 4:06 PM
**To** transit expansion <transitexpansion@nfta.com>

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# NFTA - Submission # 2191

**NFTA - RECORD #2191 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | |
| **Last Name :** | Trapper |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1819

My husband and I vote No on the Metro Transit Expansion Project. We are strongly opposed. Will destroy neighborhoods and businesses and peoples lives.

Outlook

1817

**I am in favor of the Tonawanda-Amherst Metro Rail Extension**

**From** Kayla McKinnon <mskay22@icloud.com>
**Date** Tue 8/5/2025 5:18 PM
**To** transit expansion <transitexpansion@nfta.com>

Please extend metro rail.

Thank you,
Kayla McKinnon

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Outlook

**Lrrt**

**From** RCGMK <rcgmk@yahoo.com>
**Date** Sat 8/2/2025 5:30 AM
**To** transit expansion <transitexpansion@nfta.com>

1816

Sounds good. All for it. Let's go, start construction asap
Yahoo Mail: Search, Organize, Conquer

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Outlook

**I support LRT extension in Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project**

**From** Simon Husted <shusted13@gmail.com>
**Date** Wed 8/6/2025 10:49 AM
**To** transit expansion <transitexpansion@nfta.com>

Hi,

1813

My name is Simon Husted and I live at 54 Hayden St., I would like to submit a comment in support of the light-rail transit extension option at part of the **Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.** Transit riders here in Buffalo-Niagara deserve fast, high-quality & affordable transportation options. I support bus rapid transit (BRT) projects, but asking riders in this case to spend anywhere between 5-25 minutes making a connection at University Station to hop on a bus is not meeting the need of today's riders! The Metro Rail should be at least the same length as a traditional bus route.

--
**Simon Husted**
716-704-9838 - personal cell

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Outlook

**Support for expansion**

**From** Sue Margulis <swmargulis@gmail.com>
**Date** Fri 8/8/2025 6:00 PM
**To** transit expansion <transitexpansion@nfta.com>

Hello,

1811 I am a voter and resident of Buffalo (14214 zip code). I am fully in favor of the expansion of the proposed Amherst Metro Rail expansion, and I hope this is just the first of many future expansions. How great
1812 would it be to get to and from the airport this way. We need better public transportation in this city (in fact, in this country - but let's start local).

Respectfully,
Sue Margulis, PhD
Canisius University

Sent from my iPad=
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Outlook

**I am in favor of the Tonawanda-Amherst Metro Rail Extension**

**From** Winters Song19 <wintersmoon19@gmail.com>
**Date** Thu 8/7/2025 10:58 PM
**To** transit expansion <transitexpansion@nfta.com>

1810

I am in favor of Project 582510, I think it will be a great addition to Buffalo. Push metro forward, extend the rail and make Buffalo more accessible to all.

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**Jeffery Amplement**

1808

**From:** g.daniell.byrd@gmail.com
**Sent:** Thursday, August 14, 2025 3:30 PM
**To:** transit expansion
**Subject:** I am in favor of the Tonawanda-Amherst Metro Rail Extension

As a former faculty member and Director of the Health Sciences Library on the UB South Campus, I strongly support this Metro extension which will make connectivity and networking between our three campuses much easier.
Gary D. Byrd, PhD
Gdbyrd@buffalo.edu
Sent from my iPhone=
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## Jeffery Amplement

**From:** Jacob Safe <Jacob.Safe.1131488655@foradvocacy.com>
**Sent:** Friday, August 15, 2025 12:13 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2128 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9449.foradvocacy.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLvjj8ov-2BQUdFv5goZmDfqeKM-2Fk1HlKXphGR5RjEKIF00WX2P3q-2BTXkThlO6rZZoo8QY5eKtZS1BFon6JTISqg6CtiB5Qvy8Dl67a8LTkbaPah58R0yaavxA4IwEKr-2FbF5CWQrmTVNCaM2dMlIEDm4GAsp4XTd-2FmGZGl-2BtjazH29J-2B8ehEFKqZlNKrVgE9Gy1jnQfgs1DSl0aGCSZ8lD0pxOiBmrKWVHnB5ylt7LusA6gZZCfXEI9WVOjJoEskSgA3Hrt8yG8XqvwSS2IyBc0q3>
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## Jeffery Amplement

**From:** Jeremy McDuffie <jvmcduff@buffalo.edu>
**Sent:** Saturday, July 26, 2025 6:29 AM
**To:** transit expansion
**Subject:** Question about transit plan

Hello--

1807 I have questions about the expansion plan. Was there consideration to placement of these stations below ground? The trains are noisy above ground.

Jeremy

Get Outlook for iOS <https://cas5-0-urlprotect.trendmicro.com:443/wis/clicktime/v1/query?url=https%3a%2f%2faka.ms%2fo0ukef&umid=2bad6659-1bbe-44fa-a97f-13585ba3c2ad&rct=1753525734&auth=f813ad6eae7ef4101254fe829e0c3dd88b7d37ff-c09a86e14a14be15cbc19d5760f46df09c996c41>

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# NFTA - Submission # 2200

**NFTA - RECORD #2200 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Bailey |
| **Last Name :** | Nardone |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1805 As a Buffalo resident near the existing LRT line, I am strongly in favor of the LRT expansion. It provides the most convenient access to shopping and jobs near Niagara Falls Blvd, without waiting for transfers or dealing with weather and other delays that might impact buses on the road. Furthermore, it takes away less space from
1806 the road so car travel is easier than it would be with BRT. Thank you!

## Jeffery Amplement

**From:** jocrillz <joeyjames83@gmail.com>
**Sent:** Sunday, July 27, 2025 1:23 PM
**To:** transit expansion
1804 **Subject:** I am in favor of the Tonawanda-Amherst Metro Rail Extension

Sent from my iPhone
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**Jeffery Amplement**

**From:** Nathan F <feistn@gmail.com>
**Sent:** Monday, August 11, 2025 1:17 PM
**To:** transit expansion
**Subject:** I support metro rail expansion

Hello,

1803 I am a Buffalo resident and this is a comment on the draft EIS for the Transit Expansion Project. I support light rail to Amherst and Tonawanda; please build it.

Thank you,
Nathan Feist

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**Jeffery Amplement**

**From:** Peter Capitano <Peter.Capitano.1131377742@grassrootsmessages.com>
**Sent:** Friday, August 15, 2025 11:03 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2127 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url6563.grassrootsmessages.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLuKkT5y-2F19X7I5mGPKIIxzqbjjBpuFpUtszs2EpVaLP6CNdSbHl8EXG-2FHy2Vzm9m5bXBksuPKcBKcAuZMWU1Dzd3ZOuLXktnOWxvkvdDp25D582zG8rN51-2F5IKmhgMpIR4esRgghnZQRKw4njbFMhmOVyTV5-2FWh8qh6unXW-2FDnPQ2pe4HWMV8iLgYXP3SGDpaJyELk9PdvI5DXfheIKlMZI8A8pZhCcmq0IpcHedF6a6FKTPS7yxyWsxEBhOIvcfOg-3D> CAUTION: This
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## Jeffery Amplement

**From:** Thomas Leone <Thomas.Leone.1131359181@grsdelivery.com>
**Sent:** Friday, August 15, 2025 10:59 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2124 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9369.grsdelivery.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ItxK3ahtLug3gN1Pb4KrgbVGAPEm0-2FFXqDR3DAIuZXuhfvwVk-2F4yzZDoDbADG9SiVwUNAwoKoRRlzSWAd0xPXJylsmww0wd3wUbDk9b6xpOPLs7FCUGPGK6iFUUWwntra6uN9LIBJokJg0gt8AToSKwuNq1a7Ljtm73DePMJEcd1WrVjEeRH0eebJQBDGCcrGG8aG613iuPXpyx1aSWv8Hn2aNB7oLN33NSfiu1omrCu2-2B4IBK-2BjlNGWn2WoLUFoNpTxaufz2xyMEClJID1j88J1qB4YG3R>
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## Jeffery Amplement

**From:** 716Tree <tremainesims3@gmail.com>
**Sent:** Friday, August 8, 2025 7:59 PM
**To:** transit expansion
**Subject:** I am in favor of the Tonawanda-Amherst Metro Rail Extension

1802 I am in favor of Nfta to expand their light rail system beyond the city limits, into Amherst and other future destinations such as, Niagara Falls, Orchard Park.

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**Jeffery Amplement**

**From:** Valerie Juang <vjuang@buffalo.edu>
**Sent:** Wednesday, August 13, 2025 8:49 AM
**To:** transit expansion
**Subject:** Metro Rail Expansion

Hi,

1801 I am writing to submit a comment for the metro rail expansion EIS. I am in support of this expansion, which will be key for supporting individual and communal economic activity. Thank you.

Sincerely,
Valerie

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# NFTA - Submission # 2207

**NFTA - RECORD #2207 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Zoe |
| **Last Name :** | Grimes |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1800 The LRT and BRT plans listed in the Draft EIS seem very beneficial. I prefer the LRT Build Alternatives more. The LRT appears to have much better growth and economic benefit to the city, not to mention the safety benefits. It is also my dream to see a good Light Rail and Metro system in the city. Awareness of citizen effort to make Buffalo rail transit a reality is one part of the reason I moved to the city. I think a good transportation feature would entice a whole lot more people to move to this awesome town! While I wish more attention was paid to South Buffalo, I do recognize that is outside the scope of the current plan, and I think the current proposed route is likely to generate a lot of excitement and use, and invigorate people's hope for the future of the city in a changing world. I truly hope we do not go with the No Build Alternative. I cannot imagine missing out on the benefits of a solid transportation system in our city.

# NFTA - Submission # 2208

**NFTA - RECORD #2208 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Julia |
| **Last Name :** | Eagan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1799

I am strongly in favor of light rail in buffalo. The proposed expansion will improve mobility in the city and make it more accessible for students at UB to get to and from the city without clogging up the streets with traffic. The bus system in buffalo is confusing, crowded, and inconsistent. An extended train line will be more efficient

# NFTA - Submission # 2209

**NFTA - RECORD #2209 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Dale |
| **Last Name :** | Lum |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1798 I am very much in favor of expanding the Metro. It's a no brainer: please make it happen!

# NFTA - Submission # 2210

**NFTA - RECORD #2210 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Ian |
| **Last Name :** | Unson |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1797

I'm in favor of having an expansion to the metro. I know as a student it would be super helpful to be able to get to south campus and to downtown from north campus via the metro. Not only would it be safer than driving but cheaper as well. I fully support the expansion.

# NFTA - Submission # 2211

**NFTA - RECORD #2211 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Joshua |
| **Last Name :** | Henderson |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1795

Expanding the NFTA Metro Line a no-brainer for the region. Connecting downtown Buffalo with a large portion of the UB student population—around seven-thousand live on the north and south campuses—with a large commercial area, Allentown bars, with reliable transit is huge and several decades late. For a city with higher rates of poverty and lower-than average car-ownership rates, high-quality transport is crucial.
I would really, really love to see this come to fruition.

# NFTA - Submission # 2212

**NFTA - RECORD #2212 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Lizzie |
| **Last Name :** | Hagerty |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1793 LRT alternative offers a great expansion of our existing transit options! I think adding a physical barrier to the
1794 proposed bikes lanes would encourage more use than just painted lanes on a busy road.

# NFTA - Submission # 2213

**NFTA - RECORD #2213 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | |
| **Last Name :** | Dory |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1792 As a community member I am strongly opposed to this plan. After reading the DEI statement and attending the comment session this appears to benefit UB students with a one seat ride while pretending to connect the community. I will be looking forward to the question and answer session.

# NFTA - Submission # 2214

**NFTA - RECORD #2214 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Nathaniel |
| **Last Name :** | Deegan |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1790

This is long overdue. Not only would this not allow UB students to not have to arrive to campus over an hour early to look for a parking spot, but it would also cut down on traffic and car reliability in the north towns. This would create a better community and open up potential for the town of Amherst to become more city-like and integrate campus with other recreational areas.

# NFTA - Submission # 2215

**NFTA - RECORD #2215 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | |
| **Last Name :** | Bassanello |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1788

I strongly support the Amherst Metro Rail expansion. Extending service to UB North will connect thousands of students, workers, and residents to opportunity, while reducing traffic, emissions, and car dependence. This project will drive economic growth through transit-oriented development and make our region more competitive. I urge decision-makers to prioritize funding and move the project forward.

# NFTA - Submission # 2216

**NFTA - RECORD #2216 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Louis |
| **Last Name :** | Huebbers |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2122 After going over other transit systems' websites and history the pattern that emerges would be they should be run as business would be, i.e. to make money. Toronto's TTC is constantly changing the routes of their tram car system and has been additionally adding new light rail commuter lines. Of course the Ontario government which subsidizes everything seems to have endless cash from the equalization payment system from the western provinces. New York State is broke and prioritizes the 8.3 million New Yorkers in the City over the 10 million upstate. The U.S. government is over 37 trillion in debt. I don't expect much help there for funding. The federal Intermodel Transportation Act - I think passed in the 90's to promote a combination of bus, rail, and air in 1 terminal and the moneys available were ignored in the new airport.

The logical place for the LRT would have been to build were people go, which is the airport, and loop the system back up to Main St.. Has to be built on cheap- no tunnels to be constantly pumping out water.

2123 Before my hard-earned tax money is even spent I would request from my state & federal reps for some type of audit of the NFTA were the money is going (businesses do this all the time) and to seriously consider contracting the bus system over to a private company to manage and to run it.

## Jeffery Amplement

**From:** Dan Kish <splicemen@icloud.com>
**Sent:** Tuesday, August 19, 2025 12:51 AM
**To:** transit expansion
**Subject:** Expansion

1783 Basically unless it's funded for free from the fed. Who has stolen so much. Stop it. U talk of jobs. What jobs? More service? U need to make actual things people want and need to create jobs. The crime in buffalo reflects this.
In the name of Jesus Christ No.
Sent from my iPhone=
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## Jeffery Amplement

**From:** Aaron Tait <Aaron.Tait.1138872246@forgrassroots.com>
**Sent:** Monday, August 18, 2025 11:11 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2121 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url446.forgrassroots.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLvWRbgOplhtm6aAnvqSFXLf-2FvL8dbyHGR7HBi7zmYRHiDgZcTUUVVzqa3tPiTq7wNjtoHCzElBKbEKgr2zudaNGM4MJfppsUwenzijsOBYDpQyi0x3PySxMSKJAuUB-2FF6xiXbtNRY7jBn2XVqLIa5P-2FUYLHq4L6nQ7J-2FAqQvJQtFQkB7mHecQztxfOmYMQaZXAhKn1X0M9dOQFS9hgm9XWHJ5zaEX7aDWIQO9LDynTXMjS1PTtjmWokawmmp9PmZAdiUI7VUvDVRgaVG7uMKnGa>
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## Jeffery Amplement

**From:** Lily Brown <Lily.Brown.1138874464@grsdelivery.com>
**Sent:** Monday, August 18, 2025 11:15 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2118 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9369.grsdelivery.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLsytBbhKRaNsxeuhWgn3jDxt9ggTO-2FdamER4q8VeMDpVzdMm3TyEZLiwp2wA3LpvMliorXjOJuAFhTNRt2WNGXITMGPm-2BjO1qKyMGXqLAzzE-2FVHdi1LkUvMIsXwMQ-2F-2FD3zWvblrXSpXpIINyKLCGu61Yt-2BXATkZdzpdHsTw5nqYTAlakNndgSKp7MSOMLlCrqetv0UYbbKxosfxYMGYJYtAcu4vKyGhks4DdbWy-2BvojxE-2BKi7fMLnJ-2BlACB1Icv1Us-3D>
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## Jeffery Amplement

**From:** Lukas Fetzko <Lukas.Fetzko.1138902561@advocatesmessage.com>
**Sent:** Monday, August 18, 2025 11:31 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2115 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url7066.advocatesmessage.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLv7VY3Beqagq3iQ-2FVCbzdK2Q-2B2EixOHOWSHwnkbJrxf-2FFQP5qtElSbXmcrQqNi9NqQwBAXckWqzZePAFzPCPREs-2B5BUWuTjCM09ZU0UtTCaBFjTsTgBjh8ViKYsxtiNgHL2dzF7S44wuRSRbvHNA6yBnENblyHDfHRWZtjCGPYe4PCPv6LW4uRW4IbfqFaoQpnMNIyV1nndXx62s0bWbOAQvOlgUZPXYdwemhcj3ngR-2Fvn2G9nUvasltKBXd-2FuwtBn-2BaOaMU-2BWlMPHM3Q-2BcBaGo>
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## Jeffery Amplement

**From:** Paul Perzhita <Paul.Perzhita.1138902743@p2a.co>
**Sent:** Monday, August 18, 2025 11:33 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2088 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url707.p2a.co/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLuq8xIqkNozD9jYVscFFrOakHXjAz-2Fpmge2Zrb5s7xvM1oPzvcxaDGMrkhFkx0oomufXIjtkwZaE6DMmbuXUaj7oJsWFvD0-2FqJcY-2FqjPXPmZvkxFhe-2FEEKWTjBnoGoQ7cZnlhU2eEqg-2FlU9KVAMvX1rCXecwBq5RDzBuUFGBebePl4Y7m1nhRVXUAQY5e4cJjRd6gB4tFgMoP4To5BuiO7npr2ou3E4YOIGD9p9IJEnjedhN2OvWcgOLnQgbVxnoak-3D>
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## Jeffery Amplement

**From:** Robert Minney <Robert.Minney.1138903185@grsdelivery.com>
**Sent:** Monday, August 18, 2025 11:40 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2091 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9369.grsdelivery.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLsu2GjIacvE0lL6dlRBmY7aKaDahikOLjeNiegzEkVMYxQmnHQRMvOCzazwx9oaRhdLO3BOz9gXCYxLQrHb8R4pDPIKC-2F8qgZd-2F-2FoQu9Gd8F9-2BVqdvmLwDbKb6Lyn6Ugnw9qcy8HLC5FxQnACTHxkRS5kNBsJuXIpNNatbmSkPkoSE0UnLZqLQ8unQ0YSJbZLW3ARw4fGn6x18VHKWq2RZ5jEGwNaG0Tihf1Typm7-2FAJRazquJ0lOPgFeSqKPwXZa79hUz4uraUEFhvfTVMl-2Ba2>
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## Jeffery Amplement

**From:** Matt Leahy <Matt.Leahy.1138930554@advocatefor.me>
**Sent:** Monday, August 18, 2025 11:47 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2094 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url5588.advocatefor.me/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLvfLNqB5bziYDyLBSECdcy1-2FMhfnEVqQH35JP3UZ2tyNsHPoSLuAk0-2Blbuj4O-2BhMLtk5W8HM3w7Qufhh4GNk6DksGyyWM6up31UMnU0FxGiGoFOUgcra5Dm-2Bhl-2FmTL-2BluKLSiV2DfU-2ByP3-2Blxx5w5qU-2FpVnbU55XcEEYXLt9rj61WsklaJb9d3J00QLtIy3PW8XmVqfTkhA5iUiUU7H0j8mGpPeBjTubOYGV5rVTnp7uffpBMiZ-2FaBX00brxdsADxk-3D>
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## Jeffery Amplement

**From:** David Drews <David.Drews.1138930417@yourconstituent.com>
**Sent:** Monday, August 18, 2025 11:45 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2097 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9209.yourconstituent.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLvxpWA83-2FqwX7tyW8iVlHy5H9T5kxG3kO6OdqNJPRAnWctxSCC4xGVGOMb-2BWd-2Fub4oawKRyRbJwg8miXQ-2F1Wob29wd2lBVnOuKqy7v5V2y1QwOplC3vYlSQtbhk4MzP6-2BTgaFl58zysmVSpnq4UoiWWSSXsJ-2BZAOdOyNgsyn6OB1inbauambCf2xaLd7ZUp1Adaw9FqzrHcHL2i1zojkyaNH06ef8z694qSaFyzg-2BEAqf4llYcUu3-2FGWjRFNkWcL5HHx8Ftvl44fsAEQLocMYaL>
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## Jeffery Amplement

**From:** Justin Stacey <Justin.Stacey.1138958454@yourconstituent.com>
**Sent:** Monday, August 18, 2025 12:04 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2100 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9209.yourconstituent.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLs-2BMGdipSn3sra8bok3QzhY5KipvQdGYRf50-2FSvdDuYM9QHtg8aYiVHk8BUFgoXuZZbeglSRPBQCgNY-2FIfBXddjC8s0drwP-2FtvlFPw7N4epyoxrNMFcrTeXsqq-2B0yzNtWe6Q3YJIlyWmB-2FSoSmsc0lct-2Fqm8oMjHaAogQSNug0k-2FJHDC0001h-2F1yHlF-2FNvxKb3rgkzBOoXoiqPz9pmV4Gg4q2aL7IcPT10lobtMJdcTdkKCURjCZvN-2B0eMCmmLgry6kMc1C2jMj3pAvmrb5emVL>
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**Jeffery Amplement**

**From:** Lucas Horigan <Lucas.Horigan.1138958955@advocatefor.me>
**Sent:** Monday, August 18, 2025 12:12 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2103 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url5588.advocatefor.me/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLt4bJn4mAPWoCONG10Z3Pj1zLUZmtJaiEwC5plzHSI18AaALg2vv-2F5GsAqLlVXxJ9BVxPafocHurnMytHQlVjjSc1P5B5YVtEPTMDRwa5gBjx5XND4jr3LSP3nbrIcoPwqrCBPO2DQaXgn-2FkhMR8su5-2FDBW4JRC0UJyADz-2BHgeoitt8r3xhLt6QJ0txahaTlURVI1maMt8rp5V4YtRejDD6FuYmjwWK-2FbOH29zoLysB7UPy1R50HOx3NXRG4Jpl4r4-3D>
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## Jeffery Amplement

**From:** Charles Bacon <Charles.Bacon.1138995621@foradvocacy.com>
**Sent:** Monday, August 18, 2025 12:30 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2106 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9449.foradvocacy.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLs9DVGluXCfQR0bO3Vr5s61SwTLWliLk8p6v4dfAFmMs2gIZc6WkBpmFB59T2QCrjldAu5SJwPDBcWV2AA6N67v9gz7kBRFc7ADuteTs1Qf5l1Wj8S2cOaFbfTTvKaNnrmDUJQAkvBIX9eMuTtpOxj7UOG2U8UMtYgZtpKIUqNIS-2FFuX7s4hEtvRNWYXq8OPWWu5-2FHgCuCG8HtjfFyulpVpmJmOO3RjddZMLNI53mVw2-2BdVQB9gbhhbyRXzjXlrrTk-3D>
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## Jeffery Amplement

**From:** Akif Sayeedi <Akif.Sayeedi.1139075971@forgrassroots.com>
**Sent:** Monday, August 18, 2025 1:16 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2109 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url446.forgrassroots.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLsAg6biaZREQ9exP1L0PVRsEXh7sIGyiNvD5ziU7LoYP0AM3ND3q8-2FK0CrOQCQfe5VLcd1XrmdxJFvdfvi9o-2FDChfpl6EYn2ac8FCyMMo76TKvWINr9BmyT5ngjRDcJvEe1SSN50wYa3kPyTbvau0cZQTgKLd76bnOZej5nmfGKqMZ3BaVXDBR4vXndgX-2FKbTWkPFkWhjhMILbsdIuohh2Yps-2Bmeyx0qHReLcVwZGn4UvxpvHhNGB896urMHPv7SkypwcVCmEyA28Q5Lv0n6zev>
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## Jeffery Amplement

**From:** Teagan Skotarczak <Teagan.Skotarczak.1139186555@foradvocacy.com>
**Sent:** Monday, August 18, 2025 2:11 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

2112 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9449.foradvocacy.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLuOiJFircXyQFkyUZnpF8RyXgw7LuSGEj-2B1MR7E1a3K9Z7ky0gsOMKQipKzzs59Nxp5k4YWOYFzW0QXjCFx7NtR-2FVe9nRJaTu0aQNN7y0r4XeMdYHAbd4QeWObab8zwoXM8lV-2BiuZHCFGw7J-2BjxpuZZRlTmewem-2FTtSeLNBOXRl77iCt8Z566RMlKWN1EqeOcjiqZgrAXO7j2tQ87JDKzaSY0JddV9o6w4fESL4bn84M749Dx2BXzoyj0KegYvO-2B33Ll1FISRb-2BgWjshV-2F74R5x>
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## Jeffery Amplement

**From:** Nicholas Brounscheidel <Nicholas.Brounscheidel.1139619273@grassrootsmessages.com>
**Sent:** Monday, August 18, 2025 6:25 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

1780 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url6563.grassrootsmessages.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLs2xM49DXQgeqKP724gus3vg6x3C1gt0lUowC8gxEVXtTumkf5mCdZ3c41L0xoIK1XVE-2FL-2BnyPGd6mnvqhDPuYda37kdhIWIdkhR3xOMhGK7s5SfV5rT6MsfTClrMX0I5A76DjbSDyXhZ3gZ5lVn2aZzM1XmsvG-2BkdLZgzqX-2Ft89LXeUDzVCWIEGxmrPtBdDEPEKVHpmHqDvuf9VNvzkpSbGsdRxHBwIWiGw6lvAz3SRBXBuXmICUyqWwzBNv1Q6t81vYO8YIx03N5qKuuZZMts>
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## Jeffery Amplement

**From:** Michael Nason <Michael.Nason.954900977@forgrassroots.com>
**Sent:** Monday, August 18, 2025 6:33 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

1777 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url446.forgrassroots.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLuRqcqRZRfTrZJU7h-2FVOP2Pr8DcoK1muUDAloDFIYLp2iqnQRWSRTIqir-2BGukvplpRuPDlrshfmb2URHgfoQPJtJlbSKM9lA5NvA6OBYi94NpZnuvjx-2Fdymhh-2BnrwI-2BHAldt8rodOphsDo4pufDnOzj5-2FyUhfwm85mEveDHITC8uW-2FvQ7bMX5E8ER2NBslpKWylGrMr8lFm1XflxAiMLQ0V6dVDjoJLxswMcp-2BRfFOgVauyBbyGLIlpL-2ByijE-2FjSX0-3D> CAUTION: This
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**Jeffery Amplement**

**From:** Read Bohanan <Read.Bohanan.1139861893@advocatesmessage.com>
**Sent:** Monday, August 18, 2025 8:45 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

1774 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url7066.advocatesmessage.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLtHmmjwZ2X8iDNAqJTA183-2BcDp-2FndAA0GFRTwvEIP7PMpiquVC4iAup-2Ff-2BhxyBZ4JW5yw9pK4J-2B6sQ6JpXI8Eh1Pxvi-2F69TNsGv-2BX4RYcy8JuZUmRyxGTUTRJX2OuTC3DC4nMbM9BPG0Y-2F9EDUdwm-2BbrZ5NeTD3hD5rY9DnBeMjQFsFO5PZev5ga-2FSbJY1HRIzwqhqLEXjO60KslBEZ-2Fx3gF8OudSf95EiNE6838r0jcZq04W4LnQhgsmN3rClWRnA-3D>
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## Jeffery Amplement

**From:** Charles Lavallee <Charles.Lavallee.1140139467@advocacymessages.com>
**Sent:** Monday, August 18, 2025 11:24 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

1771 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url571.advocacymessages.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLu-2B4bAKQXEhI7EsNbCuqZXVez9TVtmNBNe-2BXN1K7bpy57bwRVr9WMVkkfjOgqRiDW1-2BvU75xrHgCHFYsMA6jH-2F5gJpIi9JdM9Y6Ws8uRi6I-2Fx8vvUx6SfnR1CYYVsje1IdwgfGbklETg41tiJc-2F9kC5aT2f9Rr8rk-2BvK-2Fu7Yta91JSweyvgRRHnp6HgUJ9EYffsmHClvDHXpFhC6g5xbQSgSe-2FS-2BoOgQvCaj74PaZmx1e0lnrHuaH6H-2BwMwasERGn9y-2F1ErWZ1-2BuaJyyk0gvuSh>
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**Jeffery Amplement**

**From:** Courtney Bajdas <courtney.bajdas@gmail.com>
**Sent:** Tuesday, August 19, 2025 9:26 AM
**To:** transit expansion
**Subject:** DEIS Public Comment

Hello,

1767 Please accept this email as my public comment on the draft EIS. I fully support extending the light rail system through Tonawanda to UB's North campus. The expanded Rapid Bus alternative will not be as successful in ridership numbers or efficiency.

Expanding the light rail system is a smart move as the region continues to experience population growth. It will serve not only UB students and employees but all residents and visitors to these neighborhoods. As a resident of the city of Buffalo, it would be a dream come true to be able to utilize the Metro Rail beyond one small stretch of Main Street.

Thank you for your consideration,
Courtney Bajdas
Resident of zip code 14222

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# NFTA - Submission # 2235

**NFTA - RECORD #2235 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Katherine |
| **Last Name :** | Spoth |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1765

I strongly support the light rail expansion. I work at the UB downtown campus and many of my colleagues travel by car several times weekly to North Campus - rail could replace all of those car trips and be faster. When I lived on UB North campus as a student, I felt “stuck” on the campus. The train will effortlessly connect so many more people with the city. I’m fortunate to live near the proposed route and absolutely see myself using the train often. Buffalo residents deserve more alternatives to car trips!

# NFTA - Submission # 2236

**NFTA - RECORD #2236 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Kayla |
| **Last Name :** | Kessler |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | N1_public_a02236.pdf (2 kb) |

**Submission Content/Notes :**

1761 The light rail option is the only option. The Bailey Ave BRT project is BRT in name only and we deserve better. If the BRT option is selected it will become just another under utilized bus. Light rail and the required infrastructure for it is the only way to ensure that riders are given a safe comfortable place to wait.

1762 Often times I find myself not taking the bus offered on this route because the only thing signaling that I'm waiting at the bus stop is a sign without a bench next to speeding traffic. If this is the level of comfort we can expect from public transportation, it's no wonder so many choose to drive. LRT is the best way to ensure that these improvements are actually built.

1763 I hope that there will be an effort from Tonawanda and Amherst to redevelop areas around the new stations to be more pedestrian friendly. As it stands right now it would be very uncomfortable to be along Niagara Falls Boulevard outside of a car. Narrowing the road to 2 lanes will be a significant safety improvement but I fear it will not be enough.

1764 This project is great for all the communities it touches and I look forward to seeing it built. Don't let the misinformed opinions of a few property owners stop progress in the region.

# NFTA - Submission # 2237

**NFTA - RECORD #2237 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/8/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Abigail |
| **Last Name :** | Frelier |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | N1_public_a02237.pdf (3 kb) |

**Submission Content/Notes :**

1753 I'd like to express my strong support for the LRT option for the transit exansion project.

1754 I live very near where some of the heaviest construction will be taking place and although it will be massively inconvenient I'm so excited about the incredible gains this will bring to Buffalo and to my Amherst neighborhood that I love so much.

1755 I attended the public comment session on August 19th and while I am empathetic to some of my neighbors concerns, I would also like to make known that they don't speak for me, or I would guess, for most residents. Most of my neighbors who will benefit most from this project are not able to attend a public hearing, or review a long technical report with little guidance. The analysis clearly revealing the LRT as the option that benefits a majority of us the most should be weighted well beyond a small number of opponents with the time, money and knowledge to dedicate to an opaque process.

1756 Rapid, accessible transit is what built my former trolley neighborhood and I'm thrilled to be here to see it's return with the LRT option.

1757 The BRT option option has too many drawbacks to be practical.

In Buffalo, we simply cannot rely on roads if we would like our transit to be reliable in inclement weather. After we purchased our home in the fall we spent a winter renovating it before moving in. We found even with the walk to the train stop it was much easier and faster to take the train to the house when there was significant snow. BRT comes with the same susceptibiltiy to delays and interruptions that make just getting in my car and driving the better option, which is exaclty what we don't need. On top of that it comes with high road maintenance and clearing costs, bus costs, driver costs and reliability concerns.

BRT is not a good enough investment to be worthwhile. It would see much lower ridership and therefore be extremely susceptible to future budget cuts. There are simply fewer people who would take the transfer to the BRT coming from downtown and then we've made a large infrastructure investment to run empty buses every 10 minutes. The solution is to build infrastructure that works, not to make a half-hearted attempt that only works halfway.

My last comment is on the proposed streeet design.

1758 Please prioritize a bike lane in each direction and include protections. I know there will be public pushback to potentially removing the turn lane. I would love to see this project show some thoughtful intent to future-proof

the design for a modern, growing city. Once implemented, bike and pedestrian facilities might surprise people with how much they are utilized and how much they can add a sense to place to otherwise impersonal suburban car infrastructure. If we get a dedicated bike lane, I promise my car will be one less creating traffic, without it I'm sorry Niagara Boulevard drivers are too scary for me to brave alone on a bike!

1760 Buffalo and Amherst will both benefit greatly from this expansion and I'm pleased to see progress being made. Buffalo deserves this long-owed investment in our community.

# NFTA - Submission # 2238

**NFTA - RECORD #2238 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Gary |
| **Last Name :** | Van Houten |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | fwd_vanhouten.pdf (697 kb) |

**Submission Content/Notes :**

1751

I want to encourage the NFTA to expand it's rail system into Amherst and elsewhere. Many commuters on the 34 have to transfer from the present day system which is very inconvenience. I personally take the 48 to the 34 all the way to it termination point frequently. It is almost an hour right now.

Unfortunately you will find that most of the people opposed to the expansion do not use mass transit, and probably never have been on our light rail

Thank you for listening
Gary Van Houten
Amherst, NY

# NFTA - Submission # 2239

**NFTA - RECORD #2239 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/26/2025 |
| **First Name :** | John |
| **Last Name :** | Kennelly |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Amherst Light Rail Expansion.pdf (465 kb) |

**Submission Content/Notes :**

1746 I would like to voice my opinion against this project going forward. I did attend the public meeting at Sweet Home Middle and listened to all 60+ comments. All the comments made against expansion were with merit and deserved consideration. The comments for the expansion were mainly based on false assumptions that it would ll a large transportation void or maybe more likely they think it will replace cars...not likely! My personal belief is that expanding into a suburban area like Amherst is not going to be eective. Amherst is very vehicle friendly meaning moderate trac for the most part and plenty of parking. This is reected in the current bus transit system which has very little ridership, this would not change much with a light rail system. UB has an eective bus system connecting the North & South campus which is a quick ride between the two campuses. With the Metro Rail link between the South Campus and downtown that really completes the link for all three campuses.

1749 Our whole family have been UB alumni with the latest member of our family recently graduating. Metro transportation via bus, light rail or subway is much more benecial to those who live in the city where there is limited parking. It benets more densely populated areas with limited parking like major cities ie: New York. To a lesser degree this applies to Bualo, but certainly not Amherst. The expenditure will most certainly exceed the estimated $2B, they always do just look at the new stadium. If we are going to spend that much money it should go where the impact will have the most benet to more people, which would be expanding within the city of Bualo. The only direction outside the city that would likely see more ridership would be to the airport.

Thank you for your consideration.
John Kennelly

# NFTA - Submission # 2240

**NFTA - RECORD #2240 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/26/2025 |
| **First Name :** | John |
| **Last Name :** | Fischer |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Amherst LRRT.pdf (868 kb) |

**Submission Content/Notes :**

Amherst LRRT

1740 CORRECTION!!

Take my name off the list of approvals for the light rail extension into Amherst. I don't know how it got on there in the first place.

1741 I am vehemently opposed to this project. Two Billion Dollars to extend the train ONLY for the benefit of UB? It actually sounds like a joke, however, you people are serious. Doesn't anyone remember what happened to all the businesses on Main st in downtown Buffalo 40 years ago when the original rail was constructed? IT DESTROYED THEM. To say that it will benefit and improve commercial business in Amherst is a lie based on the actual facts from 40
years ago. The current train runs at a 10% overall capacity. This is a ridiculous waste of taxpayer dollars. It will also create a nice new pipeline and opportunity for various undesirables to infiltrate the area.

1744 How about you spend the money repairing and improving the dilapidated roads and bridges that are already in place? Let's say one billion dollars gets earmarked for that. The remaining one billion dollars could be spent on a fleet of electric busses. Problem solved.

Please, please, please. I beg you and all the other elected officials to make a better decision

John Fischer
Amherst NY

# NFTA - Submission # 2241

**NFTA - RECORD #2241 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Brian |
| **Last Name :** | Fredericks |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Buffalo - Amherst - Tonawanda Corridor Transit Expansion.pdf (470 kb) |

**Submission Content/Notes :**

All,

Thank you for the opportunity to review the Draft EIS for the proposed project.

1728 I worked for 30+ years for Hatch/ Hatch Mott/ Mott MacDonald and worked with the NFTA on numerous projects during those 30+ years including the study/ design/ construction of the DL&W Station.

Before I get into my technical thoughts for the project - I wonder if this DEIS and the alignments have been developed to “prove” a preconceived idea (alignment) rather than looking at all possible alternatives? One more
1729 thought is why does the system need to have one continuous line - more on that later.

Technical thoughts:

In 30+ years I haven’t seen an alignment that turns 150-170 degrees for operational usage - wear on this will be signicant - the DEIS mentions greasing but might not be sucient.
Also did the design team conrm that this can be constructed? I assume that this is TBM tunnel rather than blasted - can the hard rock/mixed face TBM make this curve? Curve diameter is not dened.

The 150-170 degree turn is probably a very low speed for the LRT - then it has another right turn to Niagara Falls Boulevard (NFLB) - another low speed turn.

1732 BTW the concept that the NFTA “will use new vehicles that are as close to perfectly round as is practical” and will then need to maintain the “perfect” is ludicrous - but that is any entirely dierent subject (NFTA Maintenance guys work diligently!)

1733 So - if we’re considering TBM - there is both a large launch shaft at South Campus (several hundred feet long and near 100 ft wide) and probably a 80-100 ft diameter shaft on Kenmore which will be open for several months each time the TBM exits . Have the property impacts been included?
1734 For the Cut-and-Cover Kenmore will be shut down for several months (maybe times with the TBM shaft construction and closing) but it will make Kenmore unusable during both of these times.

1735 Have the trac impacts of Maple Rd being a divided highway been fully consider and reviewed with the community? This is going to be a major impact.

Overall:

1736

I've worked on system throughout North America ( Boston, New York, Washington, Toronto, Dallas, Seattle, San Jose, Los Angeles, and others) each of these have transfers between lines. This NFTA build out will require a new maintenance area at the terminus in Amherst - all the cars cannot make it back to DL&W and there's no room at DL&W for the cars needed.
Have some of the below been considered:?

Take the TBM underground to a spot at the Boulevard Mall - transfer passengers via escalator to the above ground portion to the rest of the Amherst section . Think there is probably enough space through the area to provide the double crossover some where north of Maple.

Another option i- TBM to the old Fuddruckes restaurant on the NE side of Maple and Sweet Home Then transfer passengers to the already considered Sweet Home station and then through UB to the terminus . Need two areas for double crossover - inbound past Fuddruckers - southbound past maple near the gas station for the northbound trip . I'm going to guess both are feasible.
If there is enough development in Tonawanda maybe look at "button hooking" around the AMC movie theater? (This one is probably too close to the original LRT plan but might be time to be reconsidered)

If there are separate lines on the system - while it all will require additional maintenance shops - the NFTA can then chose the vehicles they want and need based on the system/terrain/usage. NFTA can consider track/wheel vehicles . NFTA can also look at expansion where and when - based on any number of inputs (development - usage - funding - etc)

Brian T Fredericks, P.E. Senior Associate (Retired)

# NFTA - Submission # 2242

**NFTA - RECORD #2242 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Clayton |
| **Last Name :** | Rumsey |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Comments on Metro Transit Expansion.pdf (467 kb) |

**Submission Content/Notes :**

Greetings,

1723 Regarding expansion of the Metro Line to run from UB South Campus to UB North Campus and beyond: the proposed Light Rail Transit system is the best idea for public transit in Bualo in the last 70 years (or more). The BRT is a half measure and would not serve the region as eectively as the LRT.

1724 It seems that the public in the greater Amherst area has decided that they abhor positive change and wish to stick to the status quo, and the local news outlets in the area have only served to amplify these negative views regarding the proposed LRT system. Frankly, these people are objectively wrong and aren't the demographic that would be most eectively served by constructing the LRT system. I applaud NFTA's decision to survey residents from beyond the area directly aected by the LRT system, since this is indeed a regional undertaking. Even though they will bemoan the metro and how it's absolutely destroyed their way of life (dramatic), residents directly aected by the construction of the LRT will still reap the benets of public infrastructure through increased property values and access to the full span of the metro system. Other cities in similar situations are well served by larger metro systems, and we would be wise to invest in infrastructure in cities (such as Bualo) that are 1) likely to become climate refuges in the next 50 years and 2) in dire need of economic development to bring young and educated minds to the area. Catering to the whims of an older entrenched populace is a guarantee of stagnation.

1726 Having lived and worked in the area for nearly 10 years, my commute from North Bualo to UB's North Campus was made all the more frustrating by the fact that if I had worked/studied on South Campus, I would have taken the metro from Amherst St to South Campus and avoid the added stress and cost of a lengthy commute. I've been very vocal about the fact that the area would be best served by extending the metro beyond its current span, even before the proposed expansion became public. Given the opportunity, I would have ridden the rails every day from Amherst St to North Campus. While I realize that the NFTA and UB oer buses between these points, they would've only served to lengthen my commute signicantly, and I don't feel that buses are a valid option.

1727 As an aside, I know the NFTA's current eorts are focused on making the LRT system a reality, but any chance we could get a rail corridor to the southtowns in my lifetime? Being able to see the Bulls, Bills, Bandits, and Sabres all on one metro line would be the ultimate Bualo sports experience.

Thank you for your time and eort put into making this expansion a reality, and as always, Let's Go Bualo!

--

Clayton Rumsey, PhD

# NFTA - Submission # 2243

**NFTA - RECORD #2243 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Gary |
| **Last Name :** | Walters |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Expanding Metro Rail.pdf (706 kb) |

**Submission Content/Notes :**

Subject: Expanding Metro Rail

To the Committee:

1488 I am commenting on proposed NFTA Metro Rail expansion. Not so much for the Amherst Extension, but for the Southtowns.

I am dismayed as to why those of us living in the Southtowns have never been considered next for expansion of Metro Rail service. Whenever lake effect snow hits our region, roadways south of Buffalo come to a dead stop. Employees cannot make it in to work.

There was talk a decade or two ago of a rail line heading to Rich Stadium over the rail line which runs east towards Orchard Park that would had been utilized on game days and concert events, but that vaporized. The NFTA has a Park and Ride over near Hoaks Restaurant at Route 5, yet the NFTA has limited runs from there to downtown Buffalo, and only on the weekdays during working hours. No service in the evenings. No service at all on the weekends.

Yes. I know your answer. Ridership is down to almost nothing. The Directors of the NFTA do not really care about the Southtowns, but want emphasize the affluent who live and go to school in Amherst, and Tonawanda. Your Hearing of this past August 19th told of the opposition to expansion of the rail.

I recall from the last millennium of a test of a two car special train which started in Eden, stopped in the Village of Hamburg, and went on to the Village of Blasdell, where a shuttle bus connected to downtown. It was hardly publicized to those of us in the public who wanted to give it a try, before the NFTA pulled it out of service.

Where I live off South Park Avenue, the NFTA put up two brand new bus shelters between Southwestern Blvd and Bayview Rd. I would like to know the amount of ridership that actually utilizes those two stops. I feel those two stops would had been better, if they had been built further down South Park Avenue by the entrance to the Erie County Fairgrounds and Casino.

In closing, when will the day come when all areas of Metro Buffalo receive service on a 24 hour a day basis, to accommodate the shift workers, and ordinary people to patronize the businesses and events in the City of Buffalo?

Thank you for reading my opinions, and I hope someone will respond with more than a form letter off a

photocopy of an NFTA Letterhead press release.

Sincerely,
Gary Walters
716-390-7452
Email: iam.gary.walters@gmail.com

# NFTA - Submission # 2244

**NFTA - RECORD #2244 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Kevin |
| **Last Name :** | Kapuscinski |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Expansion.pdf (469 kb) |

**Submission Content/Notes :**

Subject: Expansion

1486

I kindly request the expansion project not go forward. Having to displace residents, toss them out of their homes that they have occupied for decades for something that is not needed is plain wrong. Put yourself in their position and then consider if you would want it done. Increasing and improving bus service and adding protective waiting shelters is the better way to go.

Please Consider,
Kevin Kapuscinski

# NFTA - Submission # 2245

**NFTA - RECORD #2245 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/24/2025 |
| **First Name :** | Amy |
| **Last Name :** | C |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Extending metro rail.pdf (454 kb) |

**Submission Content/Notes :**

Subject: Extending metro rail

Hello,

1485 I am in favor of extending the Amherst Metro Rail. I wouldn't have to take a bus and then the rail. It would be more efficient.

Thank you!

# NFTA - Submission # 2246

**NFTA - RECORD #2246 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/23/2025 |
| **First Name :** | Sharon |
| **Last Name :** | Walker |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Extending our rail system.pdf (454 kb) |

**Submission Content/Notes :**

Subject: Extending our rail system

1484

I fully support extending the metro rail. It will not only assist students but open up shopping and job opportunities for those who don't have a car.

# NFTA - Submission # 2247

**NFTA - RECORD #2247 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Marc |
| **Last Name :** | Chapman |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Feelings about amherst transit.pdf (695 kb) |

**Submission Content/Notes :**

Subject: Feelings about amherst transit

To whom it may concern:

1481 I'm writing in support of the mass transit expansion into Amherst.

I have looked at the environmental impact statement, and it looks as if the effects are completely minimal for the benefits that such a route would offer. I feel that Buffalo transit has lagged behind other cities immensely, and a service like this would be amazing for helping both the metro area and expand the choices for individuals to get from point A to point B by other means.

You have my support.
marc

# NFTA - Submission # 2248

**NFTA - RECORD #2248 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Alex |
| **Last Name :** | Castillo |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Grassy Tram Tracks & Protected Bike Lanes for Transit Expansion.pdf (854 kb) |

**Submission Content/Notes :**

Subject: Grassy Tram Tracks & Protected Bike Lanes for Transit Expansion

Good Evening,

1477 My name is Alexander Castillo, I am a resident of North Buffalo and a likely passenger for the newly proposed LRT rail/BRT alternatives. I attended the public comment forum on August 19th and made a comment facing the crowd stating my full support. I would ideally prefer the LRT option given the gains in speed which could convince many to ride the train. Moreover, as a graduate of environmental geochemistry from SUNY New Paltz and as a young environmental consultant I believe that the LRT provides the highest environmental and community benefits.

1479 My only notes for the LRT would be to implement grassy tram tracks over a concrete or asphalt base. This minimizes the amount of surface level care needed for the tracks which matters with WNY's aggressive freeze/thaw cycles. In addition this form of track is often preferred in other countries as an economical means of absorbing noise and creating a much more visually appealing appearance to possibly pick up some additional points for public support. Moreover, whatever ground cover is chosen could be an urban habitat for insects and assist in reducing the amount of stormwater runoff.

1480 My final comment is that I appreciate the decision to include bike lanes in the design but as a daily bike commuter I can attest that PROTECTED bike lanes are absolutely essential. Just having the lane on its own isn't enough, the simple litmus for a successful bike lane is asking whether or not you would let a child bike there while a large truck or SUV with limited visibility or distracted driver at the wheel. Please consider a 2 way path behind a protective barrier to maximize safety and spatial efficiency. Thank you for all your hard work to make WNY a better place. I hope to enjoy seeing this project completed one day
with many more expansions on the way. Go bills.

Sincerely,
--

Alexander Castillo
Environmental Administration Assistant
AMD Environmental Consultants, Inc.
72 East Niagara Street, Suite 100
Tonawanda, New York 14150

716-833-0043
www.amdenvironmental.com

# NFTA - Submission # 2249

**NFTA - RECORD #2249 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | John |
| **Last Name :** | Fischer |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ I am in favor of the Tonawanda-Amherst Metro Rail Extension.pdf (453 kb) |

**Submission Content/Notes :**

1476 Subject: I am in favor of the Tonawanda-Amherst Metro Rail Extension

Sent from my iPhone

# NFTA - Submission # 2250

**NFTA - RECORD #2250 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | Nate |
| **Last Name :** | Figueroa |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1473 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2251

**NFTA - RECORD #2251 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Devon Skufca |
| **Last Name :** | Devon Skufca |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion1.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1470

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2252

**NFTA - RECORD #2252 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Frank |
| **Last Name :** | Pietrowski |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion2.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1467 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2253

**NFTA - RECORD #2253 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 9/9/2025 |
| **First Name :** | Jeffrey |
| **Last Name :** | Tyrpak |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | N1_public_a02253.pdf (1 kb) |

**Submission Content/Notes :**

1465 I'm in full support of this project. It will be beneficial to everyone along the corridor, both businesses and residents, in the long run. I understand the concern of those who may be subject to the taking and that should be minimized where possible, but a metro extension is far preferred to a bus route. It would allow UB North and

1466 all of Amherst one seat to downtown and vice versa. As a reverse commuter I would personally benefit as well and certainly use the metro extension at least a few days weekly.

# NFTA - Submission # 2254

**NFTA - RECORD #2254 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Thomas |
| **Last Name :** | Ersing |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion3.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1462 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2255

**NFTA - RECORD #2255 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | John |
| **Last Name :** | Caie |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion4.pdf (472 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1459 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2256

**NFTA - RECORD #2256 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Maria |
| **Last Name :** | Jakubiec |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion5.pdf (472 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1456

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2257

**NFTA - RECORD #2257 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Marquel |
| **Last Name :** | Roberts |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion6.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1453

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2258

**NFTA - RECORD #2258 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Sean |
| **Last Name :** | Doyle |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion7.pdf (471 kb) |

**Submission Content/Notes :**

To Whom It May Concern,

1450 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2259

**NFTA - RECORD #2259 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Emyri |
| **Last Name :** | Caspian |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion8.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1447 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2260

**NFTA - RECORD #2260 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Randall |
| **Last Name :** | Taylor |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion9.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1444

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2261

**NFTA - RECORD #2261 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | James |
| **Last Name :** | Canazzi |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion10.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1441

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2262

**NFTA - RECORD #2262 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Justin |
| **Last Name :** | Skinner |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion11.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1438

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2263

**NFTA - RECORD #2263 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Edward |
| **Last Name :** | Isch |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion12.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1435

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2264

**NFTA - RECORD #2264 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Justin |
| **Last Name :** | Nicpon |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion13.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1432

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2265

**NFTA - RECORD #2265 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Richard |
| **Last Name :** | Bontempi |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion14.pdf (470 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1429

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2266

**NFTA - RECORD #2266 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Tim |
| **Last Name :** | Victor |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion15.pdf (470 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1426

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2267

**NFTA - RECORD #2267 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/25/2025 |
| **First Name :** | Tony |
| **Last Name :** | Graveheart |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion17.pdf (470 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1423

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2268

**NFTA - RECORD #2268 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/25/2025 |
| **First Name :** | Morgan |
| **Last Name :** | Gantert |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion18.pdf (470 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1420

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2269

**NFTA - RECORD #2269 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/27/2025 |
| **First Name :** | Rod |
| **Last Name :** | Allen |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion19.pdf (472 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1417

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2270

**NFTA - RECORD #2270 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/26/2025 |
| **First Name :** | Chris |
| **Last Name :** | Austin |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion20.pdf (472 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

To Whom It May Concern,

1414 As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2271

**NFTA - RECORD #2271 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | denise |
| **Last Name :** | james |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ input.pdf (463 kb) |

**Submission Content/Notes :**

Subject: input

Hello,

1411

I was born and raised in Amherst/Eggertsville at the foot of North Bailey. A Baby Boomer.
Ten years ago we sold our home there and moved downtown, first to Elmwood Village and now we live at Seneca One. I am not able to drive and my husband and I are getting older.

I am here to tell you that Buffalo proper IS safe. Anyone who tells you otherwise is a racist.
The people who yell the loudest are either NIMBYs (not in my backyard) or outright racists who do not know the first thing about dark skinned people and have been living the cloistered suburban life for too long. Point of evidence: if you bought your home on Niagara Falls Blvd for $10,000.00 back in the day and still live there?!?!

Division is geography: travel cures division. It also is good for the "ECONOMY STUPID" to quote James Carville. Ex: why was shopping downtown such a boom 6075 years ago? Cabs were cheap and the "suburbs" were actually North Buffalo, not East Amherst. Outer rings becoming ripples, so connect them.

This city has SO MUCH to offer. All of my friends and family love to visit me here, all ages, from different states. Yet ignorant people still say "Oh, I'll get shot." "Where will I ever find a parking space" Both ridiculous things to think. It needs to stop.

Connection can cure. People can come enjoy the city, us city dwellers can get back out to the burbs for jobs, shop or visit out old hoods, lol. Tell the nay-sayers that Crime from the city is not going to get on the subway, come out to your McMansion steal your IPad and get back on.

We have a new Mayoral election coming. That will bring some assurance/trust/inspiration to all. We MUST be a model city to the rest of this country at this time. You know that every single time I go out walking, downtown, someone says "Hello" to me.

I love my city, and I am willing to share.

Denise James

# NFTA - Submission # 2272

**NFTA - RECORD #2272 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Tom |
| **Last Name :** | Ermer |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Light rail expansion.pdf (462 kb) |

**Submission Content/Notes :**

Subject: Light rail expansion

1406 DEAR SIR'S, I don't want this fiasco in my area. Traffic patterns will be greatly affected making it a real headache trying to drive along Niagara Falls blvd then especially on Maple road which is a nightmare on saturdays and high volume driving times. Did you take into account the new Costco at Maple and Bailey ave? We don't even know how bad that area will be yet. Home values along the Blvd will plummet, how do these people get out of their driveways?

