ESTIMATED CONSTRUCTION COSTS*

<table>
<thead>
<tr>
<th>Distance (miles)</th>
<th>Canalside to Larkinville</th>
<th>Larkinville to Central Terminal</th>
<th>Central Terminal to Galleria</th>
<th>Galleria to Airport</th>
<th>Airport to Transit Road</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Segment Cost</td>
<td>$100M</td>
<td>$100M</td>
<td>$250M</td>
<td>$100M</td>
<td>$220M</td>
<td>$770M</td>
</tr>
<tr>
<td>Cumulative Cost</td>
<td>$200M</td>
<td>$450M</td>
<td>$550M</td>
<td>$770M</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


(Light rail construction costs range from $20M per mile to $60M per mile ($50M/Mile used here)
THE EASTSIDE – AIRPORT METRO RAIL EXTENSION

**Why is Eastside - Airport a priority?**

- Provides a **fast, one-seat ride** between downtown Buffalo and the Buffalo Niagara International Airport, aboveground on disused railway we already own.
- Links WNY’s **highest demand destinations** (per One Region Forward public outreach) including Larkinville, Central Terminal, Walden Galleria, and the airport.
- **Extends from the southern end of the existing Main Street line**, connecting all the new destinations above with Canalside, sports venues, Central Business District, Buffalo Niagara Medical Campus, Theater District (including Chippewa Street), Canisius College, and all UB campuses.
- **Highest development potential** corridor per NFTA 2010 study; builds on $726 million in Eastside investments.
- Efficiently **serves visitors, city and suburban commuters, cyclists, and those without cars** – a valuable green amenity for everyone. Also satisfies tourism and convention business demands.
- **Provides intermodal connectivity** between the airport and Amtrak (Exchange Street Station) with potential to connect to a future Amtrak / transportation hub at Central Terminal.
- **Park-&-Rides** collect commuters from Clarence, Cheektowaga, Depew, Lancaster, and others arriving by the I-90, relieving parking pressures downtown and on city neighborhood streets.

**Why Rail and not just more buses?**

- Runs on clean, renewable hydroelectricity from Niagara Falls. Brakes recover electricity, “recycling” power to propel trains.
- Builds on Buffalo’s existing light rail investment (now valued at $2 billion) while adaptively re-using our legacy railroad assets for 21st century needs.
- Offers shortest travel time between destinations, carrying more people with less energy and emissions than any other mode.

**Each train (4-cars) carries 560 people**

**Capacity of 8 buses**

*Can replace anywhere from 140 to 560 cars every 10 minutes* (270 shown here)

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2. NFTA Erie County Transit Service Restructuring and Fare Study – Strategic Assessment. August, 2010.
3. Article, Business First, Fall 2018 Build WNY magazine