1407 The pictures I have just seen, you have the trains going in the middle of both the roads. How will people get to the train without getting hit by vehicles? Doesn't look safe to me. The traffic will be so slow in the area with your diagrams showing only ONE LANE for moving vehicles on a 40mph road. There won't be anything at The Boulevard mall for years.

1409 Just have more UB busses for those kids or have the train go straight to the campus down Grover Cleveland and Millersport highway.

A better use of OUR money would to have the train go out to the airport or out to Hamburg. Just look at all the vehicles that use those highways to get into the city. A LOT more drivers would be helped if the metro was expanded in
those directions.

You definitely have NOT put a lot of common sense into this project.

# NFTA - Submission # 2273

**NFTA - RECORD #2273 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Devorah |
| **Last Name :** | Alam |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Metro Transit Expansion.pdf (466 kb) |

**Submission Content/Notes :**

Subject: Metro Transit Expansion

1395 Most people who like the train expansion do not live in the area of the train construction. This train destroys the residential neighborhoods it will go through. In Tonawanda and the area of Amherst where they will put in a tunnel then an above ground train track there will be 4 years of blasting underground. The blasting will affect a 1/4 mile radius surrounding the track. Old homes in this area will end up with foundation cracks and cracked walls. The area is a wetland so there will be water problems in basements. Entry and exit from homes and businesses will be problematic both during construction and after. Niagara Falls Blvd. will be reduced to one lane in each direction with a train down the middle of the road. Fire trucks will not be able to access the road. Traffic will be stopped by Garbage trucks, school buses, police actions and car accidents. There will be no shoulder to pull onto for police and ambulances to move past traffic. If you travel down Niagara Falls Blvd. you will see numerous signs of objection to the train. We would have no problem with additional buses.

1401 University plaza is likely to close when access is blocked by construction , this plaza is a vital asset to the area. All businesses on Niagara Falls Blvd between Kenmore Avenue and Sheridan Drive will suffer or close due to this construction and reduction of their frontage and parking spaces and elimination of easy access.

1402 People are expecting a fast train like the line from the University to downtown. An above ground train will not be a rapid transit because it will be stopping at the traffic signals along its' path. It is not a straight route. It maneuvers through automobile traffic. It is meant to facilitate movement of students. The University should solve this problem. NFTA can provide a bus line along this route and increase service. They can provide bus stations that protect riders from inclement weather and from being splashed by water and slush from passing traffic. If the buses run every 10 to 15 minutes and provide handicap access this provides service for everyone who needs public transportation. Increasing buses will make bus travel more convenient. Electric buses are just as environmentally friendly as the trains.

Please support our neighborhoods and do something that helps everyone , and not just the university community. Please expand bus service. Please save taxpayer dollars. Please don't disrupt our lives and decrease our property values by removing a few more feet of frontage and causing property damage. We lost enough from the past expansion of Niagara Falls Blvd.

Sincerely,
Deborah Alam
338 Niagara Falls Blvd.

# NFTA - Submission # 2274

**NFTA - RECORD #2274 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | |
| **Last Name :** | pr |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ NFTA rail extension above ground from UB south Campus to the UB north campus through Amherst and Tonawanda ___.pdf (706 kb) |

**Submission Content/Notes :**

Subject: NFTA rail extension above ground from UB south Campus to the UB north campus through Amherst and Tonawanda ...

1392

DON NOT DO IT - EVER !!! For those of us who live here and use Niagara Falls Boulevard and Maple Road regularly, this will be a nightmare without the construction and noise pollution - it will be after the completion as well as permanent damage to traffic patterns forever on streets that cannot handle the traffic as it is without the rail. This will also increase the exhaust pollution. There will also be business loss and home damage from the passing trains. Underground will be just as bad. I know this as I am a foundation specialist in construction. I suggest you run it trough your street and living room.

# NFTA - Submission # 2275

**NFTA - RECORD #2275 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/28/2025 |
| **First Name :** | Pppp |
| **Last Name :** | Ppppp |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ NFTA Transit expansion_.pdf (786 kb) |

**Submission Content/Notes :**

Subject: NFTA Transit expansion:

1391

NFTA will never get this new money for more light rail.

This is a waste of time. Will never happen.

Order more buses, improve and expand bus service, and quit wasting money/time on this horseshit.

You will NEVER get more money to build anymore trains.

NFTA can barely find revenue to run the trains/tunnels already constructed.

Just, cut the shit and quit lying.

This is just an excuse for the NFTA make itself sound more than what it is.

NFTA runs buses. They could do that well, if they forgot about goddamn trains.

Knock the horseshit off. Jesus Christ what bull shit this is.

# NFTA - Submission # 2276

**NFTA - RECORD #2276 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | John |
| **Last Name :** | Diebold |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Post-Hearing Public Comment on DEIS Alignment Proposal.pdf (805 kb) |

**Submission Content/Notes :**

Subject: Post-Hearing Public Comment on DEIS Alignment Proposal

1381

Following the August 19 public hearing, I am submitting the attached comment in response to the Draft Environmental Impact Statement (DEIS) and proposed alignment along Niagara Falls Boulevard. As a professional engineer with decades of experience in regional infrastructure planning, I offer this perspective in the spirit of constructive review and civic responsibility.

The submission outlines five key areas of concern and opportunity:

1. Alignment Reevaluation – Elevated infrastructure in dense residential zones introduces avoidable impacts. The current design sacrifices community values for marginal cost savings and warrants reconsideration.

2. Editorial Clarity – The DEIS lacks transparency in presenting trade-offs, limiting meaningful public engagement.

3. Generational Support – Younger residents voiced strong support for expanded transit, offering a valuable lens for long-term planning.

4. Financial Modeling – Fixed assumptions in the DEIS overlook behavioral shifts and seasonal ridership trends. A more flexible, diagnostic approach is recommended.

5. Editorial Integrity – Vague terminology and unfocused summaries hinder stakeholder understanding. Stronger editorial standards would improve clarity and trust.

I hope this comment contributes to a more inclusive and technically sound planning process. Please confirm receipt, and let me know if additional documentation or clarification would be helpful.

Sincerely, John N. Diebold, P.E.,S.E., Life Member ASCE

Post-Hearing Public Comment on DEIS Alignment Proposal
Submitted by John N. Diebold, P.E. August 20, 2025

1382

1. Alignment Reevaluation Considering Public Opposition
The proposed alignment, specifically the choice to follow Niagara Falls Boulevard and terminate the cut-and cover tunnel just before Sheridan Drive, has elicited considerable public feedback. This design introduces

elevated infrastructure into a densely populated area, thereby increasing visual, acoustic, and property impacts that might have been lessened through a more context-sensitive approach.

The sharp curve near Niagara Falls Boulevard introduces geometric challenges that reduce ride quality and raise maintenance needs. The alignment shifts from rock to soil, requiring a change from tunneling to cut-and cover construction methods, which disrupt traffic and could seriously affect nearby businesses like the drugstore and University Plaza.

The DEIS favors an above-ground option for cost and development goals in Tonawanda, but these priorities neglect broader community concerns. Transit projects shouldn't disrupt stable neighborhoods or sacrifice design and civic values for savings. Public opposition at the August 19 hearing highlights the need for review.

Elevated segments in residential areas stray from community-focused planning. The DEIS should prioritize noise reduction, visual harmony, and pedestrian access over minor cost benefits. Community needs must outweigh financial savings.

1387 2. Editorial Clarity and Diagnostic Transparency
The DEIS does not provide adequate editorial support to facilitate public comprehension of the associated trade-offs. Key decisions—such as tunnel termination, station placement, and right-of-way acquisition—are presented as predetermined outcomes rather than as part of an iterative design process. Implementing a more transparent approach would enable stakeholders to participate constructively, particularly when manual overrides or community-generated alternatives are introduced.

1388 3. Generational Shift and Emerging Support
At the August 19 hearing, younger residents expressed support for expanded rail transit, emphasizing its economic and environmental benefits. Their advocacy for sustainable mobility and regional connectivity reflects generational trends and offers planners important considerations for balancing long-term goals, technical feasibility, and community input. Their unique participation helped balance concerns from directly impacted residents and highlighted that transit improvement need not be limited to the current preferred alternative. Notably, a farmer who once strongly opposed the interstate 990 project later appreciated its outcomes, offering a precedent for embracing change.

1389 4. Financial Modeling and Long-Term Viability
The DEIS relies on fixed financial assumptions that don’t reflect how ridership and fare revenue can change over time. A 30-year capital plan should be flexible enough to account for seasonal patterns, long-term trends, and shifts in rider behavior. I recommend building tools that allow for manual adjustments and regular updates, especially when tracking farebox recovery and projected demand.

1390 5. Editorial Integrity and Diagnostic Clarity
Many DEIS sections are unclear, with terms such as “minimal impact” or “moderate benefit” lacking measurable support. Stronger editorial standards and clearer diagnostics would help stakeholders assess trade-offs. The executive summary’s opening sentence is overly long and unfocused.

# NFTA - Submission # 2277

**NFTA - RECORD #2277 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Julianna |
| **Last Name :** | Valenzuela |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Project 582510.pdf (456 kb) |

**Submission Content/Notes :**

Subject: Project 582510

1380

As a UB student that relies on public transit to get around I am strongly in favor of project 582510! This project would be incredibly convenient for the thousands of students at the university and would be heavily utilized. Making the suburbs more accessible to transit riders is something that needs to happen and I sincerely hope it can.

# NFTA - Submission # 2278

**NFTA - RECORD #2278 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/19/2025 |
| **First Name :** | Joseph |
| **Last Name :** | Lane |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Pubiic Comment in detail.pdf (705 kb) |

**Submission Content/Notes :**

Subject: Public Comment in detail

1379

I spoke at the August 17th Public Hearing. Unfortunately, the 3 minute limit was insufficient to provide the full detail of the comments prepared for submission, or for the stenographer to fully record them. As President of the Audubon Community HOA, I submit the attached document as a formal comment on behalf of our community's concerns, which was unanimously adopted by the HOA Board of Directors for submission to the NFTA.

Joseph P. Lane
6 Goldfinch Court
Amherst, NY 14228
716-445-2650

# NFTA - Submission # 2279

**NFTA - RECORD #2279 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/25/2025 |
| **First Name :** | Peter |
| **Last Name :** | Cornejo |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Rail expansion .pdf (467 kb) |

**Submission Content/Notes :**

Subject: Rail expansion

1375

So the train is gonna help the people of Amherst ? you know what you guys are a bunch of con artists looking for more money out of someone someway somehow, if that train gets built it's just like when the trains got built on the native Americans land and they were pushed aside for the big government , but what does Nfta care about anyone , diversity whatever excuse shopping whatever buzz words you guys will use it all adds up to Nfta gets rich and construction projects and federal grants or state grants and then somehow someway raise taxes more bullshit . Build it don't build it listen to the town people don't listen to us it's always the same old story with the government step on the little guy , help UB is your main Concern because UB appears to be a money maker for poloncarz and all The other gangsters , the towns people are fed up with all the ub development and it's killing ducks and one day the fish and game service and other government agencies are gonna open up inquires against Nfta and other administrations surrounding this charade of the train development , trains are controversial, in nyc the people are being killed in subways my recommendation is don't go through with building the train it's unpopular the existing train now is generally a ghost town , people ride it to go to lousy Sabre's games and concerts that really you could watch on tv , I wonder if this email will even be read but at least I can voice my opinion , quit killing wetlands and environment and quit pushing people around with this Nfta nonsense , hordes of people original people of the Amherst and buffalo areas and western New York leave to go to other states and this is why because New York State and local politicians don't listen to every voice I am not a democrat so therefore I am not represented . Kulpa was wrong in his methods he got rich so it was right for him but wrong for the people, Nfta is wrong but right for themselves and the money , and if poloncarz allows it he is wrong for the underrepresented people but right for his wallet , many people just want the politicians to stop building so much and destroying the town we love and bringing us crime and degradation but you all continue to do it. Why!? If it's money for you guys just go on the news and say you are raising money for yourselves don't lie and say it helps us because you and I both know it isn't helping nobody

Sent from my iPhone

# NFTA - Submission # 2280

**NFTA - RECORD #2280 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | David |
| **Last Name :** | Castillo |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Statement in support of Tram tracks and protected bike latesl.pdf (705 kb) |

**Submission Content/Notes :**

Subject: Statement in support of Tram tracks and protected bike lanes

1372

I am a UB Professor (North Campus), a resident of North Buffalo and a likely passenger for the newly proposed LRT rail/BRT alternatives. Having lived in Europe during a period of my life, I see the LRT option as the most consistent with public service needs and environmental and sustainability concerns. I also believe that in the long term it would also be the most beneficial to business and homeowner and renters in the area. All in all, a win/win for the Buffalo/Amherst community.

As a part-time bike commuter, I appreciate the decision to include bike lanes in the design. Protected bike lanes would of course be preferable.

Thank you for the good work!

David

David R Castillo
Professor of Spanish, Co-Director Center for Information Integrity
Department of Romance Languages and Literatures
College of Arts and Sciences, University at Buffalo
910 Clemens Hall | 716-645-2191

# NFTA - Submission # 2281

**NFTA - RECORD #2281 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Judi |
| **Last Name :** | Moses |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Subway Expansion.pdf (454 kb) |

**Submission Content/Notes :**

Subject: Subway Expansion

1371 I say just keep it the way it is with UB buses going back & forth.

Judi

Sent from my iPhone

# NFTA - Submission # 2282

**NFTA - RECORD #2282 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Mark |
| **Last Name :** | Knox |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Subway extension.pdf (698 kb) |

**Submission Content/Notes :**

Subject: Subway extension

To whom it may concern,

1369 As a NY taxpayer and a resident of the Town of Amherst, I would like to express my disapproval of the expansion project. I VOTE NO! The rail is barely used now, and the buses are the same. Neither of these methods of transportation would be able to continue without heavy subsidization. Extending the rail does not benefit the residents of Amherst.

Thanks,

Mark Knox

# NFTA - Submission # 2283

**NFTA - RECORD #2283 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/20/2025 |
| **First Name :** | Jennifer |
| **Last Name :** | Siller |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Suggestion and comment to the expansion of the light rail system.pdf (463 kb) |

**Submission Content/Notes :**

Subject: Suggestion and comment to the expansion of the light rail system

Hello,

1367 I would like to propose an idea to the NFTA which will have a lasting impact on WNY. Expanding the light rail system will only benefits only a few select group of students and people going to games downtown.

I suggest the NFTA use the playbook from the Pittsburgh Regional Transit system. They have a busway system which goes in several different directions. Most of suburbia who work downtown and surrounding areas drive to a parking location and take the bus. They have a East Busway, South Busway and East Busway. They also have a limited access to the highway system there as well where the Busways do not connect due to terrain and buildings.

My idea: Create a separate busway system along the NYS Thruway system (90, 190, 290, 990, 400). Build a separate roadway system parallel with the thruway lanes with connections to local roads which the entire population can utilize for going to and from work, shopping, medical appointments, etc.

With the cost of cars and the cost of repairs this would, the pollution, cost of gas, this would be a wonderful solution to the Transportation problems of so many people in WNY.

I hope you take this idea under serious consideration. We would all benefit from this solution, not just a select few.

Respectfully,

Jennifer Siller
1770 Woodard Road
Elma, NY 14059
(412) 315-4182
rico1823@outlook.com

# NFTA - Submission # 2284

**NFTA - RECORD #2284 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/25/2025 |
| **First Name :** | Olivia |
| **Last Name :** | Hobai |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ support in favor of project 582510.pdf (700 kb) |

**Submission Content/Notes :**

Subject: support in favor of project 582510

To whom it may concern,

1366 Hi, my name is Olivia Hobai. I am an undergraduate at the North Campus of the University at Buffalo. I live in the city of Buffalo. I am writing to say that I am in a favor of project 582510 to expand the NFTA Metro. Thank you for reading

Sincerely
Olivia

# NFTA - Submission # 2285

**NFTA - RECORD #2285 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | Jeanne |
| **Last Name :** | Mossios |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Transit Expansion .pdf (455 kb) |

**Submission Content/Notes :**

Subject: Rapid Transit through Niagara Falls Blvd

1363

I am more than upset with this proposed Rapid Transit through our neighbor !! What is wrong with you people the rail system killed downtown Buffalo - it is like a ghost town! Why would you want to do this again!!!! It will ruin the foundation of our homes and the worth of our home will go down! We will never ride the rail and as fair as students - the buses have worked well!

Please do not do this!! I'm sure you can find a better thing to do with all this money!

# NFTA - Submission # 2286

**NFTA - RECORD #2286 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/21/2025 |
| **First Name :** | jp |
| **Last Name :** | lojacono |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Transit expansion.pdf (705 kb) |

**Submission Content/Notes :**

Subject: Transit expansion

1361

I attended the community meeting on Aug 19. Here are my comments:

I live in Amherst and I Support LRT version of this plan. I enjoy using the existing transit system and can see the benefit of investing in our transit system. The university at buffalo generates some $1.7 billion in economic spin off benefits to our region. It's not just students. Its faculty, staff and visitors. It doesn't matter that students are here a short time. What matters is that there are thousands of them coming here every year. I think it is far past the time that we extend the transit system, and invest in transportation as a benefit to our region.

Many seem to feel this is just a replacement of the UB shuttle system. I realize this is much more than that and you have economic studies to back that up. Many of us, when traveling to other cities can see the benefits of a more useful transit system. A system that connects all of the UB campuses and provides a cost effective, clean and efficient transit system is going to be beneficial to our entire region economically and environmentally. We say "why can't we have a better transit system here in Buffalo as they do in other cities". Here is our chance. Let's do something positive for Buffalo that supports UB, our entire region, and is environmentally beneficial. (Let's bring the federal and state dollars that are going to be spent anyway most likely NYC or somewhere else- spend it right here in wny. )

Thank you.
Joseph P Lojacono
Sent from my iPhone

# NFTA - Submission # 2287

**NFTA - RECORD #2287 DETAIL**

| | |
|---|---|
| **Status :** | Ready for Delimiting |
| **Record Date :** | 9/9/2025 |
| **Submission Date :** | 8/22/2025 |
| **First Name :** | Frank |
| **Last Name :** | Stalteri |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | Metro Transit Expansion DEIS - Phone Comment.pdf (790 kb) |

**Submission Content/Notes :**

Message themes:

1358 - Expressed skepticism on the actual economic development potential of the project
- Referenced the decline of Main Street following the construction of the original Metro Rail line as an example

1359 - Expressed dissatisfaction with the existing Metro Bus system not serving key activity centers such as Transit Road

1360 - Believes the cost of the project is not justified

## Jeffery Amplement

**From:** Jon Jarvis <jonjarv@gmail.com>
**Sent:** Sunday, August 17, 2025 6:46 PM
**To:** transit expansion
**Subject:** Metro expansion

1831 This metro expansion will only bring more crime and problems for the residence of the Town of Tonawanda; the police are already dealing with robberies and cars being stolen from people coming from the city and this expansion will just bring more crime from the city into the Town of Tonawanda.

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## Jeffery Amplement

**From:** james Tomasello <james.Tomasello.955075959@advocatefor.me>
**Sent:** Monday, August 18, 2025 7:13 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url5588.advocatefor.me/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLuOzOZrG6rawgpLcEfGP54JtmyRA-2Bo17013eTO8PhkOsg-2BmaN4uQNVTtzZd4PfFq1UiNyoLhQD4HDMHQjkBn0ln13uNl0-2Befv3ioK7dDtQM3cKZZ2Q37EQ-2FotWqLOv3ld11oVw-2BFpRWv9oDfqGsZNT0Gzyo1uicGbXieHY5hoxgT2z1aolRBw7XXgc1RwiW7ft0cv8H81BgnR3hMWC-2BQL8tPPqpllAOAOKcKt2oy0yHPiBTWueYZJahmZHYQV6fs4U-3D>
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## Jeffery Amplement

**From:** Jeremy French <Jeremy.French.1136671579@foradvocacy.com>
**Sent:** Sunday, August 17, 2025 2:33 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1936

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9449.foradvocacy.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLsBvmmbDTood6GKNFHKuyTnY3VvU2w-2BrybS8lQf9QR6ce6Co2m7K8CJ1pc3cdbr5Q7nMpN1AQTD8Bmdg9ddgg9SjFRVfeg9O2uBtypwiFb2NjV9hzXJmrgfKh7xQtYbTr0af6rNE6tfQttdanfGPsd-2FGNp-2BkVhuXheh3CUDruTbq7wnGoEOnc6FtqBaSkoOcEL15PwM4H784zW84UuNMgSq7aTiZs2zW8prMuNX97yQ0HcEbAYTrZs-2BjvmImaXcpalJeLRJWM8FX3mGQpn5R1PG>
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## Jeffery Amplement

**From:** Michael Barrett <Michael.Barrett.954541404@grassrootsmessages.com>
**Sent:** Sunday, August 17, 2025 12:15 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1935

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url6563.grassrootsmessages.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLvjlyyv1HKJn0Y2Jur4n-2FJ6-2F89GFfWuGc1uMqnZPLAlhFUY4i3qKjLTl17-2F5q-2BVD1YfLuvHi-2BXkCFDMF-2FyIVvR64UhPBL9nLs80Km9jSYnS-2BQBy-2FKVsRow9y5gmBHMWNzdOxeRbdlpDTPMLmNPl0n6xpuTw0LyErAEo3dwbKEX8vbZW-2F2l1PNezpiXU3JwEnxTF-2BTzLZ67-2B43eXR6ezPhGt8OgeHHDeoY-2FfKIC-2B9WkMahO8gRbYQrBXrkl6cnUVrDz0rWyLU-2FN31xOU6fdT1Cay>
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## Jeffery Amplement

**From:** Travis Phillips <Travis.Phillips.991106848@foradvocacy.com>
**Sent:** Sunday, August 17, 2025 9:04 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1934

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9449.foradvocacy.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLvbQVcW6EbCIYnlGXVGBo-2BcNiva5P1waiPskjs-2BPnaxa8VZ4UoBsZebeSOtQwKee9Br6ofkBHAaT4PiCeWrisXLkNx5mYpXuCLOX5o-2FwyeW1HWxgeGVphYfv3OjYK9XZle6f9e37KR-2Boc-2FNrSslVj1oBVny9gQFxiDCxFJq5qmQM-2FOe2UtV-2FzXZnDBitSj9kE5b5rgti4VgCt0lFklufMjxHIKiS4a6lTxv2ZPwoCEo7dKZ3XMszmW0iCOrSaKsh3c9NX4d8Y1IBs5umzjHFo-2Bs>
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## Jeffery Amplement

**From:** Mike Capitano <Mike.Capitano.954582108@grassrootsmessages.com>
**Sent:** Saturday, August 16, 2025 5:35 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1933

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url6563.grassrootsmessages.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLuRsxvxbUIHv5LwuSfMoxr4WNPY4-2Fw0H9UtlKRDVl6gZliEw80Bll2aRqHWrpBsZT917oBf3ECtgEKF6J0MK5i88-2F3eaRik4VA5XAnBtLbyqs4e82wakqpNMgooKpwZb7XU-2FmpId8phPPZxFxnm2A7Lk2WA4y5XpZhvV9Mw2dkhhMds6YDMpebauahJ9FIE57iyqhL-2B588khPLmd4fln8nljGVOLixJ9kzgPkGnTYxkTmPpB1Fv93p5RIQGQyqPUOE-3D>
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## Jeffery Amplement

**From:** Mike Hellstrom <Mike.Hellstrom.1134141970@advocatesmessage.com>
**Sent:** Saturday, August 16, 2025 1:46 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1932

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url7066.advocatesmessage.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLsY-2BplUThZw0i3k6BN9srX1yr84Fhqk3a7EaA31aS2q-2BQe2Xo5bRcOkNCWTi888tfdnmJSNuMbygBS2GdRDLntXIVNezBJCzNi8EYGzMmU6jLii1AezcqvtvrdKt-2F-2BfTIpLjdk32AdfCWLKCE3fTKuzOr9e8kRvvrLqyD20ykrLBzxCatJPILbL5BYVrSCf5cpAXWwxfreSdbL6KAoPVKvijiU-2F8pD0gsXYRf9kNqbyJR2jk-2FYws0uc2BfDzTYAg0SXQpcCv81ese5W1P6jANam>
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## Jeffery Amplement

**From:** Lisa Schultz-Leone <Lisa.SchultzLeone.1133896711@grassrootsmessages.com>
**Sent:** Saturday, August 16, 2025 11:17 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1931

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url6563.grassrootsmessages.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLuiJycJktlyLb-2BxWuMyL-2B3xdicxFI5aYm-2Fs7EsT2CccYjdvJghXPHGU62jf7ao5PoyGc-2FAP1NNsHlukIPDOc0BB6TN-2BCFOwawSgyPvOdT1caOcMVieTA034BilwuTssyGidtRehkE-2BkLgXBs-2Fv0JYTrd-2Bfyg1TY53RxzR8CIombDgLJ-2BVhsUHi5QSJC-2FStVHFxCqj7z4OyaNXFzgT-2FSud-2Bh0pnh5QVNeRkhZ5aKqHEivtBTDY9FZharvSq0VsK4ei6UKfQznrMkNwwiYb7ytObV>
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**Jeffery Amplement**

**From:** Mathias Lock <Mathias.Lock.954833657@p2a.co>
**Sent:** Saturday, August 16, 2025 11:08 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1930

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url707.p2a.co/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLupGsI-2BSmTdIQoAifFDSOAt5xuMSnJYrlEmHLNWAM-2F0FbPFwNpOKfx8kF6fxToI18hwK66Q3RWE-2BpnX1ZJFxruDm8Hy-2F7POx3Q-2BXkbcJ4ncGUWggBg3J-2FD6LOGSV5HGTsUDRDcPVW74LP80n9cytREWMvJGPhD5XOV0Gi2Q-2BeKOkm7k-2BB9Vnko1HJSj0nhwaD4blYe-2BU7qUa9XezTx98ibeMbXFXC3IGw8NmKlmb1iByxDimvgYuPwVUwfodqbh6JE-3D>
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## Jeffery Amplement

**From:** Cheryl Heist <Cheryl.Heist.954784567@grsdelivery.com>
**Sent:** Saturday, August 16, 2025 9:53 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1929

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9369.grsdelivery.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLvVtn0vnebOlkTttEVBNwswrdlwTfRTosihwcI67PXaRUvrxHd-2BOH0Nsrmu-2FZmTDKNFTXKYjOzkPZMHhFYPk2nyqUkbilioDR4ox-2F6pPgFFerkC45aDb1hFSAxDpr6bRlKX-2Fzp2Q-2FsdrAgONYFfKeyxW6ocu7HqI-2BPLWdU1V8dH5hGdTNbGYdz-2B5YB6etNBwI9R1oX-2FA11guUR8oLAImFIkJvRB4HktRU2bMD-2FkOYadybQmH-2BDKYj0kJghf4Z44K7A-3D>
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**Jeffery Amplement**

**From:** Carey Dowling <cbdowling36@gmail.com>
**Sent:** Saturday, August 16, 2025 9:13 AM
**To:** transit expansion
**Subject:** Extend Amherst Rail

1830

I'm in favor of light rail expansion. Please continue to make plans to expand as much as possible.

Thank you!

Sent from my iPhone, please excuse brevity and typos
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## Jeffery Amplement

**From:** Lois Buckland <Lois.Buckland.954568849@advocatefor.me>
**Sent:** Saturday, August 16, 2025 8:00 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1928

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url5588.advocatefor.me/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLt7TuDo0hYHRKLZr4cDgR7t6H-2BAKxLuO8NRjgD3fU4auOTZMF7J5xdM7HxcbQnSDJegxCC9GAJvyPJTbyAgAYMGh8VCZQ-2FodvFyv8l1XW6axn-2FOYSH1fr-2B5vAt6oIQSsea7E4H73-2BU4gcTe4Hd51Fp-2FrgxCSGDlGFtdVEZW1kq5UuL8JWvaat0orD5tldFz9K4fxfM83sBj7DI-2Bf1AQlVsOT5I2FK7uRF5hC-2FoIzZOMZ6HZJ3dZePWwXpAC0rjaJ0UdzvF7Q2ZlUfsyrDPmOiRZ>
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## Jeffery Amplement

**From:** Jeremy Delgado <Jeremy.Delgado.1133515435@advocatefor.me>
**Sent:** Saturday, August 16, 2025 7:39 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1927

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url5588.advocatefor.me/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLtjkVKY0f9GC1uqAQy3RyQpfE-2B8rozekeSl-2F84giMndZxWFz-2FFRvHuR5icwfUOM9-2FAHkt72JjC1HrhRtpMDvltm7mj3mugAvE73MYFXm8Re8YTVv4pvb3lRCGn-2Brc7Vi3tmvCy3BBU7Yi18S1fjgRG3yDTH5zZsQ-2BgYZYQvWFZgFStFkiP5QRxvQHrl7-2BobuNJJMn608BLR16qzwtxfr3CkelQAjOmlxZxCyfuXrBmY3XTXaSr4rwhu9236z3WGeql9tJas-2BlAPC2wqZOZlN1In>
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**Jeffery Amplement**

**From:** David Alston <David.Alston.954510407@grassrootsmessages.com>
**Sent:** Saturday, August 16, 2025 7:36 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1926

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url6563.grassrootsmessages.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLuHyApwuwtZ060-2BJokQt98ZdL-2Fwg4B6l9FQkPhwwuMDCsZ76B1cRHzaUkrKzv9a-2FzHc9qeNBhWNE6vkn-2FkSdFegDkAK5-2BTPPkKdsO1YBS3t4wPth2O9fZauekU2spnoAL-2FE6NSGhMCpdzlxxidonQXmpY5Pgs0snlTXx-2BhUcvDKhToodLRkJagrXqKH3Iv4a-2BaIHKMbGgrn48plmV-2FI8Cr6CdK-2BBpKB6JKOHowwT0CqCg-2BOcgzP1lHOKB9faAtDeSjljhZd0mGiHR91LnYp6WB4>
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**Jeffery Amplement**

**From:** Scott Albano <Scott.Albano.1133478817@forgrassroots.com>
**Sent:** Saturday, August 16, 2025 7:14 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1925

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url446.forgrassroots.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLtqlwKIS-2FJVbHZ6jELcFXxTWzvNOk6yfQYi8PvM8mNUinu3qIry2Fzx1gh-2B8x2b8Mz71ki8V23H9nT8EpftMc563jPiH0LCaHrt3JPF-2BuQwYd-2BR3ta2NtylOiv5JZSmRp8lojaRkGtFg8LamaEGm-2Ff-2FYKzXo8sI5uKgB7H9GQF0AMlmtYqP14-2BVTD578deTcoIBS9LlZVf-2B33Y-2F3glmD8aGawtScaS2PHmjAbuk-2FzYmFkC08jl-2BNz-2BkWN3T2Ug-2FieE-3D>
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**Jeffery Amplement**

**From:** Karen Creek <Karen.Creek.954627704@grsdelivery.com>
**Sent:** Saturday, August 16, 2025 1:09 AM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1924

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9369.grsdelivery.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLudPxTn3FGPU64ft9ileHDGFoTZv0mE-2BdBS4NVaFKoBWdfKA-2BP3qCJX1KGmOjNohwbUT5bNo42resMxhowphxVtDKsosKkcoJPuyGVXpwV2St2tLqpcPKABVuh1qLme-2BlDmBgblG5alHyACOWK9Qf9ZnE1N3FrLT3AzlQaPDHpJ7KDeDaiFb93xgA8l8qW58wcpgKT5K2XDEhSZ3TveRlVHAX3apnbtS0YXM4aID9cSeQtBqck0JGqaY5aYPjmbJtHjwsZYnKLSzdeT0hXworPb>
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## Jeffery Amplement

**From:** Anthony Mecca <Anthony.Mecca.1132396439@p2a.co>
**Sent:** Friday, August 15, 2025 8:45 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1923

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url707.p2a.co/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLtmGjc4l4ql5IBnslQUzKYNt0sDZt3SgQTMbhMWWudcEkESmDMJFf-2FM3bmyBE2P5RP-2F-2BpCIQ5Q07Z966JBlvD1CDsGIPrB-2FXRVhuoC0XH4vNe8HIIZwUbNpMStscQV-2B4M8-2Bw-2FP3AT-2B-2BziHylZnHVqGs-2Bf3LobCr-2B9yrntpzhH-2BFd1f-2BLaRS0fWNy-2Ff7e4jwiSohqtH0KhJ4rMROuUc-2FsuxrqXlvS4LahOHZVDjc-2B-2FWEtV0BJaRlFrvHn6KPd3bakV7sqquqB9N-2FWerfT4l8yesp>
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## Jeffery Amplement

**From:** Chidiebere Onyema <Chidiebere.Onyema.1132146016@advocatesmessage.com>
**Sent:** Friday, August 15, 2025 6:30 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1922

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url7066.advocatesmessage.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLv3f02N1KWSgbPmnNVQd7nWea23Jg6cudf0cQUuNBoMAfaRhMJ87t6sJrm-2BVYF1xky-2FxiySwjf9sF3pzw6AJl-2FwzISZfXyZEtsfKBCQ5OmHJS6K8UeloJEgzhnQra8lwrU-2B0lr9XNc-2F709gxiCoh6LPT4FyuLCTlSK8bANi39Zn4JcLqjlFMDD6cyMWbwGJ6eLLc0K0cWxp1Lhu6c2UtocBd6BEHixwOy6eoPuhztBcgAt0pU8WyLjXIMJcgSRfE-2Fg-3D>
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## Jeffery Amplement

**From:** Joseph Laforme <Joseph.Laforme.1132099111@forgrassroots.com>
**Sent:** Friday, August 15, 2025 6:00 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1921

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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## Jeffery Amplement

**From:** Kevin Goldfuss <Kevin.Goldfuss.954739743@p2a.co>
**Sent:** Friday, August 15, 2025 5:55 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1920

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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## Jeffery Amplement

**From:** Wasyl Federczyk <Wasyl.Federczyk.954677339@advocatefor.me>
**Sent:** Friday, August 15, 2025 5:40 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1919

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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Thank you! <http://url5588.advocatefor.me/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLuP35m8iAA63AyHFDoylKE4MeA09bRLQNa-2B5BF2sKuhMVa2Uny-2FLWomjC8kFHwOvt2W9p3eamII5CR-2F4n2n4Gzs04KLHzx8Cj4MMK1LMmlyLnD6ftURr0MPJeyRByREqkJ2mSjhodcSNdBzv-2Bc7l6lptm1uJUKLBptCgL7ky2tcHCmW80JqYlY2iUqc5KhQtJsb33P3ajlQcn-2FMkjLMW06mFTMPbPVPyq4l79tmk5TfAQk7pPLqg1w2RKRNBEtyxDMkU-2FaUOLYMyFcQPCZUloSO>
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## Jeffery Amplement

**From:** Maria Bautista <Maria.Bautista.1132051411@foradvocacy.com>
**Sent:** Friday, August 15, 2025 5:34 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1918

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9449.foradvocacy.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLs4CBEpmKiNFYinWkOw4UfV6ZF4PmNpA56P18UXUEqZCd5zshgxlq1-2FOIKQZyd-2Bmkz9mGuv1At0e5NlVzcbrR7Qo-2FdPnCGlYGBDXNIFRj4-2BOgLwTvWrvrklQtKZGUKdbJUugu08cr37UpLilgyUcqC9orXeqrkmFG6zypQdy40f5yb20pTLFA9rG5tMUkohXmqhpBjA6hXd4zNQYalaSB-2FXLyPSfzv4fivyCC9kjlTL1fJb-2BMdidDVdBONv-2FNp0q1g8jiLNevF3KKPUxs7Q2wl2>
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## Jeffery Amplement

**From:** Matthew Mangus <Matthew.Mangus.954836707@advocatefor.me>
**Sent:** Friday, August 15, 2025 5:31 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1917

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url5588.advocatefor.me/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLt8KSJpiCLmHAWfn4gjC4ICR317isVJmxDx70khNssleyQR6HPL8VECDdNhp7DgKIoFcZ2GjgbxGGDIDzERsu3AcdeaTe7ve96s-2FkS6eFEjpr7c36kTMDvjc3iqFpT05JQcHt7znfzl-2FiVj8wXHlkkYhJJx55kJyDSnOqafLJUKoLB2vsg-2FJC1dnY7P35S7RprrOwyENtzBFBMZUUAsOZOZzTEgovwII5x5yv9NC07ybr95PikAmPP9G-2B672ZvvAWc-3D>
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## Jeffery Amplement

**From:** Vincent Dagostino <Vincent.Dagostino.1132044319@yourconstituent.com>
**Sent:** Friday, August 15, 2025 5:30 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1916

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9209.yourconstituent.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLsPvJoaG9EqSdQzBj4CCMoxIHSsUhKMweY04sfJehh5XJhROvymSKXyO8RaNuGBsx2uvxZeh0swOVu7RYl9jd6626Y4LjsBk4-2FkHSXXV1PgULzHG36ZhWnNa7Qkkx-2BOEPmctd1E-2B-2Ff187OdnUS-2F3I-2Fpsif3FElJJTt4fNjbR5-2B6mM6etGl4mdTT8adAqC10N-2Ft1HwoBSYZ-2FfgisgpXhWjfwtkAes-2FI7z8ryxxyuzzvGa1tE3RGWSoGR2O87RjS42ebtmp8dC-2BoAEBJ3-2Bo37grTl>
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## Jeffery Amplement

**From:** Matthew Dolan <Matthew.Dolan.1132004583@advocatesmessage.com>
**Sent:** Friday, August 15, 2025 5:11 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1915

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

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Thank you! <http://url7066.advocatesmessage.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLuHYwPYDK1HGP-2F-2BdK0hfkQXduQiL2lfJ88MEovcCPSHYVzeltfzzYNwH4Ab8HHn959-2BsV03TJzFF-2BnvTGqyM1SDYdEY5MZQlpewarrH46UikwDnT0CfgZyop0Vxcdfy73YOiArsxqd6HNgrs4aE9KGaG7DkZBVqc5w3sd6C7S24d2KwQ2LGrkF39rX1VcP94ZPi5WGINUZkdbGcu0k-2B5El2uUq8lbF-2B2fXXqJJkfHn2kQ5qXFja9RG1-2BsccV8CFc-2B4-3D> CAUTION: This
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## Jeffery Amplement

**From:** Sam Capitano <Sam.Capitano.1131995443@p2a.co>
**Sent:** Friday, August 15, 2025 5:02 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1914

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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Thank you! <http://url707.p2a.co/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLvnOQxvs-2FXtJJBQmzaCDdP7ZDrbtIVDzPt-2FbqhSc8TLfoSPmGbTOSdeKMv1b4pPgkGzxC1-2FAiu6UejXZonsQS-2BFZ7NHrC8TDZ4zi0ENTZlVFzKwwgi22Hrov5ZtRnOFMv-2BQL2vzGAg44ss97xK8GfgLfa9CuKlrmSMseAioER1CZjEAjjMHmfquy2b-2FFx-2FcjiVdwPlnrzqquCMBXZK391YOI5Z6-2FlMFrFwGk-2FxGuddUODIBDA42GyQ-2FoypdeySxabr5BQFHfHTRg6AFJ4YBgxcG>
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## Jeffery Amplement

**From:** Carol Adamo <Carol.Adamo.1131988353@grsdelivery.com>
**Sent:** Friday, August 15, 2025 4:59 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1913

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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## Jeffery Amplement

**From:** Charles Olson <Charles.Olson.1131988364@sendgrassroots.com>
**Sent:** Friday, August 15, 2025 4:58 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1912

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9804.sendgrassroots.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLvOhUd5pYc0hFw0bcVo-2Bqgrp1Ed-2B-2BoGOCA3NZJnWrg2a821ntvte4UNWA5D-2BK3y5DQ4l8QU90bS75sZsSddHgffBGKJWzXUh9ady3vp1jQ2QLElsOrSEYFkMxzdkzbvcmuOFZlwU8ZtkdQN8aOEeLbL53TGl3jn6p7CoUzDc5XVdOb7eQPyuluejNgNfTHid8d439wzqoBhMpvRtXfyeK0aGOYQ8XV9CW8i-2By7TixAdADtWQ-2BeH-2FNjIfu8F9zfX0WJC0ihBbEB6kpVbJ6ZdFp4h>
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## Jeffery Amplement

**From:** Angelo Tomasello <Angelo.Tomasello.955075857@sendgrassroots.com>
**Sent:** Friday, August 15, 2025 4:55 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1911

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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Thank you! <http://url9804.sendgrassroots.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLty-2B-2FcLW2YKoS5YvdjRF-2BKMPEcCtBmP0RXCYyZ09So-2F-2FvEzdpiewwkl3skl0w-2FpNkDUnqlt6Vto0gMzxj1eRt8uCVI5YS5fPH-2Bwf-2BEWmc8r7SF2HtGNf8KlRL4sUe044chp3R-2FXO9Pm2ZczSRyxgqSapo-2FzK6Pc-2BQneDpfru41ikczRRbVgj6vUAQyg3rXmYRGryGYG-2BWc7WAl8oHc-2BX3j-2FMOs0JSbbr-2FXrQCh-2FhX6391CV6rAs3snDLfRmqRlaSnQ-3D>
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## Jeffery Amplement

**From:** Mike Keller <Mike.Keller.1131967984@forgrassroots.com>
**Sent:** Friday, August 15, 2025 4:50 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1910

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url446.forgrassroots.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLvaG7x0OidWJUdeZAx6ZFXDj3O-2F4oi1tVQ0QExkN3TvpZbc2juk7bEfgoyxtWeEfSGhy5Lcnhm87mg97AUMOM0Gy6SNmvyIMQPgQU2RaYB7cWUBTL0JoFr1bBTSR5CJd37enC4iyxksoS7aIP-2Bn-2BSdTOlSuPGvmT20dKodqycwj4UBar65fwuEvFwOc54icIdwBC1EoKiqGdLPzXeyuzgKjFZoqiTen4XdKKGYjpR0jl-2Bi21QZgvAV6Gm9cnBqVc-2FQ-3D>
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## Jeffery Amplement

**From:** Raymond Amos <Raymond.Amos.1131967768@advocacymessages.com>
**Sent:** Friday, August 15, 2025 4:45 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1909

To Whom It May Concern,

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Thank you! <http://url571.advocacymessages.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLthdDSPckMB4avn3lIRvHFX9l22oLpsRqUk22zPJ-2FKD8PLM-2B1rFE5rqBUM-2BBi4R2dXlA6LPpiB8cVCYIqZdNw2B3ThGx3dB74eEzbWVMzvgZTAMl53ng5bfvyInJ47nS51aPVT6e-2B9jEXPmvAeB5K2LZj-2F5im3Spj7wkzNeQn1PuJGe-2BvYd2sJsLDJMEG-2FOOPw2-2BEAvEhPT3Njp8W0hstGJHhpoegBRWRcbNTFx6A-2BKTjOO-2BZVfCREfJdt66BksWYDwjmsBEio499FNLUWypiPS>
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## Jeffery Amplement

**From:** Lee Zizzi <Lee.Zizzi.955130262@grsdelivery.com>
**Sent:** Friday, August 15, 2025 4:35 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1908

To Whom It May Concern,

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Thank you! <http://url9369.grsdelivery.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLvbLCl4NWHVvFn-2FPnBcr3RBnFNQbnhoabhlSw6GRuXOl5gTDwaKmzmGvVbDDqbnkhIJDQV5Q7ixhvmWn65nqECv-2FRoYYKixJ4bwGNypMo17HHu46UZTKLP7-2BQ1Mj-2FlikPMpwnBq3PDdnPTvoWkhi-2FaqcZafYM6B2KUde4IoIOrz80Gs6nuOWOyhKaKhrHETTPw50zEaH0AnG1tJgaK-2Bhs0qvE72ODZfse-2F9jPPFY-2FrNPRPaEsBarK3eUncarsn4pBkQjfireqqg6t-2F7xTR7zdcS>
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## Jeffery Amplement

**From:** Dennis Spicciatie <Dennis.Spicciatie.955050563@advocacymessages.com>
**Sent:** Friday, August 15, 2025 4:28 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1907

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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## Jeffery Amplement

**From:** Steven Edmond <Steven.Edmond.1131933357@grsdelivery.com>
**Sent:** Friday, August 15, 2025 4:27 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1906

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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Thank you! <http://url9369.grsdelivery.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLs767eewoLP-2B9XRUaQHrIt4TPhy0UDCYiXQkS29q-2FQAjEa9d61eE-2BlqTDGn-2FIdkUVR22DvRdrB65BNI3TlwKwNpLNT919JlUumxqDg0LrUm6HPr90WdUJBgeishDGVyYtL54E5sQEog-2FxeXT4RZdWD9kroT6-2BVzq0c2lwMxy9D-2FPeg1s8oaiRmhRlgoHfMGZJ62FSd-2FwatL5Co8XW4gjc0KuIoHC0zVvyK9w6-2FMYwDvl9oC85q7zyDXCv9TyrJTRok-3D>
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## Jeffery Amplement

**From:** Timothy Riter <Timothy.Riter.1131912784@advocatefor.me>
**Sent:** Friday, August 15, 2025 4:13 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1905

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

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I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url5588.advocatefor.me/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLs2ByVJxIINNgMCQlCxNlCnQaUhlw4PO4sGadcNSwJVV01s0uyAS-2BP6ny7BUA-2Biccd-2F9pPDeZREJxulaUv0mmjabMltMoLrIyJgY-2F-2Forz1soKim2JfmmM6-2FlIGduYA1nhYE2Qi-2FbwNuiSPKgwGqrl0ClDV2rJpl-2Bt6tBK-2BE13KhoQf6VQWbafLQOx5g0LUfgPUqAGLsAgUcRmhEwT29cefXSTHyZTw-2BSya8epZWo9PZJynThyhcR88OaqKXoYzgJZk-3D>
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## Jeffery Amplement

**From:** Scott Fuller <Scott.Fuller.1131885279@advocatesmessage.com>
**Sent:** Friday, August 15, 2025 3:58 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1904

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url7066.advocatesmessage.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLtLyU9Np-2FbAy8s9dsQ5QgjzIMwgDXT2hjvG5wzlfFeZoWNDFZiunyYOy58ovB9kNGXejFEcInK3zYqCP2Hz2x8BZq6ZGPvCTrFCc908tvMLawj701F-2F-2BB7jvqODO1fF6dLf5r-2BMvrT6LR-2BfU-2BAofdVYLcjFeuirJljhbZhXvxoksXYGNdpQRpHBb8bcM7gf7c9gCuk6qQkYIvWkqXKJPUeT-2FXBKMiW8C52SvXHtgbVgoQMWoLBQUFCBskWAtIRI-2FyKeq2-2FF-2FTP0IjXjs4ROYYKk>
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## Jeffery Amplement

**From:** Douglas Fuller <Douglas.Fuller.954712332@foradvocacy.com>
**Sent:** Friday, August 15, 2025 3:58 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1903

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9449.foradvocacy.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLtY2ct4KWIpSUM11qPiMnfCkfE900Nh83CXhDZubb1mnIO1DWjX7FF-2FfrnEXBBxLcBa6ScDuVyP-2FDkwXr-2Fib9HwWvkKs6ns5zC-2BoyLOGuj3uJK85qiXa-2BLhDl90Rqe0TQV2nl8GlBSrtVN4cOL14f56rBnW9UzHjFrW2FMBfBwcJLliQBkjvdo-2FSWfzk6IVLQTJlMfvY-2BPukzj49tlBjAP7uZsu71DBTgu51ynzhRaL2W9ii5ZHeNJlxocR9w0aNBsQbLEacyaWGXPuYDateLM1>
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## Jeffery Amplement

**From:** Steve Gantert <Steve.Gantert.1131664001@sendgrassroots.com>
**Sent:** Friday, August 15, 2025 1:56 PM
**To:** transit expansion
**Subject:** In Support of the Transit Expansion

1902

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you! <http://url9804.sendgrassroots.com/wf/open?upn=u001.kLycM-2BvDsvqCkAkC8ZdcMDbPioL1LxXzAPQ-2Fr9qbuqrF2x6WHZekK9qdHAvOv9tKhVsvnYogLsThgLaVPBdlRAbpXzF44kgn7ltxK3ahtLtnPUpc1eGnS2L6ROdqV4dSehefaGQPe7oZlt0BWNGqsTLUmThh7S3UdlXqU0e396EYcNdkjvlUo6mRL5yEWmQG9CggeHM5l9hcgr6VsgWypT1YtdoZhPgAPJcUcOJwZP6-2F36eAJ9gtzb-2Bn-2BCHgfuUS4JsJa7CAm4Z11rX13pt-2BntE8AsPM3UJWnRy1Zxq11Z9tvMl9ldenC79ljVpbpZ5y8igbOdz6325Fkl9etfHbVQuoPQvg3-2Fn7mHDwJeAtwhQ-3D> CAUTION: This
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**Jeffery Amplement**

**From:** Linda Joy Groat <lmgeag@gmail.com>
**Sent:** Saturday, August 16, 2025 10:25 AM
**To:** transit expansion
**Subject:** I am in favor of the Tonawanda-Amherst Metro Rail Extension

1828 Please include my support for the NFTA expansion. This will directly impact my adult children with disabilities.

Warmly,

Linda Joy Groat
716-531-1556

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**Jeffery Amplement**

**From:** Tana Hellwig <tana.hellwig@gmail.com>
**Sent:** Saturday, August 16, 2025 9:11 AM
**To:** transit expansion
**Subject:** In favor of Amherst metro rail

1827 In favor of extending Amherst metro rail

Thank you!

Tana Hellwig

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**Jeffery Amplement**

**From:** Michael Weekes <lifepodmike@gmail.com>
**Sent:** Saturday, August 16, 2025 7:40 AM
**To:** transit expansion
**Subject:** The Metro and NFTA have no idea

1829

I've traveled the world and NFTA has lots to improve on

Stops that tell you when next train or bus arrives
Free, every 15 bin bus to Niagara falls.

Just two ideas
I got a million ideas

Mike Weekes.
lifepodmike@gmail.com
I'd like to join your advisory BD.

**Michael R Weekes Biography 04072025.docx**

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August 19, 2025
Metro Transit Expansion Project
Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, New York 14203

1837 On behalf of the Audubon Community's 3,000 residents, our HOA Board of Directors is strongly opposed to the planned Metro Rail extension. We have FIVE specific objections.

1838 **First, we don't want or need it.** A community survey gave Audubon residents three options: Rail, Bus or None. Over two-thirds (70%) of respondents want No Transit, only about 20% choosing Rapid Bus, while the Light Rail garnered less than 10% of votes. As an outer ring suburb, our residents average two to three cars per household, and enjoy being 10-15 minutes to anywhere downtown on the 990. We don't need a one-hour ride to downtown, or a fixed-rail path that can't reach popular destinations like Boulevard Consumer Square. Instead, our residents see a long-standing need to extend NFTA traditional bus service through the north towns, especially paratransit for the disabled and elderly. Paratransit provides door-to-door service because people with mobility impairments can't walk a quarter mile between Metro stations or destinations, especially in foul weather conditions.

1839 **Second, the Light Rail option will have negative impacts for up to 20 hours per day.** The Draft EIS admits to adverse impacts from both Light Rail noise and vibration for Audubon residents along JJ Audubon Parkway. These adverse impacts will happen for twenty hours per operating day (from 5am to 1am). Keep in mind, the EIS assumes best case conditions, assuming new steel rails, train carriages and wheels. Noise and vibration will obviously worsen as these components wear and age. NFTA proposes lubricating the tracks

and truing the wheels on a quarterly basis, but of course, should a loud squeal arise in between, residents will likely deal with even more severe adverse impacts for twenty hours per day. Vibration is also a serious concern because Audubon housing is built upon expansive clay that may result in exacerbations of foundation issues that are not uncommon in our neighborhood. Should train vibrations cause foundation problems, it will be difficult for residents to assign appropriate blame given our prior history. We further note that the noise and vibration problems were raised in the 2018-2019 Draft EIS, but NFTA has still not offered direct mitigation measures such as a perimeter fence to limit noice transfer, or a trench or similar materials buffer to dampen vibration. Both mitigation measures would be well received by our residents.

1841 **Third, UB's transportation issues are overblown while Light Rail is an overkill solution.** The so-called Citizens for Rapid Transit promote Light Rails' ability to move 600 people every ten minutes. That is 3,600 people per hour! According to UB, the Stampede system transports about 14,000 riders per class day. The capacity of Light Rail is so far beyond UB's needs that it could collect revenue from all riders in the equivalent of four service hours, leaving the equivalent of sixteen service hours empty and unpaid. UB's Stampede currently handles student demand with a fleet of only 30 buses and 15 shuttles! UB can easily address any peak demand by running a few more vehicles. Taxpayers don't need to foot SUNY's bill for moving students between campuses.

1842 **Fourth, doubling the length of the money-losing Light Rail system will likely double the deficit for MetroRail operations.** NFTA expects UB student fares to support MetroRail operations, but UB classes are in session for only 150 days per year. That leaves 200 days without that revenue. Even NFTA's cherished 'one seat ride' rationale for Light Rail is weak. National health statistics suggest that students would benefit from standing and walking when transferring from the existing train to a rapid bus network. Further, the NFTA is also counting on some paltry number of customers from the envisioned I-990 Park-and-

Ride lot. But commuters are already in their 'one seat' rides! At 65 miles per hour, Exit 3 is only about 15 minutes from any downtown location. Few will decide to slow down, exit, park and pay, wait for the next train, trundle nearly an hour through twenty stops only to be left somewhere on Main Street, carrying belongings to their offices on Oak, Delaware or wherever. Anyone who runs errands when commuting – which we all do – will elect to stay in their cars for the entire trip.

1844

**Finally, the primary justification for the Light Rail extension is obsolete!** It is based on a 1971 plan for the Audubon New Town Community, which justified the extension to and beyond UB North Campus, based on expectations of over 30,000 new residents, over 10,000 new homes, a hospital, schools and a shopping/entertainment district. None of that has come to pass. Instead, we have only 3,000 people residing in about 1,000 dwellings. The rest of the area consists of high-vacancy commercial office parks, UB student housing with their own dedicated transportation services, and forever wild parkland. There is simply no objective demand for the envisioned Metro extension!

For these five reasons, the Audubon HOA strongly opposes the Metro extension in general and the Light Rail option in particular.

Sincerely,



Joseph P. Lane, President
On behalf of the Board of Directors
Audubon Homeowners Association
700 Robin Road
Amherst, New York 14228

1891 Thank you for providing an opportunity for public comment on region altering decision.

I would like to start of with definitions of what is considered the City of Buffalo and the surrounding suburbs. The City of Buffalo city limits do not include the neighboring towns around the city limits. The region had an opportunity presented to us in the 2010's to expand the city limits to include first ring suburbs. This was met with such overwhelmingly negative response that this idea has been dropped for future consideration.

Suburbs are just what they are described. They are NOT urban areas. Individuals and families have made the personal choice to live outside of city limits and chose not to be connected. If people believe that not be connected is a negative value, these people are not considering or ignoring the benefits of the suburban lifestyle. This also includes many faculty and staff that do not live in the city limits and would not benefit from the rapid transit Project that is proposed.

1892 While I am not strictly opposed to a rapid transit system, the location that is proposed has too many failures to go forward with the Project. I have never and will never agree with removing people from their homes or businesses. Examine what LRT has done to the City of Buffalo downtown businesses. The planned route is excessively disruptive for the sake of progress. As per Table 3-25 of the DEIS, the amount of forecasted rider is less than 2,400 people. The decision for the location of the rapid transit should include people who live here in the suburb, not simply an out of towner looking at bird view photos of the area. The DEIS has build in bias and not an objective approach to the Project, following statement as it appears in the DEIS. "In the DEIS, FTA and Metro evaluated three alternatives, the No Action Alternative (No Build), the Bus Rapid Transit (BRT) Build Alternative, and the Light Rail Transit (LRT) Build Alternative which is the Locally Preferred Alternative." Strongly Disagree with LRT being the Locally Preferred Alternative.

1893 The Project is designed in a fixed manner that only considers the value of UB growth. The Town of Amherst is so much more than the north campus of UB. The fixed route of the LRT or BRT does not allow for projections to change. The planned route does not extend to the shopping district on Niagara Falls Blvd (The Boulevard) or grocery stores (nor do I want it to). The planned stop on Maple Road is at the Sweet Home Middle School. Is there a UB student that needs to go to middle school? Students will need to need to physically carry heavy items they have purchased at least a half mile or more to connect with the rails. Allowing for the existing buses to adjust to changing needs is a better alternative to address UB student concerns without being disruptive to the existing community.

To support a previous statement about the location of the Project, the underground portions in the design are presumably underground because the rails would be grossly disruptive to current vehicle traffic flow. Since the NYSDOT is willing to invest the billions of dollars to the region, then make the plans to construct the entire LRT system underground. The tax payers of all NYS will understand that the City of Buffalo will benefit from the underground rail system.

1894 As in Fig 2-10, there is currently no intersection at Air Buffalo on Sweet Home. Will this be a renovated part of Sweet Home to accommodate the LRT? Also, the DEIS is lacking visual placement of park and ride at the end North of the I-990. While there is privately owned off campus housing, there are homes that have been built. The recently constructed "Preserve" housing development located off of Campbell Blvd and connects with Lynette Road will be impacted by the planned end of the rail station. Please do NOT connect to N French.

1895 **Where is the design space for emergency vehicles to access the road? Platforms create blind spots.**

1896 Table 3-4 (3.1.1) of DEIS illustrates the decrease in vehicle traffic volume as to legitimize the plan to remove lanes on Niagara Falls Blvd and Maple Road. This study that is cited from the GBNRTC does not account for the fact that businesses have already rescinded work from home privileges. There are more people on the road now then during the pandemic and definitely all three lanes in both directions are used constantly.

1897 Table 4-2 (4.1.2.1) of DEIS only includes loss of real property locations and it omits the actual loss of property values and community loss of businesses that will be impacted by the Project. The mitigation (4.1.3.1) that is considered for the Project will not offer sufficient compensation. Property values will not recover after the LRT constructed. No one wants to open their front window and say "look at the wonderful view and ongoing noise of mass transit". Relocation of businesses to the City of North Tonawanda and Town of Grand Island is not productive to people who were on a bus line. Table 4-6 referring to parcel square footage and tax revenue loss does not address the concern of removing people and businesses from the real property parcel and the equity that has been built for these people to be successful in growth of wealth. Plus, Table 4-6 only considers one year of tax loss and not considering year over year of tax growth for the towns. The real property taxes DO NOT go down.

1898 Table 4.3-1 indicates that there is a projected increase in housing supply. This is only one part of a greater concept for the region for 2050 with only being 25 years away, the construction of Station Twelve and the Boulevard Mall land mixed use locations have not moved from the design phrase. Projections have been used by GBNRTC to include successful construction of Station Twelve (dumb name) and the Boulevard Mall. The projected population growth is not in the suburban areas (GBNRTC diagram included). By GBNRTC own diagram the population would not warrant housing supply to increase in the Town of Amherst. The job market of the retail stores will not support the housing cost associated at these properties. Will the Town of Amherst be reimbursed for the losses. In a similar thought process, this is why the downtown district is struggling. NO body can afford to live downtown on retail wages. Braymiller Market is now CLOSED, no sustainability.

1899 Table 4.11-1 concerning noise mitigation solutions are underwhelming. Continual maintenance provided by NFTA is unreliable to reduce steel wheels contacting steel rails. Skirting does nothing to mitigation noise concerns that is mostly to deter damage to wheels. Greasing wheels could reduce noise only if the wheels are actually greased; I do Not believe the wheels will be greased on a regular basis. Reduced speed recommendation will not concern the driver; there is no penalty for maintaining the same speed north of Ellicott Station where people live in peaceful and quiet surroundings. Wildlife is welcomed and destructive projects are not welcomed. At most concerning, the reduction of safety bells at grade level. Why have safety bells alerting people if you won't use them.

1900 There are more reasons, but I want to leave space to consider an alternative location.

**To present an alternative location for LRT**: Since the population growth that has been identified is primarily because the City of Buffalo is a sanctuary city, place the LRT in the City of Buffalo. Close Sycamore Street to vehicular traffic extend the bottom of the current rail downtown then connect in the Central Terminal to allow access to the east side of Buffalo without covering the 33 expressway. Providing connections within the city limits will be most helpful to communities that have been cutoff due to past DO T projects. This will promote more jobs along Sycamore Street where there are currently many struggling businesses. Once downtown and the Central Terminal are connected, the plan could extend to South Buffalo, Lackawanna, then to the Buffalo Bills Stadium in Orchard Park. Make the Connection Where People WANT to CONNECT!

# Where we'll be in 2050

As in the previous 2050 Plan, the total increases in people and jobs were allocated to different areas across the region consistent with One Region Forward, the Regional Plan for Sustainable Development.

A review of the current employment forecasts indicated that forecasts were still valid for the MTP update and that no wholesale changes needed to be made to the regional employment growth estimates. A review of 2020 decennial population data, however, deviated from previously assumed inter-decennial (2010-2019) trend therefore population forecasts were updated to reflect current trends based on the most current data available.

The approach to develop the update was designed to be consistent with the land-use-based forecasting approach developed in the previous Moving Forward 2050 Plan, which was the basis for the current set of demographic forecasts.

Our economy will continue to grow and provide more opportunities by focusing jobs near existing communities.

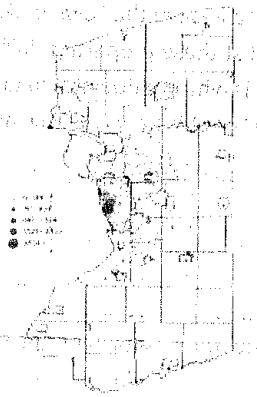


Figure 3.1 | Areas of Employment Growth by 2050

Our communities will grow stronger as we continue to invest in areas where infrastructure already exists.

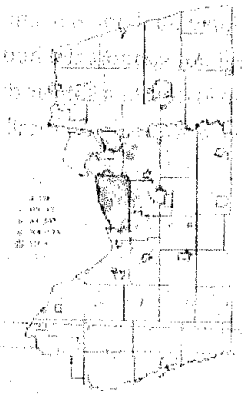


Figure 3.2 | Areas of Population Growth by 2050

Table 3.1 | Forecasted Change in Employment and Population

| | 2020 | 2050 Vision | Change | % Change |
|---|---|---|---|---|
| EMPLOYMENT | 696,286 | 791,271 | 94,985 | +13.6% |
| POPULATION | | | | +8.4% |

Block Group (2020)

Page 58 / 104

## Comments

Please provide your comments on the Draft Enviornmental Impact Statement and Draft Section 4(f) Evaluation.

Strongly oppose LRT and BRT.
Thank you for your consideration

1901

**Submit Comments Online**

**Comment Submission Deadline: 4:00pm on September 8, 2025**

We want
hear fro

Please use the
share your com
more space, pl
out additional s

**Name:** Kathar

**Address:** 744
Amherst, N

**Email:** Kewilt6@

**Phone Numbe**

**Affiliation** (if ap
please reach ou

**Have mo**

Email us at:
transitexpan

Federal Trans
Administratio

ORGANIZING *for* HEALTH *and* JUSTICE

The Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, New York 14203
Attention: Jeffery Amplement
transitexpansion@nfta.com

The Clean Air Coalition of WNY
371 Delaware Avenue Suite 6
Buffalo, NY 14202

Greetings,

1886 The Clean Air Coalition of Western New York is a Buffalo-based 501c3 organization which builds power by developing grassroots leaders who organize their communities to run and win environmental justice and public health campaigns in our area.

We write today in **favor of the LRT Build Alternative** of the Draft Environmental Impact Study for the NFTA Metro Rail.

1887 The LRT Build Alternative is the most sensible and cost effective proposal, and will benefit not only the immediate community but the region as a whole through improved connectivity, service levels, environmental conditions, and by supporting safer regional transportation system planning. We also applaud the use of union labor in the building of the expansion as well as in the regular operations of the NFTA system.

A single-seat ride from downtown Buffalo to UB North Campus will increase regional transit ridership, and additional capacity can more easily be added to meet rising ridership demands with the LRT option.

1888 To improve air quality and environmental conditions in our area and to reduce the amount of traffic violence and fatalities, increasing public transit access, coverage, and frequency is crucial, as is a regional policy of mode shift from primarily relying on

ORGANIZING *for* HEALTH *and* JUSTICE

single passenger automobiles to mixed modes, especially public transit and active mobility options.

1890

Further, Clean Air urges that NFTA work with our organization and relevant stakeholders such as the Town of Tonawanda, GBNRTC, and NYS DOT to fully implement the Tonawanda Tomorrow plan, a strategic plan developed jointly in response to the closure of the NRG Huntley Power Plant to envision a regional economy no longer based around coal-fired power.

A key goal of this plan is to develop a frequent east-west bus route for the Town of Tonawanda to connect the Niagara Riverfront area to the proposed Metro Rail expansion area. (See page 54 of the Tonawanda Tomorrow Plan, available at http://regional-institute.buffalo.edu/work/tonawanda-tomorrow/)

Several east-west roads and bus routes could be designated for such a purpose, notably Sheridan Drive, a large boulevard that has enough unused capacity that it could likely fit a dedicated bus lane with BRT services within the existing right of way for relatively little cost.

We are eager to work with NFTA and relevant stakeholders to examine such possible locations for bus routes with increased frequency, and invite NFTA to meet with our Tonawanda Just Transition Team to begin pursuing this goal by contacting Bridge Rauch, our Environmental Justice Organizer for our Tonawanda-area members, at bridge@cacwny.org.

Thank you for your time and consideration,

Chris Murawski, Executive Director
The Clean Air Coalition of WNY
chris@cacwny.org

August 12, 2025

1880 GObike Buffalo strongly supports the LRT Build Alternative for the NFTA's Metro Extension project. Public transit expansion, particularly through the use of light rail, aligns with our overall mission of improving sustainable, safe, and accessible transportation options for Western New Yorkers. The proposed route for LRT improves connectivity of our non-automotive transportation network, creating new connections to trails and greenways, on-road bicycle infrastructure, and the existing bus network.

1881 Additionally, the project aligns with the mission of GO Buffalo Niagara, a program of GObike that serves as the regional transportation management association for the Buffalo Niagara region. Through GO Buffalo Niagara's work to encourage the uptake of sustainable transportation modes, we understand through engagement with employers, property owners, and commuters that investment in connected, convenient, and reliable public transit is critical to encouraging residents and visitors to alter transportation behaviors.

1882 Based on the findings of the Draft EIS, GObike specifically supports the LRT build alternative. LRT provides better service for users, with less overall environmental impacts in the long-term. The convenience of not having to transfer between rail and bus service is also a critical factor in improving the usability of the service, which in turn encourages more usership. LRT also better supports transit oriented development along the route, which in turn may also encourage the development of walkable and bikeable communities in locations that are currently dominated by auto-oriented land use and transportation network design.

On the whole, the LRT expansion proposal would improve economic opportunity for residents by increasing transit access to jobs in first ring suburbs that are currently difficult to access without a vehicle. Increased transit access to Tonawanda and Amherst will also improve access to healthcare facilities for residents, especially those in the City of Buffalo. LRT also has the potential to drive investments in new businesses and increase property values along the route.

1883 Lastly, the proposed project may also increase social cohesion by lessening the divide between city and suburban communities. Currently, the large population of students at the University at Buffalo North Campus must navigate a complicated network of transportation systems (UB Stampede, UB Shuttles, NFTA Metro Bus, and NFTA Metro Rail) to access the amenities that the City of Buffalo has to offer. However, the proposed LRT connection to the campus creates a direct and convenient opportunity for students to further explore the region, support local businesses, and establish a deeper connection to the community that encourages students to stay in Western New York after graduation.

1884 In addition to aligning with GObike and GO Buffalo Niagara's missions and values, the LRT proposal is supported by the visions and goals outlined in the Comprehensive Plans of the Town

1885

of Tonawanda, Town of Amherst, and the Moving Forward 2050 Long Range Transportation Plan for the Buffalo Niagara region.

The future of Western New York envisioned by GObike Buffalo is one where residents and visitors have a diverse range of transportation options to choose from that are convenient, reliable, safe, and affordable. The proposed LRT build alternative for the NFTA Metro expansion moves our region closer to that vision.

Brendan Seney, Planning Director
GObike Buffalo




September 5, 2025

Metro Transit Expansion Project
Niagara Frontier Transportation Authority ("NFTA")
181 Ellicott Street
Buffalo, NY 14203

Re: Public Comment Period for Draft Environmental Impact Statement – Metro Transit Expansion Project

To whom it may concern:

1879

Lombardo Funeral Home has faithfully served the greater Buffalo community for over 100 years. During this time, we have cared for tens of thousands of families spanning multiple generations. Our commitment to servicing this great community has necessarily led us to make substantial investments in the development of state-of-the-art operational facilities across the greater Buffalo area, including a recently renovated meeting center, funeral home, and care center located on Niagara Falls Boulevard in Amherst (the "Lombardo Funeral Home Businesses"). As currently planned, the Metro Expansion Project proposes a full taking of Lombardo Funeral Home Businesses under both the Light Rail Transit and Bus Rapid Transit build alternatives.

Lombardo Funeral Home respectfully requests the NFTA consider the below issues as it moves forward in the decision-making process.

- Lombardo Funeral Home operates a state-of-the-art preparation center that handles the respectful preparation of each deceased person that is in Lombardo Funeral Home's care, regardless of location of the services. Lombardo Funeral Home has made significant investments (nearly seven figures) in this preparation center to ensure every loved one in our care receives the care he or she deserves.
- Closure of the Lombardo Funeral Home Businesses on Niagara Falls Boulevard will impact thousands of families in the greater Buffalo area that have utilized the services of Lombardo Funeral Home for generations and significantly disrupt and limit the services we provide.
- Closure of the Lombardo Funeral Home Businesses will also significantly impact Lombardo Funeral Home and its employees from a financial perspective.
- The No Build Alternative will allow the continued, respectful care of thousands of families in the greater Buffalo area.

Lombardo Funeral Home appreciates the opportunity to participate in the public comment period. We will continue to faithfully serve the greater Buffalo community, as we have done these many decades, for years to come.

Respectfully,

*/s/ Heather Miller*

Heather Miller
Managing Partner for Lombardo Funeral Home

**CITIZENS *for* REGIONAL TRANSIT**
c/o Buffalo Place, 671 Main Street, Buffalo, NY 14203
716-691-8528 crtc@citizenstransit.org

September 8, 2025

Mr. Jeffery Amplement
Project Manager
Niagara Frontier Transportation Authority (NFTA)
181 Ellicott Street
Buffalo, NY 14203
(transitexpansion@nfta.com)

Ref: Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project. Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation.

Dear Mr. Amplement:

1859 Citizens for Regional Transit (CRT) strongly endorses the NFTA's plan for extending Buffalo Metro Rail light rail transit (LRT) to Amherst as documented in the second Draft Environmental Impact Statement (DEIS) of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project. The LRT alternative is far superior to the bus rapid transit (BRT) alternative and to the do nothing alternative. In fact, only the LRT fully satisfies the stated project purposes, goals, and objectives.

Citizens for Regional Transit has evaluated the three alternatives in the DEIS of July 25, 2025. Our evaluation of the three proposed alternatives is as follows:

- No Build Alternative (DEIS Section 2.2.1) – Not Satisfactory
- LRT Build Alternative (DEIS Section 2.2.2) – CRT supports the LRT option
- BRT Build Alternative (DEIS Section 2.2.3) – Not Satisfactory

We also have comments in response to public inputs on the DEIS. These are presented at the end.

1861 CRT finds the new 2025 DEIS to be a well-written, professionally prepared, comprehensive presentation. Collaboration with the Federal Transit Administration as co-lead agency has resulted in a DEIS of exceptionally good quality. Each remediated topic addresses the concerns and objections expressed during the first public comment period beginning March 2, 2020 and during subsequent NFTA listening sessions. It is readily apparent that public comments were listened to and addressed

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in a way that alters the project for the better in this new 2025 DEIS. CRT commends the NFTA in allowing public comments to improve the project. Thank you for considering our comments. We look forward to working with the NFTA to implement the LRT extension.

Sincerely,

*Douglas J Funke*

Douglas Funke
President, Citizens for Regional Transit

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Comments on the NFTA Draft Environmental Impact Statement (DEIS)
Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project
Citizens for Regional Transit

8 September 2025

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## 1.0 Evaluations

Here's how the alternatives meet the Buffalo-Amherst-Tonawanda Extension Project purposes and needs.

Table 1. How the project alternatives meet project purposes and needs

| Project Purpose | No Build | BRT | LRT | Comment |
|---|---|---|---|---|
| Improve mobility along the Project Corridor by increasing transportation options throughout the greater Buffalo region. | Fails | Fails | Good | With buses there will be a barrier at University Station requiring mode switch. |
| Better connect the three UB campuses by providing improved mobility that includes a "one-seat-ride" between campuses without requiring a transfer. | Fails | Fails | Good | No improvement provided by BRT and no build. Only LRT provides a seamless "one-seat-ride." |
| Improve operating efficiency of the transit network by providing convenient and seamless connections for transit patrons between activity centers and competitive travel times. | Fails | Fails | Good | No improvement provided by BRT and no build. |
| Support local and regional land use planning and transit-oriented development as | Fails | Poor | Good | Prospects of LRT is already stimulating interest in TOD investments (e.g., |

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| outlined in the NFTA/GBNRTC TOD plan. | | | | Boulevard Mall, LaSalle Station, and several mixed-use projects) |
| Provide mobility options by serving transit-dependent populations, thereby improving opportunities for participation in the regional workforce and overall economy. | Poor | Poor | Good | UB Amherst campus is a major employer in the region. Better transit service is needed. Transit dependent populations are too often overlooked in investment decisions. |
| Help relieve parking constraints and capacity issues on the BNMC, UB campuses, project corridor, and downtown Buffalo, and minimize traffic and parking-related impacts on neighborhoods. | Fails | Fails | Good | Only the LRT alternative provides significant reductions in vehicle miles traveled and related parking demand. |
| Improve service for transit-dependent populations | Fails | Fails | Good | Only the LRT alternative improves service for people with disabilities by eliminating the transfer barrier and providing service equality. |

Note that the 2010 Metro updated Strategic Assessment compared several alternatives for major transit expansions. The study ranked the Northeast to Amherst / UB North Campus expansion highest in terms of ridership.

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Here's more detailed discussions of how each alternative meets project goals and objectives.

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### 1.1 No Build Alternative – Not Satisfactory

The current transit options in the project area are inadequate. There is an infrequent NFTA bus #44 plus a private service operated by the University at Buffalo called the Stampede which has peak hour headways of just 3 minutes, yet it still can't meet peak demand.

Even with 3-minute headways large numbers of students are unable to board jam-packed buses and must wait for the next bus. Because the service operates in mixed traffic, bus bunching occurs daily, and schedules cannot be met. The university has already implemented many aspects of Bus Rapid Transit (BRT). NYS DOT has optimized the traffic signals for bus service, but it is impossible to provide bus priority beyond a certain point without causing catastrophic congestion at cross streets.

The University at Buffalo had planned to convert their Stampede fleet to all-electric buses but could not afford the price tag and have retained environmentally unfriendly diesel-powered buses. The University's Stampede service has been cut back due to operator shortages even though enrollment is at a record high of more than 30,000 students. This is a very bad situation for the students and the University putting future growth of the University at risk.

The No Build Alternative maintains a blockade of transit users underground at University Station on the University at Buffalo South Campus forcing riders to transfer between subway and bus. This transfer effectively eliminates public transit as a viable alternative to connect UB North and the City of Buffalo for most transit users. Neither the no-build alternative nor the BRT alternative is ADA compliant.

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### 1.2 LRT Build Alternative – CRT supports the LRT option

*1.2.1 Meeting Project Goals*

CRT believes Light Rail is the only option that meets the project goals. This is clear from review of the comprehensive tables in Chapter 6 of the DEIS. Only LRT satisfies the following project objectives:

- Develop cost-effective attractive high-quality transit service connecting Buffalo with Amherst and Tonawanda – the LRT attracts 30% more riders than BRT and avoids a time-consuming mode change at University Station (switching between surface bus and underground train.) The light rail option leverages the existing Metro Rail system making it the most cost-effective alternative.
- Mitigate growth of traffic congestion on study area roadways – LRT reduces automobile miles travelled in the region significantly. Train capacity is over 500 people every 10 minutes, compared to 60-passenger articulated buses that we believe are unsuitable for ice and snow. These buses will get stuck in traffic on Main Street and Kenmore Ave.,
- Improve the accessibility of transit in the study area. Only LRT meets the objectives (increase transit options for travelers, improve connectivity, increase access to jobs, education, medical services, etc.) under this goal.
- Increase the effectiveness of the regional transit system. The LRT option doubles system ridership and therefore system revenue. Most importantly, only LRT builds on the investment of the original Metro Rail system, while the other options fail to take advantage of our existing high-capacity transit resource.
- Support sustainable economic growth in the study area (and beyond.) Amherst is already seeing interest in developing the old Boulevard Mall property, as well as "transit-oriented development" around existing stations on Main Street like the privately funded mixed-use development planned for LaSalle Station in the City of Buffalo.
- Avoid or minimize adverse community and environmental impacts. NYS's new environmental laws and the Erie County Climate Action Plan call for improvements in public transit, especially high-capacity public transit. Few cities have a light rail system that can be expanded expeditiously at low cost using existing clear public rights-of-way. Buffalo has this advantage.

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The list of benefits from an LRT project include better access, increased ridership, reduced pollution, increased Transit Oriented Development, and lower long-term costs than BRT and Do Nothing options.

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*1.2.2 Building a Foundation for the Future.*

Extending light rail to Tonawanda and Amherst is an important step toward achieving the original vision for a 43-mile Light Rail Rapid Transit (LRRT) System. So far, Buffalo Metro Rail covers 6 miles. The Amherst extension adds 7 miles, doubling both distance and ridership.

Other extensions are planned. A new extension into the old DL&W Terminal will open soon! This indoor DL&W station will include a covered walkway to KeyBank Center, a large attached outdoor entertainment space. An indoor retail market area is planned for the second floor.

The NFTA's long-range plans call for evaluating other system extensions in 2028 when Buffalo-Amherst-Tonawanda extension construction begins. The Buffalo-Amherst-Tonawanda extension expands and strengthens the foundation for a full system. The Buffalo-Amherst-Tonawanda extension is the next step for extending Buffalo's high-capacity transit system. This moves metro Buffalo area toward a system that serves the whole region – including future expansions through Buffalo's East Side to the Airport, to the new Buffalo Bills Highmark Stadium, and connecting with Niagara Falls.

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**1.3 BRT Build Alternative – Not acceptable**

We find that BRT is not acceptable for several reasons.

BRT does not have the necessary capacity. Currently, UB's Stampede BRT is running 3-minute headways during peak times and can't keep up with demand. The NFTA's proposed articulated buses with 5-minute headways will still not be on time due to delays caused by running in traffic and stopping for large intersections.

Not enough operators. Both the NFTA and UB struggle to find enough operators. This problem will be even worse with the larger number of operators required to drive BRT buses versus the smaller number of operators needed for Light Rail.

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Higher operational costs. The costs of the additional operators for BRT vs. LRT and the short lifespan for buses compared to trains will make long-term operational costs higher for BRT than LRT.

Problems in snow and ice. Articulated buses can have problems operating in snow and ice. We have videos of articulated buses getting stuck and spinning out of control under these conditions.

The BRT capacity inadequacy has made Bogota, Columbia, the "gold standard for BRT," regret the decision to not make the investment in light rail.[1]

BRT fails to accomplish a "one-seat-ride." Having to transfer at University South Campus station adds an unacceptable time penalty. This is an acute problem for people with disabilities. There is no benefit if a "one-seat-ride" can't be obtained.

Even with electric buses, neither University at Buffalo nor the State of NY can meet climate action goals. PFAS from tire wear and tire disposal are environmental hazards that technology has not yet solved.

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## 2.0 Addressing public complaints about the DEIS.

### 2.1 Operational Noise

CRT's 2020 comments noted that noise concerns were voiced by some citizens in the project area. For 2025, CRT used both cell phone and dedicated decibel meters to measure the noise currently produced by Metro Rail trains. Our testing results are consistent with the results in the DEIS. Except for very brief moments during braking operations, Metro Rail is consistently around 70db, which is the same as human voice levels during ordinary conversation. Noise from Metro Rail is considerably below that generated by loud cars, motorcycles, and trucks.

CRT regularly attends meetings at our address in Buffalo Place at 671 Main Street on the Metro Rail above ground section. This location is directly alongside the portal where noise and vibration are the loudest. The building is old and has little insulation. The meeting room is less than 50 feet from the LRRT portal, yet transit operations are indiscernible there. Shea's Buffalo theatre and AMC Market Arcade theatre are just

[1] The Bogotá Metro: Necessary Upgrade, or Looming Disaster?

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steps away from the transit line and there is no sound or vibration from transit operations detectable in these locations.

Standing on the sidewalk at the portal even when the train horn sounds, the noise level on the sidewalk hovers around 70db. The DEIS promises that other warnings will replace sounding of the horn at the new portal on Niagara Falls Blvd. The DEIS explains other noise reduction strategies with track construction and train car modifications, which we think more than offset any noise concerns.

CRT thinks the potential problems from noise and vibration have been hyped beyond what is reasonable.

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### 2.2 Construction Noise

The new DEIS goes into detail concerning steps contractors will take regarding hours of operation and noise abatement procedures that must be followed. In the DEIS, particular attention is paid to noise from the limited blasting areas. CRT recognizes that some property owners are likely to hear blasting noises. The noise will be of limited duration and minimized using state-of-the-art blasting techniques.

The remediation steps in the DEIS for all forms of construction activity is satisfactory to CRT.

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### *2.3* Construction Vibration

#### *2.3.1 Niagara Falls Boulevard and Kenmore Ave Vicinity*

Residential property owners near the intersection of Niagara Falls Boulevard and Kenmore Avenue expressed concerns that their basements and foundations would be subject to damage during blasting operations. Since the 2020 project introduction it was determined that blasting will not be required at this intersection. Blasting will be limited to just 2 blocks of Kenmore Avenue near Main Street with additional blasting under a parking lot on the UB campus. Cut-and-cover will be used for the underground portion most of the way between Main Street and the portal at Kenilworth Avenue on Niagara Falls Boulevard.

The DEIS addresses noise and vibration concerns and offers concerned property owners in the immediate vicinity the opportunity to have before and after property inspections.

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*2.3.2 Walton Woods Vicinity*

Walton Woods is an area having clay soils. During periods of drought, poured concrete foundations and basements often crack and fail. This problem became newsworthy in 1991.[2] By 2003 more than 1,000 homeowners reported foundation and basement failures causing financial pain and mental anguish in the Town of Amherst.[3] A 2004 news report notes that it was known in 1986 that soil conditions in Amherst are problematic, requiring special construction techniques. Homeowners sued the Town of Amherst for allowing construction knowing that problems would likely occur, but they lost that lawsuit.[4] They were also unsuccessful suing the builders who built homes with inadequate foundations and/or on sites unsuitable for houses.

The US Army Corps of Engineers released a report in 2005 blaming poor soil conditions for sinking homes in Amherst.[5] "The cost to repair a collapsed basement foundation in Amherst, NY, will likely range from $20,000 to over $100,000"[6] "…Some beleaguered homeowners have simply surrendered, abandoning homes and mortgages."[7]

The DEIS does not consider whether the soils in the project area can sustain the weights and load from Light Rail construction and operations. CRT recommends that NFTA should ensure that the soil can handle these loads and mitigate where necessary.

At the August 19, 2025 public hearing residents of Walton Woods area repeated several points. Most important was the proclamation that every resident of the Walton Woods area has at least one car and most have two or more cars. They don't want rail. They don't want bus. The only acceptable form of transportation for them is by car. If you can't afford a car, you should not be in the neighborhood.

The idea that anyone from their community would ever ride public transit was foreign to them. The disrespect shown to transit riders was appalling. Yet most objectors

[2] Dry Period Blamed For Cracks In Foundations, Basements Problems Surface In Amherst, Town Of Tonawanda, The Buffalo News, 9/21/1991.
[3] Over 1,000 homes sinking, Amherst official tells state after the town downplayed the scope of the problem for months, the building chief cites residents' 'financial pain and mental anguish' in pushing for new standards, The Buffalo News, 12/12/2003
[4] Soil Boring Tests In Amherst May Further Concerns, By Lee Chowaniec, SpeakupWNY.com, Feb 20, 2004
[5] Army Corps Report Finds Poor Soil to Blame for Amherst Sinking Homes, Buffalo Toronto Public Media Published April 21, 2005
[6] Google AI result from query "How Much Might It Cost To Repair A Collapsed Basement Foundation in Amherst NY" 9/1/2025
[7] Amherst Residents Look For Help In Soil Report On Sinking Homes, The Buffalo News, February 10, 2005

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present at the hearing were at an age where they may soon find themselves having to rely on others for transportation. For many of them, their ability to drive will fade. Without LRT nearby they will not have access to paratransit. Some folks could become housebound and be socially isolated.

### *2.4* Operational Vibration

As with sound vibration, the DEIS offers effective remediation for operational vibration concerns. CRT is satisfied that operational vibration will not cause problems based on the NFTA planned mitigations.

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### 2.5 Improving the image of Metro Rail

For years, Buffalo's LRRT has been derided as a train to nowhere. The NFTA is now working to change that by extending to Tonawanda, Amherst, UB, and into the DL&W terminal, adding new important destinations. Other extensions are needed and possible. The NFTA plans to study them following this first step, which builds a foundation for future extensions and leverages Buffalo's existing system.

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
5 Post Office Square, Room 18011
Boston, MA 02109

September 5, 2025

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IN REPLY REFER TO:
ER 25/0383

Jeffery Amplement
Project Manager
Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, NY 14203

Subject: Buffalo-Amherst-Tonawanda Transportation Corridor Transit Expansion – Draft Section 4(f) Evaluation

Dear Mr. Amplement:

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The Department of the Interior (Department) reviewed the draft Section 4(f) evaluation for the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project being proposed by the Niagara Frontier Transit Metro System, Inc. (Metro) and the Federal Transit Administration (FTA), the lead Federal agency. The proposed project would expand the public transportation system that connects downtown Buffalo with the State University of New York at Buffalo North Campus. The project would expand the present service to include transit service from the current terminus at the Metro Rail University Station to existing and emerging activity centers in Amherst and Tonawanda.

We offer the following comments on this project:

**Section 4(f) Evaluation Comments**

At this time, there are still several outstanding issues for the Department to concur with FTA's determination that build alternatives would result in a *de minimis* impact or no use under Section 4(f) on the 16 identified Section 4(f) resources in the project area.

FTA has determined that there will be no adverse effect to historic properties in the area under Section 106. In correspondence with the New York State Historic Preservation Office (NY SHPO) dated January 25, 2024, FTA made the determination that the Project (LRT Build Alternative and BRT Build Alternative) would result in no adverse effects to Built Historic Properties; however, the project would permanently incorporate land from four historic properties and result in a *de minimis* use of Section 4(f) properties.

In that response letter, NY SHPO requested a Phase IB archaeological testing plan. We

understand that a Phase IB archaeological investigation and its findings will be included within the Final EIS. As documented in Appendix F5, "Archaeological Testing Work Plan," a Phase IB testing plan was submitted to NY SHPO for review and comment on February 16, 2024. The findings of the Phase 1B Field Investigation will determine the presence or absence of archaeological resources in this area; FTA will enter into a project-specific Memorandum of Agreement to provide stipulations for future investigations and ways to avoid, minimize, or resolve any adverse effects to archaeological resources as a result of the construction of the project. FTA will continue to consult with the NY SHPO and other consulting parties to develop the Memorandum of Agreement and identify additional measures and responsibilities to avoid, minimize, and mitigate potential adverse effects to archaeological resources protected under Section 4(f).

FTA is coordinating the potential temporary occupancy of Gateway Park and Ellicott Creek Trailway Bridge with the Town of Amherst, the Officials with Jurisdiction (OWJ), over the Section 4(f) resources. Prior to making Section 4(f) approvals, FTA must coordinate with these officials and provide the Section 4(f) evaluation for comment, and the officials having jurisdiction over the Section 4(f) lands must agree in writing with the assessment of impacts the proposed project will have on Section 4(f) resources and any proposed mitigation.

Since there are several outstanding issues (Section 106 and OWJ concurrence), the Department cannot concur at this time that all possible planning was done to minimize harm to and mitigate adverse effects to Section 4(f) resources. The Department encourages FTA to continue to work with the Officials with Jurisdictions and NY SHPO to resolve the outstanding issues, and once they are resolved, the Department can provide its concurrence at that time.

We appreciate the opportunity to provide these comments. If you have any questions, please contact Mark Eberle, NPS, at mark_eberle@nps.gov. Please feel free to reach out to me at andrew_raddant@ios.doi.gov if I can be of further assistance.

Sincerely,

Andrew L. Raddant
Regional Environmental Officer

Electronic distribution: Jeffery Amplement, NFTA, transitexpansion@nfta.com

cc: SHPO-NY (Daniel.Mackay@parks.ny.gov)
Mark Eberle, NPS (Mark_Eberle@nps.gov)

921 Main St. #218
Buffalo, NY 14203
2025 September 07

Attention: Jeffery Amplement
Metro Transit Expansion Project
Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, New York 14203

RE: Amherst-Tonawanda Corridor Transit Expansion Project

Dear Mr. Amplement:

1845 As a frequent patron of both bus and rail, and having never have ridden a heavy or light rail subway before, 40 years ago when the Niagara Frontiers Transit Authority's (N.F.T.A.) Light Rail opened, I thought it was wonderful, and was in favor of, and hoping it would expand. I used to attend Citizens for Rapid Transit (Lewis Harriman, Jr.) / Citizens for Regional Transit meetings urging NFTA to expand the metro rail system. That was 25 plus years ago. Now, I am opposed to any further expansion of the rail or any of the NFTA's large scale costly projects, including your Bus Rapid Transit (BRT) project which would be integrated in to Amherst Tonawanda LRT extension.

1846 According to the Brookings institute, a non-partisan think tank, claims Erie County, NY is one of the most sprawled counties in the nation, along with one of the most racially segregated.

New York State University at Buffalo's main street campus also known as the south campus, and the New York State University at Buffalo built in the town of Amherst in the 1960's aka north campus, is currently served by a UB shuttle bus

known as the stampede shuttle bus which runs frequently between each campus, and all the universities buildings. I do not know what the annual shuttle service budget is, but I am sure that it is a fraction of the proposed $2 billion plus designated for the LRT extension.

Many believe that building that expanding the University campus out in Amherst was the death of the City of Buffalo, and the expansion and growth of Amherst, was at the expensive of the hollowing out the inner core of Buffalo. One only has to see how desolate downtown Buffalo has become, in part due to the NFTA's current light rail, thus making people want to reject further expansion, in the fear that would occur to their community.

I grew up in a first ring suburb, and much of the town along with other portions of Erie County there were vast areas of greenspace, wild fields, swampland, and wetlands. UB north campus was built on wetlands, as well as the Galleria Mall. All of Erie County has been over built from when I was a kid. Great environmental damage and distress has been done to the area. I see the expansion of the light rail to Amherst Tonawanda extension as a means of concreting past development and planning errors in place permanently.

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It was the New York State's Comptroller who stated that the abundance of state authorities which are independent governments accountable to no one, with bonding authority, which can cause financial hardship to the New York State as a whole. And, thus another reason why I am opposed to any further expansion or extension of any of the NFTA's projects. See the attached New York State Debt report by the Comptroller.

City of Buffalo currently owes over $70 million dollars, and increasing. City of Buffalo has a state-run control Buffalo Fiscal Stability Authority (BFSA).

As of late 2024 Erie County, NY, borrowed $174 million dollars, and is increasing. Erie County has a state-run control board known as Erie County Fiscal Stability Authority (ECFSB)

NFTA currently owes $106.8 million dollars, and is due to capital projects such as the airport.

New York State is in debt and owes $63.9 billion, and as of 2024 March has $23.4 billion in savings which is spread across many different state funds, and is not an adequate cushion to fall back on.

Federal government current debt is $37 trillion dollars, and increasing

The federal government, New York State, and Erie County residents cannot afford this capital-intensive project, and citizens and New York residents are tired of government delegating away our choices, our freedom, and liberty away and, imposing things on them they do not want, at least I am.

I see both BRT and LRT as projects which Kimberley Minkel can hang her legacy hat on before retiring, and leaving the overburdened taxpayers with the costs of maintaining this environmental monstrosity. One only has to see the financial mess New York City's MTA is in, I have read and seen on CBS's 60 minutes like $50 billion dollars is needed to upgrade and repair their system.

Is it not possible to any of our elected, and appointed terrorists to live below their means and put money into a financial reserve, rainy day fund, or savings? Is it not possible to put large capital projects up for a public vote around election time, instead of imposing things on people?

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Amherst, NY (130,209), U S Census 2023 estimated population,

Buffalo, NY (276,617), U S Census 2024 estimated population.

Erie County, NY (950,602), U S Census 2024 estimated population.

Buffalo, NY per capita income is listed as $30,995, 2019-2023 U S Census Bureau Buffalo, NY median household income is between $46,458 or $48,050 as of 2023 U S Census Bureau, with many, including myself falling below those the median

income. With 28.3% of the residents living below the poverty line, which is the 7th highest in the nation. Amherst's household median income as $93,119, 2019-2023 U S Census.

Many people who reside in Buffalo do not own a car. Buffalo has a higher-than-average percentage of households without a car: 30 percent in 2015, decreasing to 28.2 percent in 2016 [303] from Buffalo NY Wikipedia page. Amherst households car ownership is much higher, and most travel alone in the comfort of their own vehicle, 1% or less use public transportation.

303. Maciag, Mike (December 9, 2014). "Car Ownership in U.S. Cities Data and Map" (http://www.governing.com/gov-data/car-ownership-numbers-of-vehicles-by-city map.html) .Governing Archived. (https://web.archive.org/web/20180511162014/http://www.governing.com/gov-data/car-ownership-numbers-of-vehicles-by-city-map.html) from the original on May 11, 2018 . Retrieved May 3, 2018.

Keep it simple stupid (K.I.S.S.). You should be focusing on your attention on the inner city of Buffalo, and attempting to get people where they need to get to as fast as possible, by bus, thus costing the taxpayers less and maybe encouraging more people who need public transit to move into the inner city what the public transportation could be great. Stop fantasizing about expanded rail, thus causing further sprawl and, more environmental damage to the community at the same time burdening the over burden federal, state, county, taxpayers and rider patrons with additional costs to their lives. Focus on living below your financial means. The question to the terrorists in government, are you serving the people, or are the people serving you(r) governmental organization?

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Things the NFTA should change, correct, or improve.

On more than one occasion over the years as I was waiting for various buses, and the route was different from what the designated bus was. The driver had to verbally inform passengers I am a .... bus. The driver claimed they could not change the route and destination signs.

Install more bus shelter throughout the inner city.

Install more benches or seating along the various routes, not everyone able to stand for 20 minutes or more waiting for a bus. I noticed late last year that two metal benches were either removed by the NFTA, or stolen from the Allen Hospital

subway station, one from the inbound side and one from the outbound side. I used to sit in the bench closest to the outbound side nearest the elevator.

Hire more bus drivers, mechanics, PAL van drivers, and train drivers, and increase their pay, at the same time you should get rid of your over paid transit greeters.

Buses should be timed more frequently, maybe like every 10-15 minutes, to avoid overcrowding, which most bus I use are. There are too many fat old people with walkers which should be folded up, and everyone is carrying too much stuff.

Retain the same time schedule on both weekdays and weekends and throughout the year, schedules should not change four times a year, nor should one have to wait longer on the weekends because there are not as many buses, trains, or vans running. People want to get to where there going as fast as possible, and not have to wait.

Fix the holes in the roof of your new Church station with the stupid blue and red circles art work. I would like to get out of the rain and snow, it appears from the blue and red circled art work, that passengers are going to be rained and snowed on even when waiting at above ground station.

Stop putting the burden of shoveling bus stops and shelters on businesses, municipalities, and citizens. How about using solar energy to heat and light the shelters and help melt the snow. One may also be able to use wasted heat or residual heat from the sewers to melt the snow as well. How about talking to NYSERTA about energy efficient ways to heat, light, melt snow around shelters.

Remove the electronic gates in the various station, they are an invasion of people's privacy, as well as a burden and obstacle when one is carrying a lot of things to have to put things down to retrieve one's fare ticket for the gates to open. I see that impeding one's travel as opposed to the previous system as liberating. Those riders who previously failed to pay their fare, are most likely the same people failing to pay their fare today. If everyone made a salary extorting $200,000 such as Ms. Minkel makes, one would be more able and willing to pay their fare.

Further, the bus drivers dislike the corresponding fare boxes because the fare box is more finicky on accepting paper bills, thus slowing the process down. One may have to tap their cell more than once for the fare box to recognize the rider has paid via cellphone.

How about fixing, painting or replacing the concaved or curved metal support walls in the various transit stations, they look awful.

Get rid of you transit greeters. I do not want to be greeted by someone whose income is much higher than mine, and whose income was extorted from the taxpayers, only to make sure one who is less well-off pays their fare. I see these transit greeters as an unnecessary form of duress on those low-income people who cannot afford the fare.

Stop removing bus stops throughout the route with the illusion you're going to get people to their destination faster, if they do not have to stop as frequently. Is the public serving you, or are you serving the public? Not everyone is able to walk as far as when they were younger.

Scooters and wheelchairs should be band on buses due to the take up too much space on an already overcrowded bus. Scooters and wheelchairs should be required to use NFTA PAL vans.

1856

I may not be the lead plaintiff opposing BRT or LRT Amherst Tonawanda extension, but I will contribute money to become a plaintiff in a law suit if, and when one is started.

Sincerely,
James Brem
Pissed off transit user

Office of the New York
STATE COMPTROLLER
Thomas P. DiNapoli



2022 Financial Condition Report
For Fiscal Year Ended March 31, 2022

# Debt

The debt burden of a governmental entity creates fixed costs that directly affect its ability to provide current services, as well as its long-term fiscal health. High borrowing levels may:

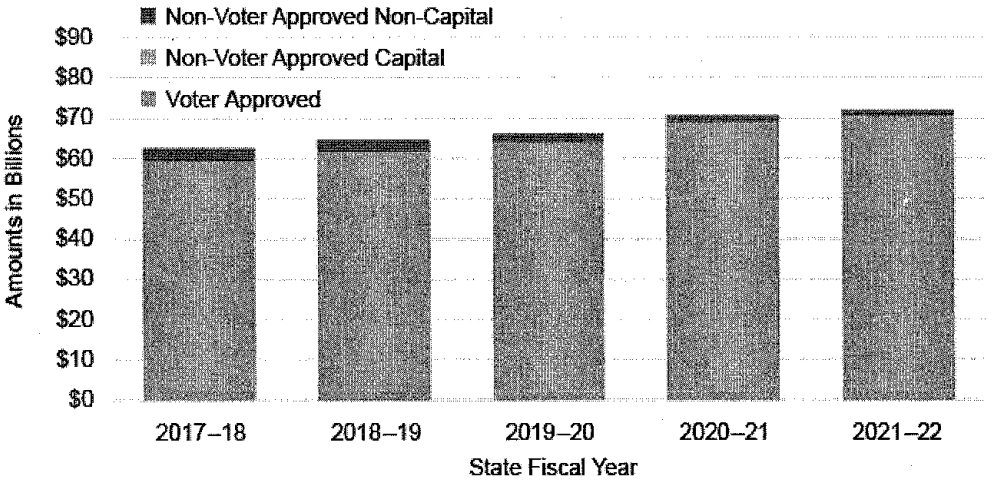
- Indicate reduced ability to support current programs with current revenues.
- Force future program reductions, increased taxation or additional future borrowing.
- Limit the capacity to finance future capital assets and grants.

## New York State Ranks Second Highest in Outstanding Debt Nationwide

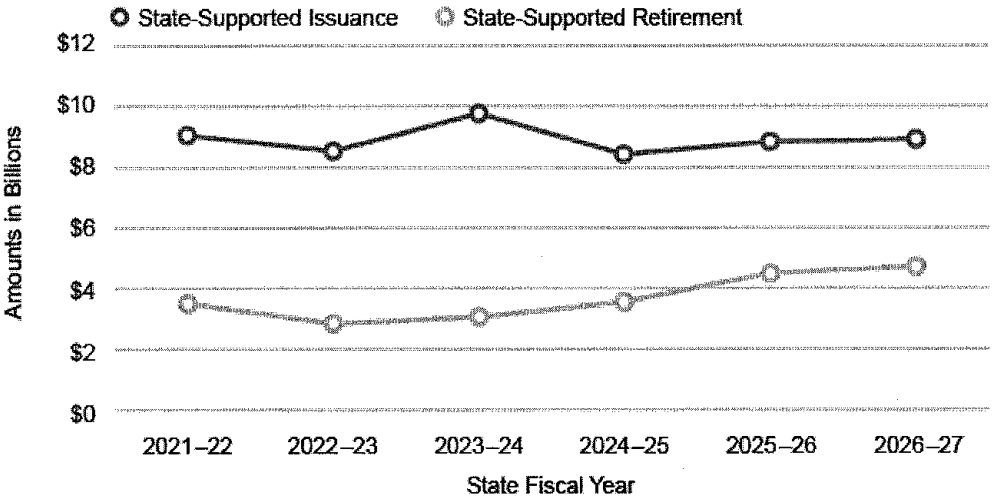
- At the end of SFY 2021-22, the State reported the following debt levels:
  - $2 billion of constitutionally authorized, voter-approved general obligation debt, a decrease of 15.8 percent since SFY 2017-18.
  - $61.9 billion of State-Supported debt, as defined in State law, an increase of 20.8 percent since SFY 2017-18.
  - $70 billion of debt reported in accordance with Generally Accepted Accounting Principles (GAAP), an increase of just under 24.5 percent since SFY 2017-18.
  - $72 billion of State-Funded debt, an increase of 15.1 percent since SFY 2017-18. This is the State Comptroller's more comprehensive measure of the State's debt burden, which includes certain obligations that are not recognized within the measure of State-Supported debt. It recognizes debt for which the State makes payments with State resources, directly or indirectly, to a public authority, bank trustee or other municipal issuer. More than 97 percent of State-Funded debt has been issued by public authorities without voter approval.

- In SFY 2020-21, New York State had the second highest debt burden, behind only California. It was sixth highest among all states in debt per capita.
- At the end of SFY 2021-22, State-Funded debt outstanding per capita was $3,638. State-Funded debt was equivalent to 4.8 percent of State personal income.

**State-Funded Debt Outstanding**




**Projected State Debt Issuance and Retirement**

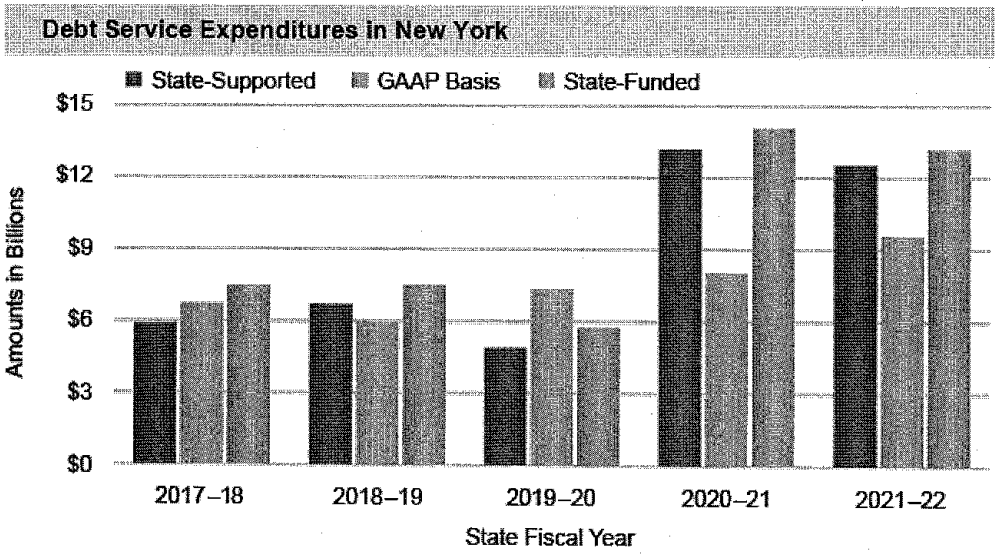



- The State's accumulated deficit financing was $148.9 million in SFY 2021-22. This includes bonds issued by the Urban Development Corporation to refund certain Local Government Assistance Corporation (LGAC) bonds and the Municipal Bond Bank Agency.

- New York issues State-Supported debt to fund certain capital purpose grants to other entities, which creates State liabilities without corresponding State assets.

# New York State Projects Increasing Debt Levels in Coming Years

- The SFY 2022-23 Enacted Budget Five-Year Capital Program and Financing Plan projects that the State will issue 238 percent more debt than it will retire over the next five years, with:
  - $44.5 billion of new issuances of State-Supported debt; and
  - $18.7 billion of State-Supported debt retirements.
- The Debt Reform Act of 2000 defines State-Supported debt and sets limits on the amount of State-Supported debt outstanding and debt service, based on affordability measures such as State personal income and All Fund receipts. The State projects reduced statutory debt capacity over the next five years, declining to $309 million in SFY 2026-27. For both SFYs 2020-21 and 2021-22, new debt issuances were excluded from the caps on debt outstanding and debt service. The SFY 2022-23 Enacted Budget restored counting new debt issued in SFY 2022-23 and beyond under the caps, but continued to exclude debt resulting from the $17.9 billion issued in the previous two years. It also continued to authorize debt issuance for MTA purposes in excess of the 30-year maximum term limit, up to 50 years.
- $7.6 billion in State-Supported debt service otherwise due during SFY 2022-23 through SFY 2026-27 was prepaid or defeased in SFY 2021-22. Prepayments typically do not reduce the State's interest costs, and artificially reduce reported year-over-year growth in both debt service and overall spending levels.



# New York State Bond Ratings

At the end of SFY 2021-22, the State's general obligation bond ratings were assigned as follows:

- AA+ by Fitch Ratings;
- Aa2 by Moody's Investors Service; and
- AA+ by Standard & Poor's (S&P) Rating Services.

These ratings are one to two steps below the highest investment grade ratings. In April 2022, Moody's upgraded the State's credit to Aa1, reflecting a significant increase in resources combined with agile financial management that projected balanced budgets through the State's five-year financial plan. Ratings can influence interest rates and bond pricing. Higher ratings provide greater confidence to the investment community that the issuer is willing and able to meet the financial commitments of its obligations. The rating agencies have previously cited issuing additional debt for operating purposes as a potential risk factor that may lead to a downgrade of the State's credit rating.

**OUR OFFICE**

**TOOLS**

**INITIATIVES**

**HELP**

SUBSCRIBE TO THE COMPTROLLER'S WEEKLY NEWSLETTER

Email Address

## Comments

Please provide your comments on the Draft Enviornmental Impact Statement and Draft Section 4(f) Evaluation.

I'm for the extension of the light rail rapid transit, in most any direction. I use it one day a week to get to my volunteer position. I come and go from the University Park and Ride. However, the currently planned route to the UB north campus is SO ill-conceived! (Too many right and left 90° turns). Would it be possible to go farther north under Niagara Falls Blvd, turn under Ridge Lea Rd and I-290 + I-990 heading directly into the campus? Another route might be Grover Cleveland Hwy and up Millersport Hwy to the campus.

Again, I'm for an extention, but opposed to the route. As is said "Better late than never." ...35-40 years late.

**Submit Comments Online**

**Comment Submission Deadline: 4:00pm on September 8, 2025**

*We want*
*hear from*

Please use the s
share your comm
more space, ple
out additional sh

**Name:** Sally

**Address:** 94 (
Tonawanda

**Email:**

**Phone Number:**

**Affiliation** (if app
of Tn. of Tona

**Have mo**

Email us at:
transitexpans

Federal Transit
Administration

# NFTA - Submission # 2340

**NFTA - RECORD #2340 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Ken |
| **Last Name :** | Stiver |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2083

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2341

**NFTA - RECORD #2341 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Anthony |
| **Last Name :** | Port |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2082

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2342

**NFTA - RECORD #2342 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/1/2025 |
| **First Name :** | Ana |
| **Last Name :** | Paul |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

To whom it may concern,

2081

I am a UB  student. Please keep the light rail in Buffalo and please do expand it. It is the most convenient method of transportation for students. I live near UB South campus and it is great to be able to take the light rail downtown. The light rail is a great way to avoid traffic and it's fast and easy and convenient. Busses just tend to be unreliable and less straight forward and are susceptible to traffic and also Buffalo potholes! Please expand the light rail- the students love it!!!!
Thank you for your time!

# NFTA - Submission # 2343

**NFTA - RECORD #2343 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/1/2025 |
| **First Name :** | Julia |
| **Last Name :** | Tran |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Hi NFTA,

2080

I would like to send my support for expansion of the light rail over buses in Buffalo. I feel this would greatly help students throughout the Buffalo area.

Thank you,
Julia
MD Candidate Class of 2028

# NFTA - Submission # 2344

**NFTA - RECORD #2344 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/1/2025 |
| **First Name :** | Annie |
| **Last Name :** | Jarvis |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Good Morning,

2079

I am writing as a UB grad student to express the importance of a light rail system to UB North, Tonawanda, and Amherst, rather than a bus system. This would be a huge improvement to the community and allow UB students without cars to travel throughout our community more easily. The efficiency of the light rail system is unmatched by a bus system. Please consider the desire of the young students in Buffalo!

Best,
Annie Jarvis

# NFTA - Submission # 2345

**NFTA - RECORD #2345 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/1/2025 |
| **First Name :** | Alex |
| **Last Name :** | Faulhaber |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Hello,

2078

I am a UB student and East Amherst resident of 21 years. I am in full support of a light rail and think that it should be chosen over buses. It will benefit the community immensely and make things a lot easier and more convenient for UB students.

Thank you,
Alex

# NFTA - Submission # 2346

**NFTA - RECORD #2346 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/1/2025 |
| **First Name :** | Jo |
| **Last Name :** | McNamara |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Hello,

2077

My name is Debra McNamara and I'm writing to express my support for the expansion of Metro Rail to UB North Campus, Tonowanda, and Amherst. Light Rail offers capacity of 540 passengers PER TRIP! Every 10 minutes, which would END overcrowded buses and significantly reduce wait times and crowded bus stops.

We want LIGHT RAIL not buses! Bring better transit to Buffalo!

Regards,
Debra McNamara
Hamburg Resident

# NFTA - Submission # 2347

**NFTA - RECORD #2347 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/2/2025 |
| **First Name :** | Adiba |
| **Last Name :** | Akhter |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2076

Hello, I had seen a petition to reduce the use of buses on campus and instead switch to light rails and with the provided email I thought I would reach out and advocate for it as well. The buses are inefficient and more often than not, brings me to campus extremely late for my classes. Often times I have to wait for several buses to come by, fill up, and leave before I could fit myself into one as well. It is not only time consuming, but degrading for the environment to have so many buses, even though given that massive number, they still can't effectively transport students from campus to campus. Light rails could definitely pack more students, as well as move more effectively instead of having to heavily rely on the state of public traffic from personal vehicles. Our subway system is already so minimal, so bringing this into our city of Buffalo would certainly be of benefit to not only UB students, but the general public and health of the environment as well. Hopefully, these are some things you will consider when making the decision regarding the light rails; it would be an immense improvement to the transportation we have currently. Thank you.

Best,

Adiba Akhter
UB Student

# NFTA - Submission # 2348

**NFTA - RECORD #2348 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/1/2025 |
| **First Name :** | Jo |
| **Last Name :** | Yanko |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

To whom it may concern,

2075

Hello. My name is Jo Yanko, and I'm a student at the University of Buffalo (UB). While I no longer rely on public transportation, I used to for my first year of school. It was often difficult to rely on the buses at UB as they often filled up quickly and I would have to wait longer than expected to get from South Campus to North Campus, which sometimes made me late for class. This is an issue that still affects students at UB today. That's why I'm emailing in support of a lightrail expansion rather than more buses. In addition to making transportation more convenient for students, this expansion would also lower gas emissions, as it would remove the need for so many buses and for students to rely on cars/Uber/Lyft.
Thank you for your consideration and time, and please consider expanding the lightrail.

Best,
Jo Yanko

# NFTA - Submission # 2349

**NFTA - RECORD #2349 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/2/2025 |
| **First Name :** | Adnan |
| **Last Name :** | Hossain |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2074

Good afternoon,

I am a UB student emailing in the show my support for the proposed plan of expanding the current LRT system to the north towns and UB north campus. As a student and buffalo native I am very passionate about this and want to show my support.

Best regards,
Adnan H

# NFTA - Submission # 2350

**NFTA - RECORD #2350 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Jonathan |
| **Last Name :** | DePlanche |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2064 As a resident of the Town of Amherst, I have a few comments and concerns about the proposed extension of the Metro Rail.

First, this expansion appears to be primarily for the benefit of the University of Buffalo (UB), and the students, faculty, and staff going between campuses, rather than for the benefit of the community as a whole. I do not think this is purpose of the NFTA, or public transportation in general. While there are other stops along the proposed corridor, 3 of the 10 proposed stops are on the UB north campus. These stops are also in much closer proximity to one another than any of the other stops along the proposed route. This is clearly favoring the university over other business and residences along the corridor. The stops on campus appear to be less than 1/4 mile apart, which is closer than the distance from some of the dorms to the academic buildings. Meanwhile, the distance from a station to Tops or Wegmans on Maple Rd. is at least 1/4 mile away, and even farther to other retail businesses. It is not right that there are so many stops at the university and so few at other locations if this truly is being designed for all not just a select few.

In addition, of the 3 stops at UB, none of them are in close proximity to Alumni Arena, the stadium, or the Center for the Arts, all of which have events which bring in the public. If the true intent of the project was to connect to destinations for the public, stops much closer to these locations would have been included. The taxpayers and residents of the area should not have to pay for and deal with an extension of the rail to primarily benefit the university.

2065 Another concern is that the proposed extension goes through the intersection of JJ Audubon and Frontier Roads on the UB Campus. This intersection was recently reconstructed along with the replacement of the bridge just to the north. As part of that project, the intersection was replaced with a roundabout. In order to get through this intersection, the proposed rail would have to go through the roundabout. The existing roadway and location of the bridges would not allow this to go directly through the center of the roundabout, but it would need to stay to the eastern portion of this, likely putting it partially in the travel lanes. This seems like it would not only be difficult to both drive and maintain, but very confusing and unsafe for motorists as it is atypical and drivers may not understand now to navigate through this. Furthermore, with the bike path and cemetery in close proximity, there is very little room to move farther out of the roundabout. A "road diet" has already been applied to this section of JJ Audubon, and while there is room for the rail, it does not appear to be well suited for it without decreasing safety in the roundabout or impacting the adjacent cultural resourses.

2066 The proposed typical cross sections on both Niagara Falls Blvd and Maple Road would have the stations for either the LRT or BRT in the center of the existing roadway. This seems very unsafe. These roads have some of the heaviest traffic in the area, and having stations essentially in the median would require pedestrians to cross the roads. These roads are already difficult to cross and adding a rail to the center would make that even

more dangerous. While pedestrian crossings will be added, there is still a very high risk that people are not going to cross at these locations. These is most evident on Niagara Falls Blvd. north of I-290 where there have been several pedestrian accidents in recent years, due to a combination of poor visibility and pedestrians crossing mid-block. While pedetrains shouldn't be crossing at these locations, people will often take the shortest route to their destination, regardless of the risk. Putting stations in the middle of traffic will significantly increase that risk as they try to get to the station or to their destination.

Likewise, working downtown, I often see pedestrians running for both the train and busses, trying to catch it before it leaves the stop. These people are not looking to see what is coming, only that they need to get to the train or bus before it departs. If they miss it, they know they have to wait for the next one, and no one likes to wait even for a short time. When on a relatively low volume roadway like Main St. in downtown Buffalo, this isn't too big of a concern. However, if this same behavior happens on Maple Rd. or Niagara Falls Blvd., it could very easily lead to accidents and injuries - either cars hitting pedestrians, or cars having to slam on the breaks and getting rear ended. Adding stations in the center of such busy roads does not seem like a very well thought out plan, and that additional alternatives should be considered.

2068 I also question where the snow from these proposed stations is going to go, and how it is going to be removed. With the stations being in the center of the roadway, it would seem that the only place to put the snow would be onto the adjacent roadway. This is not safe for the vehicular traffic using those roadways. The County and State already have a difficult time keeping up with snow removal as it is. These proposed stations would not only be an obstacle to go around, but if the snow from them is being pushed onto the roadway, that is even more that would need to be cleared, and now timed with the NFTA's snow removal operations.

2069 This proposed extension would also take 1 or 2 existing traffic lanes from Maple Road. This road is already difficult to travel during peak times due to the traffic. Reducing the number of lanes here is going to lead to more delays, and more frustration for drivers. This is most concerning at the intersection of Maple Road and N. Bailey Ave. This intersection has been performing poorly for years, and with additional retail development north of Maple Road, it is only going to get worse. Removing 1-2 lanes on Maple Road through this intersection for the rail or buses is going to make this even worse, and should not be allowed. My understanding is that this intersection received $3.5 million in CMAQ/CRP funding for the reconstruction of this intersection. Are the 2 projects working together to ensure this is case, or will that design and construction be ripped apart when the rail were to come in, thereby wasting that funding.

Maple Road is the primary east-west corridor in this area, as it is the only way to cross I-290 in this vicinity. If this extension takes place, there are not good alternative routes for traffic. There is no comparable east-west roads to the north. To the south, there is Sheridan Drive, but that is a fair distance away and also quite busy. Very likely, people will begin to use the local roads through the neighborhoods just south of Maple Road to avoid the congestion and delays with the new route being present. The traffic on streets such and Sweet Home Dr., Emerson Dr., and others would be impacted. The report does not seem to account for this very real possibility, and the effect it will have on the residents here and their property values.

2070 The proposed extension also does not include any stations to these new businesses north of Maple Road. These area is developing rapidly, has limited parking and roads for getting in and out, but seems to be completely left out of this plan to connect the metro rail with more businesses. It seems like this area would be

better served than the old Boulevard Mall location that is sitting largely vacant.

2072 There are apparently "plans" to develop the mall into other uses, however, those have not happened, and it is not clear if they ever will. Spending this amount of funding on a rail and stations with a stop there seems like many hopes and dreams, not reality. The fact is, there was a successful mall there for many years that did not need the rail to make it work. Changing times and online shopping have made malls and other shopping centers go away. Likewise, further development in others parts of the area have changed where people want to shop. Adding a rail and stations is not going to bring people and businesses back. If that were the solution, Main St. in downtown Buffalo would be thriving. However, that is not the case. In fact, recent projects have spent millions of dollars to get cars back onto Main St. because foot and rail traffic alone was a determent to these businesses.

2073 While the report attempts to address may of these concerns, it does not adequately address them in my opinion. In addition, the report makes many assumptions about ridership, the proposed locations of stations, and development in the area. If the report is incorrect about these, the community is going to be stuck with this rail for many, many years to come. It is very unlikely that if built, the rail will ever be removed. If the light rail option is selected, portions of that with poor ridership or that are problematic to motorists and bicyclists can't just be abandoned, as the rail needs to be a continuous system. So if it doesn't work, we are stuck with a problem that many never wanted in the first place. With alternatives such as electric buses becoming more mainstream, and more adaptable to changing routes, these should be given more consideration than permanently modifying existing roads to accommodate this expansion.

Jonathan DePlanche'
Amherst, NY
14221

# NFTA - Submission # 2351

**NFTA - RECORD #2351 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Dwayne |
| **Last Name :** | Marsh |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Dear NFTA,

2063

I write in strong support of the long-overdue Metro Rail extension to Amherst. Nearly 40 years since the system's original launch, this project is needed now more than ever.

This expansion would not only better connect the University at Buffalo's North and South Campuses, Amherst, Tonawanda, and downtown, but it would also dovetail seamlessly with the opening of the upcoming DL&W Metro Rail station. Combined with ongoing developments like the new transit hub at DL&W, Canalside enhancements, the market build-out, and potential revitalization of the Cobblestone District, this is a moment of momentum for Western New York.

Launching the extension now, rather than delaying, will avoid rising construction and acquisition costs, ensuring that students, residents, and commuters finally receive the elevated, modern transit they deserve. It also paves the way for further expansions down the road: to the airport, Niagara Falls, Larkinville and the East Side, and the Southtowns including the new Bills stadium. Let's seize this moment to unlock connectivity, sustainability, and economic growth for our region.

Sincerely,

Dwayne Marsh Jr.

# NFTA - Submission # 2352

**NFTA - RECORD #2352 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Karen |
| **Last Name :** | Reichert |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2048 My name is Karen Reichert. I am a resident of Amherst at 186 Allenhurst Road along with my husband, David Reichert. We are strongly opposed to the rail expansion project. Below are our comments/concerns.

1.
2.

2049 3.Bus option
4.
a.
b.
c.With both metro buses and UB buses currently on the road, consolidating to the bus option would reduce traffic in
d.itself
e.
f.
g.
h.Would there be any bus service, UB or metro, overlapping the rail expansion route? If so this would be duplicative
i.and wasteful.
j.
5.
6.

2050 7.Students (current and former) at the last public meeting claimed they are isolated, yet they have many transportation
8.resources available to them. They do not need a car to attend UB. If they do not have one, they could live on campus or somewhere that either has a shuttle or is on a UB or metro bus route. This is a large area of options. I am curious as to what transportation
9.need
10.is not being met. No public or academic transportation system is going to cover every inch of a graphic area.
11.
a.
b.
c.They have access to buses that take them throughout all 3 campuses
d.
e.
f.
g.They have access to buses that take them up to the door of many establishments throughout the community

h.
i.
ii.
iii.With the rail they would have to walk between the train and their final destination with any purchases they have made
iv.
i.
j.
k.They have access to nfta metro buses if they want to go somewhere that is not serviced by the UB bus system
l.
12.
2052 13.
14.Quality of life due to Blasting/drilling from university station up NFBlvd
15.
a.
b.
c.Damage to homes
d.
e.
f.
g.Disruption to residents
h.
i.
ii.
iii.Young children
iv.
v.
vi.
vii.People working from home
viii.
ix.
x.
xi.Pets
xii.
xiii.
xiv.
xv.Vulnerable community members
xvi.
i.
j.
k.Disruption to wildlife
l.
16.

2053
17.
18.Traffic concerns related to Construction/blasting/drilling from university station up NFBlvd
19.
a.
b.
c.Will traffic need to be diverted/rerouted in the university district & surrounding areas? What is the construction
d.traffic plan?
e.
f.
g.
h.Traffic has already increased on side streets off kenmore from main to the blvd and off the blvd from kenmore north
i.since kenmore was reconfigured with single traffic lanes and bike lanes as people try to avoid the light at kenmore ave and Niagara Falls Blvd.
j.
k.
l.
m.How will residents on Allenhurst and surrounding side streets be kept safe from and not be disturbed by an increase
n.in traffic? Drag racing and running stop signs are already issues on the street. There is also a lot of pedestrian activity including from both the allenhurst and princeton apartments. Pedestrians will not be safe, particularly people who use wheelchairs and
o.parents with children in strollers who walk in the street because the sidewalks are in disrepair.
p.
i.
2054
ii.
iii.Stop signs with cameras and speed bumps should be considered during construction, as well as police presence
iv.
q.
2055
r.
s.How long is expected for construction from the university station to the train coming above ground on NFB?
t.
20.
2056
21.
22.How will a new rail system be proactively maintained to avoid the frequent, years long construction with disruptions
23.to services and use of stations that the old system experiences for maintenance?
24.
25.
26.
2057
27.What is the snow management plan?
28.
a.

b.
c.Who will be responsible for snow clearing around the stops?
d.
e.
f.
g.Where will snow that is plowed be placed, particularly on NFB and at the stations
h.
i.
j.
k.Snow removal in this region is a disgrace as it is, not to mention access to existing bus and rail stops and stations.
l.This poses a hazardous challenge for people with mobility challenges as well as the general public. My husband and I have both personally experienced this as people who use the existing train to go to events downtown.
m.
29.
2059 30.
31.I think the expectations of ridership beyond UB students is being drastically over stated.
32.
33.
2060 34.
35.How will access to university station be impacted during construction? We are a family that utilizes the existing
36.train to attend events downtown. Of particular concern is my husband who is a power wheelchair user who is a member of the hockey media community and as such attends all of the sabres home games, which he can currently easily access the station independently.
37.
38.
39.
2061 40.Planning the route based on what is anticipated to be at a given location is impractical and irresponsible. Station
41.12 has yet to add anything besides Whole Foods, and the expected occupants are supposed to be high end retailers. People who can afford to shop in those establishments will not be taking the train there.
42.
43.
44.
2062 45.We feel that an overhaul of the current bus system that integrates what UB offers to students is the best option if
46.the NFTA is going to base the project on the wants and needs of the university, which appears to be the goal. Any project that reduces available traffic lanes and encroaches on people's property is unnecessary and irresponsible.
47.

# NFTA - Submission # 2353

**NFTA - RECORD #2353 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | Bonnie |
| **Last Name :** | Hathaway |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

September 4, 2025

2042 Concerns and Suggestions Regarding Subway Route Expansion

Personal Experience and Overview

As a concerned citizen and resident of Audubon, I have participated in all pre-planning meetings concerning the proposed expansion of subway routes. After considering both perspectives, I have developed serious concerns for several reasons.

2043 User Benefit and Alternative Options

The main issue lies in the limited number of users who would truly benefit from this expansion. If there is a genuine need for increased public transportation, adding more buses to existing routes would be far less disruptive to homes, businesses, and daily life. Enhancing bus service to the park and ride near the 990 would adequately serve the projected demand for downtown travel.

2044 Weather and Practicality

Buffalo's harsh winters raise practical concerns about the proposed subway stops. Expecting riders to exit at the old Boulevard Mall and walk to stores such as Target, Costco, or Wegmans—then carry bags back to the station—is unrealistic in winter conditions.

2045 Route Planning Concerns

Routing the subway down JJ Audubon does not seem practical, as riders cannot conveniently access the Senior Center (restricted to Amherst residents) or the library, which many already have closer to their home. Additionally, the plan would negatively affect response times for Amherst Police, fire trucks, and ambulances, which frequently assist senior residents in the area.

2046 Impact on Audubon Residents and Environment

Audubon's community was developed with the understanding that homes were built on sand and clay, requiring ongoing foundation repairs. Subway construction would only worsen this problem, leading to further expenses for residents. Home values would likely decline, and environmental disruption would reduce bird and wildlife populations—key attractions for those who walk the local paths daily. The noise and vibration from construction and train operations would impact all residents, diminishing the peaceful character that drew us to this neighborhood.

2047 Suggestions

- Increase bus service and conduct a usability study to adjust routes based on actual demand. For example, UB buses often run nearly empty during break periods. There would be no disruption to residents and wildlife.
- If a subway or above-ground route is necessary, consider an alignment that starts at the current UB South location, turns right onto Main Street, left onto Bailey, then follows Millersport to UB, placing the station on campus. This approach would continue to affect homes but fewer businesses and preserve the Audubon area. Additionally, a bus could connect to the park and ride to the 990.

# NFTA - Submission # 2354

**NFTA - RECORD #2354 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Laura |
| **Last Name :** | Graham |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2036 To Whom It May Concern,

I have been a resident of Amherst for nearly sixty-two years and write to express my opposition to the NFTA's billion-dollar light rail expansion through Amherst and Tonawanda. I find the projected ridership figures overly optimistic and worry that this project could depress local property values, leading to a decline in Amherst's property tax revenues. Our community is already densely developed, and adding rail infrastructure will only compound existing challenges.

2037 Unlike buses, which can easily adapt routes to evolving demand and serve destinations near restaurants and shops, a fixed-rail system lacks the flexibility to reach the places people actually want to go. Once rail lines are in place, they cannot be rerouted to meet changing needs. Moreover, construction will inevitably disrupt current

2038 businesses—just as it did along Buffalo's Main Street—potentially driving many small enterprises to closure at a time when tariffs and economic instability already strain their survival.

2039 The planned corridor along Niagara Falls Boulevard and Maple Road is among the busiest in our area. Five years of lane reductions and construction will wreak havoc on traffic flow, especially during the holiday season.

2040 I'm also deeply concerned about the homes and commercial buildings lining the route. These properties sit atop unstable soils that have already caused foundation problems; dismissing any adverse impacts seems wishful at best.

2041 With inflation and new steel tariffs, the final cost of this project will far exceed today's estimates. In contrast, electric bus rapid transit offers residents and businesses a far more practical alternative: no property demolitions, no construction-related business losses, and no long-term traffic nightmares—all while preserving sales tax revenues and property values for Amherst.

Thank you for considering my perspective.

Sincerely,

Laura Graham

# NFTA - Submission # 2355

**NFTA - RECORD #2355 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | susan |
| **Last Name :** | kraske |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2033 Niagara Falls Blvd & Maple Rd intersection flood during heavy rain now, we are going to have pump out a train tunnel (more infrastructure problems, AKA sewer work). UB just used our taxpayer dollars for new traffic circles

2034 & bridges; we do not need train tracks & more road construction to wait through in busy traffic areas. UB already has busses running from one campus to another.

2035 We do not need anymore businesses in the "City of Amherst".

Amherst residents have cars & do not need public transportation. We do not need electric busses or trains in Amherst. Keep the city of Buffalo downtown not in Amherst. We pay plenty to live in Amherst. It is already over crowded. This will negatively affect property values.

Thank you for letting me express my concerns being a 60 year Amherst tax payer.

# NFTA - Submission # 2356

**NFTA - RECORD #2356 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | ian |
| **Last Name :** | wedgewood |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2030 Hi, i'm an advocate for the light rail expansion in amherst. While some of my neighbors in eggertsville has lawn signs for "no to metro" i'm for it.

2031

my kids are 7,5 and 1 and i know that with a train expansion, by the time they are teens, they would have so

2032 much freedom to travel throughout the town to see moves, get jobs, shop. My wife works in an office building on the audubon and we bought our house in this neighborhood when discussions were first coming up for the train expansion in 2017. We bought here to take advantage of the transit options, and i know like-minded people will too.

on a side note: it would be insane not to consider reaching out to the boring company, especially since the company's details of the memphis tunel came out that they will require no funding by tax payers. forget politics, or if some here dislikes the owner, that is an amazing proposition for public transit proponents.

anyway, build the train.

Ian J. Wedgewood

# NFTA - Submission # 2357

**NFTA - RECORD #2357 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/1/2025 |
| **First Name :** | Katherine |
| **Last Name :** | Wiltberger |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2027 No Thanks to LRT and BRT

2028 UB is not the center of Amherst. UB shouldn't be the driving force for the regional transit expansion because the students often live off campus in areas that the expansion doesn't include. There are students that drive to campus everyday in their high end vehicles that will never be interested in taking public transportation.
Most faculty and staff don't live near the proposed Project expansion.
The current economic development in Amherst for Station 12 and formerly Boulevard Mall are still in the design phase. Station 12 does not have much forward progress and JCPenney won the law suit.
The next 25 years may change, but stalled out plans is the reality. Adding a transit expansion that ends in a former swamp is not a n answer.

2029 Providing public transportation with pre-existing transportation (buses) is a more flexible alternative since projections have been wrong before. Also, the trees in the middle are nice to look at.
Thank you for your time developing the DEIS, but please focus on making the I-90 safer between the I-290 and William Exit.

# NFTA - Submission # 2358

**NFTA - RECORD #2358 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/1/2025 |
| **First Name :** | Thomas |
| **Last Name :** | Hennessy |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2015 Thank you for providing an opportunity for public comment on region altering decision.

I would like to start off with definitions of what is considered the City of Buffalo and the surrounding suburbs. The City of Buffalo city limits do not include the neighboring towns around the city limits. The region had an opportunity presented to us in the 2010's to expand the city limits to include first ring suburbs. This was met with such overwhelmingly negative response that this idea has been dropped for future consideration. Suburbs are just what they are described. They are NOT urban areas. Individuals and families have made the personal choice to live outside of city limits and chose not to be connected. If people believe that not be connected is a negative value, these people are not considering or ignoring the benefits of the suburban lifestyle. This also includes many faculty and staff that do not live in the city limits and would not benefit from the rapid transit Project that is proposed.

2016 While I am not strictly opposed to a rapid transit system, the location that is proposed has too many failures to go forward with the Project. I have never and will never agree with removing people from their homes or businesses. Examine what LRT has done to the City of Buffalo downtown businesses. The planned route is excessively disruptive for the sake of progress. As per Table 3-25 of the DEIS, the amount of forecasted rider is less than 2,400 people. The decision for the location of the rapid transit should include people who live here in the suburb, not simply an out of towner looking at bird view photos of the area. The DEIS has built-in bias and not an objective approach to the Project, following statement as it appears in the DEIS. "In the DEIS, FTA and Metro evaluated three alternatives, the No Action Alternative (No Build), the Bus Rapid Transit (BRT) Build Alternative, and the Light Rail Transit (LRT) Build Alternative which is the Locally Preferred Alternative." Strongly Disagree with LRT being the Locally Preferred Alternative.

2017 The Project is designed in a fixed manner that only considers the value of UB growth. The Town of Amherst is so much more than the north campus of UB. The fixed route of the LRT or BRT does not allow for projections to change. The planned route does not extend to the shopping district on Niagara Falls Blvd (The Boulevard) or grocery stores (nor do I want it to). The planned stop on Maple Road is at the Sweet Home Middle School. Is there a UB student that needs to go to middle school? Students will need to need to physically carry heavy items they have purchased at least a half mile or more to connect with the rails. Allowing for the existing buses to adjust to changing needs is a better alternative to address UB student concerns without being disruptive to the existing community.

2018 To support a previous statement about the location of the Project, the underground portions in the design are presumably underground because the rails would be grossly disruptive to current vehicle traffic flow. Since the NYSDOT is willing to invest the billions of dollars to the region, then make the plans to construct the entire LRT system underground. The tax payers of all NYS will understand that the City of Buffalo will benefit from the underground rail system.

2019 As in Fig 2-10, there is currently no intersection at Air Buffalo on Sweet Home. Will this be a renovated part of Sweet Home to accommodate the LRT? Also, the DEIS is lacking visual placement of park and ride at the end

2020 North of the I-990. While there is privately owned off campus housing, there are homes that have been built. The recently constructed "Preserve" housing development located off of Campbell Blvd and connects with Lynette Road will be impacted by the planned end of the rail station. Please do NOT connect to N French. Where is the design space for emergency vehicles to access the road? Platforms create blind spots.

2021 Table 3-4 (3.1.1) of DEIS illustrates the decrease in vehicle traffic volume as to legitimize the plan to remove lanes on Niagara Falls Blvd and Maple Road. This study that is cited from the GBNRTC does not account for the fact that businesses have already rescinded work from home privileges. There are more people on the road now then during the pandemic and definitely all three lanes in both directions are used constantly.

2022 Table 4-2 (4.1.2.1) of DEIS only includes loss of real property locations and it omits the actual loss of property values and community loss of businesses that will be impacted by the Project. The mitigation (4.1.3.1) that is considered for the Project will not offer sufficient compensation. Property values will not recover after the LRT constructed. No one wants to open their front window and say "look at the wonderful view and ongoing noise of mass transit". Relocation of businesses to the City of North Tonawanda and Town of Grand Island is not productive to people who were on a bus line. Table 4-6 referring to parcel square footage and tax revenue loss does not address the concern of removing people and businesses from the real property parcel and the equity that has been built for these people to be successful in growth of wealth. Plus, Table 4-6 only considers one year of tax loss and not considering year over year of tax growth for the towns. The real property taxes DO NOT go down.

2023 Table 4.3-1 indicates that there is a projected increase in housing supply. This is only one part of a greater concept for the region for 2050 with only being 25 years away, the construction of Station Twelve and the Boulevard Mall land mixed use locations have not moved from the design phrase. Projections have been used by GBNRTC to include successful construction of Station Twelve (dumb name) and the Boulevard Mall. The projected population growth is not in the suburban areas (GBNRTC diagram on pages 35 and 58 of Moving Forward 2050 Update by GBNRTC). By GBNRTC own diagrams the population would not warrant housing supply to increase in the Town of Amherst. The job market of the retail stores will not support the housing cost associated at these properties. Will the Town of Amherst be reimbursed for the losses. In a similar thought process, this is why the downtown district is struggling. NO body can afford to live downtown on retail wages. Braymiller Market is now CLOSED, no sustainability.

2024 Table 4.11-1 concerning noise mitigation solutions are underwhelming. Continual maintenance provided by NFTA is unreliable to reduce steel wheels contacting steel rails. Skirting does nothing to mitigation noise concerns that is mostly to deter damage to wheels. Greasing wheels could reduce noise only if the wheels are actually greased; I do Not believe the wheels will be greased on a regular basis. Reduced speed recommendation will not concern the driver; there is no penalty for maintaining the same speed north of Ellicott Station where people live in peaceful and quiet surroundings. Wildlife is welcomed and destructive projects are not welcomed. At most concerning, the reduction of safety bells at grade level. Why have safety bells alerting people if you won't use them.

2025 There are more reasons, but I want to leave space to consider an alternative location.
To present an alternative location for LRT: Since the population growth that has been identified is primarily because the City of Buffalo is a sanctuary city, place the LRT in the City of Buffalo. Close Sycamore Street to vehicular traffic extend the bottom of the current rail downtown then connect in the Central Terminal to allow access to the east side of Buffalo without covering the 33 expressway. Providing connections within the city limits will be most helpful to communities that have been cutoff due to past DO T projects. This will promote more jobs along Sycamore Street where there are currently many struggling businesses. Once downtown and the Central Terminal are connected, the plan could extend to South Buffalo, Lackawanna, then to the Buffalo

Bills Stadium in Orchard Park. Make the Connection Where People WANT to CONNECT!

Thomas Hennessy

# NFTA - Submission # 2359

**NFTA - RECORD #2359 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/2/2025 |
| **First Name :** | Aiden |
| **Last Name :** | Dickerson |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Good day,

2012 My name is Aiden Dickerson, second-year student at the University at Buffalo, resident of the Town of Amherst, and lifelong Buffalonian.

I am fully in support of the NFTA expanding its light rail network to UB's North Campus and beyond. While the UB Stampede buses are tolerable, they are simply not sustainable long term as our student population grows and the demand for public transit grows with it. Frequent light rail services are the solution UB needs to connect the three campuses under one unified system, especially as we move closer to becoming a true world class institution. Students want fast and spacious trains, not slow and cramped buses.

2013 This expansion will also benefit the towns of Amherst and Tonawanda greatly too. As a resident of Amherst, public transit options are sorely lacking in our town, and many of us want to move away from cars and more towards the greener and more sustainable path of public transit. Expanding the light rail to the I-990 will be a great first step and will benefit residents and businesses alike.

2014 My only request is that the NFTA take special care to ensure cars can still access the roads that will be used by the light rail, making transportation possible for both options. Many of us will still rely on cars to get around both the town and UB's north campus, especially if the light rail will not have a station in our neighborhoods, so a coexistence of both cars and the light rail would be preferable. Most residents and students are behind this move; we want this to become a reality as soon as possible. This expansion is long overdue; it's time to push the 716 into the present and future it deserves.

Thank you for listening,
Aiden Dickerson

# NFTA - Submission # 2360

**NFTA - RECORD #2360 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/6/2025 |
| **First Name :** | Barbara |
| **Last Name :** | Abel |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2009 I am responding to the meeting I attended at Sweet home Middle school:
(I have been attending a lot of the information meetings held since about 2010 !)

1. At this meeting the sign language interpreter person should have been more present to be seen - under the lights or more closer to the podium and stage.
2. The microphone should have been monitored so it could be used properly to make sure they were heard (mostly not) and understood ! !

2010
3. THERE IS NO NEED FOR AN EXTENSION OF THE NFTA Light Rail Transit to the Northtowns and UB. The students mostly use the buses on Millersport which is the closest, fastest and easiest way to get between the North and South campuses, which could connect them if they wish to go Down Town ! ! !
The current route you propose is not a shortcut and would damage a lot of businesses and residences on Niagara Falls Blvd ! And I am assuming that the bells and whistles and traction from the trains will be heard over here on Capen and beyond !

2011
4. You can't even maintain the current section from Univ station to Canalside since there are always repairs going on or breakdowns and the escalators are never working at UB !!

Sincerely,
Barbara Abel

# NFTA - Submission # 2361

**NFTA - RECORD #2361 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/11/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Lisa |
| **Last Name :** | Schifferle |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2008

Just a quick vote of support I am in favor if  the rail expansion north from the south campus.

Lisa Schifferle

# NFTA - Submission # 2362

**NFTA - RECORD #2362 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Barbara |
| **Last Name :** | Gordon |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2006
2007

Good day, As an alumnus of the University of Buffalo and a Buffalo booster, I support light rail to Tonawanda and Amherst. I hope this also will be extended to the Buffalo International Airport in the future.
Barbara L. Good

# NFTA - Submission # 2363

**NFTA - RECORD #2363 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Otto |
| **Last Name :** | Holly |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Hello,

2005

I would like to say that I fully support and endorse the expansion of the NFTA transit line. This line would make me no longer drive into work but would instead be able to ride public transit to my job and home. This would be a huge benefit and would help my environmental impact. I care a lot about this project and have been following it closely. I hope to see it come to fruition!!!

Thank you,

Otto Holly

# NFTA - Submission # 2364

**NFTA - RECORD #2364 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Lauren |
| **Last Name :** | Schifferle |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2004

I fully support the rail expansion to UB as a current system user and former UB student.

I am less convinced that it needs to stop at the Blvd because it seems like it will mainly benefit a private land owner as there's no big magnet to that intersection, but if your analysis shows it is better then let's go for it.

Lauren Schifferle

# NFTA - Submission # 2365

**NFTA - RECORD #2365 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/12/2025 |
| **First Name :** | Hazel |
| **Last Name :** | Daniel |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2003

Dear NFTA team,

As a UB alumnus, dedicated user of NFTA public transit, and citizen of the Greater Buffalo Area, I want to lend my voice to the issue of the proposed transit expansion. The revitalisation of the DL&W Station has been an incredible step in the right direction for the expansion of rail transit in Buffalo -- but it can't end there. Buffalo citizens want an expansion of rail transit in the area, not just buses. Rail transit is faster, more efficient, and better for the environment.

Kind regards,
Hazel Daniel

# NFTA - Submission # 2366

**NFTA - RECORD #2366 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | Karen |
| **Last Name :** | Smith |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2002

When I retired from UB in 2009 and moved to Seattle I really liked how easy it was to get to the airport on the Light Rail. Now we can get to the University of Washington also! It is a great way to get around and Buffalo deserves to have it too.

Karen F. Smith, retired UB librarian

# NFTA - Submission # 2367

**NFTA - RECORD #2367 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/6/2025 |
| **First Name :** | Alyssa |
| **Last Name :** | Clark |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Hello,

2001

I am messaging to provide my unequivocal support for project 582510.

Buffalo cannot become a flagship city without robust regional public transportation, and extending the metro rail is only one small step toward achieving that vision. More trains!

Thank you.

Alyssa Clark

# NFTA - Submission # 2368

**NFTA - RECORD #2368 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | Joseph |
| **Last Name :** | Warner |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2000 I support the light rail expansion instead of buses

# NFTA - Submission # 2369

**NFTA - RECORD #2369 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Alan K |
| **Last Name :** | Oberst |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

September 8, 2025

Mr. Jeffery Amplement, Project Manager

Dear Mr. Amplement:

1994 I strongly endorse the NFTA's plan for extending Buffalo Metro Rail light rail transit (LRT) to Amherst as documented in the second Draft Environmental Impact Statement (DEIS) of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project. The LRT alternative is far superior to the bus rapid transit (BRT) alternative and to the do-nothing alternative. In fact, only the LRT fully satisfies the stated project purposes, goals, and objectives.

As a board member of Citizens for Regional Transit (CRT), I also support the Citizens for Regional Transit evaluation of the three alternatives in the DEIS of July 25, 2025, which is as follows:

- No Build Alternative (DEIS Section 2.2.1) – Not Satisfactory
- LRT Build Alternative (DEIS Section 2.2.2) – CRT supports the LRT option
- BRT Build Alternative (DEIS Section 2.2.3) – Not Satisfactory

1995 I also agree with CRT's findings that the new 2025 DEIS is a well-written, professionally prepared, comprehensive presentation. Collaboration with the Federal Transit Administration as co-lead agency has resulted in a DEIS of exceptionally good quality. Each remediated topic addresses the concerns and objections expressed during the first public comment period beginning March 2, 2020 and during subsequent NFTA listening sessions. It is readily apparent that public comments were listened to and addressed in a way that alters the project for the better in this new 2025 DEIS. I commend the NFTA in allowing public comments to improve the project.

1996 Additional comments, speaking for myself as someone with three and a half decades of experience in planning, community development, transit, and transportation projects, and as someone with a researcher appointment in the School of Architecture and Planning with personal experience going between north and south campuses:

* In the current plan, the extension surfaces too far south, in a residential area where there may be fewer riders but at the same time have more impacts on the residential area with the potential to foster opposition. Surfacing too far south also means more street running that increases trip time. Even if it may add cost, minimizing street running and trip time is essential to making this an effective, well-used service.

1997

* More study needs to be done of the potential to remake University Plaza in light of the extension project, including the possibile of including a station that directly serves the plaza and the potential to create a kind of college town for UB, which could significantly benefit the school and, by extension, the region. Initial work could be based on the University Station TOD studio done by the UB real estate development program in the fall of 2017, the results of which were presented at NFTA headquarters.

1998

* The extension can have its maximum impact on redevelopment of the Boulevard Mall site if the station is incorporated into the site, as per the original TOD study of the extension, rather than on the street outside.

1999

* In terms of constructing the tunnel portion near University Station, rather than use tunnel boring southeast of Main Street, the potential of an excavation should be studied. An excavation would allow the potential for underground structured parking to be constructed above the excavation, and the potential for a side track or tracks to allow additional train sets to be parked or staged there. That could have advantages such as dynamic train frequency between north and south campuses that could adapt during the day to ridership on the extension.

Thank you for considering my comments. I look forward to working with the NFTA to implement the LRT extension.

Sincerely,

Alan K. Oberst

# NFTA - Submission # 2370

**NFTA - RECORD #2370 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Alyssa |
| **Last Name :** | Schifferle (Phillips) |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Hi,

1993 I live in Amherst NY (14226 zip) and just writing my support for the metro expansion into Amherst.

Thank you,

Alyssa Schifferle (Phillips)

# NFTA - Submission # 2371

**NFTA - RECORD #2371 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Barbara |
| **Last Name :** | Demerest |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1990 I would love to see the area have a more robust and accessible public transportation system.
However, I am STRONGLY against the proposed plan. I believe far too much money has already been spent on this ill
conceived plan. If it continues it promises to cost billions of dollars while destroying neighborhoods. I agree with the speaker at the public hearing who suggested the NFTA has not done the best job maintaining the current system. Does the escalator at the South Campus Station ever work?

1991 I DO support improving and expanding Paratransit.

1992 I feel the flexibility of a rapid bus system is a much better option for the community.

Barbara Demerest

# NFTA - Submission # 2372

**NFTA - RECORD #2372 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | Guinevere |
| **Last Name :** | Dublino |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1989

Hello,

My name is Guinevere and I'm a student at the University at Buffalo. I'm also a life long Buffalo resident coming from South Buffalo. Buffalo overall is a difficult place to get around by public transit. It's not reliable, efficient, or accessible. UB's North Campus is incredibly and especially inaccessible by public transport. This issue would be greatly helped by the expansion of the metro rail to North Campus/Amherst/Tonawanda. Buffalo is a big city with large suburbs, our bus system is not enough to support the needs of the people who live here, light rail is needed.

Thank you,
Guinevere Dublino

# NFTA - Submission # 2373

**NFTA - RECORD #2373 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | Alisah |
| **Last Name :** | Fretwell |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Hello!

1988

I'm a student at University at Buffalo who has been attending UB for the last three years. I would like to make a comment about expanding metro throughout Buffalo. I think the student body and community of Buffalo/Tonawanda/Amherst would benefit from light rail. This is because it could increase the amount of people traveling and decrease the time of using public transportation. This would make traveling by metro more efficient!

Thank you for you time,
Alisah Fretwell

# NFTA - Submission # 2374

**NFTA - RECORD #2374 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Thomas J. |
| **Last Name :** | DeSantis, AICP |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

To Whom It May Concern:

1970 Opposition to the proposed Metro Extension through Amherst must be taken seriously. In so doing the NFTA is responsible for mitigating, to the extent possible and/or practicable, negative impacts that may arise from advancing this project through construction.

However, many of the objections that have been raised are better qualified as, complaints, opposing the project because of a perceived personal or negative financial impact. It is these types of impacts that while serious for those that may be directly impacted, these impacts do not rise to the level of defeating such a massively important transportation improvement as is being proposed, and which is more fully described in the project's Draft Environmental Impact Statement (DEIS).

1972 There are of course many other objections raised that have to do with the proposed routing; meaning that if the project were routed elsewhere, it could then be acceptable. Since no routing would achieve 100% acceptance, this particular objection is a weak one that doesn't take into consideration the Project's goals and objectives.

1973 There are also understandably objections over the anticipated disruptions that will occur during construction. However, these are by definition— temporary in nature.

1974 There has been alarm raised due to comparisons with the loss of businesses on Main Street during the 1980's and the perceived repeat loss of business activity along the proposed route of the extension. This is where the community must trust that NFTA can and will do what it can to mitigate legitimate business disruption— as is the case in all highway construction. Moreover, there is zero correlation between then and now, or here and there, so this concern seems more to have been presented to fearmonger.

1975 Likewise, the position that the current system is barely used and that an extension or expansion is therefore illogical and unnecessary is simply false on its face. Many have criticized Buffalo's Metro Rail as a "train to nowhere" – however, in reality, data shows that it is a high performing system based on riders per mile. And the proposed extension will add multiple key destinations. This and the fact that another system extension is already being constructed— the extension into the old DL&W terminal, which should be opening soon. The NFTA will also be planning another system expansion in 2028— the Eastside/Airport Line that would connect Larkenville, Central Terminal, and BNIA to downtown. Not a train to nowhere!

1976 Another often heard objection is that the proposed light rail extension is "a waste of taxpayers' dollars." While no one wants to waste taxpayers' dollars, here is something to keep in mind; you have already paid your tax; there is no saving those dollars from being spent; transit funds are allocated by the federal government to

eligible transit projects that otherwise meet the conditions of a specific grant program. Therefore, the only decision is: on what project and in what community? Saying no to metro, is sending federal tax dollars that WNY'ers have already paid… to another community for its transit project instead. There can be no saving.

1978

The objections are not serious, and the complaints can and should be mitigated.

It is so weird how advocating for building different types of transportation modality really triggers some people—"I like driving my own car everywhere I go." Ok, so buy your favorite model vehicle and drive away to your heart's content.

Seriously, why is it so hard to understand that building other types of transportation does not force anyone who wants to drive their own car to not drive their own car. These are the same folks who oppose new multi-unit housing simply because they would not want to live there. Their housing preference should not embargo others from building new housing regardless of the style or type.

It's such a bizarre mentality, really, one person's preferences should determine the options available to society as a whole. Not in where or how they live or how they get around. I really think there's something un-American, certainly unproductive, with the mindset of many people who cannot differentiate between what they personally enjoy, and what options are, or should be, available to everyone else in the same community.

1979

All that said, what follows here below are my many of the reasons why I support the NFTA (light-rail) Metro Extension through Amherst, as it is currently being proposed and is described in the project's now public DEIS; why I believe that it should be pursued with all haste by the NFTA; and why all of our elected leaders also need to educate themselves so can properly and wholeheartedly advocate their support for this project.

Firstly, the light rail transit (LRT) alternative, is the only alternative that meets the project (and the region's) stated objectives. More specifically, the LRT alternative:

- Provides attractive high-quality transit service…
- Mitigates the growth of traffic congestion…
- Supports sustainable economic growth…
- Minimizes any adverse community and environmental impacts...
- Maximizes connectivity by ensuring a "one seat" ride from downtown to Amherst, and connecting all three UB campuses.
- Provides the highest capacity and level of service; enough to handle:

(1) thousands of daily residents
(2) thousands of daily UB students, faculty, and staff; and

(3) thousands going to/from large events on the North and South Campuses, or events downtown, like Sabres' games.

- Provides for a dedicated, traffic-free right-of-way.

- Encourage new long-term business-capital investments. There is already some evidence of this.

- Extends both distance and expands metro ridership and its long-term utility— strengthening the foundation for future system extensions.

1981 Secondly, the Bus Rapid Transit (BRT) Alternative, as well as the No Action Alternative, simply do not satisfy the stated objectives for this project. And as poorly as BRT would perform in meeting the basic parameters of this project, it would perform well below any stated capacity during severe winter weather. Further, it must be noted that increasing a simpler 'bus transit' option or the BRT Alternative, are not more efficient than the Light Rail Transit (LRT), which is the Locally Preferred Alternative. And while a BRT Alternative might cost less to build, it does not cost less to operate and maintain. Its life cycle costs are significantly greater over time.

Life cycle cost analysis is ideal for estimating the overall cost of a project's alternatives and is a standard for choosing the right design to ensure that a chosen alternative will offer a lower overall ownership cost that is consistent with function and quality. ("Life Cycle Cost Analysis - Overview, How It Works, Applications")

BRT's life-cycle costs will be significantly higher and significantly lower in quality overall. Additionally, using the bus transit alternative instead of light-rail will have far greater negative environmental impacts. Negative impacts that will only make it harder for WNY to achieve its climate goals, as per the state's Climate Leadership and Community Protection Act.

Expanding the region's light rail line more importantly, is also expanding the array of viable transportation options, which help to break down the region's reluctance to change and helps to move WNY beyond the simpler transition from gas to electric vehicles. A multi-faceted and well-developed transit system encourages that critically necessary (mental) mode shift toward public transit and active transportation community wide, breaking down the inevitable resistance to changing transportation habits— it's important!

1983 Additionally, light rail also provides an attractive alternative to driving during inclement weather. Large and articulated buses do not function well in severe weather conditions, which again would give WNY a distinct competitive business and livability advantage that cities w/o a well-developed transit system just cannot match.

1984 As proposed, the Amherst Extension can certainly serve to improve the region's historically poor land uses and should also prove key in building toward more sustainable, healthier, and more livable places. This is another very important added regional benefit that cannot be achieved by any other alternatives.

Expanding and extending the existing Buffalo LRT seems certain to have a significantly beneficial impact on the region's urban form— and thankfully for the better. Better in the sense that transit in general, and this extension more specifically, is much more likely to make a positive difference in what land use decisions get made and in the resulting development patterns that could emerge. Different? Yes. Needed? Definitely.

WNY can use all the positive future-leaning change it can muster. Light rail transit, as it is being proposed here is that type of change agent, one that will likely lead to a greater compactness and diversity in land uses. A change that over time should also create an inevitable longer-term tendency toward still greater compactness and diversity in land use, and not just in the immediate corridor but throughout the broader community.

Why is this important to note?

Compactness (like transit) supports walkability, greater safety, shorter travel between services, and more efficient (cost effective) public infrastructure.

Diversity of land uses ensures a more dynamic mix of housing, shops, workplaces, and green spaces, that create safer, more vibrant, and inclusive communities.

Together, they foster healthier lifestyles, stronger social ties,

Compact and diverse communities also have much lower environmental impacts. Meaning that they

Urban places need to be designed and rebuild more for people and less for cars, high-quality public transit improves mobility for people while decreasing a reliance on cars. This condition allows for greater compactness and proximity of residents. Transit orientated development will add a higher diversity of land uses. This is how we build vibrancy in our community.

1986 Contrary to what some have stated, I think that most property owners along the transit expansion route will ultimately benefit more from LRT than from BRT; offering less noise and pollution once construction is over, and with the real likelihood that property values will only trend upwards, not down. I also think that the transit project will provide the region with a huge economic lift during construction and that the many beneficial elements anticipated from this project post-construction will accrue quickly throughout the business community and those beneficial effects will likewise multiply over time across the entire region as the idea and the reality of using the metro becomes more positively integrated into the community's psyche.

1987 After considering the content in the Project's DEIS, I am very optimistic for the improvement to the region that this project represents. I fully support NFTA's planned Metro Extension through Amherst. I look forward to enjoying the benefits of this long overdue project while in anticipation of working on future system extensions as those emerge.

Thank you

Thomas J. DeSantis, AICP

# NFTA - Submission # 2375

**NFTA - RECORD #2375 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Susan M. |
| **Last Name :** | Francavilla |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1965 I attended the public hearing session of Draft Environmental Impact and Draft Section 4(f) Evaluation for the proposed Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project which was held at Sweet Home Middle School on August 19, 2025.

After reviewing the Draft Environmental Impact and Draft Section 4(f) Evaluation document and listening to the comments presented at the session, I have come to the conclusion that the Bus Rapid Transit (BRT) solution should be the preferred solution, rather than the Light Rail Transit (LRT) solution.

1966 Lack of attendance by local elected officials and/or their respective representatives was a direct insult to their constituents who were in attendance.

1967 There were no clear reasons presented for the LRT solution, other than “I think it is a good idea!” I did not hear anyone propose that using the LRT would encourage them to move to the corridor community, or to patronize any of the businesses located in the corridor.

The LRT does NOT consider the lives of the people who reside in the corridor that will be negatively affected, as well as, the detrimental effect it would have on the businesses that currently exist in the corridor. Regardless of what rhetoric has been previously offered, the physical conditions of properties located in the corridor will be seriously compromised, and thus, the value of the properties will be severely diminished. The noise and vibration damage during and after the construction of the LRT will have a significant negative impact on the quality of life experienced by the community located in the corridor. Access to the corridor by police, fire and emergency vehicles would also be seriously and negatively impacted.

The BRT would be less detrimental to the property owners and businesses located along the corridor. The use of electric-powered vehicles would still have a positive environmental effect. Properties and businesses located along the corridor would be less likely to be subject to the detrimental effects of the LRT solution.

1968 I would like to offer a suggestion which could increase the value of the BRT. The creation of roundabouts at many of the intersections located in the corridor would improve the safety and efficiency of vehicular traffic. Studies by the Federal Highway Administration show that roundabouts significantly decrease fatal and injury crashes, with one source citing a reduction in fatal crashes up to 90% and injury crashes by 75%.

With a roundabout, vehicular stops may be eliminated, with the potential reduction in fuel consumption (a cost saving) and also an increase in air quality.

1969 The long-term effect of the use of the LRT would be seasonal, which would be related only to its usage by the University at Buffalo population, when in primary academic sessions. The LRT would be highly underutilized at a very high cost for a significant part of the year. This is NOT a reasonable use of the taxpayer’s money.

Susan M. Francavilla

# NFTA - Submission # 2376

**NFTA - RECORD #2376 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/2/2025 |
| **First Name :** | Vincent J. |
| **Last Name :** | Francavilla |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1959 On August 19, 2025, I attended the NFTA-METRO Buffalo-Amherst-Tonawanda Corridor Transit Expansion Public Hearing held at Sweet Home Middle School on Maple Road. Its purpose was to review the Draft Environmental Impact Statement and collect the considered the wishes and views of residents in the concerned area.

Speakers were given numbers to determine the order of their comments. There were 66 comments made, and the meeting lasted from 6:00 PM to 9:30 PM.

A number of statements were given for and against the proposed Transit Expansion; some factual and some emotional.

As I sat through the 3 ½ hours meeting and listened to the speakers from the audience, I noticed a definite pattern emerging: Those individuals against the building the Light Rail Transit (LRT) were usually older people who had invested in homes, families, and businesses which had taken years to establish and build up. These people had the most to lose if the years of building the LRT took a toll on their business customer bases. They might have to go out of business.

These people had sunken roots into the heart of Buffalo, Tonawanda, and Amherst, and represented what Metropolitan Buffalo is! The loss of their investments would have a major impact on the community.

1960 Arguments against the LRT included:

(1) A raise in taxes to cover the costs (which rose from one billion to two and a half billion dollars, and likely in the four years projected to complete the task, to four billion dollars)!

(2) A LRT is fixed with respect to the tracks laid down and cannot evolve as the population dynamics changed, whereas a BRT system could easily change its routes. (It was brought out that earlier studies of projected population growth and business expansions had fallen short of projected expectations, already. So, we needed to be flexible.)

(3) Homeowners worried that their houses were often built on clay grounds, which would not withstand the vibrations of the LRT. Basements would cave in.

(4) Property values would decrease when a LRT system was placed right next to beautiful homes.

(5) The devastation of four years of building would destroy the customer bases of small businesses. Owners would not able to afford to be without customers for that length of time. They would be forced to close and go out of business. (The case of failing businesses in downtown Buffalo was cited as a result of the disruption by the Metro Transit system's long years of building which discouraged customers.)

(6) The comparison of Metropolitan Buffalo to other larger cities was said to be linked to their transit systems. However, Metropolitan Buffalo is not a large city and does not wish to be. Its small to medium size is valued as a condition of its quality of life and affordability by older community members. Big cities suffer from the three C's: more congestion, more cost, more crime!

On the other hand, those people who spoke for the LRT were often young people who had not invested in the community. Students, who were developing their skills for future occupations felt the LRT would help them get to and from the University of Buffalo campuses, as well as, around the City of Buffalo, better than the bus

system in place. They often stated that there were working to pay for their own education. But they failed to recognize that the jobs they were working at were started and maintained by older people who had large investments in the very businesses the students were dependent upon for jobs!

When these students would finally reach a maturity that enabled them to set up their own business ventures, they would then have something to lose, and thus join those against the LRT.

1963 The organization of the meeting seemed to be carefully choreographed. The numbering system of the speakers appeared to at first favor those first five or ten speakers who favored the LRT. They came on first, while the television news media cameras were rolling. Then, after the television news media cameras left, there was a burst of speakers who spoke against the LRT, but they were not recorded by the television news media. The impression given by the television footage was in favor of the LRT.

Actually, of the 66 speakers, more than half disapproved of the LRT venture.

1964 A cautionary view of the LRT is as follows:

The downtown Buffalo businesses were destroyed by the lack of customers as a result of the long period of building upheaval. They will never return to their former status. Then businesses moved to the suburbs. If the new LRT destroys the suburban businesses, the economic base of the Metropolitan Buffalo area will collapse! Jobs will be lost! Homes will be abandoned! People will leave the area!

The useless LRT system will be empty because no one will be here to use it! We must be careful what we wish for!

Vincent J. Francavilla

# NFTA - Submission # 2377

**NFTA - RECORD #2377 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/6/2025 |
| **First Name :** | Roberta |
| **Last Name :** | Nieves |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1957 I appreciate the Metro Transit system here in Buffalo and the surrounding areas and being able to get to most places I need and for the overall professional and kind drivers and staff that You have.

I am commenting on the current 2 Billion dollar proposal to expand the current Transit corridor or create a Bus Rapid Transit System in that area. I believe our area and Metro system could best be served by improving or replacing existing Transit equipment and facilities.

The Downtown Metro and Bus station is a thoroughfare for travelers not only in the city but also for those from out of state and even from other countries.

I would say through experience that it is not user friendly, too old to be kept clean and sometimes feels unsafe. I read a comment for the expansion that it was a way to bring more people to the city. If all involved or affected by this proposed expansion took the rails downtown, got off at Fountain Plaza and walked over to the bus station, this would say it all.

1958 I think any improvement of the Transit area downtown could and should address the homeless presence downtown. I have the idea of a separate " Way Station" somewhat in the vicinity of the bus station. This "Way Station" could be a collaboration of Transit and City resources to provide a location and local colleges, civic groups and churches to provide volunteer hours to provide help and resources for those who need it. The idea is to have a place that someone can actually get a ticket to come in for about 3 hours of respite, possibly get a shower, charge a cell phone, get a cup of coffee and receive help in obtaining proper paperwork or direction for other resources. The ticketing could ensure that many people could be served. So many ideas could be expanded.

Having something to offer those in need could help the bus station offer more user friendly services to actual travelers.

Your consideration of these ideas is greatly appreciated.

Sincerely,

Roberta Nieves

# NFTA - Submission # 2378

**NFTA - RECORD #2378 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/1/2025 |
| **First Name :** | Robert |
| **Last Name :** | Chevez |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Dear Sir or Madam,

1956

I'm in favor and support expanding Metro Rail to UB North Campus/Tonawanda/Amherst areas.

Adding 10 new stops is efficient and good for our climate with less fuel consumption and daily pollution.

Respectfully,

R. Chevez

# NFTA - Submission # 2379

**NFTA - RECORD #2379 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | Samantha |
| **Last Name :** | Didrichsen |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Good evening,

1952 My name is Samantha Didrichsen, and I'm a PhD student at the University at Buffalo. I would like to express my opinion to expand the light rail and end the U.B Stampede.

I believe that the Stampede was a temporary answer to the enormous problem that plaques North Campus---there isn't a direct connection between not just North to the City of Buffalo as whole, but to the other two U.B campuses. South and the medical school are connected on the train line, making transportation back and forth for both students and faculty seamless. However, that can't be said for those that attend class on North and need to get to the other campuses. It is tiring to have to wait at the bus stop on North to just get on the bus to just take the train on South.

1954 I also firmly believe that if students on North campus had a more direct way to get to the City, especially downtown, that would serve both the economy and culture well. Many students at UB come from NYC, and taking public transit is intuitive to gain access to shops and entertainment. Eliminating the bus would make the process less cumbersome for students to come into the City.

Finally, as a PhD student, my department is on North campus, meaning I have to travel from my home in Allentown to campus just to try and find parking for my work. I've been doing this for years, as have other students at different levels in their education. Having access to North campus via the rail system would have made my time commuting to U.B far easier and safer, especially during the deep winter when everything ices over.

Thank you for your time and consideration on this matter. While I will not benefit from this rail expansion during my time at U.B, I believe in our future as a community and that expanding the rail system beyond South and into the north towns will benefit everyone.

Samantha Didrichsen
PhD Candidate, Curriculum, Instruction, & the Science of Learning

# NFTA - Submission # 2380

**NFTA - RECORD #2380 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/12/2025 |
| **First Name :** | Jonah |
| **Last Name :** | Thundat |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Hello,

1951 As a commuting student who must make frequent crossings from North to South campus, I would greatly appreciate if a more reliable light rail transit system were to be implemented rather than continued reliance on buses. I have the privilege of having access to a car, even then, having to go from North to South campus and back is very unreliable due to driving conditions and the uncertainty of available parking. I resort to using the buses, when possible, but this is not always viable. Many of the students at UB do not have access to their own vehicle and fully rely on the buses for transport, there have been many times where I opted not to use the bus due to a lack of available seating and a large volume of awaiting passengers who only have the bus as an option.

I have lived in a city before with a university of comparable size to UB and weather conditions akin to Buffalo that saw great success from implementing an LRT line that connected the University campuses. It is my hope that Buffalo could be built in a similar way to support the large population of UB students who rely fully on the transit system to navigate the wonderful city.

# NFTA - Submission # 2381

**NFTA - RECORD #2381 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/2/2025 |
| **First Name :** | elizabeth |
| **Last Name :** | oboyle |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1950

Please extend light rail instead of buses!

# NFTA - Submission # 2382

**NFTA - RECORD #2382 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/4/2025 |
| **First Name :** | Asmita |
| **Last Name :** | Mukherjee |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Dear NFTA Team,

1947 I am writing to express my strong support for the proposed NFTA light rail expansion. As a resident who relies on public transit, I believe this project will have a transformative impact on both my daily life and our community as a whole.

1948 The expansion will greatly improve my travel by providing faster, more reliable, and more accessible connections to key destinations across the region. Instead of depending on long bus commutes or driving, I will be able to use the extended rail line to get to work, appointments, and community activities more efficiently. This will not only save time but also reduce the stress and costs associated with parking and traffic.

1949 Beyond personal benefits, I believe the light rail expansion will strengthen our city by promoting economic growth, reducing congestion, and encouraging more environmentally friendly travel. It will make Buffalo and the surrounding areas more connected, vibrant, and sustainable.

Thank you for your continued work in improving public transportation. I look forward to seeing the positive impact this project will bring to our region.

Sincerely,
Asmita Mukherjee

# NFTA - Submission # 2383

**NFTA - RECORD #2383 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Steven |
| **Last Name :** | Johnston |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1946

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2384

**NFTA - RECORD #2384 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/12/2025 |
| **First Name :** | Bridge |
| **Last Name :** | Rauch |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1945

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2385

**NFTA - RECORD #2385 DETAIL**

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|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 8/31/2025 |
| **First Name :** | Ranay |
| **Last Name :** | Goodfellow |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1944

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2386

**NFTA - RECORD #2386 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | Tim |
| **Last Name :** | Hull |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1943

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2387

**NFTA - RECORD #2387 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/12/2025 |
| **First Name :** | Gerald |
| **Last Name :** | Dee |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1942

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2388

**NFTA - RECORD #2388 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | Cory |
| **Last Name :** | Pokigo |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1941

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2389

**NFTA - RECORD #2389 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | Geraldine |
| **Last Name :** | Seneca |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1940

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2390

**NFTA - RECORD #2390 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 8/29/2025 |
| **First Name :** | Darvon |
| **Last Name :** | Carter |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1939

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2391

**NFTA - RECORD #2391 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Tyler |
| **Last Name :** | Sojka |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1938

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2392

**NFTA - RECORD #2392 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/7/2025 |
| **First Name :** | Ethan |
| **Last Name :** | Harris |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

1937

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2393

**NFTA - RECORD #2393 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/12/2025 |
| **Submission Date :** | 9/5/2025 |
| **First Name :** | ROBERT |
| **Last Name :** | SCHOBER |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

Dear NFTA Expansion Group, Friends, or Possible Interested Parties,

Attached are 2 copies of my response to the proposed Light Rail Extension. If adapted, it will change our neighborhoods drastically in my opinion for many years to come.

As noted in the PS:, all email comments must be received by them no later than 4:00 PM, Monday September 8, 2025.

Thanks, Bob

**ROBERT W SCHOBER**
**rws@prodigy.net**

**To: transitexpansion@nfta.com (LRT & BRT Options)**

**At your public sessions, you requested speakers to ID themselves, so this is mine:**

**Robert W Schober: 1) 47 year commercial property owner on the northern section of Niagara Falls Boulevard (NFB) near Eggert Rd.**

**2) Life long resident on southern end of Lyndale Ave (3 blocks West of NFB and Kenmore Ave)**

***Re: LRT rail expansion option.***

**While there are many other legitimate concerns about these options, I am primarily concentrating on the NFB section between Kenmore Ave. and Sheridan Dr.**

**The reduction of this road from 4 to 2 lanes is ill advised to put it mildly! The bicycle lanes added along this route pose a danger to the users riding in these lanes because of the right turning vehicles crossing these lanes at all intersections.**

**This 1.3 mile section has 170 residencies and 67 commercial businesses. All of the people wishing to access these properties will have to make a right turn into the driveway as you will not be able to make a left turn cross the tracks between cross streets. So you will have to make a "u" turn at the next cross street and come back to your destination's driveway! This single lane street will cause some complications for police, fire, ems, and delivery services to these addresses.**

**On my NFB property I lease a large sign owned by Lamar Advertising. Why do they want it there? Because there is heavy traffic going by this location. They need many eyes seeing this to attract paying customers! NFB is a major road to and from Niagara County and it will be constricted to a point that some users will either not use it anymore or try to use residential streets that parallel it causing possible neighborhood traffic problems.**

**It is being claimed that the rail line will reduce the number of vehicles on this route. The estimated reduction of traffic on NFB is wildly optimistic. Some say that instead of driving to the stores or services in this and the more northern area of NFB, they will use the rail cars thereby reducing car traffic. Why would they?? The Boulevard Mall has now closed and the current reuse proposals will have few small retail outlets. The Northtown Plaza replacement, Station 12, is now "stalled" for many reasons and its future is unclear. The proposed rail line takes an easterly turn at Maple Rd. This bypasses all of the concentration of retail stores and restaurant venues located approximately ¼ of a mile north of Maple Rd. BTW, NFB will be reduced from 6 lanes to 4 lanes, 2 in each direction from Sheridan to Maple and it is very busy now with 6 lanes!**

**There will be only 1 rail station parking area at the closed Boulevard Mall. Along the southern section of NFB, there is no parking so only those who are close and can walk to the Decatur and Eggert stations may use them.**

**Who can forget the disaster the surface rail line has caused to downtown Buffalo. The construction time caused many businesses to close as access reduced much customer patronage. Then years after**
1832 **the rail line opened, they tried to "open" Main St. to traffic! One lane, take a drive thru there and see what a dismal area it is now. Are we going to try this again??**

> **It has been said that "insanity is doing the same thing over and over and expecting different results"**

***Re: BRT bus expansion option.***

**I do not understand the basic route change from primarily Bailey Ave. and Millersport Hwy to the north campus. The UB Stampede bus system seems to be working pretty well. Stops appear to be relatively close to the needed buildings.**

**The current bus schedule appears rather extensive and complete and is easily modified if needed.**

**Lower cost, greater flexibility**

***General observations:***

**Erie County and Buffalo are in a gradual population decline. Erie County population 2020 = 952k, and 2025 = 941k. In Buffalo, 2020 = 277.5k,and 2025 = 272.7. Are the NFTA expectations of area growth in population and business activity realistic?**

**Is the nearly $2,000,000,000.00 estimated cost, a fiscally responsible way to spend money on this type of project? What will it really cost when completed?**

**Area changes in demographics, you can change bus routes easily. What about a rail line relocation?**

**Many of the supporters are non resident students. They have little or no "skin in the game". When their studies are complete, most simply will return to their home which is located elsewhere.**

**Thank You.**

> **PS: email your opinion on these options. They must be in by 4:00 PM, 9/8/2025, next Monday. Send to "transitexpansion@nfta.com".**
>
> **Feel free to forward this to anyone who may be interested or that I may have overlooked.**

# NFTA - Submission # 2394

**NFTA - RECORD #2394 DETAIL**

| | |
|---|---|
| **Status :** | Unread |
| **Record Date :** | 9/16/2025 |
| **Submission Date :** | 9/16/2025 |
| **First Name :** | Liam |
| **Last Name :** | Weidner |
| **Agency/Affiliation/Business :** | |

**Submission Content/Notes :**

2426 I have lived in Buffalo for over 20 years, most of my life, and I have been waiting eagerly for the train to expand. I think that is is absolutely necessary in order for Buffalo to grow and improve. Allowing people to commute to downtown from up north and visa versa would be amazing and would provide so much growth to the city and the surrounding areas.

2427 I have lived all around Buffalo from South Buffalo, West Side, Amherst, near UB South, Elmwood Village, and I think all of these spaces would improve with the rail expansion and hopefully future expansions.
I think it would be an amazing step in improving Buffalo and it's future.

September 8, 2025

2424

Mr. Jeffery Amplement, Project Manager
Metro Transit Expansion Project
Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, NY 14203

Dear Mr. Amplement,

The Town appreciates the opportunity to review the Niagara Frontier Transportation Authority's (NFTA) Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Buffalo-Amherst-Tonawanda Corridor Transit Expansion project into Amherst. Town review comments for both issues are discussed below.

The Town of Amherst supports the expansion of mobility options, including enhanced transit, to provide accessible, reliable and more frequent transportation for residents and visitors. The Town also recognizes that enhanced transit will also spur transit-oriented development (TOD) that provides great potential for economic vitality, encourages additional housing options, and reduces traffic.

After reviewing the DEIS this past spring during a preliminary agency review and again during this National Environmental Policy Act (NEPA) and State Environmental Quality Review (SEQR) stage the Town continues to have the following concerns:

- Boulevard Mall Property: The alignment of the proposed light rail line along the Niagara Falls Boulevard and Maple Road frontages of the Boulevard Mall property disconnects it from these important roadways and a major multi-jurisdictional intersection. The Town desires that the alignment avoid this location to preserve the connection and visibility of the property to these streets and to be better integrated with potential future redevelopment of the site.
- Noise and Vibration in Residential Neighborhoods: The addition of the proposed light rail service along the southern portion of Niagara Falls Boulevard and into the Audubon Community along John James Audubon Parkway represents a major change to the current character of these areas. Noise impacts should be minimized by using any means necessary. Options to be explored should include reduced speeds, reduction in bell chimes and horns from trains, buffer elements such as landscaping, berms or walls / sound barriers where appropriate, noise dampening wheel skirts, and other noise reducing measures. The Town would like assurances that maintenance will occur regularly and replacement of obsolete track and/or train equipment will occur at the earliest opportunity. Should advancing technologies produce new noise reducing measures, these should be explored and implemented into the transit system. The effects of vibration on surrounding properties should be minimized during construction and normal train operations through identified appropriate mitigation measures and by full property acquisitions if impacts cannot be addressed.
- Traffic and Pedestrian Patterns: The introduction of light rail service that is center-running along Niagara Falls Boulevard and Maple Road will disrupt vehicular traffic patterns and cause trips to be diverted into surrounding neighborhood streets. Non-signalized intersections will be less accessible, employees and residents will face challenges making alternative movements to access their homes or businesses, making full evaluation of access management measures along the corridor a necessity. The Town also has concerns regarding pedestrian and bicycle movements, such as those trying to access the light rail in the middle of the roadway and/or those trying to cross the street; proper safety measures that reduce potential conflicts must be employed to ensure safety.

2425

The Town has considered how the construction and operation of the transit extension will affect Gateway Park and offers the following with regard to its significance as a Section 4(f) resource. The Town understands that for a portion of the construction period, Gateway Park will be unavailable for use. During construction and as Gateway Park is re-established, the Town desires that the following be explored and implemented through an agreement between the NFTA and the Town:

- The NFTA will make every effort to reduce the impact of construction on the current bus routes and riders at this intersection.
- Any remaining hazardous materials located at or within the public rights-of-way near the park site must be remediated during construction
- Properties located directly adjacent to Gateway Park that are determined to be full acquisitions by the NFTA during the construction process will be added to the overall park space and ownership of these parcels will be transferred to the Town
- The NFTA will work with the Town to explore ways to incorporate a variety of additional active and passive recreational opportunities at the park site
- The substation at Gateway Park will be located underground
- The design and location of any necessary above ground infrastructure related to the light rail will be coordinated and agreed upon by the Town and NFTA

Please contact myself or Daniel Howard (dhoward@amherst.ny.us) at (716) 631-7051 with any questions or necessary clarification of the Town's comments. We look forward to the NFTA's responses to our comments in the Final Environmental Impact Statement (FEIS). We are happy to have continued cooperation on this important project.

Best Regards,



Brian Kulpa
Supervisor
Town of Amherst

DH/KA/ac
X:\Special_Projects\NFTA\NFTA EIS 2025\EIS Documents\Town of Amherst Comments_NFTA DEIS_8-20-25.docx

REGION 2
NEW YORK, N.Y. 10007

**September 8, 2025**

2421

James Goveia, Team Lead, Community Planner
Federal Transit Administration
One Bowling Green, Room 428
New York, NY 10004

RE: Draft Environmental Impact Statement for the Niagara Frontier Transportation Authority Expansion Project

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (EIS) received from the Federal Transportation Agency (FTA) regarding the Niagara Frontier Transportation Authority (NFTA) Expansion Project across the Buffalo-Amherst-Tonawanda Corridor (the Project) in New York State. This review was conducted in accordance with EPA's responsibilities pursuant to the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act (CAA). On April 14, 2025, the EPA reviewed the Administrative Draft EIS and provided comments.

The Project, once completed, will connect established and emerging activity centers along Buffalo's Metro Rail line with those in Amherst and Tonawanda by offering fast, reliable, safe, and convenient transit. The Draft EIS assesses the potential impacts of two alternative designs which includes a Light Rail Transit (LRT) system and a Bus Rapid Transit (BRT) system, as well as the no action alternative. Mitigation is being proposed to address potential adverse impacts from each alternative. The Draft EIS identifies the LRT as the Locally Preferred Alternative (LPA) which involves constructing a seven-mile rail extension along with an additional 10 stations, two park-and-ride facilities, and a storage and maintenance facility. We are providing the enclosed comments for your consideration, with a focus on air and water resources consistent with our Clean Water Act (CWA) and CAA authorities.

Thank you for the opportunity to provide comments on the proposed project. We look forward to continuing the ongoing constructive participation in the NEPA process. Should you have questions on our comments noted below, please contact Anne Schaffer at 212-637-4347 or schaffer.anne@epa.gov.

Sincerely,

*Mark Austin*

Mark Austin, Supervisor
Environmental Review and Strategic Programs Section

***EPA Comments - Buffalo-Amherst-Tonawanda Corridor Transit Expansion Draft Environmental Impact Statement***

***September 8, 2025***

**General Comments:**

**Statutory Authorities and Regulations: 42 U.S.C. § 7609; 42 U.S.C. § 4321 et seq.**

- The Draft EIS references several plans that will be developed by the project team including a Construction Education and Outreach Plan, and a Traffic Management Plan. EPA suggests the document provide reference to where these and similarly developed plans can be accessed by the public for effective engagement.
- The Draft EIS states that several roadway improvement projects were not included in the traffic model because "these projects were not planned at the time that the traffic model was developed." Please provide a qualitative discussion of how these improvements may impact regional transportation. Additionally, EPA suggests that the Final EIS clarify if these improvements were included in the modeling of the two build alternatives. (p. 3-17)
- EPA suggests the Final EIS include a map displaying the changes in volumes due to traffic diversion from the build alternatives to accompany Table 3-12. (p. 3-20)
- The Draft EIS includes a discussion and analysis providing estimates of changes in transportation due to mode shift and states that this mode shift is being conservatively assumed as a proposed mitigation strategy. While EPA appreciates the discussion of the benefits of the transportation mode shifts due to the project, we suggest that the Final EIS further discuss which impacts are being mitigated through these changes. (p. 3-39)
- EPA suggests that FTA confirm in each summary table that there are no conflicting conclusions on project impacts. For instance, in Table 3-30 in discussing the LRT Build Alternative in PM Peak (2040) one bullet states that no adverse impacts after mitigation are expected while another bullet states that one adverse impact is expected.
- Section 4.9 provides discussion of impacts on wildlife species; EPA recommends FTA confirm all species discussed in the chapter are included in the species table.
- EPA suggests that each resource area include a brief discussion comparing impacts between the two build alternatives. While a summary comparison table is provided separately in Chapter 6 (Table 6.7), a summary statement within the effects analysis for each resource chapter would be beneficial. Similarly, where summary impact tables are provided within the effects analysis chapters, EPA suggests that the document indicate where impacts and mitigations are identical between the build alternatives to more clearly display where differences occur.

*Construction Effects:*

- EPA recommends that this chapter be revised to provide further discussion on the potential construction impacts to the different resource areas. For instance, a qualitative description of the possible locations of temporary fill placement in wetlands followed by a description of potential mitigations would provide a more thorough effects analysis. Without a discussion of the potential impacts prior to the mitigation, it is difficult to understand the magnitude of the impacts to each resource area. Such

information is important for the comparison of alternatives and to assess the effectiveness of mitigation.
- EPA recommends including any quantitative air quality analysis conducted for the construction phase of the project to document the potential impacts requiring the provided mitigation measures.

**Air Quality:**

**Statutory Authorities and Regulations: 42 U.S.C § 7609; 42 U.S.C. § 4321 et seq.; 40 C.F.R. Part 51 and § 52.21; 40 C.F.R. §§ 93.107 and 93.109**

- EPA suggests the Final EIS provide a direct reference for the EPA national control program mentioned in the Draft EIS to be projected to reduce annual emissions (p. 4.13-3).
- Section 4.13.1.4 discusses why particulate matter modeling was not needed for the project. To improve clarity it should be revised to state: "Because the Greater Buffalo Niagara Region is attaining for particulate matter, it is not required to perform a particulate matter hotspot for transportation projects per the transportation conformity regulations outlined in 40 CFR Part 93."
- EPA suggests providing a map highlighting the intersections determined to have a Level of Service (LOS) D or worse for the 2040 forecast year, as well as which intersections met the volume threshold screening criteria requiring a microscale modeling analysis.

**Wetlands and Water Resources**

**Statutory Authorities and Regulations: 42 U.S.C § 7609; 33 U.S.C. § 1341; 33 U.S.C. § 1342; 33 U.S.C. § 1344; 42 U.S.C. § 4321 et seq.; 40 C.F.R. Part 230**

- The Final EIS should clearly describe all known permanent effects to wetlands and provide a description of the status of the relevant permitting processes and potential mitigation.
- The Draft EIS mentions that "impacts to riparian habitat and aquatic wildlife will be mitigated through the permitting process." EPA recommends these impacts and permitting related mitigations be included in the Final EIS for completeness. (p. 4.10-6)
- EPA suggests the Final EIS include additional information on and, if possible, a cross-section conceptual design of the Bizer Creek bridge crossing. Additionally, the Final EIS should describe any differences in impacts to the Creek between the two build alternatives.

NICKEL CITY HOUSING COOP

2419

September 7, 2025

The Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, New York 14203
Attention: Jeffery Amplement

**Re: Comments from Member of Nickel City Housing Cooperative on the Draft Environmental Impact Statement for the Niagara Frontier Transit Metro System, Inc. Rail Expansion Plan**

Dear Jeffrey Amplement,

I am a member of Nickel City Housing Cooperative, the only formal affordable housing community cooperative in the City of Buffalo. Our approximately 20 members reside in two houses on the West Side of Buffalo and also manage and operate all aspects of these houses through a formal, consensus-based, democratic governance system.

Many of our members are low-income individuals who either cannot afford to own a personal vehicle, or have chosen to forego owning a personal vehicle for financial, health or wellbeing reasons. These members rely heavily on the region's public transit system to commute to work, to attend medical appointments, and to find joy in other activities throughout the region. As such, changes to the NFTA transit system—and to this corridor specifically—will impact on our members' everyday lives. It is for this reason that I am taking the time to write in general support of the NFTA Rail Expansion Plan and specific support of the Light Rail Transit (LRT) Build Alternative.

**Students:** Our membership includes people who are attending undergraduate, masters, doctorate, certificate or continuing education programs on the University at Buffalo North Campus. To attend these classes without a personal vehicle these members must use public transit. While there are several routes these members might take, in all cases they must leave their houses at least 1.5 hours before the time they need to arrive North Campus.

The most common route for getting to North Campus is to take the UB Shuttle at the UB Downtown Campus, or an NFTA Metro Rail train at the Allen/Medical Campus or Summer-Best stations, both of which will bring them to South Campus. From there the best option is the UB Stampede. The timing of the transfer at South Campus from the rail or shuttle to the Stampede is not always ideal and may require that the rider wait at on South Campus stop for 15-20 minutes before the next Stampede arrives. This may be an unpleasant wait due to Buffalo's often inclement weather. A train from Elmwood and Allentown to North Campus would make this journey less arduous for our student membership.

**Medical**: Current members and alumni have required frequent medical appointments, unfortunately, these appointments have been sometimes only available at the specialized medical

NICKEL CITY HOUSING COOP

care providers located at the 716 Health Complex at 111 N Maplemere Road. The option of a dedicated rail line has the potential to shorten the journey to the 716 Health Complex, which would make appointments at that location more feasible, and would provide a route that is more protected from the elements than a bus journey.

**Sustainability**: The DEIS notes that that the LRT alternative is projected to lead to 9.3 million annual boardings by 2045 including more than 850,000 annual first-time riders. If this occurred it would be a substantial ridership increase over the current 2.23 million annual boardings, and well above any ridership increase that could be expected to result from the region's projected slow population growth through 2045. This increase in ridership could lead to increased revenue for NFTA, which could benefit not only the quality of the NFTA Metro Rail line, but also of the system more broadly. More routes, from more locations, at more frequent times would be greatly appreciated by our members.

In conclusion, the LRT is the alternative that I see as being most beneficial to our members. Please keep our organization apprised if public comments on the Rail Expansion projects are sought in the future.

Thank you for your efforts on this project.

Sincerely,

Ian Benjamin

*Ian Benjamin*

Member, Board Treasurer
Nickel City Housing Corporation
Buffalo, New York
irb89@protonmail.com
518-227-1886

*The mission of Nickel City Housing Cooperative is "to promote the social and general welfare of the community by providing low-rent housing regardless of race, creed, color or national origin".*

# NFTA - Submission # 2399

**NFTA - RECORD #2399 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/9/2025 |
| **First Name :** | Jazmine |
| **Last Name :** | Frazie |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Amherst Metro Rail Extension.pdf (461 kb) |

**Submission Content/Notes :**

Hi!

2417 I am in HUGE favor of expanding the metro rail into Amherst. And it shouldn't stop there! I share a car with my partner and in the absence of robust public transit in the Bualo area, we try to keep our lives within a couple mile radius to rely on walking, biking, bussing. Expanding into Amherst would help us tremendously with doctor's appointments in the Northtowns and shopping visits at stores not available in the city proper. Even visiting with friends and family would be much easier. Reaching North Bualo can even be a grueling task with multiple bus transfers sometimes needed.

2418 A rail for further trips would shave hours o of a commute to the Northtowns. Help folks who don't have personal cars get around!

Jaz Frazier

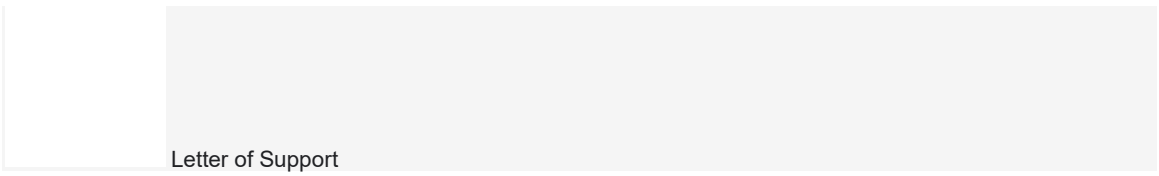
**From:** transit expansion <transitexpansion@nfta.com>
**Sent:** Tuesday, September 9, 2025 7:35 AM
**To:** Camay, Stephanie
**Subject:** FW: Comment on the Metro Expansion Project

**Jeffery Amplement, MUP**
Planning Project Manager
Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, NY 14203
716-855-7382
jeffery.amplement@nfta.com

**From:** Jp Dillon <jpdillon510@gmail.com>
**Sent:** Monday, September 8, 2025 11:16 PM
**To:** transit expansion <transitexpansion@nfta.com>
**Subject:** Comment on the Metro Expansion Project

Dear folks at the NFTA,

Please find enclosed a comment letter drawn up and signed by a group of UB alumni and current students from the master of Urban Planning program. Please understand this letter does not reflect any opinion or policy of the University at Buffalo, but is rather a letter organized by a concerned group of students and alumni.




2407

All the best,

JP Dillon,
MUP, 2025

**CAUTION**: This email originated from outside of the NFTA. Attachment and links **may not be safe!**

2408

The information contained in this email is intended only for the use of the person or entity to whom it is addressed and may contain information that is confidential and exempt from disclosure under applicable laws. If you read this message and are not the addressee, you are notified that use, dissemination and reproduction of this message is prohibited. If you have received this message in error, please notify the sender immediately and delete this message from your system.

2410

2411

2412

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2414

2415

September 8, 2025

The Niagara Frontier Transportation Authority
Attn: Jeffery Amplement
181 Ellicott Street
Buffalo, New York 14203

Re: Comments from Alumni and Current University at Buffalo School of Architecture and Urban Planning Students on the Draft Environmental Impact Statement for the Niagara Frontier Transit Metro System, Inc. (NFTA) Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project's Light Rail Transit Alternative

Dear Jeffery Amplement,

We are current students and alumni of the University at Buffalo Department of Architecture and Urban Planning. Our time at UB is or was greatly enhanced by having ease of access to the existing light rail system via University Station. We, however, also recognize the enormous benefits to the University, to the City, and to the NFTA if the proposed rail expansion to North Campus were to occur. It is for this reason that we are writing a formal letter in support of the Light Rail Transit (LRT) Alternative outlined in the Draft Environmental Impact Statement.

The University at Buffalo enrolls more than 30,000 students with approximately 7,000 students living in on-campus accommodations on both North and South Campus, according to the University at Buffalo News Center. Many of these undergraduate students depend on public transportation to move reliably between campuses, commute to work, and complete trips for errands and leisure. The expansion of this system to North Campus and further to a new terminus off of I-990 will make the Metro Rail system more useful, equitable, and successful for the NFTA.

First, the LRT expansion would enhance a system that is already fast, reliable and has a high passenger capacity. With the LRT alternative, students and faculty will have access to a one-seat, no transfer commute between all three campuses, and have improved mobility to key employment opportunities and retail, health, and recreation destinations along Niagara Falls Boulevard and downtown Buffalo. Many students live on tight budgets or without personal vehicles, so this will grant many of those students even more opportunities to make their experience at UB more accessible and enjoyable.

Second, the LRT alternative would benefit international students and faculty. The University reported an international enrollment of 8,380 international students for the Fall 2023 semester, with additional international faculty. These international students and faculty hail from countries around the world and bring knowledge, creativity and vitality to our region and our lives. However, when they arrive they rarely have access to a personal vehicle; may not have the ability to drive as it may not have been

necessary in their place of origin; and they may not have the financial or legal means to obtain a personal vehicle. For these reasons, public transit is critical for such students and faculty to commute to work, attend medical appointments, and for leisure. The LRT alternative would be preferable to the Bus Rapid Transit alternative because it would provide a route to downtown Buffalo that is fully protected from the elements, and would not require the existing bus-rail transfer at South Campus.

Third, this system will help both residents of Buffalo and of surrounding ring suburbs. With two new Park-n-Ride stops at the Boulevard Mall and off of I-990, Buffalo's Light Rail system will improve its standing as a true commuter rail system, a crucial component of many successful Metro areas across the country. It will increase the ability of residents to commute into the downtown with the Metro Rail, and will then hopefully also allow the businesses and event centers downtown to ease their reliance on surface parking within the downtown itself. It will allow residents who live in the city to access new shopping and employment options outside of Buffalo, crucially in the strip malls and in the Boulevard Mall stop. This will serve to bring the nearly 30% of Buffalonians without access to a vehicle closer to opportunities both inside and outside Buffalo.

Fourth, the benefits of the LRT system according to the NFTA's study comparing the BRT, LRT, and no build options far outweigh the marginal costs of LRT versus BRT on levels of service at nearby intersections. The LRT clearly would elicit a much greater reduction in VMT, and a vastly increased new projected ridership than the BRT option. This is a crucial factor, because both the BRT and LRT options would reduce the levels of service at a few intersections, but the LRT has a much higher benefit–both in the reduction of vehicle use and the influx of new passengers into the system.

Finally, this expansion will almost certainly increase the funding available to the NFTA. Increased ridership means more revenue for upgrades and improved service, which in turn creates and sustains a positive feedback loop. This extension of service to North Campus all but guarantees a large increase in student ridership alone, and feedback loops ensure a more well-funded transit authority for the benefit of the whole region.

In conclusion, the LRT expansion is an alternative that we as UB Department of Planning alumni and current students wholeheartedly support as the best option out of the three presented.

Sincerely,

Ale Andrzejewski, MUP '25
Ian Benjamin, MUP '25
Mountain Carroll, MUP
Cameron Carver, MUP
John Patrick Dillon, MUP '25
Harrison Evers, MUP
Dimitri Malliaris, MUP
Ian McCully, MUP
Mary Odden, M.S.y
Alaina Oughterson, MUP
Ethan Paley, MUP
Christian Powell, MUP
Leah Smolen, MUP '25
Matthew Verrilli, MUP '24
Jacob Yatsko, MUP
Luley Osman, MUP '25

# NFTA - Submission # 2401

**NFTA - RECORD #2401 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/9/2025 |
| **First Name :** | Sandra |
| **Last Name :** | Workman-Miles |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Extending Amherst Metro Rail.pdf (705 kb) |

**Submission Content/Notes :**

To: Who it may concern

2404 Thank you for the opportunity to respond to the proposal of the Metro Rail Line to include 10 New Stops.

I believe that the advancement and connection to add to the existing rail line will open doors that may not be available without the updating of the Metro System, as is. Public transportation, especially to those with no means of transport is a highly positive advancement. It will connect the communities of housing areas with Restaurants and other accessible and necessary needs. With the climate we have in Western New York, specifically the Buffalo and surrounding areas, it is often very difficult to travel by roadway in the snow and cold. Walking and biking is not possible for many days during our winters. It would be a wonderful convenience for many for shopping, schooling, and accessibility to medical care.

2405 Personally, I live in a rural town. However as an Erie County citizen, one who does not use the existing railway, I certainly appreciate the benefit it would be to those that do need this update. My best to all involved in the decision, and as reasonable persons, I hope you can see the necessity and benefit it would provide for our County.

Hopefully, thanking you in advance,
Sandra Workman-Miles
13923 Knapp Road
Akron New York
716 542-9310

# NFTA - Submission # 2402

**NFTA - RECORD #2402 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/11/2025 |
| **First Name :** | Mauricio |
| **Last Name :** | Flores |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ I am in favor of the Tonawanda-Amherst Metro Rail Extension.pdf (458 kb) |

**Submission Content/Notes :**

Subject: I am in favor of the Tonawanda-Amherst Metro Rail Extension

To whom it may concern,

2403

I am Mauricio Flores, a resident of Elmwood Village. I do not own a car, and extensively rely on public transportation during the winter months when the sidewalks are covered in ice. It would benefit me and others who cannot afford a car if the public transportation system was expanded. Thank you.

# NFTA - Submission # 2403

**NFTA - RECORD #2403 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/9/2025 |
| **First Name :** | Eva |
| **Last Name :** | Espejo |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ I am in favor of the Tonawanda-Amherst Metro Rail Extension1.pdf (703 kb) |

**Submission Content/Notes :**

Subject: I am in favor of the Tonawanda-Amherst Metro Rail Extension

Good afternoon,

2399 I am a constituent of Kenmore as well as a current student at University at Buffalo, and I am in complete favor of expanding the metro rail to reach the Amherst and Tonawanda areas, including UB North Campus particularly. An expanded light rail would make getting throughout the Buffalo area much easier and more reliable, especially during the winter where snow and ice on the streets can slow down or impede buses.

2400 As a student at UB who lives off campus, getting to UB's North Campus by bus is not easy; I have to take a minimum of 2 buses to get to campus, leading to transportation taking up a lot of my day. Having this light rail would make my commute and that of hundreds of other students much simpler and more efficient.

2401 Most of the public transportation in the Buffalo area isn't amazing; buses are often slow, unreliable, and overcrowded, and our subway system is decent but it doesn't go very far. Expanding the light rail would immensely improve the greater Buffalo's public transit, something that helps the vast majority of residents. Not only would this expansion improve public transit in the Buffalo area, but it would also provide more jobs and promote economic growth in the area.

2402 Overall, I believe not expanding the light rail would be a waste of an amazing opportunity.

Best wishes,
Eva Espejo

# NFTA - Submission # 2404

**NFTA - RECORD #2404 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/11/2025 |
| **First Name :** | Paull |
| **Last Name :** | Paul |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ in favor of project 582510.pdf (700 kb) |

**Submission Content/Notes :**

Subject: in favor of project 582510

Hi

2397 I live in Amherst and am in favor of project 582510.

2398 While we are at it let's get some sidewalks on maple.

Thanks,
Paul

# NFTA - Submission # 2405

**NFTA - RECORD #2405 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/18/2025 |
| **First Name :** | Greg |
| **Last Name :** | Mavissakalian |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion.pdf (470 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

2396

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.

This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2406

**NFTA - RECORD #2406 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/9/2025 |
| **First Name :** | Samuel |
| **Last Name :** | Bankowski |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion1.pdf (473 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

2395

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.
This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2407

**NFTA - RECORD #2407 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/18/2025 |
| **First Name :** | Catherine |
| **Last Name :** | Houle |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ In Support of the Transit Expansion2.pdf (471 kb) |

**Submission Content/Notes :**

Subject: In Support of the Transit Expansion

2394

To Whom It May Concern,

As a proud resident of Western New York, I am writing in strong support of the 7-mile light rail version of the Buffalo-Amherst-Tonawanda Corridor Transit Expansion Project.
This $2 billion project will connect the three UB campuses as originally planned, provide Buffalo residents with access to jobs and education at UB, and create well-paying, family-sustaining construction jobs for local tradespeople. Light rail can transport 600 people every 10 minutes, which far outpaces the current bus system.

I urge you to select the 7-mile light rail version of this project.

Thank you!

# NFTA - Submission # 2408

**NFTA - RECORD #2408 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/9/2025 |
| **First Name :** | Barbara |
| **Last Name :** | Kubiak |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Just No.pdf (798 kb) |

**Submission Content/Notes :**

Subject: Just No

2390 I am writing in regards to the expansion that is currently being planned to run right through the middle of the Amherst/Tonawanda line.

I have attended 2 meetings currently and have still not hear one compelling argument to move forward with this project. Our choices appear to be "high speed" rail or increase of buses. That's it, not a no or choice to build it at all.

2391 I had a lengthy email set to send but decided I wanted to save my questions for an upcoming Q&A event-which would serve our community much better than a 3 minute comment session.
In the end, I came to this conclusion: You are trying to appease the UB community and it was glaringly obvious at the meetings I have attended. This intrusion of this so called efficient rail system will be nothing more than years of inconvenience, displacement, and upheaval to the communities you are claiming to serve.

2392 Should I choose to use this system from the area that is supposedly close to me, I would first have to drive ( or try and catch a bus) to the park at ride stationed at the 990 area before getting on an underground rail through the UB campus, followed by a lovely above ground ride past the Sweet Home Middle School to ride past the empty Boulevard Mall ( which is supposedly going to be senior housing?) past several more homes along Niagara Falls Blvd then onto the UB South campus. Maybe I'm going downtown but I have all ready tacked on how much time to my ride that could have originated at UB South or just driven to my
destination for the one time I may visit in several months. This is not a one seat ride like you claim it to be.

2393 This pipe dream of trying to bring a rail system into a suburban area is not worth even considering. The people trying to sell this nonsense clearly are not from around here, do not live here or have not put any time into understanding how this community functions. It is not needed. If UB is looking to change their transportation options, they have Millersport Highway which is a straight shot between campuses.

Thank you for your time,
Barbara Kubiak

# NFTA - Submission # 2409

**NFTA - RECORD #2409 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/9/2025 |
| **First Name :** | Matthew |
| **Last Name :** | Verrelli |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Metro Rail Expansion Draft EIS Comments.pdf (708 kb) |

**Submission Content/Notes :**

Subject: Metro Rail Expansion Draft EIS Comments

To whom it may concern:

2387 I would like to add my support to the public record for the Metro Rail Expansion to SUNY Buffalo's North Campus via Niagara Falls Blvd.

2388 Buffalo’s MetroRail was always supposed to connect to UB’s North Campus. Yet almost 40 years since the system's inception, trains are still stuck at the South Campus. Of course, there is the campus shuttle, the Stampede, and NFTA buses, which connect students with the region, but these are all stopgaps that seek to fill the void left by the absence of true rapid transit at the North Campus. The failure to deliver the full build-out of the MetroRail system, for whatever explanation is admissible, has left North Campus disconnected and isolated. This reinforces the auto-centric nature of the entire complex and encourages students and faculty to fill the sea of parking scattered throughout. At best, this inconveniences, at worst, outright excludes those who cannot, or choose not to, drive to campus.

2389 The failure to deliver rapid transit, perhaps the only saving grace of the entire master plan, is an embarrassing result of racist and classist attitudes that have persisted in the academic ivory tower for far too long. We finally have the chance to right this generational wrong - we cannot let it slip away once again.

Sincearly,
Matthew Verrelli

# NFTA - Submission # 2410

**NFTA - RECORD #2410 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/3/2025 |
| **First Name :** | Steve |
| **Last Name :** | Burch |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Metro Transit Expansion Project.pdf (786 kb) |

**Submission Content/Notes :**

Subject: Re: Metro Transit Expansion Project

Robert and NFTA EIS Comment Review staff,

Thank you for your response to my inquiry about the cost of the LRT and BRT options.
Please see below for additional comments and questions as part of the EIS comment period as well as the broader NFTA study.

2378 I moved into the area after the 2017 study, so this is my first opportunity to review it as well.
At a high level, after reviewing both reports, I am concerned that NFTA has already decided to recommend the LRT option without sufficient details and discussion of the BRT option, particularly in view of the LRT costing more than 2X and $1B more than the BRT option.

2379 As I had previously asked, one example of the lack of detail is the statement in Table ES-12 that "BRT Build Alternative would result in a net increase in direct energy consumption." Table 4.14-2 -3 and -4 are provided showing >40% lower energy use and >15X more VMT for the LRT than the BRT. The only reference to these numbers is footnote 2: Federal Transit Administration, Capital Investment Grants Policy Guidance, 2014. This is a general (11-year old) government guidance document and does not directly show the specific assumptions and calculations used to obtain these significant LRT versus BRT numbers.

2380 The EIS also fails to highlight most of the advantages of the BRT wrt the LRT, including:

1. Fewer intersections impacted (Table ES-3)
2. Fewer businesses and homes requiring acquisition and displacement (Table ES-4)
3. More impact to the Land Use and Neighborhoods (Table ES-5)
4. More geological impact (Table ES-7)
5. More water resources (groundwater) impact (Table ES-9)
6. Significantly more noise and vibration impacts (Tables ES-10 and ES-11)
7. More frequent departures (every 5 to 6 minutes versus every 10 minutes for LRT). This would seem to offset the 2.8 minute difference in trip duration (25.9 BRT, 23 LRT).

These advantages should have been more clearly discussed, for example in Table ES-2, and, more importantly, in Table 2.12 of Section 2.6 (Comparison of Alternatives) in Chapter 2 Alternatives Considered of the EIS. I would request that these be highlighted in the final draft of the EIS and Record of Decision (ROD).

Also in the joint final EIS and ROD, significantly more details justifying the extra $1B cost of the LRT versus

2382

BRT needs to be provided, including an estimate of the total cost per passenger mile over a 30 year period (initial capital cost and recurring operating and maintenance costs). NFTA is pursuing a BRT for Bailey Avenue, at an estimated cost of just over $0.1B. Details should be provided for the current $860B BRT estimate. The 2017 report (Amherst-Buffalo Alternatives Analysis) had a NFB capital cost of $0.266B, just 21% the capital cost of the LRT (versus about 44% BRT vs LRT currently). The 2017 report
also had an approximate 40% lower operating expense for the BRT versus LRT. These numbers need to be updated and highlighted in the ROD. Considering these significant cost differences, several other of the desired spokes of the public transit system could be funded (such as from the airport and to the northwest part of the area). Perhaps the impact of this approach should be included (ie - most positive impact with approximately $2B in investment and $X in recurring expense).

2383

I like to look at the total cost of the proposals, not just the assumed cost after federal funding. I am also concerned that in the current environment, significant federal funding will be difficult to secure, as highlighted in the following articles:

California’s high-speed rail project seeks a change of direction : NPR

Page A4 Philly's transit cuts foreshadow similar moves across U.S.

2384

The other question I had concerning the 2017 study (again, having moved into the area in the past two years, I did not have the opportunity to comment when the study first came out) was this: Why are the number of Growth Locations listed as six for the NFB LRT1 but only four for the NFB BRT1? They are the same route. In Table 51, it appears that the Millersport & French area is included in the NFB LRT1 option. Why is this? Similarly, why isn't the CrossPoint area included in the NFB BRT1 option?

2385

Thank you for your attention to these questions and comments. I look forward to reviewing your responses and hope the ROD will properly detail and reflect the advantages and disadvantages of the LRT and BRT options relative to their costs.

2386

-Steve Burch
Retired engineer, GM and NREL (National Renewable Energy Laboratory)
585-362-7965

PS - I would also like to highlight what I thought was an excellent comment in the Buffalo News

ATTACHMENT:
Light rail project seems driven by expediency
ANOTHER VOICE | MASS TRANSIT
JOHN DIEBOLD Aug 31, 2025
Page F2

On Thu, Aug 28, 2025 at 12:23 PM Robert Gower <Robert.Gower@nfta.com> wrote:
Steve, It was good chatting with you at our public hearing last week. In response to your question regarding the capital cost estimates for the LRT and BRT build alternatives, it is important to keep in mind that we are

currently only at the 15% design stage for the project. The estimate of probable cost at this time in 2025 dollars is $1.94 billion for the LRT alternative and $860 million for the BRT alternative. I am following up with our consultant team regarding the energy usage of the two alternatives and will get back to you with more information.

Thank you for attending the public hearing and I encourage you to follow the progress of the project at nftametrotransitexpansion.com.

Robert Gower
Assistant Project Manager
Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, NY 14203

# NFTA - Submission # 2411

**NFTA - RECORD #2411 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/9/2025 |
| **First Name :** | Devorah |
| **Last Name :** | Alam |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Petition against the railway expansion.pdf (3 mb) |

**Submission Content/Notes :**

2376

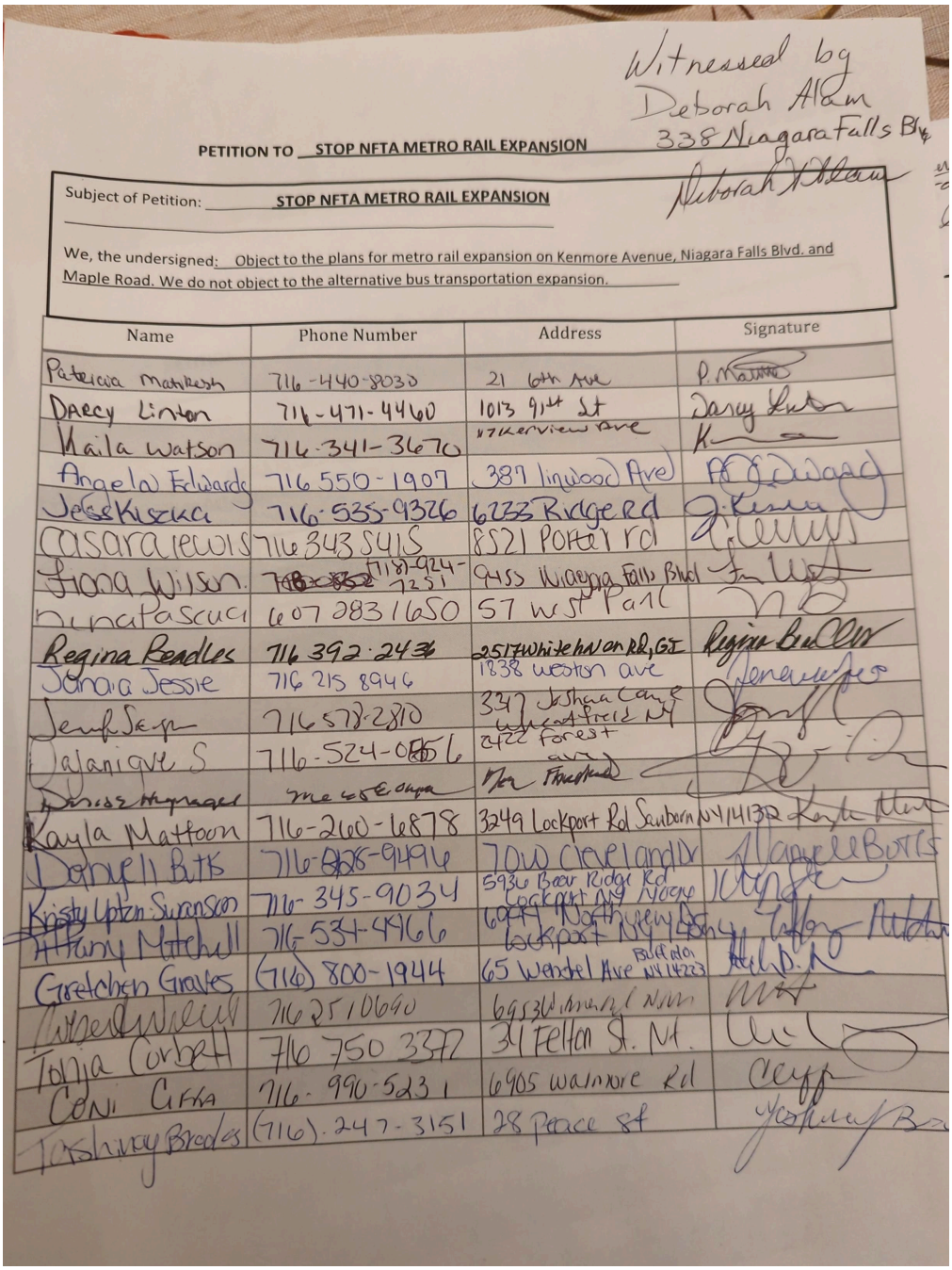
Subject: Petition against the railway expansion

I did a lot of canvassing and want to share with you the petition I collected. Many people were reluctant to sign a petition because they feel ours is a lost cause and the officials making the decisions really don't care what we need. I only met 2 people on Niagara Falls Blvd who were proponents of the railway.

I am attaching the petition I collected, and I hope you will honor it.

Sincerely,
Deborah A. Alam

Attachment: four photos of petition signatures



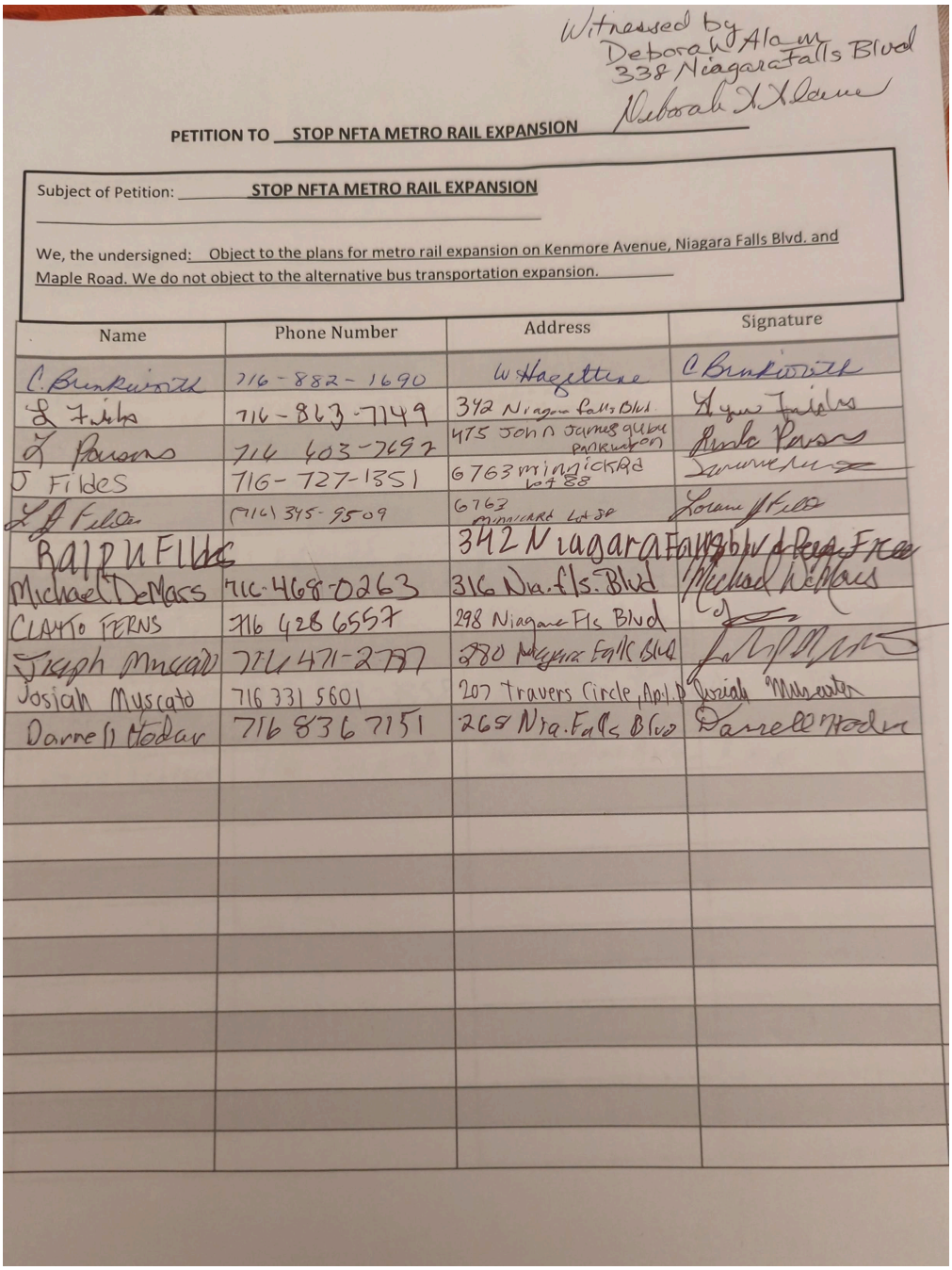
Witnessed by Deborah Alam 338 Niagara Falls Blvd

PETITION TO STOP NFTA METRO RAIL EXPANSION

Subject of Petition: STOP NFTA METRO RAIL EXPANSION

We, the undersigned: Object to the plans for metro rail expansion on Kenmore Avenue, Niagara Falls Blvd. and Maple Road. We do not object to the alternative bus transportation expansion.

| Name | Phone Number | Address | Signature |
|---|---|---|---|
| Patricia Mathews | 716-440-8030 | 21 6th Ave | |
| DARCY LINTON | 716-471-4460 | 1013 9th St | |
| Maila Watson | 716-341-3670 | 117 Kenview Ave | |
| Angela Edwards | 716 550-1907 | 387 Linwood Ave | |
| Jessie Kleska | 716-535-9326 | 6233 Ridge Rd | |
| Casara Lewis | 716 343 5415 | 8521 Porter Rd | |
| Fiona Wilson | 716-924-7351 | 9455 Niagara Falls Blvd | |
| nina Pascuci | 607 283 1650 | 57 west Park | |
| Regina Readles | 716 392-2436 | 2517 Whitehaven Rd, GI | |
| Sonaia Jessie | 716 215 8946 | 1838 weston ave | |
| Jennifer Sapp | 716 578-2810 | 347 Joshua Cove Wheatfield NY | |
| Jalanique S | 716-524-0856 | 3422 Forest ave | |
| Denise Hayward | [illegible] | Niagara Falls | |
| Kayla Mattoon | 716-260-6878 | 3249 Lockport Rd Sanborn NY 14132 | |
| Danielle Butts | 716-[illegible]-9496 | 7010 Cleveland Dr | |
| Kristy Upton Swanson | 716-345-9034 | 5936 Bear Ridge Rd Lockport NY | |
| Tiffany Mitchell | 716-534-4466 | 6044 North View Dr Lockport NY 14094 | |
| Gretchen Graves | (716) 800-1944 | 65 Wendel Ave Buffalo NY 14223 | |
| [illegible] | 716 251 0690 | 6953 Wurtemburg Niagara | |
| Tonya Corbett | 716 750 3377 | 31 Felton St. N.T. | |
| Connie Cirka | 716-990-5231 | 6905 Wainmore Rd | |
| Tashinay Brodes | (716)-247-3151 | 28 Peace St | |



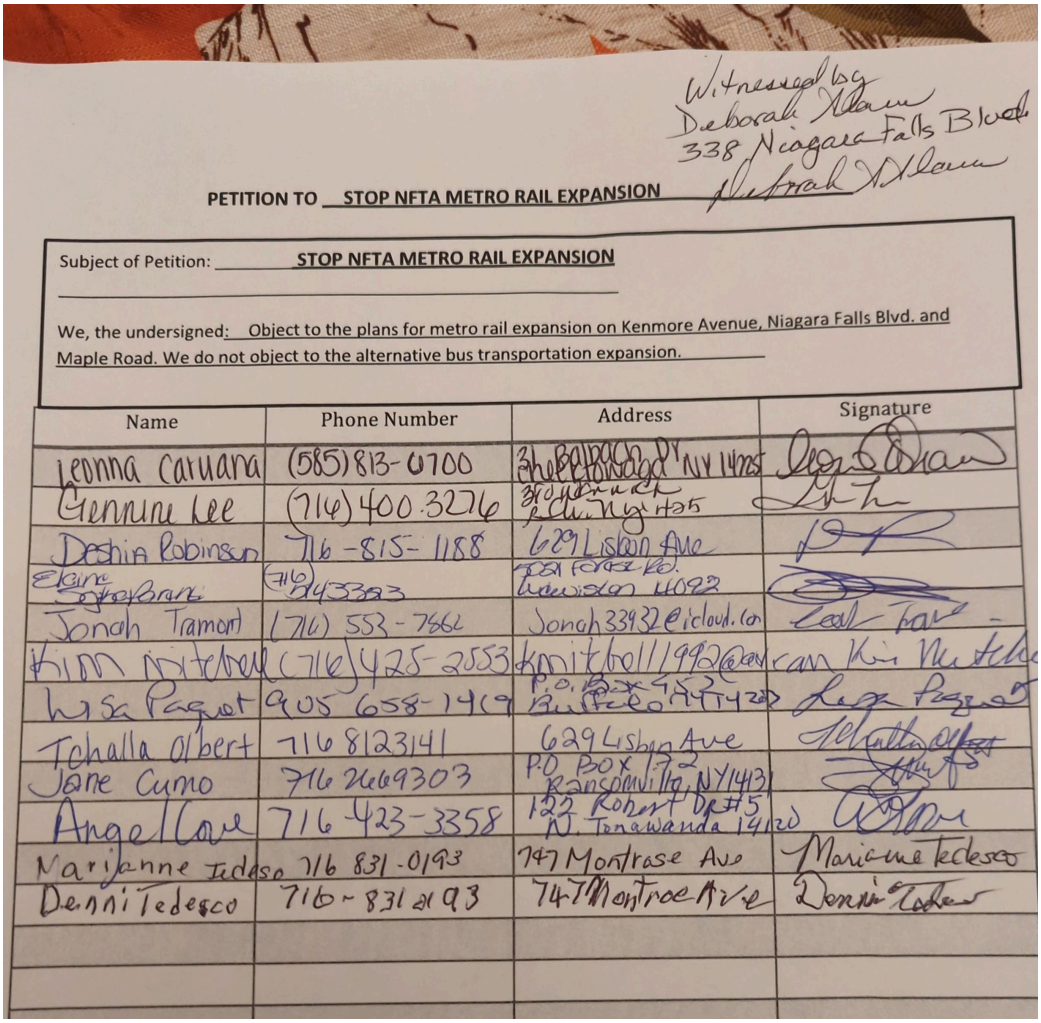
Witnessed by Deborah Alamo 338 Niagara Falls Blvd Deborah A Alamo

**PETITION TO STOP NFTA METRO RAIL EXPANSION**

Subject of Petition: **STOP NFTA METRO RAIL EXPANSION**

We, the undersigned: Object to the plans for metro rail expansion on Kenmore Avenue, Niagara Falls Blvd. and Maple Road. We do not object to the alternative bus transportation expansion.

| Name | Phone Number | Address | Signature |
|---|---|---|---|
| C. Bunkowski | 716-882-1690 | W Hagelstine | C Bunkowski |
| L Fiske | 716-863-7149 | 342 Niagara Falls Blvd | L Fiske |
| L Parsons | 716 403-7697 | 475 John James audubon parkway | Linda Parsons |
| J Fildes | 716-727-1351 | 6763 minnick Rd Lot 88 | |
| L Fildes | (716) 345-9509 | 6763 minnick Rd Lot 88 | Lorraine Fildes |
| Ralph Fildes | | 342 Niagara Falls Blvd | |
| Michael DeMars | 716-468-0263 | 316 Nia. Fls. Blvd | Michael DeMars |
| CLAUDIO FERNS | 716 428 6557 | 298 Niagara Fls Blvd | |
| Joseph Muscato | 716 471-2787 | 280 Niagara Falls Blvd | |
| Josiah Muscato | 716 331 5601 | 207 Travers Circle, Apt. D | Josiah Muscato |
| Darnell Hodar | 716 836 7151 | 269 Nia. Falls Blvd | Darnell Hodar |



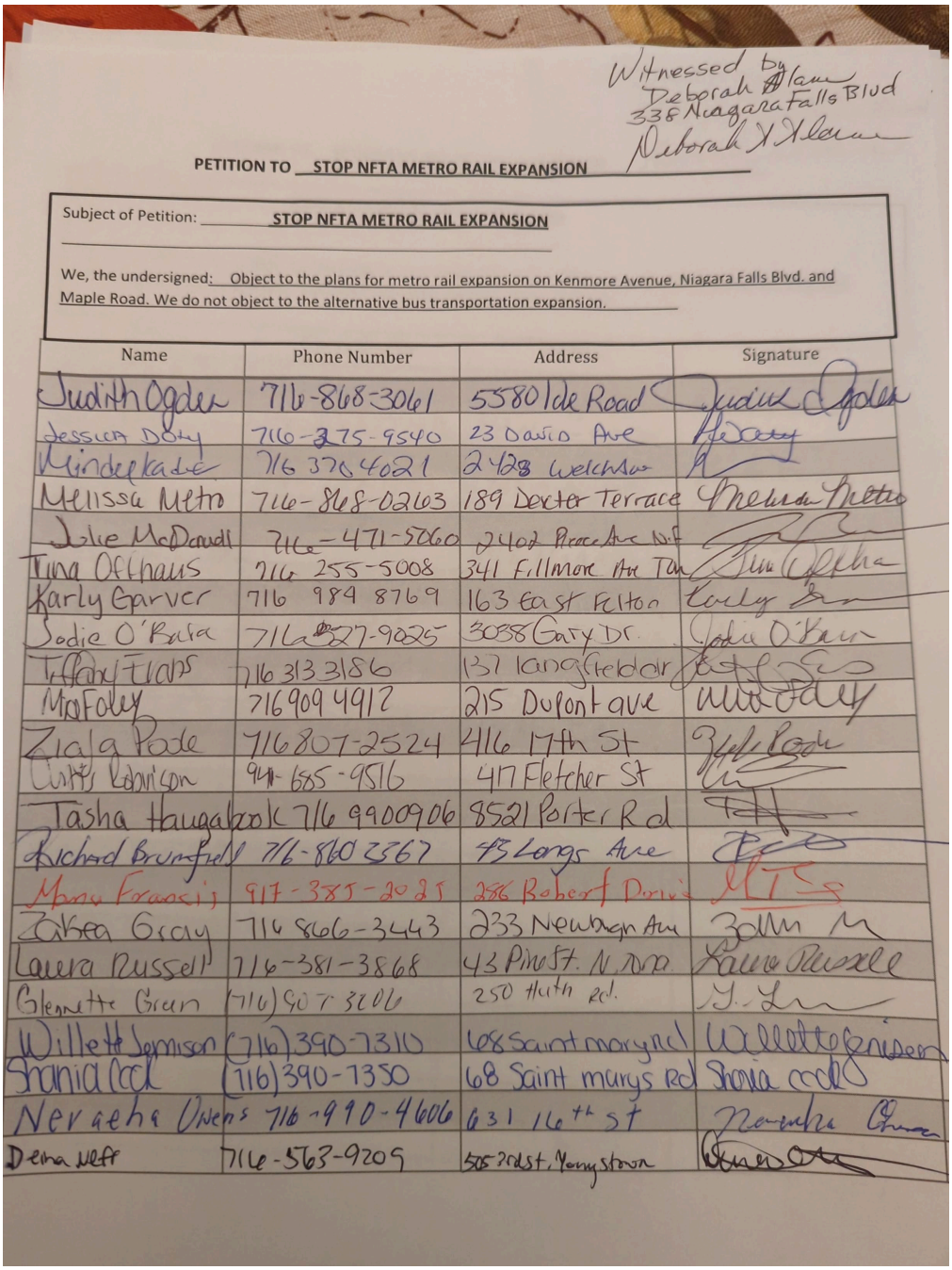
Witnessed by
Deborah Adams
338 Niagara Falls Blvd

**PETITION TO STOP NFTA METRO RAIL EXPANSION**

Subject of Petition: **STOP NFTA METRO RAIL EXPANSION**

We, the undersigned: Object to the plans for metro rail expansion on Kenmore Avenue, Niagara Falls Blvd. and Maple Road. We do not object to the alternative bus transportation expansion.

| Name | Phone Number | Address | Signature |
|---|---|---|---|
| Jenna Caruana | (585) 813-0700 | 3 Balboa Pl Buffalo NY 14207 | |
| Gennine Lee | (716) 400-3276 | 3 Broadmoor Ct Buffalo NY 14225 | |
| Deshia Robinson | 716-815-1188 | 629 Lisbon Ave | |
| Elaine Strafaci Brand | (716) 913-3393 | 1221 Forest Rd Lancaster 14086 | |
| Jonah Tramon | (716) 553-7862 | Jonah33932@icloud.com | |
| Kim Kimbrell | (716) 425-2553 | kmkimbrell1992@gmail.com | |
| Lisa Paquet | 905 658-1419 | P.O. Box 47447 Buffalo NY 14224 | |
| Tchalla Albert | 716 8123141 | 629 Lisbon Ave | |
| Jane Cuno | 716 2669303 | P.O. Box 172 Ransomville, NY 14131 | |
| Angel Love | 716 423-3358 | 122 Robert Dr #5 N. Tonawanda 14120 | |
| Marianne Tedesco | 716 831-0193 | 747 Montrose Ave | Marianne Tedesco |
| Denni Tedesco | 716-831-2193 | 747 Montrose Ave | Denni Tedesco |
| | | | |
| | | | |
| | | | |



Witnessed by
Deborah Klaus
338 Niagara Falls Blvd
Deborah K Klaus

**PETITION TO STOP NFTA METRO RAIL EXPANSION**

Subject of Petition: **STOP NFTA METRO RAIL EXPANSION**

We, the undersigned: Object to the plans for metro rail expansion on Kenmore Avenue, Niagara Falls Blvd. and Maple Road. We do not object to the alternative bus transportation expansion.

| Name | Phone Number | Address | Signature |
|---|---|---|---|
| Judith Ogden | 716-868-3061 | 5580 Ide Road | Judith Ogden |
| Jessica Doty | 716-375-9540 | 23 Davis Ave | Jessica Doty |
| Mindy Kadel | 716 374 4021 | 2428 Welch Ave | Mindy Kadel |
| Melissa Metro | 716-868-0263 | 189 Dexter Terrace | Melissa Metro |
| Julie McDonald | 716-471-5060 | 2402 Pierce Ave N.F. | Julie McDonald |
| Tina Offhaus | 716 255-5008 | 341 Fillmore Ave Tonawanda | Tina Offhaus |
| Karly Garver | 716 984 8769 | 163 East Felton | Karly Garver |
| Jodie O'Brien | 716-527-9025 | 3038 Gary Dr. | Jodie O'Brien |
| Tiffany Evans | 716 313 3186 | 137 Langfield dr | Tiffany Evans |
| Mia Foley | 716 909 4917 | 215 Dupont ave | Mia Foley |
| Ziala Poole | 716 807-2524 | 416 17th St | Ziala Poole |
| Curtis Robinson | 941-685-9516 | 417 Fletcher St | Curtis Robinson |
| Tasha Haugabook | 716 9900906 | 8521 Porter Rd | Tasha Haugabook |
| Richard Brumfield | 716-860 2567 | 43 Longs Ave | Richard Brumfield |
| Mary Francis | 917-385-2025 | 256 Robert Drive | MFT |
| Zakea Gray | 716 866-3443 | 233 Newburgh Ave | Zakea Gray |
| Laura Russell | 716-381-3868 | 43 Pine St. N. Tonawanda | Laura Russell |
| Glennette Green | (716) 907 3206 | 250 Hurth Rd. | Glennette Green |
| Willette Jamison | (716) 390-7310 | 68 Saint marys rd | Willette Jamison |
| Shania Cook | (716) 390-7350 | 68 Saint marys Rd | Shania Cook |
| Neraeha Owens | 716-990-4606 | 631 16th st | Neraeha Owens |
| Dena Neff | 716-563-9209 | 505 2nd st. Youngstown | Dena Neff |

# NFTA - Submission # 2412

**NFTA - RECORD #2412 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/9/2025 |
| **First Name :** | James |
| **Last Name :** | Gordon |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Public Comment on Metro Rail Extension.pdf (2 mb) |

**Submission Content/Notes :**

Subject: Public Comment on Metro Rail Extension

22 Rand Ave.
Buffalo, NY 14216-3315
September 8, 2025

Dear Reader,

2373

I am treasurer for Citizens for Regional Transit, co-treasurer of East Side Parkways Coalition, chair the UB Professional Sta Senate's Sustainable Living Committee's Subcommittee on Alternative Transportation, and I represent Citizens for Regional Transit on the NFTA Citizens Advisory Council. I am a graduate of the University at Buffalo (UB), worked at UB form more than 20 years, and am now a member of the UB Emeritus organization. It is important that in this submission that I make clear that my comments that follow are my own - that I am not representing any of these organizations.

Please let me start by stating my position on the three options being presented:

Do Nothing – Unacceptable because of lack of a "one-seat-ride" and insufficient capacity
Light Rail Transit (LRT) – This is the option I support

Bus Rapid Transit – Unacceptable because of a lack of a "one-seat-ride," insufficient capacity, and inability to control articulated buses in ice and snow

When the FTA became co-lead agency for the Buffalo-Amherst-Tonawanda Metro Expansion Project I was apprehensive. When there was delay of the second DEIS, I was even more concerned. Now that the 2025 DEIS has come to fruition, I am extremely pleased with the DEIS. It is vastly improved over the 2020 version.

One of the most common questions I encounter when speaking on Metro Rail projects is, "Why does it take so long?" My explanation is that the process, when followed as it is supposed to be, results in a better project. The new DEIS is a textbook example of how to do an EIS the right way. The new DEIS was worth the wait.

As a city resident, I am a regular user of Metro Bus and Rail and enjoy its benefits. I have friends and relatives who rely solely on cars and who don't have regular access to the system. Trying to get them to understand why the system is valuable is often a challenge.

2374

They seem perplexed that I feel comfortable that I can meet them places and not drive, even though I have a nice, new car. For more than 20 years I took the bus and train to UB and often brought my bicycle with me. My years at UB were enriched because I had access to both bus and rail. Making the switch between bus and rail at the UB South Campus Metro Rail station was a time-consuming inconvenience; enough so that I sometimes took only
metro bus to avoid transfer. Only LRT can correct this long-standing problem that should have been corrected decades ago.

Since 2012 when the Amherst corridor project was revived, developers have latched onto the transit project and have started and completed Transit Oriented Development projects of their own. Just completed is the luxury apartment complex in Buffalo near LaSalle Station appropriately named, “The Rails.” Student housing complexes abound on Sweet Home Rd in Amherst near a proposed new LRT station. Downtown at the brand new Canalside station new infrastructure is under construction. The City of Buffalo has TOD plans for Delavan and Utica station vicinities. A major project is just getting underway at the LaSalle metro rail station. Since 2010, as shown in US census data, the City of Buffalo, New York State’s second largest city, has experienced population growth. It is a beautiful city. Investing in the Metro Rail expansion project is truly a worthwhile investment.

I’m sure other commenters will address standard issues such as access to jobs and schools. Now that I am a senior citizen and retired on a fixed income, I rely on Metro Bus and Rail more than ever. I still go to the UB campus twice weekly and still encounter that same frustrating transfer at UB South Campus station. I drive my car more often because of that transfer causing my VMT to increase. Metro Bus and rail was essential when my mom was in skilled nursing. If the nursing home provided transportation, it was $75 to $100 each trip (one-way). Metro bus was $1. Mom was able to visit Niagara Falls State Park and eat in fine restaurants in Buffalo thanks to Metro Bus and rail. Her quality of life in her final years was
boosted enormously by the transit system.

As a bicyclist, I depend on being able to put my bike on transit vehicles and can enjoy a huge swath of Western New York as a result.

As a sports fan, I know that expanding Metro Rail will give thousands more people access to Buffalo Bills, Buffalo Sabres, Buffalo Bandits and the new soccer team planning to build a new stadium downtown. It will finally connect sports teams at UB and Canisius universities allowing the fan base to grow for both institutions.

Investing in expanding Buffalo’s light rail is a no-brainer. The NFTA is a competent, effective organization. They do so much for the community. The NFTA is involved in many unique and special project such as the Parks Adventure buses and the Bills buses. They have replaced all the Metro Rail track, catenary, and almost all the stations in Buffalo’s Central Business District. Work on replacing the underground subway infrastructure is well underway. Buffalo’s first Bus Rapid Transit on Bailey Avenue is progressing. Tying buses into the Miovision traffic control system is underway. The NFTA is in process on ITS4US automated bus and maps project. The NFTA is an agency that gets projects done.

When I get news clippings about transit agencies from around the country, it is rare that the agencies get praise. If you look at any of the news outlets in town, you will find the NFTA gets high praise. I have attached

the lead editorial from today's Buffalo News as part of my public comments to show how much the NFTA is appreciated here. My friend in Seattle sent a newspaper clipping that Sound Transit wants to build a 3-mile extension to their light rail system at cost of $7 billion. We're asking for $2 billion for a 7-mile extension. Taxpayers get a lot bigger bang for the buck in Buffalo.

Sincerely,
James Gordon



DEREK GEE, BUFFALO NEWS

**An iron column stretches into a pair of archways on the second floor of the DL&W Terminal, which will become the new southern terminus of Buffalo's light-rail system when it opens this fall.**

# Landmark renewed

*Reactivation of the DL&W is great news for Canalside and this key city landmark*

There are still too many empty or underutilized historic structures in Buffalo. The Delaware, Lackawanna and Western Railroad Terminal has long been one of those structures.

Very soon, that won't be true. Passengers will be boarding and alighting from Metro Rail trains in an attractively transformed DL&W Station, complete with public art.

Much like the progress that has been made – to varying degrees – with the Richardson Olmsted Complex, the Central Terminal and the waterfront, to name three examples, the ongoing transformation and reuse of the DL&W will soon be a part of everyday life in Buffalo, pretty much taken for granted.

But it shouldn't be. Buffalonians tend to overfocus on what's wrong – and we'd never deny that there's always plenty to complain about – rather than keep in mind the major accomplishments of the past two decades. Besides what's been named, there's also the magnificent renovation of the Lafayette Hotel, Seneca One's transformation, the creation of Larkinville and the gradual filling in of the Buffalo Niagara Medical Campus.

If all goes as planned, DL&W will host much more than the southern terminus of Metro Rail. Its second floor will be a destination unto itself, attracting many people who may not even use the light-rail system. Developer Sam Savarino, through his company Savarino DL&W Development LLC, saw its possibilities and is continuing with his plans, first made in 2021 with the help of Projects for Public Spaces, to create a multiuse space that would include a concert venue and possibly a public market.

However, it will be years before this $80 million project can even start. First, the space has to be made ready for use. The estimated completion date on Savarino's project site is sometime in 2027-28.

The wait will be worth it to fully reuse a structure that helps define Buffalo's Inner Harbor and is so much a part of the city's history. Though the magnificent brownstone terminal once connected to the train shed was demolished in 1979, the 1917 Lincoln Bush-designed double-decker shed is distinctive in its own right, with its reinforced concrete columns, Flemish bond brick exterior and skylights.

The design of the complex, an early example of the innovative use of reinforced concrete and patented by Bush in 1904, is yet another example – like the now-demolished Great Northern grain elevator – of historic engineering creativity in Buffalo.

While the Savarino project, as of yet, seems hard to imagine, there is plenty to admire right now. The NFTA is to be commended for its well-curated public art additions. Keep in mind that the initial series of works for the Metro Rail stations, commissioned decades ago, is still one of Buffalo's most impressive and ambitious public art efforts.

There's a large bronze statue by California artist Harumo Sato for the station lobby; laser-cut aluminum panels by Rob Ley, also of California, for the river walk; and beautiful imagery of bird species by Buffalo-based artist Joan Linder for the station's interior white ceramic walls, some created with paint and others with mosaic tile.

As much as we love the distinctive murals that cover exterior walls throughout the city, it's a nice change to see more sculpture and different types of wall decorations.

Here's something that can be squarely placed in the plus category of the Buffalo experience. City Hall administrations will come and go, potholes will always be with us and municipal scandals will cause outrage for a few months, eventually to be forgotten. But reactivating those structures that give Buffalo its character have lasting impacts and permanent benefits.

# NFTA - Submission # 2413

**NFTA - RECORD #2413 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/9/2025 |
| **First Name :** | MaryKay |
| **Last Name :** | Ellsworth |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | FW_ Rapid transit extension.pdf (705 kb) |

**Submission Content/Notes :**

Subject: Rapid transit extension

2365 I am opposed to this rail transit extension. If UB didn't exist would this even be happening. If the UB buses have to stop running for this to exist how can you say that this is not the only reason this rapid rail is being considered .Is there going to be enough riders to make this really worth it.

2366 During construction business's and homes are going to pay the price. Is the cost of this project going to cover foundation problems for people affected.

2367 The one lane of traffic heading towards kenmore Ave is going to cause congestion when there is garbage pickup, recycling pickup, emergency vehicles, police pull overs for violations. It's the law that you need to move over for a stopped vehicle, well there is no room to do that if there is only one lane and cars are not supposed to be in a bike lane.

2368 I think a bus service would serve as a better solution and would not affect people's lives and properties and be a cheaper alternative.

2369 Though no actual figures did I see as to the exact cost of this project. But 2 1/2 billion dollars from what I heard just seems outrageous. Who is going to maintain this and is it going to raise my taxes down the road for upkeep. Amherst residents pay enough in taxes.

Mary Ellsworth
26 Margaret rd
Eggertsville ny 14226

# NFTA - Submission # 2414

**NFTA - RECORD #2414 DETAIL**

| | |
|---|---|
| **Status :** | Action Completed |
| **Record Date :** | 9/18/2025 |
| **Submission Date :** | 9/8/2025 |
| **First Name :** | Elizabeth |
| **Last Name :** | Wilkinson |
| **Agency/Affiliation/Business :** | |
| **Attachments :** | MT Expansion Project September 2025.pdf (92 kb) |

**Submission Content/Notes :**

44 Paul Drive
Amherst, New York 14228
September 8, 2025

Metro Transit Expansion Project
Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, New York 14203
Attn: Mr. Jeffrey Amplement

Dear Mr. Amplement:

2428 This letter contains our comments on the Draft Environmental Impact Statement (DEIS) and the Draft Section 4(f) Evaluation for the Buffalo Amherst Tonawanda Corridor Transit Expansion. The comments reflect the thoughts of both myself, Michael Wilkinson, and my wife Elizabeth Wilkinson, both 40-year Amherst residents. We are opposed to both the Bus Rapid Transit (BRT) and the Light Rail Transit (LRT) alternatives for the project and we support the No Action (no build) alternative. Our numbered comments are provided as follow.

2429 Comment 1: The proposed Transit Expansion is not needed at present and is not likely to be needed in the next 20 to 30 years. Any estimates on numbers of future transportation users for this project are fundamentally speculative and cannot be reasonably used to justify the project s considerable construction costs nor the potential maintenance and operating costs that will be incurred.

2430 Comment 2: The proposed Transportation Expansion cannot be justified due to the extensive disturbances that will impact existing roadway corridors. These include disturbances due to construction related impacts, impacts resulting from significant modifications proposed to the existing corridors, impacts on citizens and businesses that have property taken from them, traffic impacts during construction, and possible increased traffic and pedestrian accidents due to unusual road configuration and traffic patterns created by the project. A very significant portion of the impacts will be incurred by the Town of Amherst and its residents, as well as by visitors to the travel corridor area.

2431 Comment 3: Attempting to justify this very large and costly transportation project largely on the basis of reducing air pollution is a significant error in judgment. Why not invest the estimated $2 billion project cost into alternative energy production, such as solar panels or another alternative clean energy source, that can benefit a much more diverse mix of our community s clean energy needs?

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Comment 4: Significant reductions in carbon-based fuel vehicle emissions could be achieved by updating buses operated by NFTA and Buffalo Stampede to electric-powered vehicles. This initiative could be performed not only for buses that service the subject transportation corridor, but also for all buses and other motor vehicles owned by NFTA in western New York. This initiative could be achieved at a fraction of the cost of the build alternatives, especially since buses have a finite service life and vehicles must be replaced.

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Comment 5: The proposed routing of this project past the Audubon Community and into a recently-deforested area north of the I-90 Expressway is an example of poor planning, and more importantly, a sorry approach to mitigating potential project impacts to existing homeowners and temporary residents in those areas. Extending the project north of the SUNY at Buffalo campus demonstrates very little regard for the numerous Amherst residents living in this area. It also can lead to encouraging additional development, and associated community and environmental impacts, northward into undeveloped parts of Amherst.

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Comment 6: Following are two examples of poor performance and poor judgment by regional transportation authorities. First, NFTA operated and managed the Buffalo Small Boat Harbor, primarily for public use for a number of years. The authority s performance at operating and maintaining the large and vital waterfront facility was generally recognized as less than stellar. More recently the facility was transferred to the New York State Department of Parks, Recreation and Historic Preservation (NYSOPRHP) for day-to-day operations and for capital improvements. Since the transfer to NYSOPRHP the Marina has experienced a number of operational improvements, facility upgrades and well-planned restoration activities. In the second example, the Peace Bridge Authority, a bi-national group, urged expansion of the Peace Bridge in the 1990s. The bridge authority favored constructing a twin span for the existing bridge with an estimated cost of $200 to $300 million. It was argued at the time that existing Peace Bridge capacity was insufficient to support both existing and future transportation needs. As it played out, expansion of the Peace Bridge itself was never accomplished. It became crystalline clear that bridge expansion was not necessary in the 1990s and is certainly not needed today, some 30 years later. These examples do not instill confidence in the abilities of transportation-related authorities to act efficiently and in the best interests of the community.

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Comment 7: The wetland determination report in the DEIS is flawed in several ways. First, the recently modified changes to the New York State regulations for the state s Freshwater Wetlands Law do not appear to be taken into account in this document. The report needs to be revised to reflect the changes in regulations. It is of course possible that the project could be grandfathered and made exempt from certain provisions of the modified regulations. This possibility needs to be clarified in the document. Second, it is not clear whether the NFTA as a public authority is subject to any or all of the New York wetland regulations, so this requires a transparent explanation. Does NFTA s status exempt it from other environmental regulations and permit requirements? Third, a number of aerial photographs used to support the wetlands determination report document appear to be outdated. Some of these photos do not depict the existence of homes, apartments, and other important infrastructure in the vicinity of Interstate 990 and the area north of the I990, along the proposed path of the build options. There is a large number of Amherst resident homes and rental properties in these areas and the residents may have opinions about the project that need to be expressed. Updated photographic materials must be used for this project.

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Comment 8: The project may require water quality certification as part of the environmental requirements. The

potential role of water quality certification for this project needs to be fully explained.

2438 Comment 9: Both action alternatives, if constructed, will exert a large cost for maintenance and repairs especially for taxpayers in the town of Amherst and New York State. This is true because the build alternatives will largely impact existing traffic corridors. Will town and state residents be responsible for maintenance, upkeep, repairs and improvements to the traffic corridors that are parasitized by the NFTA's project? Please explain how the town of Amherst and its taxpaying residents can avoid being burdened by the expenses of operating the proposed NFTA project.

2439 Comment 10: How will the proposed building alternatives impact storm water drainage and localized flooding in the flood-prone towns of Amherst and Tonawanda? Additional paved surfaces will generate additional stormwater runoff which needs to be accommodated by stormwater drainage systems. An explanation of how anticipated additional stormwater runoff will be managed along the corridor is required.

2440 Comment 11: The underground portion of the LRT alternative in the vicinity of Maple and Sweet Home roads may intercept subsurface water. Please explain if collection of subsurface water is anticipated in this area and how it will be managed if it intercepted by the project.

2441 Comment 12: Regarding the residential and commercial properties that are to be taken to facilitate construction of the project, will these properties remain taxable for the benefit of providing tax money to pertinent municipal entities? This proposed project, and it s property management, should not result in loss of any tax revenues to Erie County or any of its towns.

Thank you for your review and consideration of these comments.

Sincerely,

Michael A. Wilkinson
Elizabeth P. Wilkinson

notify a staff member at the registration desk.

And now I would like to call up speaker number one.

2359

SPEAKER 1: Hello. My name is Ethan. I am from Palmira, New York. I am a former UB student and a Transit advocate. I would like to express my extreme support of th LRT option and would be opposed to the BRT. To beginning with, I have some notes here that i

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will speak about the project. With some of the road measures or, like, road examples, they have bike lanes in them and I am in extreme support of that being added to the project, but they need to be protected. I am -- they need to be protected and designated lanes within them. I also really appreciate that the LRT model included the signal priority within it. That is a -- well, just absolutely necessary to make it consistent and really well, good, Transit service for this project.

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The project also includes park and rides, which I understand the value of those, especially to reducing the amount of traffic on the thing, and I understand that the environmental impact statement did have included in the comprehensive plans of the Town of Tonawanda and Amherst, but I believe that those spaces will be much better used as transit oriented development that sees mixed used properties being built there instead to actually provide redevelopment into this

2363

actual investment. And if you take account to that -- the Environmental Impact Statement saying, like, ten million dollars is environmental of sales revenue and stuff like that. So I think that's really important. And too look at some recent examples of things like that, in Seattle, the Redmond Line 2 Link Transit Expansion just saw -- just opened up and has seen such great figure of numbers of those -- of those ridership numbers, as well as the local benefits to the local community in Redmond. Those should be the golden standard of what we should be building here in transit oriented development.

2364

Some other comments I have would be the spaces around these stations in Niagara Falls Boulevard and Maple Road should be better suited for pedestrians walking around there. It's ve3ry important that those spaces are dedicated for people who use the ridership, not just so that they can get off and walk through a giant parking lot that has nothing there for them. That is extremely important.

Some other random comments, as I may be a little bit -- that's all I have.

HELEN TEDEROUS: Thank you. Speaker number 2.

SPEAKER 2: Good morning. I'm name is Bridge Rauch. I am here on behalf of the Clean Air Coalition

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HELEN TEDEROUS: Thank you. Speaker number 2.

SPEAKER 2: Good morning. I'm name is Bridge Rauch. I am here on behalf of the Clean Air Coalition

2356

of Western New York. We represent about two hundred members, mostly in the Town of Tonawanda and the City of Buffalo. Our organization strongly supports the Light Rail option here that -- for a number of reasons. And, you know, notably, like the number of traffic fatalities that are happening is a public health crises. We fight on behalf of environmental justice, but part of our mission is also fighting for public health. And right now we seeing children being killed by the way we design our traffic in this region. So we strongly advocate for the LRT version of this plan and hope that that is what is gets funded in the future.

2357

The other piece I want to bring up is the clean air fought with the closure of the Huntley Facility for the Tonawanda Tomorrow strategic plan. And part of that plan, you know, states very clearly that NFTA, Clean Air and other partners like GBNRTC, DOC, would come together to work on better east-west connectivity to the proposed future expansion of the rail. So what I really want to encourage NFTA and related partners is to come together, you know, with Clean Air, as well as, like I said, GBNRTC and others to really examine the possibility of east-west bus traffic transit. There is a number of, like, larger boulevards that overbuilt for like the population center and are just designed very

2358

inefficiently. You know, so I would strongly encourage that that is a next step coming out this plan is the examination of east-west bus rapid transit to better connect, like, the working class residence of the Tonawanda's and Amherst to this new expansion. So thank you.

HELEN TEDEROUS: Thank you. Speaker number three.

SPEAKER 3: My name is Doug Funke, I'm a forty-five year Amherst resident in the Willow Ridge area and the president of Citizens for Regional Transit, a nonprofit transit advocacy organization. We strongly support the Light Rail option and believe that is the only one that meets the project objectives that were summarized. I won't summarize them again here.

There are several reasons we don't think the Bus Rapid Transit approach will work and I'll summarize them here. First, Bus Rapid Transit retains the transit barrier at University stations. Riders must exist the high capacity trains, over a hundred people, and then go to the street surface to get on -- wait for and get on sixty person buses. It will be very inconvenient and time consuming. BRT busses will operate a mixed traffic and, as was stated, this will slow and degrade service and reliability. The articulated busses that are

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2350 There are several reasons we don't think the Bus Rapid Transit approach will work and I'll summarize them here. First, Bus Rapid Transit retains the transit barrier at University stations. Riders must exist the high capacity trains, over a hundred people, and then go to the street surface to get on -- wait for and get on sixty person buses. It will be very inconvenient and time consuming. BRT busses will operate a mixed traffic and, as was stated, this will slow and degrade service and reliability. The articulated busses that are

planned have trouble in snow, or they can have trouble in snow. I encourage you to talk to Toronto to find out some of their experiences, because they had some real problems in snow with their articulated busses. The Bus Rapid Transit will attract fewer riders pushing more people to drive; that's more congestion and more disease causing pollution. So widely support Light Rail as the

2352

best and really only option we think will work. It offers a one-seat ride from downtown to Amherst and connects all three UB campuses. It is a high capacity enough to handle the thousands of daily UB students and workers and thousands going to large events like Sabres and downtown and events at UB. LRT, as was mentioned, is a tunnel under Kenmore and Main Street, so you don't have conflicts with traffic that will slow surface. LRT

2353

will stimulate business investments. We've seen some of this with the Boulevard Mall and LaSalle Station. And LRT doubles the distance of the system we currently have and also doubles ridership. It also strengthens the foundation for building and funding future extensions. So we -- I hope that the interest of the few don't spiteful this key stone opportunity for the many, contrary to what some believe, we think, that residents along the Transit expansion route will benefit more from Light Rail than Bus Rail. Less noise and pollution once

construction is over and property values will go up. Many criticize Buffalo Metro Rail as a train to nowhere. It's unfairly criticized, I should say. It is actually a very high performing system.

HELEN TEDEROUS: Thank you.

SPEAKER 3: Anyway -- thank you.

HELEN TEDEROUS: Thank you. Speaker number 4.

SPEAKER 4: Good evening. My name is Bruce Becker. I'm the director of communications with the Empire State Passengers Association. We are a statewide citizen based advocacy organization focused on improving regional public transportation in inner city passenger rail services. I want to thank the staff of the NFTA for their many years of hard work in the community to this critical point in the public input and review process for this critical project. I live in East Amherst and I'm absolutely looking forward to the day and I can take advantage of greatly improved public transportation access from the Northtowns to all that downtown has to offer. Very simply put, the Light Rail Alternative is the best alternative option. It provides the highest projected ridership. It provides a one-seat ride from downtown locations to and from Amherst destinations with the shortest travel times. It provides the greatest load ship from cars to transit.

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2344

SPEAKER 4: Good evening. My name is Bruce Becker. I'm the director of communications with the Empire State Passengers Association. We are a statewide citizen based advocacy organization focused on improving regional public transportation in inner city passenger rail services. I want to thank the staff of the NFTA for their many years of hard work in the community to this critical point in the public input and review process for this critical project. I live in East Amherst and I'm absolutely looking forward to the day and I can take advantage of greatly improved public transportation access from the Northtowns to all that downtown has to offer. Very simply put, the Light Rail Alternative is the best alternative option. It provides the highest projected ridership. It provides a one-seat ride from downtown locations to and from Amherst destinations with the shortest travel times. It provides the greatest load ship from cars to transit.

2347

It provides the best opportunity to support private economic development and investment along the new route. It provides a strong catalyst for other future Light Rail expansion projects, particularly for the East Side, the Galleria and airport. And it certainly is the most environmentally friendly alternative. For these and many other positive attributes, the Empire State Passenger Association strongly urges that the Light Rail be selected as the preferred alternative to the final EIS and corresponding records of decision for the project. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker number 5.

SPEAKER 5: Good evening. My name is Sophia McLaughlin, I live in the City of Buffalo. I am a graduate student at the University of Buffalo. It's no secret that we are living it tough economic times right now and I believe that the best way to get through this is it make the greater Buffalo area an attractive place to do business. Quality Transit is what separates stagnating cities from thriving cities. And, specifically, this LRT expansion is an opportunity to keep the Buffalo area on its current upward trend. I, personally, ride the Metro almost every day and riding alone as a woman, I never feel unsafe. I think the NFTA

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has done a great job at creating a clean and safe environment on our current Metro system, which make it ideal for this northward expansion. Even for people in the communities who never ride the Metro, they will benefit from the new jobs and opportunities that will be made possible by this expansion in the continued improvement of this metropolitan area. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker number 6, please.

SPEAKER #6: Yes. As you can see by my age, I've been riding the Transit since it's inception and I've noticed it's getting to be -- as I talk about expanding it, the first thing they should do is fix what they have. The escalators at the UB South campus didn't work for years and since they put the new escalators in twice, twice the down escalator was not working. So I think the focus, first, should be to fix what you have and then concentrate on expansion. Thank you so much.

HELEN TEDEROUS: Thank you very much. Speaker number 7, please.

SPEAKER #7: My name is Gary Hechman, I've lived in the area since 1983. I am against the Light Rail expansion for a couple reasons. Population, there is too many people in the area now as it is. Economic growth, I don't buy that either. This area is far from

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stagnant. Stores are constantly low busy and this area has exploded since 1983, since I have lived here, without the help of a Metro rail. Niagara Falls Boulevard, there is so many people it had to be expanded several years ago just to handle the traffic south of Eggert Road because there was only one lane either way.

2336 As far as shopping goes. All the really good destination stores are north of Maple Road, so if your rail system only goes up to the Boulevard Mall, I can't see people getting off at the Boulevard Mall, and that's almost to the 290, to do any shopping at the destination stores. Are they going to walk almost a quater mile back to the Boulevard Mall station and wait for the rail and they're only going to be limited on what they can carry, you know, there is only so much room on the rail cars. As far as the minimizing the diversion impact in the community, I don't see any need for any -- if you were to build your Light Rail system, I see no need for any stops between the South Campus and the Boulevard Mall. No reason for any symptoms or stations in the residential areas. There is definitely not hoards of UB students waiting at these bus stops for buses at all.

2338 And there is no -- really is not student -- there is no housing or student housing or apartments for students in that area, they're all residential neighborhoods, so

there really is no reason -- there is no destination stores or anything from south of the Boulevard to -- or south of Eggert Road, I mean, to Niagara Falls Boulevard. As far as the no build alternative unrealized benefits, from what I've seen, all these unrealized benefits only -- pertain to UB students who really only come here four years and then they are gone. They have no vested interest in this area whatsoever. I guess that's my two cents.

HELEN TEDEROUS: Thank you very much. Speaker number 8, please.

SPEAKER 8: Hello. My name is Scott Dean, I'm a lifelong resident of the northtowns. When I first heard that this was going to ne a two billion dollar project, my ears perked up and I decided to start paying a little attention. I did a little real world research before I came here tonight. I drove down Niagara Falls Boulevard to South Station from Sheridan Drive. I saw all the bus stops on my way down in bright light sprinkles to no sprinkles, one person waiting at the bus stops. I proceeded on the south campus and drove around south campus station and I am back out and drove back up Niagara Falls Boulevard. I waited at the south -- at the Kenmore Avenue station in the park and ride lot, there were no cars there except for my own, for a bus to

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could along, pick up the one person waiting at Kenmore Avenue. I then followed behind that bus and watched between Kenmore Avenue and Niagara Falls Boulevard, three people get on that bus and eleven people get off that bus. They're not insignificant people, these are important people in our community. We all want them to do their best. We want everyone to do their best here in Western New York, but those people probably didn't care whether they were on a bus or a Metro rail trolly. The cost difference does not justify a handful of people using in system. And if you think that by changing to a trolly they're magically going to start riding, I think you're wrong. So, in addition for that, environmentally, we're talking about a project where when I drove down today, all four lanes of Niagara Falls Boulevard were quite busy. Now you're going to take away a lane on both sides. The cars are going to move slower down Niagara Falls Boulevard because there are only two lanes versus four lanes. They're going to be stopped at the stop lights for longer periods of time. And there is going to be more emissions from those cars in both directions and your going to lose a lane on Maple as well. So you're going to have people going slower down Maple as well and spending more time in their cars and putting out more emissions. So it's not

an environmental win either, thank you.

HELEN TEDEROUS: Thank you very much. Speaker number 9, please.

SPEAKER 9: Good evening, everyone. My name is Everett King, I am a student at UB Law. I'm also an intern at the NFTA, so I just wanted to give that disclosure, but I'm from Brooklyn, New York. Before we all react, I know New York City has a certain light in the mind of Western New Yorkers, but I just want to give that point and emphasize that because about being from New York City, I've seen the benefits of mass transit. When I first moved up here, when I came here I was faced with two challenges; and one, I had to buy a car and dollars and two, I had to chose where to live based on what was accessible via either my limited car access or access to limited train and bus system that was already up here. I had numerous friends that come from all over the country, whether it's New York City, whether it's Alaska, Washington, California, that all face this issue where it's difficult and nearly impossible to get to campus because you don't have access to a car.

The other thing I want to bring up is the cost of living and what that does to all families, not just young people. We're faced with consumer debt, student loan debt and added cost of having to own a car and I

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want to put an idea in the minds of everyone of the -- the city that we're leaving behind. You know, I understand that it's not going to be popular based on, you know, some of the points that individuals brought up earlier, but we have an opportunity now to do something that's going to be sustainable, not just in the immediate future, but the long-term future. And just for the gentleman that said, you know people come to UB and leave, how do you make people want to stay? You have to give them an incentive. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker number ten, please.

SPEAKER 10: My name is Steve Steinberg and I live in the Willow Ridge area and I'm strongly against everything you're doing. It's not a regional issue, it's a personal issue. There are hundreds of people behind us here that have invested in their homes. They paid their taxes for decades. They're hoping to build a route system here where they can raise families and pass it along to their children where there are good schools and good neighborhoods are stable and resilient and they deepen with time. The last thing we expect is for a -- something that they forced on us that tells us what you have here isn't good enough, you need a Light Transit system, you need this to be better. You need this to be

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SPEAKER 10: My name is Steve Steinberg and I live in the Willow Ridge area and I'm strongly against everything you're doing. It's not a regional issue, it's a personal issue. There are hundreds of people behind us here that have invested in their homes. They paid their taxes for decades. They're hoping to build a route system here where they can raise families and pass it along to their children where there are good schools and good neighborhoods are stable and resilient and they deepen with time. The last thing we expect is for a -- something that they forced on us that tells us what you have here isn't good enough, you need a Light Transit system, you need this to be better. You need this to be

fulfilled. We don't need it. We've been investing in our homes for decades and you're coming along telling us this isn't good, we can do better for you, we are the urban planners and we're going to come along and make it great. We just don't need it. This has been done time and time again in this community. They're talking about covering the Kensington that was ripped through the east side. Well, you sure did a good job ripping through. Now look what the mess you created. The east side is a disaster. And you want to do it again, didn't you learn anything the first time. Didn't you learn? When I grandfather was your age, September 1939, one population decided they had a better way and moved in on another one. We all know how that ended. It's the same strategy. You start with little things and you thrust your way into the community and you ruin it for other people. We've been there for a long time, we just don't need it. We don't need to be urbanized. We're suburban, we like it that way. How can you go home at night to your family's thinking that you're doing good for these people that have built their lives in a certain way. How could you do that? I can't believe that the same strategy that has been used throughout history to compromise and destroy and ruin things, I'm looking at it face to face again. How can you do that?

I don't believe it. But I could be looking at -- I mean, maybe I'm not exaggerating, this is the face of evil. You don't event realize it.

HELEN TEDEROUS: Thank you very much. Speaker number eleven, please.

SPEAKER 11: I'd rather face everybody here tonight. I've been to several of these meetings. This whole thing was proposed years ago and a one billion dollar project, this goes out to all Western New York taxpayers, it's a two billion -- tonight they said 2.5 billion. In seven years, what's it going to cost everybody in here? The maintenance to take care of this project to shuttle from one campus to the other. There is no real destination here. You know what the destination should be? Taking the Baily project that you're working on and give it a chance to go to downtown to the medical corridor. That's a project for the people. Shame on yourselves. Three minutes? Three and a half pages of concerns by the residents and the taxpayers and you know what they say? Oh, the noise and construction. No, fire. How they going to attend fire? How are they going to do the snow employing? How are they going to do the maintenance? They can't even do the maintenance downtown. Forty-one year old vehicles on the road. This is what I'm saying. Tell me what the

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destination really is. We believed in electric buses, we don't believe in a two billion dollar project that will be a ten billion dollar project if they don't run out of money like they did downtown.

HELEN TEDEROUS: Thank you very much. President speaker number 12.

SPEAKER 12: Good evening. My name is Kimberly Gable. I live in the Town of Amherst. Have been a resident for several years. Thank you the opportunity to speak this evening. I would like to address the board regarding my concerns, specifically on the potential Metro Rail Expansion. First, let's talk about need. It's my belief that financial expenditures of this magnitude should follow a significant need to be addressed. I'm truly not seeing that need. Let me explain. Amherst is town of almost 130 thousand residents, probably twenty-five thousand of those being UB students, Tonawanda significantly smaller around fifteen thousand residents. The majority of both towns have their own cars with which to get to work and other destinations. A very small percentage use buses for transportation. If we focus on UB, they are a micro-town in and of themselves. Subsequently, there are bus and shuttle systems specifically for the UB students. Their transportation fees pay for this and

destination really is. We believed in electric buses, we don't believe in a two billion dollar project that will be a ten billion dollar project if they don't run out of money like they did downtown.

HELEN TEDEROUS: Thank you very much. President speaker number 12.

2316 SPEAKER 12: Good evening. My name is Kimberly Gable. I live in the Town of Amherst. Have been a resident for several years. Thank you the opportunity to speak this evening. I would like to address the board regarding my concerns, specifically on the potential Metro Rail Expansion. First, let's talk about need. It's my belief that financial expenditures of this magnitude should follow a significant need to be addressed. I'm truly not seeing that need. Let me explain. Amherst is town of almost 130 thousand residents, probably twenty-five thousand of those being UB students, Tonawanda significantly smaller around fifteen thousand residents. The majority of both towns have their own cars with which to get to work and other destinations. A very small percentage use buses for transportation. If we focus on UB, they are a micro-town in and of themselves. Subsequently, there are bus and shuttle systems specifically for the UB students. Their transportation fees pay for this and

the buses can be used for free. They're clean, safe and run continually every five to twenty minutes, depending on the line between all three campuses, generally eighteen hours every day. Three important features of the UB current systems; they're all handicapped accessible, they are free to students, faculty and staff and the routes are direct, meaning that no additional wait times or unnecessary stops in between. So for UB, why would they up an expedited, direct and free transport between campuses for a Metro rail they would have to pay for and that would slow down their commute. For me, myself, I certainly would not want to take the convenience out of hopping in my car if I need to get to a medical appointment or if my child needs care or if I'm late, I'm going to hop in my car. I'm not going to worry about walking to a Metro station. Let's address

2319 the financial implication. We all see how projects that are initially brought to the table start out at one figure then construction gets delayed, material costs rise, other hiccups and, oops, guess what, the price tag increases. If this project takes years to complete, and odds are it will, between politics and red tape, the cost will almost certainly rise. And, as an Amherst resident, I can attest to the fact that we have already suffered a few fiscal blows with taxes and expensive

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projects. This would yet be another one. I'm also old enough to remember what I would refer to as the original Metro trolly of downtown Buffalo. When the Metro rail was first installed it was supposed to bring vitality to the area, similar to what this current proposal is trying to sell. The problem was it did not meet those expectations. Retail establishments and area businesses along Main Street in the city never referred financially. Many shut their doors. Admittedly, economic downturn for the area could not be solely blamed on the Metro, but the lengthy construction period, plus limited vehicular access to area businesses certainly didn't help. In summary, I don't feel there is enough need to justify pushing through a pricey area already highly taxed and just because the Light Rail could potentially mean the most federal money for the project, does not mean that that makes it the correct move for this community. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 13, please.

SPEAKER 13: My name is David Kowal, wow, I noticed some big numbers that were put up there right in the beginning presentation. There is a lot of people going to be travelling this route. A lot of people want to travel this route. So it is my proposal that today,

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SPEAKER 13: My name is David Kowal, wow, I noticed some big numbers that were put up there right in the beginning presentation. There is a lot of people going to be travelling this route. A lot of people want to travel this route. So it is my proposal that today,

immediately, a standard NFTA bus take exactly the route that the rapid transit is going to take. I proposed this to an engineer many, many years ago, who told me there is already buses on that route. So I looked at the route map on the website. There is a route 34 that covers about a third of the area. There is a route 35 that covers about a third. There a big gap in between, so you can't transfer between them. And there is a big gap between the last bus getting out to Audubon. So I would like to propose that a bus built following the route -- I know there is some land allocated just north of the 990 for the eventual train to turn around, a small parking lot big enough for a bus to turn around and a bus to park, should be relatively inexpensive to build. There is no reason that bus couldn't start running tomorrow. And when you start seeing the huge number of people on that bus, that would justify the Rapid Transit. And when the people laughing behind me are correct and the buses are empty, there is no need to for this Rapid Transit. If it's a medium amount of traffic, you can just let this bus continue and call it done.

2313 The other point I wish to raise is the first speaker before me said that the UB shuttle buses are free. It's my understanding they are not free. The

students pay a fee for those buses. If the Rapid Transit comes in, the students will have to pay for a semester bus pass. A semester bus pass, under the last set of the numbers I saw, was more expensive than the money that they're currently paying for the UB shuttle buses. So I will make the prediction that on the day after the day this whole thing is built and UB is asked to throw in money, they're going to say, you know what, I think we're going to keep the shuttle buses. I have never been a UB student, I have never ridden on the UB shuttle bus, I do, however, frequently go to the Amherst Senior Center and the Audubon Library and on my way through the campus, I can observe where the buses go. And I can look at the map of where the train is going to go. I'm glad I'm not a UB student. That's going to be an awful long walk if you have a class or a dorm that is not right where the train is going. And looking at the -- where the busses are going and where the campus is, there is a lot of ways.

HELEN TEDEROUS: Thank you. Speaker 14, please.

SPEAKER 14: My name is Pat Gillen. I live in Amherst, but I grew up in Cheektowaga. In 1983 I went to UB under grad and in 1986 I graduated from law school in North Carolina. I worked downtown from 1983, 1984 in

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HELEN TEDEROUS: Thank you. Speaker 14, please.

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SPEAKER 14: My name is Pat Gillen. I live in Amherst, but I grew up in Cheektowaga. In 1983 I went to UB under grad and in 1986 I graduated from law school in North Carolina. I worked downtown from 1983, 1984 in

the summers and in 1986 I joined a law firm downtown and worked downtown thirty of my forty years in practice. I can tell you this, my dad told me in the late seventies about the first Metro. That's crazy, we're throwing money away. I said, dad, you're so negative. He said, it's going to destroy Main Street. May he rest in peace, he would be a hundred today, and he was right. It destroyed Main Street and i saw it, I lived it, I worked it. Every day I walked to court and every day I watched to see another building closed, another businesses closed. It was empty. It never recovered and I don't believe that's going to happen here. My brother lives on Niagara Falls Boulevard. Thirty some years ago they bought that house, maybe forty or fifty grand. It's probably worth 150 now. Do you think in this market that they're going to be able to find a house for 150 thousand dollars somewhere with four bedrooms? Maybe that's what the NFTA is going to offer them. I kind of doubt it. I know how condemnation proceedings work. I also know that an EIS statement is full of a bunch of assumptions that never come to pass. 3.4 million people are going to ride it? You all better start having children because we don't have growing population. Mr. Amplement, you're 36 years of age. You didn't live through the first Metro, I did. And when I

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walked to work, Local 210 was fighting on the construction with some employer who didn't have union workers, that's what I remember about that. And going -- coming back from law school and seeing empty Main Street, it broke my heart because I used to shop there with my parents. We don't need it in this area. It's here for the students. The students can take buses. I took a bus from 1979 to 1983 back and forth between the campuses. No problem. And they're using electric businesses now. There is no reason to spend this kind of money with a declining population.

HELEN TEDEROUS: Thank you very much. Speaker 15, please.

SPEAKER 15: My name is John Misso, Senior. We own Sun City Mattress at the corner of Sheridan and Eggert -- or Niagara Falls Boulevard and Eggert. And we have been there 23 years. We also own the building next door at 934 Niagara Falls Boulevard and we're totally against this Rapid Rail Transit. We have a large investment in that corner and to put one lane each way on Niagara Falls Boulevard is insane. And I'm also a retired auditor for the City of Buffalo and I remember when they put the Rapid Transit in downtown and Hens and Kelly and AM&A'S and all those businesses all went out of business. Now they want to reverse it and put

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traffic back on Main Street, but it's too late. All those businesses are gone. They'll never be back. And I just want to state that. That's all. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 16, please.

SPEAKER 16: My name is Joseph Lane. I live on Goldfinch Court. And on behalf of the Audubon community's three thousand residents, our HOA board of directors is strongly opposed to the planned Metro Rail extensions. We have five specific objections: First, we don't want it. We don't need it. A community survey gave Audubon residents three options; rail, bus or none. Over two thirds, seventy percent of respondents, wanted no traffic. Only about twenty percent chose rapid bus and ten percent said, okay, maybe rail. As an elder ring suburb, our residents average two to three cars per household and enjoy being ten or fifteen minutes to anywhere downtown of the 990. We don't need a one-hour ride to downtown or a fixed rail cap that can't reach the popular destinations like Boulevard Consumer Square. Instead, our residents suggest there is a longstanding need to extend NFTA's traditional bus service throughout the Northtowns, especially Paratransit for the disabled and the elderly. Paratransit provides door-to-door service because people with mobility impairments can't

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walk a quarter mile between Metro stations or destinations, especially in four or inclement weather. Second, the Light Rail option will have a negative impact for up 20 hours per day, that's from five a.m. to eleven p.m. The adverse impacts of the Draft Environmental Impact Statement have already recorded include noise and vibration. And even in there when they say it's moderate impacts, that's assuming new steel rails, new train carriages and wheels. Noise and vibration will only obviously worsen as these components age and wear. NFTA proposes lubricating the tracks and the wheels on a quarterly basis, but of course, should a loud squeal arise between, residents will have to deal with that noise until the next time the tracks are lubricated. Vibration is a serious concern because Audubon residents live in expansive clay that results in exacerbation of foundation problems. If the vibrations from the trains causes more foundation problems, we'll never be able to assign it to the Light Rail System.

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Third, UB transportation issues, which everyone has talked about, are overblown while Light Rail is an overkill solution. The so-called Citizens for Rapid Transit promote Light Rail's ability to six hundred people every ten minutes, 36 hundred people per hour. But UB only transports 14 thousand people per day. The

capacity of Light Rail is so far beyond UB's needs, that it could collect revenue from all the riders in equivalent of four service hour, leaving 20 hours empty and unpaid for. UB Stampede currently handles student demand with a fleet of 28 buses and 15 shuttles. UB can easily address any peak demand by running a few more vehicles. Taxpayers don't need to foot SUNY's bill for more students moving between campuses.

2299 Fourth; doubling the life of the of money-losing Light Rail System will likely double the deficit of Metro Rail operations. NFTA expects UB student fairs to support Metro Rail, but UB classes are only in session for a 150 days per year. That leaves two hundred days without the revenue. Even then-- someone else will finish because obviously three minutes is more than enough to cover the concerns of three thousand residents.

HELEN TEDEROUS: Thank you. Speaker 17, please.

SPEAKER 17: My name is Jack LaShomb. I live at 5 Hummingbird Lane. And I'm with Joe here from the Audubon residential community and we, the residents of the Audubon, question primary justification for the Light Rail extension and we believe that the justification is obsolete. The justification is based

think you will be surprised.

HELEN TEDEROUS: Thank you very much. Speaker 66.

2289 SPEAKER 66: Hello. My name is Lucas Santos. I am from the North Park district around Parkside. Thank you so much for having you this public hearing. I wanted to add briefly just to my own points saying I am for the Light Rail. Of course there is a lot of

2290 different parts to it, a lot of moving parts and not every part of it is great, but there is so much good to it that I personally see. A lot of people have said a lot of points that I could have said, but mostly where my points come from include just having a detachment from the automobile. Just having less cars in general. Less focus on personal transport. Totally respect the lady that said she wants to use her car for groceries, that's the American way. I think the American way be would be community, not just you taking yourself to the store yourself. Really a more enveloped community that -- where I need to get in my car by myself. Cars do have places that they need to be used, of course, but the Light Rail would be so much more useful for people who, like the person before me said, don't have one. Or have one but can't want use all the time. Or people who need different alternatives like people who maybe are,

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you know, car capable but have an issue with their car or maybe in their vision. There are so many different kinds of ways to it. I'm not even speaking to the points people made about the UB students are going downtown, just decentralizing from cars. Look at the Boulevard Plaza at -- with the Target, the Shake Shack and everything, you could fit like two or three neighborhoods without much parking lot space there is. What if we had more points for people to get there or like more space for stores that wouldn't have the need for a parking lot. Thank you very much.

HELEN TEDEROUS: Thank you very much. That concludes our public comment portion. We encourage you to submit your comments by September 8th, this year. Your input is very important to us. Thank you all for coming tonight. It's much appreciated.

the northtowns and Niagara Falls and the Southtowns and I hope this is just the first in several more steps of completing our system. It's long overdue. So we've got UB, the largest institution in the SUNY system, 30 thousand students plus faculty and staff split between two campuses and then south campus is, of course, connected to downtown. We have an opportunity, like we intended years ago to connect that north campus, all the students, it's a major destination, and any region worth its salt would have done this years ago. It's long overdue, we should do it now. So, I'm happy to see the project being proposed. And I've got some small issues with certain design things, the bike lanes probably are the major thing, but overall I'm happy to see this project being proposed and I hope it does move forward. And I'm looking forward to riding it, if and when it does get built. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 66. Speaker 66.

SPEAKER 65: I'm 65.

HELEN TEDEROUS: You're 65?

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SPEAKER 65: Yeah. My name is Bernice Randall, I live in Buffalo, New York in Allentown, actually. And I think what Chuck just said about a lot of the statistics is something you should really think

about and be very aware of. I sense a lot of fear in the room. And so I really actually just wanted to say a few things to try to, you know, calm the fear. I live in Buffalo along the Metro line. We work along the Metro line. I work at the Market Arcade. The sound is fine. The vibrations are fine. The foundations are fine. Okay. The garbage is picked up. The fire fighters get -- find a way through. The police find a way through. Is it fine. In fact, it's actually more than fine in some ways. My husband and I were able to go car light, so we sold one car. We have one car in our household. We are able to save 7 hundred dollars a month for the last five years. We paid off student loans early. We are able to -- I mean, we're 38. We paid off our student loans when we were 38 years old. That's in insane. Okay. So just really think about the amount of money you can save, the time you can save, the energy that the train brings to downtown. People think

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downtown is dead. Working down there I will tell you, Shea's has a show, Town Ballroom has a show, there is thousands of people everywhere. We need to connect the train all the way up. This is definitely the way to go. I'm very supportive of this project, as you can tell. But I just encourage you guys to really take a step back. Okay. People do their grocery shopping on the

train. They can use the train to get to work. It's possible. And if you don't believe it, come down. Come down to Buffalo. Stop by the Market Arcade. Go to Shea's. Take the train. It is actually not the end of the world. It's very nice to do. And I really also wanted to say Light Rail is the future, whether we like it or not. Cincinnati is one of our peer cities, they have a Light Rail that wraps almost around their whole downtown and up and around and it's vibrant. Renovations of buildings are happening. People take the train all day every day. Downtown is stronger because of it. Kansas City, I know we don't like the Chiefs, but guess what, they have a Light Rail system that's very good and expanding and all the these buildings are being built around it and housing is stronger around it. So, really, it is the future. Light Rail is the future.

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I think if you hear the people making the comments wanting this were a little on the younger side. We cannot afford cars. And I come from a two income, no house, no kids, okay. It's hard out there. You guys have two or three cars, I don't know how you afford it, I have to be honest. But Light Rail is the future and really -- if you want to come down to Market Arcade and hang out with me for a couple of hours, we can get lunch, I swear -- take the train and come on down. I

think you will be surprised.

HELEN TEDEROUS: Thank you very much. Speaker 66.

SPEAKER 66: Hello. My name is Lucas Santos. I am from the North Park district around Parkside. Thank you so much for having you this public hearing. I wanted to add briefly just to my own points saying I am for the Light Rail. Of course there is a lot of different parts to it, a lot of moving parts and not every part of it is great, but there is so much good to it that I personally see. A lot of people have said a lot of points that I could have said, but mostly where my points come from include just having a detachment from the automobile. Just having less cars in general. Less focus on personal transport. Totally respect the lady that said she wants to use her car for groceries, that's the American way. I think the American way be would be community, not just you taking yourself to the store yourself. Really a more enveloped community that -- where I need to get in my car by myself. Cars do have places that they need to be used, of course, but the Light Rail would be so much more useful for people who, like the person before me said, don't have one. Or have one but can't want use all the time. Or people who need different alternatives like people who maybe are,

having -- from going home, going into the service, I told everybody I have gender dysphoria, I lost half of friends there and coming back to a place a where I could work out some of these things and then basically to say well, we're going to leave now. It's like, all right, we'll figure it out. There are better options than investing a ton of money into what will become obsolete within next ten to twenty years. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 64.

2279 SPEAKER 64: Hi. I'm a resident of Buffalo and when I saw this project being proposed I was pretty happy about it and I still am. There are a few myths that I think need a little debunking. I've heard it over and over again throughout the night. The system that we got, the Metro rail system was originally built as a trunk line and we never got any of the transit build after the Reagan administration cut the funding in the 80's. Even so, it's got one of the highest per mile riders of any light rail system in the country. It's utilized and utilized really well. And even if it's in its hoveled amputated state, it is a success. And it's really nice to see this finally coming to some significant proposal and an extension of the line out to UB. We were supposed to get lines out to the airport,

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people who would greatly benefit from the Light Rail and the needs of the many outweigh the inconveniences of the few. Many of the people here who would most benefit are unrepresented for a variety of reasons. In truth, we know that increasing public transit is a net positive for cities and communities. Many people say that there just isn't a need because Buffalo is essentially in decline and no one will use it. They fail to see that in order to revitalize Buffalo, we have to revitalize its infrastructure. Cars infrastructure truly decimated Buffalo and many other cities. My grandmother grew up here and has better access to public transportation than I do. At the height of Buffalo we have 250 miles of public rail for citizens to freely traverse the city. All you needed was a subway token. Now you have to own a car. Let's change that.

HELEN TEDEROUS: Thank you very much. Speaker 63.

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SPEAKER 63: I'm speaking as a resident of Amherst. I taught in Buffalo for 18 years plus. I have lived in different communities. I lived in Cheektowaga, I lived in Amherst, and I worked in Buffalo, I'm telling you that I feel it's the wrong move because Amherst is one of the safest and the people who live here have fought to live here. I've worked with the kids in

Buffalo. I understand different population. I have had my life threatened. I've been football knocked flying four feet in the air. I've paid my dues, but Amherst residents fought to live here. They paid their taxes to live here, they fought to have the police, the fire protection, the court system that makes -- and the educational schools, it will go downhill because the influx along Rapid Transit system will bring crime and will bring a disruption that will affect all of Amherst property values will go down, it's not just the -- some of these homeowners, this homeowners have fought their entire lives to live here and you are trying to say we should consider the population of UB. UB is mostly Buffalo, downtown and south campus. We have one campus here. Why are we supporting eighty percent, a lot of which will leave. They're not staying here, the majority of the kids who go to UB. They're not paying these taxes. They're saying we need to be seen. Well, I have been an educator since the seventies and when you fight for a community -- we appreciate our cars. We appreciate our homes. We appreciate what Amherst represents. Cheektowaga had an influx and -- it had an influx of crime and it has influx of needs and the kids it the schools, you pay higher taxes. Yes we need to serve these populations. I taught those populations. I

don't say that now, but we live in Amherst by choice and what I'm trying to say is to say we need to change our lifestyle for one campus is wrong. Yes, improve the bus service. Maybe put one down Millersport, but I don't think you should. But that makes a lot more sense than what they're talking about. We have ways of doing it for a lot less cost than two billion dollars. Who are these students spending my money? A lot of them don't come from this country or come from other parts and will leave. That's not what Amherst was built on. Amherst was built on people who fought hard to come here, live here, and deserve the best.

HELEN TEDEROUS: Thank you. Thank you very much. Speaker 64, please.

UNIDENTIFIED SPEAKER: Hello. I'm a retired Navy pilot and that's my mom.

HELEN TEDEROUS: Sorry, we do have to keep going in order.

UNIDENTIFIED SPEAKER: My mom said to say my peace, I'm going to say my peace. I served my country for seven years.

HELEN TEDEROUS: Thank you for your service.

UNIDENTIFIED SPEAKER: A Navy doc collapsed my left lung. So that ended my fun. 25 million dollar jet, then it goes to a hundred million dollar jet and

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UNIDENTIFIED SPEAKER: A Navy doc collapsed my left lung. So that ended my fun. 25 million dollar jet, then it goes to a hundred million dollar jet and

then they have the F35. My best buddy, I went to night school with, is a Top Gun Flight School instructor now, so I'm a little jealous, but -- and he's, you know, talks about how the F35 is garbage and aren't we filling in the 33 or we want to? And then we want to spend two billion dollars? I mean, what -- you know, the spruce goose the -- what other massive projects haven't worked because they have been so massive? What are we going to do when we have got flying cars and now we've got, you know -- it's like, okay, we were laughing about artificial intelligence twenty-five years ago and now it's like we -- half of us spend half of our time on them. You know, a little bit of vision, what the decentralization of Amherst could do in terms of, you know, what would more buses do? Who hasn't rode the bus for 45 minutes? Dude, I've been -- I came home to Amherst with some mental health issues. I didn't want to be around and spent some time at VA, my mom's been there for me for the last five years after -- thing after thing. I dropped out of Harvard because mental-health wise -- where did I come back to? Amherst. And my mom is like, we're not staying here if this rail system comes in. I can't take the construction, I can't take -- so, it's like, you know what, I appreciate all your guys' opinions, but what I rally appreciate is

having -- from going home, going into the service, I told everybody I have gender dysphoria, I lost half of friends there and coming back to a place a where I could work out some of these things and then basically to say well, we're going to leave now. It's like, all right, we'll figure it out. There are better options than investing a ton of money into what will become obsolete within next ten to twenty years. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 64.

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think it's good not only for the students of UB, but also the people who work at UB, which is one of the largest employers in the region. So it's not just students or young people that, you know, ride this things, it is people of my age or my wife's age. So hopefully you can take that into consideration. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 62.

2268 SPEAKER 62: My name is Cecelia Brown. I was born and raised in Buffalo and I personally think the Light Rail is the best thing that Buffalo can adopt. For those that say we should just go the bus route, firstly, busses often get caught in snarls that car infrastructure creates. They can be slower because there is traffic. They may not run very frequently. There is also lack of clarity as to when they will arrive. All of the these contribute to the lack of use that many here have witnessed and we can work on that too. But I also think that people are underestimate the tole that aesthetics and perceptions of safety can play in people's choice to use pubic transit. People who only ever drive associate buses with underprivileged people who have to rely on it. They don't see it as for them. Many aren't familiar with how to even ride a bus.

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Like how to get a ticket, how much it costs, if they need cash, where the busses can take them. The Light Rail for the above-ground trolly cars are associated with a bygone time. They are not associated with the lower classes. And, as messed up as it is, that will make this more attractive to middle-class people. Also the fact that they will be above ground and the spots will be visible to others, creates an atmosphere that is different from the current Metro. People who don't use the subway right now, probably don't view many stations along Main Street as safe. I've grown up a short walk away from the Amherst station and went to City Honors and took the train every day. Outside the station there were sometimes people that seemed like they have mental health issues. As a young woman, sometimes I wasn't racing to go underground where there is no perceivable escape route if something were to happen. That being said, I never had a problem with the people who rode the train. Still, the fact that it's above ground is attractive to many people and makes them feel more safe.

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For those whose home will be affected, you have my sympathy, there will almost be people would are negatively impacted by changes in infrastructure and I believe that they should be compensated fairly. That being said, your home lies within a larger community of

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people who would greatly benefit from the Light Rail and the needs of the many outweigh the inconveniences of the few. Many of the people here who would most benefit are unrepresented for a variety of reasons. In truth, we know that increasing public transit is a net positive for cities and communities. Many people say that there just isn't a need because Buffalo is essentially in decline and no one will use it. They fail to see that in order to revitalize Buffalo, we have to revitalize its infrastructure. Cars infrastructure truly decimated Buffalo and many other cities. My grandmother grew up here and has better access to public transportation than I do. At the height of Buffalo we have 250 miles of public rail for citizens to freely traverse the city. All you needed was a subway token. Now you have to own a car. Let's change that.

HELEN TEDEROUS: Thank you very much. Speaker 63.

SPEAKER 63: I'm speaking as a resident of Amherst. I taught in Buffalo for 18 years plus. I have lived in different communities. I lived in Cheektowaga, I lived in Amherst, and I worked in Buffalo, I'm telling you that I feel it's the wrong move because Amherst is one of the safest and the people who live here have fought to live here. I've worked with the kids in

HELEN TEDEROUS: Thank you very much. Speaker 61.

2264 SPEAKER 61: Hello. I'm Matt Lahey. I'm from Amherst. Contrary to what a lot of people have said so far, there are people in Amherst who are in favor of the Light Rail Expansion. I don't have an anecdote that would you sway you guys i one way or the other, I'm more so speaking to my personal experience. My wife works at UB, so it would actually benefit us a little bit in that regard, but generally speaking I think this is a good step on the right direction for not only the people who are going from UB South to North, but for people who want to take the Metro to other parts of the region.

2265 This is one project in what is hopefully multiple, right -- a lot of people even who are pro Metro here made good points to go to the airport, to go to -- I don't know the medical area, sorry, I don't know what the words he used exactly. But they make a good point.

2266 And I think there is a lot of compromise we can make here, so I think a lot of people who are even on the fence made good points, even if they weren't necessarily a pro as I am. I hope you can take those into consideration. There are some valid concerns, but irregardless of those, I think we should proceed with this project. I think it's good for the community. I

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think it's good not only for the students of UB, but also the people who work at UB, which is one of the largest employers in the region. So it's not just students or young people that, you know, ride this things, it is people of my age or my wife's age. So hopefully you can take that into consideration. Thank you.

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this actually serves, I actually have a bus stops that serves the Niagara Falls Boulevard area right in front of my building. If you see two or three people on there during the week, that would be a lot. So I don't think that the intended purposes here are being served and especially for a project that's going to cost our community 3 billion dollars. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 60.

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SPEAKER 60: Hi. My name is Deborah Allum. I live on Niagara Falls Boulevard near the corner of Ford. And when the Boulevard was expanded 20 or 30 years ago, they took a huge amount of our front lawn. They're now planning to take two more yards of our front lawn to expand the road in order to put in this train that is going to cause our house to collapse because we have a clay foundation. Terra-cotta. Think about a flower pot, that is what our foundation is made of. Our house is like many, many other houses for at least four streets in from the Niagara Falls Boulevard and the vibration is going to effect people up to Windemere, maybe up to University Plaza. University Plaza will probably close because construction is going to be going on for four years in front of University Plaza. So who is going to -- everybody avoids a construction area when

they're driving. And who in the neighborhood is going to take a bus to go to Wegmans or Tops on Maple. When they -- oh, a few people. But most people here drive and would rather take their car so that they can put their groceries into their trunk. You're not going to change the American way. So to me, to put in a new bus route, may be two or three new bus routes, let them run every fifteen minutes, the people will be served much better. Put in bus stations that are weather protected. Wouldn't that be nice to be protected from the rain and snow when you're waiting for that bus. That would make a world of difference and it would cost nothing and the construction would be piddly. You're talking about four thousand to build the construction of this. Well, what about maintenance as years go by? The road is going to need maintaining from the vibration going through. And what about the -- not just of the fire trucks, the ambulances, the police, what about when the garbage truck wants to go up Niagara Falls Boulevard and you're all going to sit in your cars waiting for that garbage truck. And the school buses. We won't be able to drive out our driveway because the traffic is going to be so backed up with one lane in each way. It's hard already with two lanes and where I live is no a center turn lane.

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payment, that takes away from people's retirement, that takes away from their futures. Focusing on cars as a means of transportation is both low grossly inefficient and it's a very inefficient and depreciating investment. You don't get that money back that you put into a car. It's just a means of getting you from point A to point B. If you -- my apologies. If you take that money that you are putting effectively into a monthly tax on yourself and instead put that into the local economy, the local economy will grow. If you take that and put it into a savings, you can build something of a future for yourself. You can invest in yourself rather than investing in some junk that's going to be polluting your air for decades to centuries. Carbon dioxide sits in the air essentially for thousands of years. I don't have much more to say, but yeah, I hope to see this plan come to fruition in some form or another. Thank you.

HELEN TEDEROUS: Thank you. Speaker 58. Speaker 58. Speaker 59.

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SPEAKER 59: My name is Rick Boorman. I'm the owner of Boorman Law. We have an office on Niagara Falls Boulevard. I also own many properties around Amherst and Tonawanda. I originally chose my location because I wanted to be part of the rejuvenation of that part of Niagara Falls Boulevard in Tonawanda. And you

mark my words, if you put this Light Rail in, you're going to disrupt many of the small businesses and family business in that area. You're going to see them all go. They can not afford to be down for two to three months on end while the Light Rail gets constructed. I know for me, personally, I would not be able to absorb such a blow. And if you ever saw my building, I chose to take a dilapidated building, the former Cameo's building, for those who are in the area, and chose to put pretty much my entire life savings into the rejuvenation of that building and the area. On top of that, you have promises of property value increases. In examination of similar projects in our area, in other areas like ours will see a significant drop in the surrounding areas property values; it will not increase. Third, you have significant foundation issues. We are a real estate law firm. I am very familiar with the surrounding area and those properties do have significant foundation issues along the Boulevard there and in surrounding areas. I believe a gentlemen said that you're going to see disruptions up to a quarter file from there. This budget at two million dollars -- two and a half -- two billion dollars, it's going to be double, you know, triple that by the time this project is complete. And then on top of that, the section of the population that

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this actually serves, I actually have a bus stops that serves the Niagara Falls Boulevard area right in front of my building. If you see two or three people on there during the week, that would be a lot. So I don't think that the intended purposes here are being served and especially for a project that's going to cost our community 3 billion dollars. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 60.

SPEAKER 60: Hi. My name is Deborah Allum. I live on Niagara Falls Boulevard near the corner of Ford. And when the Boulevard was expanded 20 or 30 years ago, they took a huge amount of our front lawn. They're now planning to take two more yards of our front lawn to expand the road in order to put in this train that is going to cause our house to collapse because we have a clay foundation. Terra-cotta. Think about a flower pot, that is what our foundation is made of. Our house is like many, many other houses for at least four streets in from the Niagara Falls Boulevard and the vibration is going to effect people up to Windemere, maybe up to University Plaza. University Plaza will probably close because construction is going to be going on for four years in front of University Plaza. So who is going to -- everybody avoids a construction area when

SPEAKER 56: We need to be doing this project and let's listen --

HELEN TEDEROUS: Thank you.

SPEAKER 56: To the majority that was in the poll in favor of project rather than a vocal minority. Thank you.

HELEN TEDEROUS: Thank you. Speaker 57, please.

2249

SPEAKER 57: Hi. My name is Alexander Castillo. I live in North Buffalo. I just simply want to say that I'm in full support of the LRT system. I would not be opposed to a BRT system, but I think an LRT system would be more ideal. They're faster, they're cleaner, they're more efficient. That's without a doubt. I would also like to add to a former commenter noting that we're essentially in a sort of -- like, we're in bubble communities. Like, I grew up in suburbia and I felt that it was incredibly isolating. There was -- you had to walk miles to get to the nearest convenient store. If you wanted to get to the nearest grocery store, you would have to get in the car to get there. I think that that is incredibly taxing on underserved and young people alike. We're in an economic crisis and adding a several hundred dollar monthly car payment and thousands of dollars in a down

payment, that takes away from people's retirement, that takes away from their futures. Focusing on cars as a means of transportation is both low grossly inefficient and it's a very inefficient and depreciating investment. You don't get that money back that you put into a car. It's just a means of getting you from point A to point B. If you -- my apologies. If you take that money that you are putting effectively into a monthly tax on yourself and instead put that into the local economy, the local economy will grow. If you take that and put it into a savings, you can build something of a future for yourself. You can invest in yourself rather than investing in some junk that's going to be polluting your air for decades to centuries. Carbon dioxide sits in the air essentially for thousands of years. I don't have much more to say, but yeah, I hope to see this plan come to fruition in some form or another. Thank you.

HELEN TEDEROUS: Thank you. Speaker 58. Speaker 58. Speaker 59.

SPEAKER 59: My name is Rick Boorman. I'm the owner of Boorman Law. We have an office on Niagara Falls Boulevard. I also own many properties around Amherst and Tonawanda. I originally chose my location because I wanted to be part of the rejuvenation of that part of Niagara Falls Boulevard in Tonawanda. And you

have on young working people in the city. Another issue that I think I'm interested in is knowing that if this is going to create union jobs. You know, expanding the rail, I think I do have a vested interest in supporting union work and creating more union jobs. That's pretty much it. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 56.

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SPEAKER 56: Hello. My name is name is Alan Oberst. I'm a member of the board of citizens for regional transit. I'm a representative from Buffalo and I'm a decades-long transit user. I also am a researcher appointment at the UB School of Architecture and Planning. I've been doing planning and community development work for three and a half decades. I've worked on a number of major transportation projects including some transit projects and I'm testifying on behalf of this project. I think it's very important that this project happen. This project in the Draft Environmental Economic -- or Environmental Impact Statement that we're discussing tonight has a number of very important benefits, environmental benefits, transit oriented development, those are all very important. I would say one of the most essential things that this project can accomplish is to help knit together the

separate UB campuses that today don't necessarily function well as a unit. All the campuses are kind of disconnected islands and the more that we can get them functioning together by providing seamless transportation between the campuses, the better UB functions and it is a primary economic driver for the region.

One of the things that tends to happen at UB is because of the separate campuses, UB has been stuck for decades and because Metro trail originally was supposed to go to UB North Campus but didn't. The school ha been stuck operating essentially a separate transit system and UB tries to operate a transit system that's in and of itself one of the largest transit systems in the region and it doesn't do that well and it's duplicative and it's redundant. And, you know, we need to get UB out of the transportation business and that's a business for -- that's a business for the NFTA. So the answer to connecting the campuses is not, you know, a better shuttle system. The University is inherently unable to run a quality shuttle system. Also, the shuttle system is bus based and buses just don't provide enough capacity to connect the campuses well. And they're also effected by weather, so we need to be --

HELEN TEDEROUS: Thank you very much.

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you know, paint the -- paint the bike lanes that are not protected. Can I start a Go Fund Me to help offset some of the cost difference. Could I help create moving crews that need to help move people out of their homes into new areas. There are options and I just really hope that we look long-term here and not short-term. My only question that I do have though is for the LRT and removing of the Buffalo Stampede. I am not a UB resident -- or a UB student, but I would like to ask to does that include removing the Stampede from within campuses? So on north campus I know there is bus service that stays on north campus. Is that removed or is it just the -- one campus to another that's removed. Thank you all very much.

HELEN TEDEROUS: Thank you very much. Speaker 53. Speaker 54. Speaker 54. Speaker 55.

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SPEAKER 55: Hi. My name is El Cheli. I am in support of the expansion of the rail. I am coming from a place of wanting to support working people and, to me, it's the working class issue. I work for a union and represent many members who do no have access to cars and do rely on public transportation. I can't tell you how often I'm hearing the need for improvements on expanding public transportation in the City of Buffalo and the overwhelming positive impact that it's going to

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have on young working people in the city. Another issue that I think I'm interested in is knowing that if this is going to create union jobs. You know, expanding the rail, I think I do have a vested interest in supporting union work and creating more union jobs. That's pretty much it. Thank you.

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can't freeze in America. Sometimes it's inconvenient or annoying, you got to deal with construction, new traffic patterns, that's life. Sometimes annoying and inconvenient.

Lastly, community input sessions like this are fundamentally undemocratic and elevate the fuse of a fraction of the electorate over or the entire electorate. There are a lot of people with a lot of time to block anything and everything and you can't build anything in America anymore. They built the Golden Gate Bridge in, like, four years. It came in under budget and under schedule. Now we have community input and then people come to the community input to complain about red tape and delays and cost overruns caused by community input. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 50. Speaker 51. Speaker 52.

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SPEAKER 52: Hello. My name is Abby Decicco. I grew up in Amherst on Westfield Road just off of Eggert and I currently live downtown. I grew up using the NFTA to go downtown for Sabres events with my family, any concerts, Shea's performances and my friends in I also always take it down for New Years. So, it was definitely used in Amherst by me and my friends and it was always very convenient especially before the age of

16 when we could drive. It gave us the capability to go to events and move around freely without relying on our parents to have to drive us everywhere. With that, I'd like to think that the destination is downtown here. The idea is to bring UB students to -- from one campus to another, but also to bring them downtown and to bring neighbors like myself growing up to downtown to the areas; to Shea's, to Key Bank Arena, Canalside, all of these wonderful things that we now have. So when you say that it's going to Maple, it's going to here, those aren't the destinations, those are the starting points.

2239 Also, I would like to point out that with the Main Street, not only were there many other factors, but also that cut off vehicle traffic entirely on parts of Main Street. Niagara Falls Boulevard has seven lanes of traffic at points and we propose going down to five. That is not the same as cutting off vehicular traffic entirely letter.

2240 Finally, I do also want to say and to go off the woman that was up here earlier, that he are a community and I am empathetic to those that will be impacted and losing property or having to move, and I would like to personally offer and also offer from my community to see how can I help in mitigating those impacts. Can I help come plant trees to block the view. Can I come help,

you know, paint the -- paint the bike lanes that are not protected. Can I start a Go Fund Me to help offset some of the cost difference. Could I help create moving crews that need to help move people out of their homes into new areas. There are options and I just really hope that we look long-term here and not short-term. My only question that I do have though is for the LRT and removing of the Buffalo Stampede. I am not a UB resident -- or a UB student, but I would like to ask to does that include removing the Stampede from within campuses? So on north campus I know there is bus service that stays on north campus. Is that removed or is it just the -- one campus to another that's removed. Thank you all very much.

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SPEAKER 49: Good evening. My name is Garrett Burgward. My wife and I live just off of Eggert and Niagara Falls Boulevard by the Whole Foods on 255 Alberta Drive in Amherst. One of the proposed stations is a very sort walk from our house in the station 12 project, which we're thrilled with. We will be directly affected by the construction, I'm sure, but we are both extremely in favor of the LRT proposal. I'm personally thrilled this Metro station is within walking distance, of course my wife as well. We have been using it to go into the city, go to Shea's, in and around Amherst, especially and including the Target Plaza. It's across a road but, like, two or three blocks. I know the OBC crisis is a problem, but I didn't think it was that bad.

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Echoing others, my only criticism of the project is that the bike lanes are not protected. Bollards are not new or expensive or complicated. Please add them. It's really a very cheap way to protect bicyclists against bad drivers. We've already had a lot of people that die with riding their bikes or they're injured because of bad drivers in the area. So while some folks may not plan to use the Metro, remember there everyone that does use it is one fewer vehicle on the road for you to complain about. To concerns about construction noise and disruption, cities need to be able to grow. You

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can't freeze in America. Sometimes it's inconvenient or annoying, you got to deal with construction, new traffic patterns, that's life. Sometimes annoying and inconvenient.

Lastly, community input sessions like this are fundamentally undemocratic and elevate the fuse of a fraction of the electorate over or the entire electorate. There are a lot of people with a lot of time to block anything and everything and you can't build anything in America anymore. They built the Golden Gate Bridge in, like, four years. It came in under budget and under schedule. Now we have community input and then people come to the community input to complain about red tape and delays and cost overruns caused by community input. Thank you.

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too different from us. I hope they build the Light Rail. I do. I have a long, personal relationship with it and so does my whole family because my late husband was one of the electricians that kept the thing running for a lot of years, 37 years. But he's gone, so -- that's not the point. The point is it will make -- yeah, it's going to inconvenience some folks for a while, every new thing does, but it will increase our sense of community. Yeah, shake your head all you want, I'm not wrong. It will make this an easier place to live in the long run. And while, yes, it's more expensive to build than to run buses, those busses, those rail cars, last a long time, a really long time. From time to time they need some repairs, some refits and stuff, but they do that. And they run and they run well. And they're smooth and clean and they don't pollute. And anything that gets more cars off the road is a good thing.

HELEN TEDEROUS: Thank you very much. Speaker 47.

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SPEAKER 47: Hello, everyone. Thank you for everyone who, like me, is still here. I am John D'Aquino. I am a UB law graduate. I am former vice president of the student bar association. So couple things I noticed from what people have said. First of

all, as a former UB student, I spent the first year of my program there living in the University Heights district right on Minnesota Avenue. I took the train every day -- well, every weekend and every time I had to go to work I would take it downtown and I was pleasantly surprised to find every time I did have to go to work downtown, there were quite a lot of people riding that train with me. And, you know, it made me think about what they would be doing if they didn't have the train to ride on. They would be in their cars adding to traffic, it would take them much longer to get downtown if they didn't have to take the train and they did have to drive, and it would take the rest of us much longer if we also have to drive and contend with their car traffic. The same thing applies for Metro expansion that is going to go up to UB and beyond and, you know, I just graduated, so I guess I can't take the Stampede anymore, but if this Metro project gets built, I will be able to take that. And furthermore, one thing I want mention, you know, almost all of my classmates were like me, we all grew up here in Western New York, we didn't come here from somewhere else, and we're certainly not leaving. So that's just another reason that it would benefit us, Western New York residents.

2227 Another thing I want to say is, yeah, I guess the

Stampede exists, but on my drive to and from school every day when I would go up Niagara Falls Boulevard since I now live the Parkside district in North Buffalo, every time on my drive I would see students walking all the way down Maple, sometimes up and down Niagara Falls Boulevard, but from campus all the way down Maple next to these busy roads where people are driving, looking at their phones, not paying attention, and they would still have to walk. So, I don't know, I guess they never got the message about the Stampede. I find that hard to believe. But it's obvious the Stampede and the NFTA busses did you not adequately serve the needs of all UB residents. This Metro expansion project would serve the needs of those people. And, well, since I have a bit more time I'll just say this; I understand the concerns about tax, two billion is a large number, but, you know, I'm concerned about a different tax right now. I'm concerned about hidden and undiscussed tax of car ownership. In this economy cars are expensive as hell. If you get into a car accident, that's a lot more than you would ever pay in taxes because a project like this and God forbid you get into a car accident that injures you --

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HELEN TEDEROUS: Thank you very much. Speaker 48. Speaker 48. Speaker 49.

it being worked on for the past few years in real time and I've been loving the improvements. You take a trip downtown, you see Church stop is currently being renovated right now. Invest in our future. Do not stagnate and die out. Buffalo has the potential to be put on the map again. We can not grow if we chose to stagnate. I personally probably will not fully benefit from the Metro personally if the expansion is completed because I will no longer live at my current rental address, but I personally do not care. This isn't about me, it's about the City of Buffalo, the city of good neighbors and the neighbors that need it.

HELEN TEDEROUS: Thank you. Speaker 46.

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SPEAKER 46: My name is Ellen Browsen. I live in Amherst in a little apartment, what about a block from Niagara Falls Boulevard. I like it. I like that I can walk to there. I pastor a small church on Main Street in Buffalo. I would love to be able to stop driving. And I've reached an age where probably not too long from now I should stop driving and I'm not alone in that. What I had noticed is the degree to which increasingly people live in a little bubble. A car is a bubble. A house is a bubble. A neighborhood can be a bubble and we don't come out. We don't want to be with other people or we don't want to be with people who are

too different from us. I hope they build the Light Rail. I do. I have a long, personal relationship with it and so does my whole family because my late husband was one of the electricians that kept the thing running for a lot of years, 37 years. But he's gone, so -- that's not the point. The point is it will make -- yeah, it's going to inconvenience some folks for a while, every new thing does, but it will increase our sense of community. Yeah, shake your head all you want, I'm not wrong. It will make this an easier place to live in the long run. And while, yes, it's more expensive to build than to run buses, those busses, those rail cars, last a long time, a really long time. From time to time they need some repairs, some refits and stuff, but they do that. And they run and they run well. And they're smooth and clean and they don't pollute. And anything that gets more cars off the road is a good thing.

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have so many things. We're desperate for volunteers, so please sin up if you're willing. But we need a better plan and this is not it. A rapid bus system would be much mor effective for not separating the communities of on Tonawanda and Amherst on the either side of the Boulevard and elsewhere. It's going to cause less disruption during construction, it's going to cost less, let's start with that, and it's just less invasive on all of you.

HELEN TEDEROUS: Thank you very much. Speaker 45.

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SPEAKER 45: Hello. My name is Peter Bartlett, 2020 Canisius alumni, live at 112 Groton Street in North Buffalo and I am for the expansion project and the LRT specifically. I don't really have much to say because a lot of pro people have hit a lot of points that I was going to make, so I'll just give you a little bit of my personal story. I have been -- I take the Metro five to six days a week, whether it's going downtown to work Monday to Friday or going to go events downtown on the weekends. I, and dozens of other people, use the LaSalle park and ride. To say that nobody uses it is misleading and just not true. Not to mention, whenever there is an event downtown, the trains are absolutely packed. Whenever there is a Sabres or

Bison's game, the train is full of people wearing their jerseys heading to and from the game. Whenever there are protests or events or just a nice day, there are lots of people that are using the Metro. I just went to the Puerto Rican Day parade on Saturday and there were dozens of people taking the Metro. To say buses are an

2216 alternative is also not very true. When there was construction going on the Metro over the past few years, I had to use the bus to get to downtown and my commute almost doubled. Buffalo's population has been on the

2217 decline since 1950 for multiple different reasons. To blame it solely on the construction of the Metro from the 80's is not a fair argument. Correlation does not equal causation. Just because this are people that use

2218 the Metro because they do not have reliable vehicles, just because you cannot afford a car does not mean you should be punished even more with slow buses when quick Metro Rails would be a more faster alternative to go to where you need to go. You don't know what it's like to take bus that takes forty-five minutes to get to your stop that would normally take a car 15 to twenty minutes. For the people saying why don't we improve the

2219 current Mero we have, fair argument. But the thing is the NFTA are currently improving the Metro and have been renovating it for the past few years. I've been seeing

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it being worked on for the past few years in real time and I've been loving the improvements. You take a trip downtown, you see Church stop is currently being renovated right now. Invest in our future. Do not stagnate and die out. Buffalo has the potential to be put on the map again. We can not grow if we chose to stagnate. I personally probably will not fully benefit from the Metro personally if the expansion is completed because I will no longer live at my current rental address, but I personally do not care. This isn't about me, it's about the City of Buffalo, the city of good neighbors and the neighbors that need it.

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higher volume times. You increase it. I would love to see rail go to the airport. Some place that is used a ton. I would like to see our city expand. I don't think this is the right expansion. And I like what the woman said about helping our under-served population. I agree with that, I just don't think this will accomplish that. And so I just -- for several reasons, I am not in favor of this. I think it's a huge waste of money. That things can be done much more economically. Thank you so much for your time.

HELEN TEDEROUS: Thank you. Speaker 44.

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SPEAKER 44: Good evening. My name is Nick Henry. I'm a lieutenant with the Kenilworth Fire Company, but my comments tonight are my own. I am a twelve year veteran there. I've been an officer for six years. I've also lived on Niagara Falls Boulevard for most of my life. When I first heard about this project, at first I thought that maybe this would be a good idea. Then I looked deeper into it and I started thinking about how it's going to effect what I do, and what my fellow firefighters, my brothers in the police and the EMS do. And it's going to drastically affect the community. Not just what I do, but what you guys are expecting of me and the rest of us as first responders. If we have a Rapid Rail system down Niagara Falls

Boulevard, Kenilworth Fire Company cannot make a left turn or go to our side of the district to actually access your house for a fire. Same thing goes for Eggertsville on the Amherst side. They come from the opposite direction that we do. We go on the opposite side of the road of our district to go down the Boulevard. How am I supposed to get my first out pumper to your house with you standing on the lawn waiving at me that your son or daughter or mother, father, is trapped on the second floor and I have to drive past you to go to a designated crossing area to turn around and come back. Or I have to take a back road, which has stop signs, there is more risk because they're smaller streets, cars parked on the side. I have to potential for accidents. I have potential for more accidents, especially if I'm only down to one lane to be able to use a piece of fire apparatus down Niagara Falls Boulevard, but that also goes for wherever this rail expansion would be going. That could be down at, you know, any of the Amherst places that's going to go past Maple. It's going to be difficult for first responders to deal with, not to mention construction that's going to take four years. How am I supposed to get a rig to your house if there is no street in front of it. I only have so much hose. I only have so many guys, I only

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area. These days I work downtown. I'm been working downtown for about five years now. Coming from Williamsville, the drive is about half an how of my life, so that's one hour of my life gone every day, five days a week and it really adds up. Like, that's a lot of -- takes a lot from your commute time and I have taken the 66 bus -- oh, Light Rail Transit. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 42. Speaker 42. Speaker 43.

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SPEAKER 43: Good evening. My name is Chris Hoppespink. I live on Allenhurst Road, one block off the Boulevard and off Kenmore Avenue. I've lived there twenty-five years. When I moved here, Niagara Falls Boulevard, the Boulevard Mall was booming. I would have never dreamed that it would become what it has become today. Station twelve, they made promises for years. There was small local businesses that were there that have move and were forced out and we have almost nothing there. I would -- Whole Foods probably regrets that they're there because there is nothing there. The project originally was a little over one billion, we have already doubled that and we haven't even put a shoveled in the ground. And I can't imagine all the money -- I'm an avid biker. Both competitively and recreationally. I'll bike to Aldi or to Dick's or the

bank to get a couple of small things. I walked to University Plaza to get my groceries. There is only a certain amount of things that you can put in a backpack or carry on a bike. This Light Rail transit system is going to go to Maple Road. All the businesses north, Target, all those places, Costco, I just don't see how people are going to walk and get to there from Maple Road. I just don't see it.

UNIDENTIFIED SPEAKER: Take the UB bus.

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SPEAKER 43: Well, I see the UB bus, and I'm a part time staff person there. The bus system does stop on multiple places on campus. It's not ideal, but I can't see how the Light Rail transit is better. It's less stops, it's not near the dorms, it's going to be more difficult to get to those access places. I've seen the City of Buffalo increasing bicycle routes and doing things like that. They don't need 2.5 billion dollars to do that. I think there is ways to increase community. I walk. I don't see a lot of people walk. I think those things can be done without spending on a Light Rail transit system. My concern is that -- it's like the Boulevard Mall being gone. You once you build it, if things change, the future changes, you can't adjust. When you have bus routes, if the population demands, you move the bus routes. You increase to

higher volume times. You increase it. I would love to see rail go to the airport. Some place that is used a ton. I would like to see our city expand. I don't think this is the right expansion. And I like what the woman said about helping our under-served population. I agree with that, I just don't think this will accomplish that. And so I just -- for several reasons, I am not in favor of this. I think it's a huge waste of money. That things can be done much more economically. Thank you so much for your time.

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would be a wonderful development for our area. I heard at some points when the young gentleman from UB Law who was part of the, you know, NFTA, was talking about, you know, how young people can't get around. Someone said how is that my problem. It really hurt me because we're all neighbors. Our community is our community problem. We help each other out and I hope that we're able to again help each other out in finding a solution and I think this is a good solution to move forward. So thank you guys.

HELEN TEDEROUS: Thank you very much. Speak are 41.

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SPEAKER 41: Hi. I don't really like public speaking too much, but I'm going to try my best. My name is Dillon. I currently live just outside of Williamsville. I was a UB student from 2015 to 2019 and for the first two years of my under grad I didn't have a car. And I lived at the time near the Bills stadium off of Abbott Road and that's about -- if you were to take public transit, that's about, I think, three buses and close to two hours of travel time. And Uber, that's another -- I was working my entire way through college. If I had to pay for Uber on top of that, you know -- thankfully, I made some great friends in my community that gave me a ride. I was able to work out deals with

ride sharing with them, so I was -- wasn't totally put out, but I knew people personally who did not have that ability. Who did not have the alternate transportation, they had to take the bus. I think the biggest deterrent to taking the bus is the transfers. I've read the document. It looks like the BRT versus Light Rail solutions are largely the same, but the biggest different that stood out to me was the transfer points between UB South campus to the Northern section. I support the Light Rail, I think it's reasonable. I think it makes sense. And there is a 2009 study that

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said UB itself funds 1.7 billion dollars into the community and that was in 2009. After the Excelsior Grants, the number of students has only grown over the years an a lot of these students don't have cars because the class of 2020 demographics, only seventeen percent of the class of 2020 was Western New York residents. Everybody else, 83 percent was from outside of Western New York and those people don't necessarily have cars either. So -- and I even had a few friends who lived on campus and they were telling me how they felt so isolated, how they couldn't really go outside of campus outside of where the shuttle bus might go and the immediate surrounding of UB. They can't go to -- you know, they can't really go outside of the immediate

2200

area. These days I work downtown. I'm been working downtown for about five years now. Coming from Williamsville, the drive is about half an how of my life, so that's one hour of my life gone every day, five days a week and it really adds up. Like, that's a lot of -- takes a lot from your commute time and I have taken the 66 bus -- oh, Light Rail Transit. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 42. Speaker 42. Speaker 43.

SPEAKER 43: Good evening. My name is Chris Hoppespink. I live on Allenhurst Road, one block off the Boulevard and off Kenmore Avenue. I've lived there twenty-five years. When I moved here, Niagara Falls Boulevard, the Boulevard Mall was booming. I would have never dreamed that it would become what it has become today. Station twelve, they made promises for years. There was small local businesses that were there that have move and were forced out and we have almost nothing there. I would -- Whole Foods probably regrets that they're there because there is nothing there. The project originally was a little over one billion, we have already doubled that and we haven't even put a shoveled in the ground. And I can't imagine all the money -- I'm an avid biker. Both competitively and recreationally. I'll bike to Aldi or to Dick's or the

people want to be at the stops. The bike transportation option. Again, I actually support having protected bike lanes so that people want to travel. Trees. The transportation option -- the pedestrian areas that will be served by these new -- by this new transportation option, will people want to go there. Having trees will create shade, will make it much more convenient for people for travel. And what sort of incentives will there be for small businesses to want to build out in the area served -- in the area served by these new transportation options. And the remainder of my time, I just want to point out, Toronto recently entered the news for its bike lanes. There is furious opposition to those bike lanes being put first. Now Ontario is trying to tear them out, there is furious opposition to having them torn out because that pedestrian traffic, the same pedestrian traffic that's going to be incentivized -- thank you.

HELEN TEDEROUS: Thank you very much. Speaker 39. Speaker 39. Speaker 40.

2189

SPEAKER 40: Hi. Can you hear me? My name is Nicole Buska. I've lived here my whole life. I was not a UB student, but I know many UB students. I'm little nervous to speak because of how contentious it's been, and I just want to kind of say I'm in favor of the Light

Train rail, you know, and I also think that, like, we're all neighbors and there are a lot of us -- I work with them downtown, who have a really hard time transporting to and from work and this would give them a lot of options to be able to get to where they need to go. I am very empathetic to hearing people talk about their homes and the impact that it's going to have on them and I do feel as though we should work with our community and support them through any discomfort that this causes and how it's difficult, but economically when we help our most vulnerable get to where they need to go and help them to succeed, then they will be able to contribute more economically to the area. And there are so many students and there is so many young people in this area that really, unfortunately, cannot afford cars. They can't afford the payment, they can't afford to get to and from work and how are they going to get a car if they can't afford to get to work. And Uber is very expensive in this area. There is so many things that's hard to get around when you're a young person and I've experienced them. I've also been in other cities where public transit has solved all of those issues. It's been such a wonderful, positive thing in the area. So I do hope that we can come together to support our more vulnerable in this situation. I think that this

would be a wonderful development for our area. I heard at some points when the young gentleman from UB Law who was part of the, you know, NFTA, was talking about, you know, how young people can't get around. Someone said how is that my problem. It really hurt me because we're all neighbors. Our community is our community problem. We help each other out and I hope that we're able to again help each other out in finding a solution and I think this is a good solution to move forward. So thank you guys.

HELEN TEDEROUS: Thank you very much. Speak are 41.

SPEAKER 41: Hi. I don't really like public speaking too much, but I'm going to try my best. My name is Dillon. I currently live just outside of Williamsville. I was a UB student from 2015 to 2019 and for the first two years of my under grad I didn't have a car. And I lived at the time near the Bills stadium off of Abbott Road and that's about -- if you were to take public transit, that's about, I think, three buses and close to two hours of travel time. And Uber, that's another -- I was working my entire way through college. If I had to pay for Uber on top of that, you know -- thankfully, I made some great friends in my community that gave me a ride. I was able to work out deals with

HELEN TEDEROUS: Thank you very much. Speaker 38, please.

2182

SPEAKER 38: Hi. My name is Oliver Kennedy. I am a ten year resident of Town of Amherst. Raised my son here. Buffalo has welcomed me and it is a fantastic place t live. Now, one thing that a lot of people don't realize about transportation companies, is in reality they're real estate companies. And why is that? As transit moves into a neighborhood, prices go up. Real estate becomes more valuable. And the reason for that is that transit builds communities. If I want to go some place and I want to drive, what I'm going to do is -- I know exactly where I'm going, I'm going to park and I'm going to go to that one place. I've lived in a bunch of places across my life where if I want to take transit, I would have to go to the train stop, I have to walk there. And that walking integrates me to it community. If I'm driving a place there is no -- no sense of connection to the places that I'm driving to. And so I am very strongly in favor of the LRT option, in particular, because it travels above ground. And I'm curious -- my question here is how is that sort of sense of community building going to be emphasized. What sorts of features will be added. Will the stops be set up in such a way that people want to go there. That

people want to be at the stops. The bike transportation option. Again, I actually support having protected bike lanes so that people want to travel. Trees. The transportation option -- the pedestrian areas that will be served by these new -- by this new transportation option, will people want to go there. Having trees will create shade, will make it much more convenient for people for travel. And what sort of incentives will there be for small businesses to want to build out in the area served -- in the area served by these new transportation options. And the remainder of my time, I just want to point out, Toronto recently entered the news for its bike lanes. There is furious opposition to those bike lanes being put first. Now Ontario is trying to tear them out, there is furious opposition to having them torn out because that pedestrian traffic, the same pedestrian traffic that's going to be incentivized -- thank you.

2188

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SPEAKER 40: Hi. Can you hear me? My name is Nicole Buska. I've lived here my whole life. I was not a UB student, but I know many UB students. I'm little nervous to speak because of how contentious it's been, and I just want to kind of say I'm in favor of the Light

extra turns, and you're slowing Rapid Transit down to just slow traffic. That doesn't make any sense to me. Fast Rapid Transit between the campuses, that makes some sense. Okay. Just common sense.

HELEN TEDEROUS: Thank you very much. Speaker 37.

2177 SPEAKER 37: Hi. I am Scott Conway. I am strongly in favor of the Light Rail build alternative. I am a resident of the Lincoln Park neighborhood in the Town of Tonawanda, which is planning to be served by two stations in regards to the build alternative. If the

2178 DRT build alternative were selected, the need to transfer and potential delays between missed timed busses, which would be affected by traffic, would push me instead to drive downtown. I'm sure that many transit riders would come to the same conclusion, for those that have the luxury of being able to afford a car. The LRT build alternatives will be a great move in the right direction for its additional future expansion while also growing local talent and rail construction techniques. I think that future expansion after this

2180 should be planned swiftly. Last, I'm excited about the

2181 addition of bike lanes on Niagara Falls Boulevard, but as others have noted, they must be protected given the speed limits on the road. That is all.

blasting can actually affect foundations up to a quarter mile away, I found that hard to believe but that's what I've read. So another thing is, I'm going to close on this one, we see Elon Musk and other people all getting together putting together these cars, these AI driven taxis and if you buy a Tesla for example, you may find in the future you want to rent it out, go into your own taxi business, right in your neighborhood. So with that kind of technology, right behind us coming out strong do we want to be locked into the bus -- a rail service that cannot move around.

HELEN TEDEROUS: Thank you. Speaker 34, please. Speaker 35, please. Speaker 36, please.

2174

SPEAKER 36: Hello, my name is Peter Nichols. I live in the Willow Ridge areas, which is pretty close to where you're talking about. A lot of speakers came from there. Okay. I went to UB Law School back in the 70's, so I rode those buses. I rode a bus to UB, then a shuttle bus. It's a handy thing. It works, okay. Think about -- I'm just trying to bring commonsense to this. Light Rail Rapid transit. The way you've got this set up, when you get to the end of the line, the south campus, you're going to make a nearly hundred eighty degree turn, then you're going to make another ninety degree turn, then you're going come up above

ground, you're going to go to Maple Road, you're going to make another ninety degree turn, then you're going to go to Sweet Home, make another ninety degree turn, then you're going to go under the 290 and up to French Road where you're going to cross into UB campus, another ninety degree turn. Every one of those turns requires slowing your trains down. You cannot go like you do under ground in the train you got now goes fast under ground and it's really efficient. But it's not going to be when you've got to make those turns like that. So you're slowed down. Why in the world didn't you just take the plan and go right up Millersport Highway with only one turn laying it all the way out to the other campus. Why would you -- the Boulevard Mall isn't there any more. Don't even think about it. I was there the other night. It's empty. There was one person on the whole second floor of Macy's. That's all there was. It's unbelievable. So forget that, that's not going to come back, that's done. We're not -- people aren't doing that any more. So common sense, go the shortest route, the fastest route. That does make some sense. And that -- you could make all the UB students take that and then you can little shuttle busses from wherever they get off at UB campus whatever, but what you're doing is causing a whole lot of extra money, all these

extra turns, and you're slowing Rapid Transit down to just slow traffic. That doesn't make any sense to me. Fast Rapid Transit between the campuses, that makes some sense. Okay. Just common sense.

HELEN TEDEROUS: Thank you very much. Speaker 37.

SPEAKER 37: Hi. I am Scott Conway. I am strongly in favor of the Light Rail build alternative. I am a resident of the Lincoln Park neighborhood in the Town of Tonawanda, which is planning to be served by two stations in regards to the build alternative. If the DRT build alternative were selected, the need to transfer and potential delays between missed timed busses, which would be affected by traffic, would push me instead to drive downtown. I'm sure that many transit riders would come to the same conclusion, for those that have the luxury of being able to afford a car. The LRT build alternatives will be a great move in the right direction for its additional future expansion while also growing local talent and rail construction techniques. I think that future expansion after this should be planned swiftly. Last, I'm excited about the addition of bike lanes on Niagara Falls Boulevard, but as others have noted, they must be protected given the speed limits on the road. That is all.

listening to the residents. To the residents, I will tell you listening to you and hearing you is exactly what we need to do in this town. I've spoken to 91 hundred homes and let me tell you, nobody wants this. And what we need to do, is we need to make sure that they don't try to make us a city, we are a town and we need to stay that way. And let me tell you something else. University of Buffalo has already figured out how to you get their people from one campus to another and they will continue doing that. Remember something first, Amherst was here first and they came in and we've already built our neighborhoods, we've already done everything we needed to do, and I think you need to go back and I think you need to listen to the residents and I think you need to make sure that you do what they want to do.

HELEN TEDEROUS: Thank you very much. Speaker 33, please. Speaker 33.

2169

SPEAKER 33: Good evening. Can you hear me? My name is William James. I have been living in Amherst for sixty of my eighty-one years. I know the town pretty well. When I went to college, I ended up majoring in geography with a minor in urban planning. It was fun. And I have some thoughts about this project here. The NFTA held a meeting similar to this meeting

about four, maybe five years ago, at the Boulevard Mall. And before that meeting, I did some research on line and I came up with some figures about the costs of producing Light Rail Rapid Transit versus busses and it's much more expense to have Light Rail. You have to -- first of all, the vehicles are much more expensive. And then you have to put in the tracks and the stations, they're much more expensive. And you're already up to 2.5 billion, maybe 3, maybe 4, and their cost of buses was much less. And the great thing about buses is if a bus route isn't working you, change it. If a Rapid Rail route isn't working, you have to dig up all those rails, which is not going to happen. You know, you're locked into it. Much like the train to nowhere going downtown, you're locked into it. And when they built that, I was coming downtown lot and I saw the way the stores were slowly closing, they couldn't hang on. No customers were cooing down there with the construction and everything there. So this has a good chance of dooming not only businesses, but now -- the gentlemen spoke about two times before me, dooming homes along the Boulevard and even into Allenhurst. I live over there in that area near the plaza, University Plaza, and I was very -- somewhere I heard during this rumble about all of this going on in the past couple years, that the

blasting can actually affect foundations up to a quarter mile away, I found that hard to believe but that's what I've read. So another thing is, I'm going to close on this one, we see Elon Musk and other people all getting together putting together these cars, these AI driven taxis and if you buy a Tesla for example, you may find in the future you want to rent it out, go into your own taxi business, right in your neighborhood. So with that kind of technology, right behind us coming out strong do we want to be locked into the bus -- a rail service that cannot move around.

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may have been, when they widened Niagara Falls Boulevard and they dropped our property 28 inches, the back of the house to the front used to be level. It was flat, it was nice. And all of a sudden now from the front porch down to the street is a 28 inch difference. It is a slope. Then in the wintertime, yes, we have the sump pump and stuff, yes, we're probably going to have to have it changed and put underground to the sewer systems because if water gets on the driveway, I can guarantee you when it gets wet from the sump pump working, you can slide right down the driveway right into Niagara Falls Boulevard. There are areas that people never considered in civil engineering when they designed this, even back 25, 30 years ago when they did change the Boulevard that they didn't take everything into what is going to be the end all reality. And what we are dealing with is this train shouldn't definitely not go under ground, it should be above ground in these areas because of what they may be getting into.

HELEN TEDEROUS: Thank you very much. Speaker 31.

2165 SPEAKER 31: My name is Dan Gigliano. I would like to thank you for putting this all together today, but I think you wasted your money on this and the study that Siena poll did for you because obviously you're not

listening to the residents. To the residents, I will tell you listening to you and hearing you is exactly what we need to do in this town. I've spoken to 91 hundred homes and let me tell you, nobody wants this. And what we need to do, is we need to make sure that they don't try to make us a city, we are a town and we need to stay that way. And let me tell you something else. University of Buffalo has already figured out how to you get their people from one campus to another and they will continue doing that. Remember something first, Amherst was here first and they came in and we've already built our neighborhoods, we've already done everything we needed to do, and I think you need to go back and I think you need to listen to the residents and I think you need to make sure that you do what they want to do.

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will both be stations, but is the student expected to pay for that, is my question. Or will there be a special rate. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 28. Speaker 29. Speaker 30.

2163

SPEAKER 30: I don't go up there, I stand here? Okay. My name is John Wilkowski, I live at 338 Niagara Falls Boulevard in the Town of Tonawanda between Fork and Kenilworth. I live in a house that's approximately a hundred years old. It has a clay foundation. A lot of the people's back in those days have clay foundations and help can be affected by weight, by many different vibrations. Their foundations will be affected. We have -- at this time we just had a new sump pump and all that put into the house, approximately within past year, and there was improvement and also we found out the sump pump never stops running. It's almost as bad as our neighbor's and then the neighbors down the street. Yes, this foundation and the land was -- Kenilworth, it _was if you notice, it was the dumps. If you know Kenilworth Fire Department is the dumps. And because -- and a lot of Kenmore from this area all the way back, it is all wetlands. Approximately -- let's go to another part. Remember this, okay, about 25, 30 years ago, whatever it

may have been, when they widened Niagara Falls Boulevard and they dropped our property 28 inches, the back of the house to the front used to be level. It was flat, it was nice. And all of a sudden now from the front porch down to the street is a 28 inch difference. It is a slope. Then in the wintertime, yes, we have the sump pump and stuff, yes, we're probably going to have to have it changed and put underground to the sewer systems because if water gets on the driveway, I can guarantee you when it gets wet from the sump pump working, you can slide right down the driveway right into Niagara Falls Boulevard. There are areas that people never considered in civil engineering when they designed this, even back 25, 30 years ago when they did change the Boulevard that they didn't take everything into what is going to be the end all reality. And what we are dealing with is this train shouldn't definitely not go under ground, it should be above ground in these areas because of what they may be getting into.

HELEN TEDEROUS: Thank you very much. Speaker 31.

SPEAKER 31: My name is Dan Gigliano. I would like to thank you for putting this all together today, but I think you wasted your money on this and the study that Siena poll did for you because obviously you're not

have a Light Rail System and then there is 36 thousand vehicles that goes down Niagara Falls Boulevard daily. Where is that traffic going to go? Reducing the lanes, it's not going to be able to handle that burden. And then what are the next parallel streets? Baily, that's -- what the next one over? It's not going to be able to handle that volume of traffic. I went to UB. I was fortunate to enough to live on Niagara Falls Boulevard, so I could watch the bus stop from my kitchen window, so I really didn't have that problem. But back then it was totally adequate. Now I see that they have the Stampede buses for the students and they travel down Millersport. So what I don't understand is why it's going town the Boulevard and not down Millersport, but i don't want to see those people suffer either.

HELEN TEDEROUS: Thank you. Speaker 27, please.

2158

SPEAKER 27: My name is Morgan Henneberg, I am a UB alumni and a member of the construction industry and after everything I've heard and after reading he complete Draft EIS, I unequivocally still support the Light Rail option for this project. I know local UB students and while they believe in their ability to be get around campus and between campuses, they feel like they are stuck to campus and an option that connects

them to pre-existing routes to downtown and will -- will open up their options. And growing up in the suburbs, I always heard the -- even from people who worked on the Metro building it and the train to nowhere narrative, but the -- one of my friends who I met going to a different school in Ohio visiting me in Buffalo, and while having downtown while I was at classes that day, she told me that we had an amazing system, she couldn't imagine in Ohio. It was amazing to getting downtown and I never heard that before as someone living in the suburbs and I realize that when you give people options they haven't seen before, they're -- there is benefits you don't see and I'm looking forward to connections to projects like when station 12 opened near the Boulevard Mall and the DLL and W station and behind at arena downtown which will connect to this project when it is open. And I do have a couple of questions that I do want to pose just so they will appear in this final EIS. I know that according to the draft EIS, this will actually lead to the Stampede no longer running because of the overlap in service. This is what it a says in there, according to the agreement with UB, and I have a question if that will lead special student rates, because right now you can go from the Ellicott complex where you live to your classes in Flint Hall. Those

2161

will both be stations, but is the student expected to pay for that, is my question. Or will there be a special rate. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 28. Speaker 29. Speaker 30.

SPEAKER 30: I don't go up there, I stand here? Okay. My name is John Wilkowski, I live at 338 Niagara Falls Boulevard in the Town of Tonawanda between Fork and Kenilworth. I live in a house that's approximately a hundred years old. It has a clay foundation. A lot of the people's back in those days have clay foundations and help can be affected by weight, by many different vibrations. Their foundations will be affected. We have -- at this time we just had a new sump pump and all that put into the house, approximately within past year, and there was improvement and also we found out the sump pump never stops running. It's almost as bad as our neighbor's and then the neighbors down the street. Yes, this foundation and the land was -- Kenilworth, it _was if you notice, it was the dumps. If you know Kenilworth Fire Department is the dumps. And because -- and a lot of Kenmore from this area all the way back, it is all wetlands. Approximately -- let's go to another part. Remember this, okay, about 25, 30 years ago, whatever it

the original plan that were really under utilized. They're all vacant, they're all up for sale or lease. So this idea of build it and they will come, is not really coming to play here. Also, the residents that live right along there, if you just turn down one of those streets -- and Partridge Run, as you go along Audubon Parkway, there is all these residents there and the ones right next to there they have their backyards right up against where that rail line is supposed to run. It's in their backyard. These are 450 thousand dollar homes. These are not UB students. These are people, they're homeowners that live in a community that was planned to be a model community, woodsy. The original concept was specifics of architecture. Instead of having cookie-cutter homes who have horizontal, plastic vinyl siding, they all have -- or most of them, original wooden siding with like a board and bat and vertical look with a lot of trees and parkways. And it's supposed to be a quiet community.

HELEN TEDEROUS: Thank you. Speaker 26, please.

2152

SPEAKER 26: Hello. My name is William Wodsiadich (sic) I am a 59 year resident of Niagara Falls Boulevard, so I got to see a lot of changes. Some better than others. For the record, I'd like to say

that I do oppose the Light Rail System only because it's a poorly conceived project. I'm a project engineer by profession and basically we deal with budgets and municipal government or private projects all have budgets that need to be followed over a time period with allowable allowances for materials and things like that. So, as time goes by, over the period of years construction, I've heard four years, I've heard even, these prices are going to go up. And is New York going to be able to pay for it? It's a very poorly conceived project to begin with only because the budget is not clear and I haven't seen anything that lays out how much the train will cost, what the labor will cost, you know, going through the project there is nothing that lays that out. So I, as a taxpayer, don't agree to this and I believe that it's an abhorrent waste of the taxpayer's money.

2155 Also, the safety concern which keeps getting brought up, I don't see how running a Light Rail system through a residential area is considered safe. They widened the Boulevard probably 20 years ago now or more, put a lane in the middle, at first I was opposed to, then I realized it was a good safety option because backing out into traffic I can sit in that lane until traffic dissipates. But what's going to happen when you

have a Light Rail System and then there is 36 thousand vehicles that goes down Niagara Falls Boulevard daily. Where is that traffic going to go? Reducing the lanes, it's not going to be able to handle that burden. And then what are the next parallel streets? Baily, that's -- what the next one over? It's not going to be able to handle that volume of traffic. I went to UB. I was fortunate to enough to live on Niagara Falls Boulevard, so I could watch the bus stop from my kitchen window, so I really didn't have that problem. But back then it was totally adequate. Now I see that they have the Stampede buses for the students and they travel down Millersport. So what I don't understand is why it's going town the Boulevard and not down Millersport, but i don't want to see those people suffer either.

2157

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the rail for that, if it existed. So, yeah. Again, just addressing the whole nobody uses it thing. So, yeah.

HELEN TEDEROUS: Thank you very much. Speaker 25.

2149 SPEAKER 25: My name is Anthony Perez, I live in Amherst. And at the beginning of this meeting it was stated that if there is some substantive concern, it has to be addressed by NFTA. Well, here is one: There are three thousand residents that live in the Audubon community, which is part of the original planning which is under a revitalization study right now. Three thousand residents. This is an HOA, homeowners association. In mainstream media in the area and all they talk -- and most of the residents in Western New York are completely unaware, this recommended Light Rail line is not going to go just between the southern campus and the northern campus, it is going beyond the northern campus, up the Audubon Parkway, to the 990 where there is going to be a turn-around station. Well, anybody that goes to the courthouse or the police station or the Amherst library there, will drive up and down the Audubon Parkway and there is no evidence that these homes are even there. On one side there are a lot of commercial buildings, office buildings, that was part of

the original plan that were really under utilized. They're all vacant, they're all up for sale or lease. So this idea of build it and they will come, is not really coming to play here. Also, the residents that live right along there, if you just turn down one of those streets -- and Partridge Run, as you go along Audubon Parkway, there is all these residents there and the ones right next to there they have their backyards right up against where that rail line is supposed to run. It's in their backyard. These are 450 thousand dollar homes. These are not UB students. These are people, they're homeowners that live in a community that was planned to be a model community, woodsy. The original concept was specifics of architecture. Instead of having cookie-cutter homes who have horizontal, plastic vinyl siding, they all have -- or most of them, original wooden siding with like a board and bat and vertical look with a lot of trees and parkways. And it's supposed to be a quiet community.

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interrupted for the whole time of construction. And we're spending two billion on top of it, which comes out of my pocket and yours. Do you think that's a good use of my money to do damage to my home. Just put yourself someone else's shoes for a minute. I think you have enough Transit. And oh, by the way, when I sit in my backyard and I see the bus go by every few, minutes there isn't one passenger on -- not one. Not one on the bus. So how about we just take a couple of billion dollars and hand it out to the people that live along that path. I'll be glad for you to cash me out.

HELEN TEDEROUS: Thank you. Thank you very much. Speaker 24, please.

2146

SPEAKER 24: My name is Andrew Fuchs, I live in North Buffalo. I'm here just because I basically support the Light Rail Transit alternative. So I've been a student at UB. Major complaints I heard while at UB was the lack of options to get off campus. Also living in Buffalo, I actually use the NFTA Metro buses. It's, like, that are actually useful. If I have to go out to the suburbs I'll just drive. People are talking about not seeing anyone waiting at bus stops, yeah. You can actually expand this thing up into Amherst, I think often -- like, I often make trips up here just to buy like one are two things, I would probably end up liking

the rail for that, if it existed. So, yeah. Again, just addressing the whole nobody uses it thing. So, yeah.

HELEN TEDEROUS: Thank you very much. Speaker 25.

SPEAKER 25: My name is Anthony Perez, I live in Amherst. And at the beginning of this meeting it was stated that if there is some substantive concern, it has to be addressed by NFTA. Well, here is one: There are three thousand residents that live in the Audubon community, which is part of the original planning which is under a revitalization study right now. Three thousand residents. This is an HOA, homeowners association. In mainstream media in the area and all they talk -- and most of the residents in Western New York are completely unaware, this recommended Light Rail line is not going to go just between the southern campus and the northern campus, it is going beyond the northern campus, up the Audubon Parkway, to the 990 where there is going to be a turn-around station. Well, anybody that goes to the courthouse or the police station or the Amherst library there, will drive up and down the Audubon Parkway and there is no evidence that these homes are even there. On one side there are a lot of commercial buildings, office buildings, that was part of

corner of Sweet Home and Maple, those the right-turn lane crosses the bike lane. That is also unsafe. I almost got hit there in June by somebody who was not paying attention and he decided he wanted to make a right turn and made it right in front of me in the bike lane looking at his phone and driving. And I really think that pretty much the -- especially Sweet Home, but also parts of Niagara Falls Boulevard, the plan is inadequate to protect cyclists. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 23, please.

2140

SPEAKER 23: My name is Ron Green and I'm part of the Audubon Association. My backyard is right up against the Audubon where the train is going to go through. And looking at your plans, you know, I understand the people out there that are thinking, you know, it would be great to have a new transit, but you have to understand that people like myself who struggled and worked to build a beautiful home, to live in an Audubon area with birds and dear and trees, just a beautiful spot. So picture that just a moment. All you young people, you're going to work your butt off and have a beautiful home. And then a train is going to come by within 50 feet of my foundation and it's going to be lit. The cement will literally be 50 feet from my

foundation. Nice bright area, trains running by dinging every time they go by. But don't worry, we won't ding the bells. We won't have the wheels bother you. I actually, in the nineties, had an issue with my home where the walls started cracking, the comment started to snag, and went to the city and went to the -- sorry, went the Town of Amherst who said, oh, yeah, no, we kind of knew about that, but there is nothing we can do now, it's too late. So her3e we are again. I had drilling done within 13 feet from the surface, they said it's peanut butter. It's water. They said they dropped this hammer an inch and every time they drop the hammer an inch it's supposed to compact the soil. You're not supposed to build in less than, I think, 14 hammer hits. Right below my foundation it says WH till 32 feet. I said, what does WH mean? They said, weight of hammer. So they just put it in and it goes glug, glug, glug. So what do think a train going by every ten minutes, fifty feet from my home, rumbling that ground, what do you think that does to my dream? You guys are all young and excited about, this is going to be great. What about the people that are there already? What about the people on the mall way through the path that have a beautiful ome or work so hard to build their American dream and have a business, when their business is

2143

interrupted for the whole time of construction. And we're spending two billion on top of it, which comes out of my pocket and yours. Do you think that's a good use of my money to do damage to my home. Just put yourself someone else's shoes for a minute. I think you have enough Transit. And oh, by the way, when I sit in my backyard and I see the bus go by every few, minutes there isn't one passenger on -- not one. Not one on the bus. So how about we just take a couple of billion dollars and hand it out to the people that live along that path. I'll be glad for you to cash me out.

HELEN TEDEROUS: Thank you. Thank you very much. Speaker 24, please.

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those people that would be there. If I had one major suggestion, it is there needs to be a lot more education about what Rail Transit does to a person's quality of life or the community. Travel in Europe. Go to Rotterdam, go to Amsterdam, go to Germany, go to anywhere in Europe. There are mass-transit and those areas explode with growth. They're not depressed, they're not broken. Rotterdam moved from automobiles to transit and Viking is big, so we need to do a lot more education to encourage people to do that transition. Thank you.

HELEN TEDEROUS: Thank you very much. Speaker 21. Speaker 22.

2138

SPEAKER 22: Hello. My name is John Battey, I live in Amherst, approximately two blocks from both Kenmore and Niagara Falls Boulevard. I have one specific concern that I'll speak to tonight, and that is the inadequacy in the plans of the bike lanes, particularly on Sweet Home Boulevard. If you ride up those now, they are often full of debris and broken glass. The speed limit is 45, which means people go considerably faster than that at times and it is not particularly safe. I can't imaging keeping the same sort of unprotected bike lanes with -- and adding a train line in there will help at all. And that also the

corner of Sweet Home and Maple, those the right-turn lane crosses the bike lane. That is also unsafe. I almost got hit there in June by somebody who was not paying attention and he decided he wanted to make a right turn and made it right in front of me in the bike lane looking at his phone and driving. And I really think that pretty much the -- especially Sweet Home, but also parts of Niagara Falls Boulevard, the plan is inadequate to protect cyclists. Thank you.

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necessary to take all or portions of as many as one hundred 92 properties owned by various businesses and residents along the proposed route. Now, I counted the number of houses from Kenmore up until Eggert along the Boulevard, came out to be less than 160. So they're going to wipe out these houses, take out all the businesses to put in the Metro Rail and I just don't see that fitting the community's needs.

HELEN TEDEROUS: Thank you very much. Speaker 20.

2136

SPEAKER 20: Yes, my name is Quinton Meyer. My wife and I own a small farm in north part of the Amherst. And about fifteen to twenty years ago, we were going to fight the expansion of the 990 Expressway. And our major reason was, we said, this isn't needed. Why would you expand the expressway. Well, were we wrong. If you travel the 990 Expressway, if you travel on Millersport Highway, gridlock. Especially at Transit and Millersport Highway late in the afternoon. In the morning, gridlock. South Transit in Lockport, exploding with growth. Campbell Boulevard right now is under construction expanding three lanes because of the growth of residents in Wheatfield. Those two roads lead right to the final Transit location in Amherst off the 990. This Rail Transit I think would be a real support for

those people that would be there. If I had one major suggestion, it is there needs to be a lot more education about what Rail Transit does to a person's quality of life or the community. Travel in Europe. Go to Rotterdam, go to Amsterdam, go to Germany, go to anywhere in Europe. There are mass-transit and those areas explode with growth. They're not depressed, they're not broken. Rotterdam moved from automobiles to transit and Viking is big, so we need to do a lot more education to encourage people to do that transition. Thank you.

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upon a 1971 plan for the Audubon town community which justifies the extension to and beyond UB North campus based upon 30 thousand new residents and ten thousand new homes, a hospital, schools, a shopping center and an entertainment district beyond UB North. Guess what, none of this has come to fruition. Instead, beyond the north campus we have three thousand residents residing in a thousand dwellings. The rest consists of high-vacancy commercial office parks, UB student housing where their only dedicated transportation in a forever wild parkland. There is simply no objective demand for the envisioned Metro extension.

We question the accuracy of the volumes, the demand and the statistics used in the business model that supports the project. This is very expensive. Is this the best way in Western New York to use two billion dollars?

HELEN TEDEROUS: Thank you very much. Speaker 18, please.

SPEAKER 18: Speaker 18 is taken care of.

HELEN TEDEROUS: Speaker 19.

2132

SPEAKER 19: My name is Joel Vidovich. I didn't plan on giving a speech today, but a couple issues just came up and I thought I really had to speak. I've been a 35 year resident of Amherst and I've

participated in some of the previous meetings for the Metro Rail and the attitude that I got when UB gave presentations early this spring is that they had a very big arrogance. That they're the overall controller of all the destiny in Western New York and everything has to revolve around them. I would also like to do an analogy with the 33 expansion back in the late fifties, ease sixties. I did see a paper that was generated by the Department of Transportation back through about 1946 that talked about planning for the expansion. At that time the population of Buffalo was growing and would peak later around 550 thousand. The Great Depression was over, people were buying more cars and they saw the need to transport these cars out to suburbs where people were going. That worked out pretty well because the area did need that. Current time, the population of Buffalo is dropping. The industry downtown Buffalo is sagging. There is really no need to transport people down there. Another issue is caught my tension also was

2134

the article in the Buffalo News yesterday. It talked about the Metro Rail expansion and one section on there said; however, as reported by The News Steve Watson McKenzie Shuman, the considerable disruption that will be caused over the four years the project is being constructed is a concern. Much more worry. It may be

2135

necessary to take all or portions of as many as one hundred 92 properties owned by various businesses and residents along the proposed route. Now, I counted the number of houses from Kenmore up until Eggert along the Boulevard, came out to be less than 160. So they're going to wipe out these houses, take out all the businesses to put in the Metro Rail and I just don't see that fitting the community's needs.

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capacity of Light Rail is so far beyond UB's needs, that it could collect revenue from all the riders in equivalent of four service hour, leaving 20 hours empty and unpaid for. UB Stampede currently handles student demand with a fleet of 28 buses and 15 shuttles. UB can easily address any peak demand by running a few more vehicles. Taxpayers don't need to foot SUNY's bill for more students moving between campuses.

Fourth; doubling the life of the of money-losing Light Rail System will likely double the deficit of Metro Rail operations. NFTA expects UB student fairs to support Metro Rail, but UB classes are only in session for a 150 days per year. That leaves two hundred days without the revenue. Even then-- someone else will finish because obviously three minutes is more than enough to cover the concerns of three thousand residents.

HELEN TEDEROUS: Thank you. Speaker 17, please.

2129

SPEAKER 17: My name is Jack LaShomb. I live at 5 Hummingbird Lane. And I'm with Joe here from the Audubon residential community and we, the residents of the Audubon, question primary justification for the Light Rail extension and we believe that the justification is obsolete. The justification is based

upon a 1971 plan for the Audubon town community which justifies the extension to and beyond UB North campus based upon 30 thousand new residents and ten thousand new homes, a hospital, schools, a shopping center and an entertainment district beyond UB North. Guess what, none of this has come to fruition. Instead, beyond the north campus we have three thousand residents residing in a thousand dwellings. The rest consists of high-vacancy commercial office parks, UB student housing where their only dedicated transportation in a forever wild parkland. There is simply no objective demand for the envisioned Metro extension.

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SPEAKER 18: Speaker 18 is taken care of.

HELEN TEDEROUS: Speaker 19.

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Please use the space on the left to share your comments. If you need more space, please feel free to fill out additional sheets.

**Name:** William K. LISCAVAGE

**Address:** 644 NIAGARA FALLS BLVD. Tonawanda, N.Y. 14223

**Email:** Wliscavage@yahoo.com

**Phone Number:** 716-748-5062

**Affiliation** (if applicable): _____

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**Name:** John Misso Sr.

**Address:** 926 N. Falls Blvd.
934 N. Falls Blvd.

**Email:** JMisso2@RoadRunner.com

**Phone Number:** 716 432-6148

**Affiliation** (if applicable): Sun City Mattress

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**Name:** Otto Misso

**Address:** 934 & 926 NiaGaraFalls BLVD
Tonawanda N.Y. 14223

**Email:** OttoCorp@Hotmail.com

**Phone Number:** 716-982-9988

**Affiliation** (if applicable): Sun City Mattress
Partners & Tony Solo Pizzeria

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Please use the space on the left to share your comments. If you need more space, please feel free to fill out additional sheets.

**Name:** Quinton Meyer

**Address:** 405 Schoelles Rd
Amherst, NY
14228

**Email:** meyer405@aol.com

**Phone Number:** 716-909-2259

**Affiliation** (if applicable): _____

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**Name:** Michele M. Secor

**Address:** 75 Clayton Ave
Amherst NY 14226

**Email:** msecor3@verizon.net

**Phone Number:** 716-836-0103

**Affiliation** (if applicable): _____


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Please use the space on the left to share your comments. If you need more space, please feel free to fill out additional sheets.

**Name:** JIM MUELLER

**Address:** 5 MALLARD COURT

**Email:** JIMZ5MUELLER@AOL.COM

**Phone Number:** 535 6425

**Affiliation** (if applicable): NONE

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Please use the space on the left to share your comments. If you need more space, please feel free to fill out additional sheets.

**Name:** DEBORAH ALAM

**Address:** 338 Niagarafalls Blvd, Buffalo 14223

**Email:** Devorah.Alam@outlook.com

**Phone Number:** (716) 339-3537

**Affiliation** (if applicable): homeowner

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**Name:** Jonathan Bumanis

**Address:** 72 Gardenwood Ln, Buffalo, NY

**Email:** jbumanis1917@gmail.com

**Phone Number:** 716 603 3740

**Affiliation** (if applicable): N/A

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## Comments

Please provide your comments on the Draft Enviornmental Impact Statement and Draft Section 4(f) Evaluation.

I fully support the LRT option for this project for it's speed, efficiency & cleanliness. Moreover only the LRT can provide competitive transportation to cars & can compliment cyclists or bike commuters effectively. At the hearing I learned the concerns of local firemen & I believe this project should proceed in good faith collaboration with local departments. I would like to add that a 2way protected bike lane should be considered as paint won't save a cyclist from a slow reacting or distracted driver. Finally, please consider grassy tram tracks over a cement base to minimize surface level wear from use & freeze/thaw cycles & to add visual appeal through urban green space while adding a potential habitat to insects & other invertebrates. I look forward to the project's completion & many more expansions. Thank you!

**Submit Comments Online**

**Comment Submission Deadline: 4:00pm on September 8, 2025**

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having a community meeting
September to talk w residents
2025 work and will be
idents re: Metro & bike lanes,
Metro rep to answer questions!

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## *We want to hear from you.*

Please use the space on the left to share your comments. If you need more space, please feel free to fill out additional sheets.

**Name:** Bridge

**Address:**

**Email:** bridge@cacwny.org

**Phone Number:**

**Affiliation** (if applicable):

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Aerial Slides are horrible cannot see them

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Reason to Extend the rail
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**Submit Comments Online**

**Deadline: 4:00pm on September 8, 2025**

## We want to hear from you.

Please use the space on the left to share your comments. If you need more space, please feel free to fill out additional sheets.


**Name:** Deb Hasley

**Address:** 851 Robin Rd
Amherst NY 14228

**Email:** dhasley312@hotmail.com

**Phone Number:** 716-622-1329

**Affiliation** (if applicable): _____


## Have more to say?

Email us at:
transitexpansion@nfta.com

Federal Transit Administration

NFTA-METRO

# *Your Feedback is Important!*

Please use this comment card to provide input on the Draft Environmental Impact Statement (DEIS) for the **Metro Transit Expansion Project**.

You may complete this comment sheet and drop it in the comment box, or you can mail it in.

For more information about the project, visit our website:

**NFTAMetroTransitExpansion.com**

NFTA-METRO

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Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, NY 14203

Return Address:

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## We want to hear from you.

Please use the space on the left to share your comments. If you need more space, please feel free to fill out additional sheets.

**Name:** William Evans

**Address:** 66 Summer St
Apt 3-B
Buffalo NY 14209

**Email:** wje1991@gmail.com

**Phone Number:**

**Affiliation** (if applicable):

**Submit Comments Online**

## Have more to say?

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transitexpansion@nfta.com

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concerns. First, the above-ground
- the entrance to Walton Woods Park
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would have to be wildly disruptive
tion and permanently. It is a beautiful
people use, and it is a State-protected
it not be disturbed, please.
ned that the projections re: use are
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I urge you to poll literally every
in Buffalo, Tonawanda & Amherst, to
u use the LRT at all? if so, 2) How
ould you continue to use the LRT in the
many have said here tonight. There are ways
ike real world,
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**Submit Comments Online**

**Deadline: 4:00pm on September 8, 2025**

## We want to hear from you.

Please use the space on the left to share your comments. If you need more space, please feel free to fill out additional sheets.

**Name:** Mike Menchini

**Address:** 20 Hunt Club Cir
E Amherst 14051

**Email:** mikemench@ychoo.com

**Phone Number:**

**Affiliation** (if applicable): None, solely as a private citizen

## Have more to say?

Email us at:
transitexpansion@nfta.com

Federal Transit Administration

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Buffalo, NY 14203

Return Address: _____

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ch in favor of the Metro Rail
Amherst/Tonawanda;
because I'm a senior who resides
= Tonawanda, I'm looking ahead,
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issions.

to Brayman

**Submit Comments Online**

**Deadline: 4:00pm on September 8, 2025**

## We want to hear from you.

Please use the space on the left to share your comments. If you need more space, please feel free to fill out additional sheets.

**Name:** Barb Brayman

**Address:** 137 Moulton Av
Buffalo, NY 14223

**Email:** barbbrayman@yahoo.com

**Phone Number:** 716-876-5369 (Landline)

**Affiliation** (if applicable): _____

## Have more to say?

Email us at:
transitexpansion@nfta.com

Federal Transit Administration

NFTA-METRO

# ONLINE PETITION @ CHANGE.ORG

Since the completion of the metro rail line along main street in the 1980s, the Niagara Frontier Metro Transit (NFTA) and the Citizens for Regional Transit (CRT) have sought to expand the rail line into more suburban parts of the city in order to connect specific retail and university services in the suburban areas. Rather than seeking a more direct route to the University of Buffalo north campus, NFTA/CRT are seeking a cheaper, more round-about alternative to push the Metro Rail past retail developments, such as the new 'Station 12' at the corner of Sheridan Dr. and Niagara Falls Blvd, in order to offer transportation to them.

The proposed path would swing down Main Street, in front of the University Plaza businesses, turning on Kenmore Avenue, then making a 90 degree turn onto Niagara Falls Blvd, coming above ground shortly after turning onto the Boulevard. Digging would not be approached solely from underground but would be accessed from above ground, digging down to the subway level.

Unfortunately, in spite of the prospect of an additional transportation option to those areas, other locations will become diminished, particularly the residential zoned areas that this new rail will cut through. This includes the western Eggertsville residential areas, in addition to the Kenilworth residential areas. Also, *as the initial 1980s metro rail line development down Main Street showed*, existing businesses in the University Plaza area will suffer reduced access during the construction time frame, which due to the nature of the project could be upwards of two years. Many of these thriving family-run businesses will not survive the construction process and will close. In addition, the Plaza hosts a Movie Theater, Tops Supermarket, Citizens Bank, M&T Bank, Walgreens Drug Store, Houses of Worship, several unique ethnic dining opportunities and more. This, in effect, would be government authorities deciding which establishments would prosper which is of a socioeconomic concern, as the University Plaza typically services the residents of the Kensington and LaSalle areas.

As residents of those areas that have access to the existing subway line, we find it is *seldom used, having outdated operations in disrepair*, and call into question the *need* for expansion. We believe there is not any justification for the proposed expenditures (over 1 billion dollars) that cannot be met with a well-run, efficient, modern bus line that could have the flexibility to support multiple accesses, rather than simply one *permanent linear path*. For our area's population, this would be the logical first step to any proposals to force urbanization on a community with a *new* Metro Rail line extension.

Today, strolling in front of University Plaza we all can see the pink markings where the utilities have been surveyed by Philadelphia company KCI Technologies. Several environmental impact studies are in the process of being completed as required by law by the Federal Transit Administration (FTA) opening up public dialog Summer of 2023 at the conclusion of these studies.

As residents, we already know the impact that these proposals will bring. Currently the CRT is describing this project as having 'wide community support'. Let our voices be heard regarding opposition to this proposal. Show to them, as well as the FTA, that there are individuals that DO NOT support his initiative. This petition is our opportunity to have our voice heard and together we can move the FTA to make the right choice for our communities. Please sign and share!

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|---|---|---|---|---|---|
| ...s Riley | Grand Island | NY | 14072-2270 | United States | 5/9/24 |
| ...minick Walenczak | Amherst | NY | 14226 | United States | 5/12/24 |
| ...elly b | Rochester | NY | 14607 | United States | 5/12/24 |
| Gary Pawlowski | Hamburg | NY | 14075 | United States | 5/15/24 |
| Maurice Mack | Amherst | NY | 14228 | United States | 5/18/24 |
| AJ Cruz | Buffalo | NY | 14208 | United States | 5/23/24 |
| Gerald Walls Jr | BUFFALO | NY | 14214 | United States | 5/24/24 |
| Cynthia Hellerer | Buffalo | NY | 14220 | United States | 5/27/24 |
| Kyarra Errington | Buffalo | NY | 14210 | United States | 6/7/24 |
| Jack Porcari | Buffalo | NY | 14228 | United States | 6/10/24 |
| Christine Boak | Buffalo | NY | 14225 | United States | 6/23/24 |
| Everyone on this list is gay These are all | Kentucky | DE | 99999 | United States | 6/28/24 |
| Peter Aronica | Grand Island | NY | 14072 | United States | 6/29/24 |
| Nathanael Slish | Tonawanda | NY | 14223 | United States | 6/30/24 |
| Rocco Glogoza | Buffalo | NY | 14215 | United States | 7/1/24 |
| Melanie Robins | Baton Rouge | LA | 70810 | United States | 7/1/24 |
| Ruoku Lee | Potomac | MD | 20854 | United States | 7/2/24 |
| Samantha Roland | Altoona | PA | 16601 | United States | 7/5/24 |
| Melissa Storfer | Buffalo | NY | 14216 | United States | 7/10/24 |
| Amy Miller | Town of tonawanda | NY | 14223 | United States | 7/11/24 |
| Zachary Dolan | Amherst | NY | 14226 | United States | 7/16/24 |
| Arianna Taylor | Buffalo | NY | 14226 | United States | 7/16/24 |
| Jennie Chepenuk | Rochester | NY | 14606 | United States | 7/27/24 |
| nicholas haroulakis | n tonawanda | NY | 14120 | United States | 8/6/24 |
| Alvin Tsang | Amherst | NY | 14228 | United States | 8/18/24 |
| Ken Dowd | Buffalo | NY | 14221 | United States | 8/26/24 |
| Giulianna Castronova | Buffalo | NY | 14221 | United States | 8/29/24 |
| Amber Baum | Buffalo | NY | 14226 | United States | 8/29/24 |
| Hannah Estreicher | Lockport | NY | 14094 | United States | 9/9/24 |
| Kim Crane | Buffalo | NY | 14226 | United States | 9/12/24 |
| Ariana Cuevas | Buffalo | NY | 14226 | United States | 9/13/24 |
| Beth Bloomquist | Buffalo | NY | 14221 | United States | 9/28/24 |
| Niles Hardy | Buffalo | NY | 14213 | United States | 10/8/24 |
| Veronica A Hoock | Tonawanda | NY | 14150 | United States | 10/11/24 |
| David Hoock | Tonawanda | NY | 14150 | United States | 10/11/24 |
| Travis Hoock | Tonawanda | NY | 14150 | United States | 10/11/24 |
| Derek Sansone | Buffalo | NY | 14226 | United States | 11/16/24 |
| Dookie Balls | Schenectady | NY | 12304 | United States | 12/18/24 |
| Erin Crowell | Buffalo | NY | 14211 | United States | 12/31/24 |
| Andrea Henry | Buffalo | NY | 14215 | United States | 2/15/25 |
| Ashley Wallace | Buffalo | NY | 14225 | United States | 2/15/25 |
| Alexia Roberts | Buffalo | NY | 14220 | United States | 3/1/25 |
| Chanel Richardson | Buffalo | NY | 14228 | United States | 3/4/25 |
| Danielle Brown | Buffalo | NY | 14211 | United States | 3/23/25 |
| Emmanuel Diaz | Niagara falls | NY | 14301 | United States | 3/27/25 |
| Christina Jakubowski | Buffalo | NY | 14224 | United States | 4/14/25 |
| Annmarie Bosch | Buffalo | NY | 14221 | United States | 4/15/25 |
| Casey Carpenter | Kenmore | NY | 14217 | United States | 4/19/25 |
| Andrew Maggitt | Buffalo | NY | 14223 | United States | 5/7/25 |
| Marquita Milhouse-Washington | Amherst | NY | 14226 | United States | 6/9/25 |
| Jennifer Heitzenrater | amherst | NY | 14226 | United States | 6/30/25 |
| Stephanie Fiorentino | East Amherst | NY | 14051 | United States | 7/18/25 |
| Daniel Smith | Buffalo | NY | 14221 | United States | 7/25/25 |
| Carly Caligiuri | Buffalo | NY | 14221 | United States | 7/30/25 |
| Kathleen Smith | Tonawanda | NY | 14150 | United States | 7/31/25 |
| Michael Fazekas | Jacksonville | FL | 32244 | United States | 7/31/25 |
| Katelyn Jakubowski | Lewiston | NY | 14092 | United States | 7/31/25 |
| Gabriella Butera | Niagara Falls | NY | 14304 | United States | 7/31/25 |
| Lisa Lyman | Buffalo | NY | 14205 | United States | 7/31/25 |

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| Diana Caruana | Amherst | NY | 14228 | United States | 8/1/25 |
| Robert Simonds | Buffalo | NY | 14226 | United States | 8/1/25 |
| Maria Wilson | Buffalo | NY | 14225 | United States | 8/3/25 |
| Krystyna Palazzolo | Tonawanda | NY | 14223 | United States | 8/4/25 |
| Dupie P | Buffalo | NY | 14222 | United States | 8/5/25 |
| Rachelle Lyons | Tonawanda | NY | 14223 | United States | 8/7/25 |
| Lucia Dashnaw | Buffalo | NY | 14214 | United States | 8/10/25 |
| Olga Garrison | Buffalo | NY | 14225 | United States | 8/11/25 |
| Robert Wood | Buffalo | NY | 14226 | United States | 8/19/25 |
| Joan Fix | Tonawanda | NY | 14223 | United States | 8/19/25 |
| Amal Mardini | Buffalo | NY | 14223 | United States | 8/19/25 |
| Peter Cornejo | Buffalo | NY | 14221 | United States | 8/19/25 |
| Nicolle Beatty | Tonawanda | NY | 14150 | United States | 8/19/25 |
| Jeff Garritt | Tonawanda | NY | 14223 | United States | 8/19/25 |
| Leila Ptak | Tonawanda | NY | 14150 | United States | 8/20/25 |
| William Cloen | East Amherst | NY | 14051 | United States | 8/20/25 |
| Gary White | Buffalo | NY | 14228 | United States | 8/20/25 |
| Joanne Scavone | Buffalo | NY | 14068 | United States | 8/20/25 |
| D Rook | Buffalo | NY | 14205 | United States | 8/20/25 |
| Jackie Bryndle | Buffalo | NY | 14228 | United States | 8/20/25 |
| Tim Barnes | Buffalo | NY | 14223 | United States | 8/20/25 |
| Connie Beroza | West Amherst | NY | 14228 | United States | 8/20/25 |
| Kay Marciano | Buffalo | NY | 14228 | United States | 8/20/25 |
| Cindy Wahl | Buffalo | NY | 14223 | United States | 8/20/25 |
| Konstantinos tsigkrelis | Buffalo | NY | 14221 | United States | 8/20/25 |
| Melissa Heffler | Williamsville | NY | 14221 | United States | 8/20/25 |
| Hector Diaz | Tonawanda | NY | 14150 | United States | 8/20/25 |
| Cheryl Tarbell | Amherst | NY | 14226 | United States | 8/20/25 |
| James Mueller | Buffalo | NY | 14228 | United States | 8/20/25 |
| linda DEY | Buffalo | NY | 14226 | United States | 8/20/25 |
| Thomas Kobus | Tonawanda | NY | 14150 | United States | 8/20/25 |
| Mary Daily | Buffalo | NY | 14215 | United States | 8/20/25 |
| Donald Hans | Amherst | NY | 14228 | United States | 8/20/25 |
| William Guggemos | Buffalo | NY | 14226 | United States | 8/20/25 |
| John Krauze | Buffalo | NY | 14227 | United States | 8/20/25 |
| Penelope Huber | Buffalo | NY | 14221 | United States | 8/20/25 |
| Lauren Greene | Buffalo | NY | 14221 | United States | 8/20/25 |
| Pawel Kary | Buffalo | NY | 14228 | United States | 8/20/25 |
| Lynne Ballery | Buffalo | NY | 14226 | United States | 8/20/25 |
| Edward Wiewiorski | Buffalo | NY | 14150 | United States | 8/20/25 |
| Mary Applegate | Buffalo | NY | 14226 | United States | 8/20/25 |
| William Liscavage | Buffalo | NY | 14226 | United States | 8/20/25 |
| Janna Croniser | Buffalo | NY | 14223 | United States | 8/20/25 |
| Ward Bray | Getzville | NY | 14068 | United States | 8/21/25 |
| Katherine Wiltberger | AMHERST | NY | 14228 | United States | 8/21/25 |
| dennis wojcik | Tonawanda | NY | 14150 | United States | 8/21/25 |
| Henry Cole | Clarence | NY | 14043 | United States | 8/21/25 |
| Barb Mastrocovo | Lockport | NY | 14094 | United States | 8/21/25 |
| Robert Schober | Buffalo | NY | 14223 | United States | 8/21/25 |
| JOHN LANNEN | Tonawanda | NY | 14223 | United States | 8/21/25 |
| W Williams | Buffalo | NY | 14226 | United States | 8/21/25 |
| Deborah Sisson | Amherst | NY | 14226 | United States | 8/21/25 |
| Michelle Murphy | East Amherst | NY | 14051 | United States | 8/21/25 |
| Amanda Merrick | Buffalo | NY | 14215 | United States | 8/21/25 |
| Dan Heigl | Charlotte | NC | 28202 | United States | 8/21/25 |
| Jacqueline Mirti | Buffalo | NY | 14221 | United States | 8/21/25 |
| Mary Ann Bliznik | Buffalo | NY | 14221 | United States | 8/21/25 |
| Deenna Rice-Levesque | Buffalo | NY | 14225 | United States | 8/21/25 |
| Kristin Adduci | Buffalo | NY | 14228 | United States | 8/21/25 |

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| Anne Fiden | Buffalo | NY | 14221 | United States | 8/21/25 |
| Kristina Marzec | Buffalo | NY | 14221 | United States | 8/21/25 |
| Aimee Arceo | East Amherst | NY | 14051-2603 | United States | 8/21/25 |
| Cynthia Metzig | Tonawanda | NY | 14150 | United States | 8/21/25 |
| cindy bujanowski | Lancaster | NY | 14086 | United States | 8/21/25 |
| robert mellon | Buffalo | NY | 14225 | United States | 8/21/25 |
| Camdyn Levesque | East Amherst | NY | 14051 | United States | 8/21/25 |
| Heidi Maseduca | Buffalo | NY | 14224 | United States | 8/21/25 |
| john MISSO | Buffalo | NY | 14223 | United States | 8/21/25 |
| Brenda Burow | Getzville | NY | 14068 | United States | 8/21/25 |
| Shaun Hughes | Buffalo | NY | 14215 | United States | 8/21/25 |
| jim corey | Buffalo | NY | 14221 | United States | 8/21/25 |
| Suzanne Gurney | Getzville | NY | 14068 | United States | 8/22/25 |
| Darla Marshall | Buffalo | NY | 14225 | United States | 8/22/25 |
| Margaret Bonn | Buffalo | NY | 14221 | United States | 8/22/25 |
| Sherry Daley | Buffalo | NY | 14226 | United States | 8/22/25 |
| John Collins | Charlotte | NC | 28202 | United States | 8/22/25 |
| Cindy Kramer | North Tonawanda | NY | 14120 | United States | 8/22/25 |
| Deborah Alam | Tonawanda | NY | 14223 | United States | 8/22/25 |
| Michael Ciminelli | Buffalo | NY | 14217 | United States | 8/22/25 |
| Tom Mogavero | Cheektowaga | NY | 14225 | United States | 8/22/25 |
| Tracy Klein | Buffalo | NY | 14226 | United States | 8/22/25 |
| Gagandeep Singh | Jersey City | NJ | 07305 | United States | 8/22/25 |
| Tess Steele | Tonawanda | NY | 14068 | United States | 8/23/25 |
| Sandra Padovano | New York | NY | 10004 | United States | 8/23/25 |
| Daniel Anderson | North Tonawanda | NY | 14120 | United States | 8/23/25 |
| Janeene Eagan | North Tonawanda | NY | 14120 | United States | 8/23/25 |
| Sharon Arkins | Buffalo | NY | 14225 | United States | 8/23/25 |
| Bradley Ensminger | Buffalo | NY | 14226 | United States | 8/23/25 |
| Teresa Pierino | Buffalo | NY | 14226 | United States | 8/24/25 |
| Olga Tschernenko | East Amherst | NY | 14051 | United States | 8/24/25 |
| Jayne Militello | East Amherst | NY | 14051 | United States | 8/24/25 |
| Pam Gittins | Buffalo | NY | 14221 | United States | 8/24/25 |
| Ann Marie Gajewski | East Amherst | NY | 14051 | United States | 8/24/25 |
| Vincent Philippone | Buffalo | NY | 14223 | United States | 8/24/25 |
| Brad Sorensen | Tonawanda | NY | 14150 | United States | 8/24/25 |
| Barry Stark | Buffalo | NY | 14226 | United States | 8/24/25 |
| Danielle DeRoss | Buffalo | NY | 14226 | United States | 8/24/25 |
| Devyn Greco | Buffalo | NY | 14068 | United States | 8/24/25 |
| Paul Francavilla | East Amherst | NY | 14051 | United States | 8/25/25 |
| Mary Ann Kiera | Buffalo | NY | 14228 | United States | 8/25/25 |
| Jennifer Anderson | Buffalo | NY | 14228 | United States | 8/25/25 |
| Masuta Johnson Jr | Tonawanda | NY | 14150 | United States | 8/25/25 |
| David Martin | Buffalo | NY | 14214 | United States | 8/25/25 |
| Mark Nagel | North Tonawanda | NY | 14120 | United States | 8/25/25 |
| Fred Brace | Buffalo | NY | 14214 | United States | 8/25/25 |
| Karen Cuevas | Amherst y | NY | 14068 | United States | 8/25/25 |
| Lynn Filimonow | Buffalo | NY | 14223 | United States | 8/25/25 |
| Karen Brayer | Buffalo | NY | 14226 | United States | 8/25/25 |
| Bob Kaminski | Buffalo | NY | 14226 | United States | 8/26/25 |
| Kim Lohr | Buffalo | NY | 14221 | United States | 8/26/25 |
| Steve Striegel | Williamsville | NY | 14221 | United States | 8/26/25 |
| Jamie Filimonow | Tonawanda | NY | 14150 | United States | 8/26/25 |
| Ann Marie Gentile | Buffalo | NY | 14068 | United States | 8/27/25 |
| Rachael Hirschfelt | Buffalo | NY | 14226 | United States | 8/28/25 |
| Samuel Bluff | Buffalo | NY | 14226 | United States | 8/28/25 |
| Deborah L. Kilbourn | Buffalo | NY | 14221 | United States | 8/29/25 |
| Marion Schultz | Buffalo | NY | 14226 | United States | 9/4/25 |
| Ann Opara | Buffalo | NY | 14226 | United States | 9/6/25 |