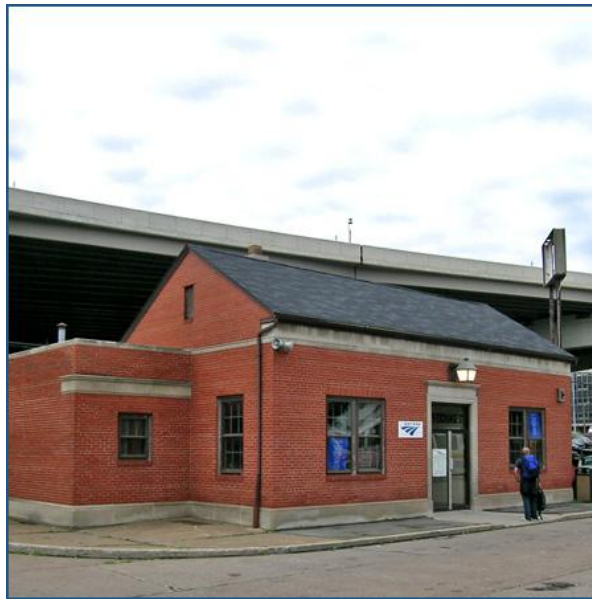


Buffalo's Exchange Street Station (BFX)



- Exchange Street was the location of the main NYC Buffalo station until the 1929 opening of the new Buffalo Central Terminal. This old facility was unable to handle the huge volume of trains in the early 1900's and was NOT convenient for the bulk of NYC trains which operated to destinations west of Buffalo
- It took the NYC more than 20 years to obtain the City's permission to construct a new station on Buffalo's East Side
- As part of the agreement with the City, the NYC agreed to build a new station at Exchange Street, as a replacement for the original facility and in order to maintain a downtown stop



- **However, it took the NYC 23 years to construct the new (current) Exchange Street station; long after the new Buffalo Central Terminal had opened in 1929!**



BUFFALO EXCHANGE ST. - AUGUST 1956 - THE SIRMAN COLLECTION

- NYC ended local service between Buffalo & Niagara Falls in 1962 and closed the Exchange Street station building at that time.

- A few NYC trains continued to stop at Exchange Street location until 1964.

		351 Daily	39 Daily	17 Ex. Sun.	19 Sun. Only	17 Ex. Sun.	19 Sun. Only
435.4	Le BUFFALO (Central Terminal), (EST)	5 25	9 55	3 05	5 00	3 05	5 00
437.9	Ar Exchange Street	5 34					
	Ar Black Rock	5 47	10 14	3 24	5 19	3 24	5 19
	Ar Fort Erie	5 58					
473.9	Ar Welland	6 22	10 44	L 3 54	L 5 49	L 3 54	L 5 49
527.9	Ar Waterford (NCB)	7 12					
574.8	Ar St. Thomas	8 05	12 25	5 35	7 30	5 35	7 30
618.4	Ar Ridgeway (NCB)	Y 8 45					
684.4	Ar Windsor	9 45	2 00	7 10	9 05	7 10	9 05
687.1	Ar DETROIT (EST)	10 00	2 20	7 30	9 25	7 30	9 25

- The building then sat unused until 1978, when New York State funded the extension of Amtrak service to Niagara Falls. The stop was re-instated and the building was re-opened at that time.

- **Current Ownership Status:**

Facility (Building) Ownership: City of Buffalo

Parking Lot Ownership: City of Buffalo

Platform Ownership: CSX, City of Buffalo & State of NY

Track Ownership: CSX

- **There are NO regular CSX freight operations past Exchange Street today.**

Amtrak is a tenant in the building

The most recent station hours have been:

Station & Service Hours	OPEN		CLOSE
Monday	6:15 am	to	4:15 pm
Tuesday	6:15 am	to	4:15 pm
Wednesday	6:15 am	to	4:15 pm
Thursday	6:15 am	to	4:15 pm
Friday	6:15 am	to	4:15 pm
Saturday	closed	to	closed
Sunday	closed	to	closed

- **Ridership:**

<u>Amtrak FY</u>	<u>BFX Ridership</u>
2005	15,132
2006	17,342
2007	16,391
2008	20,797
2009	23,742
2010	30,171
2011	34,384
2012	36,183
2013	38,397
2014	41,220
2015	41,584

- **Ridership At BFX Is UP 148% over this 10-year period...**

- **Long-Standing Safety Concerns At BFX:**
 - ❑ **Roof Repairs – City Responsibility**
 - ❑ **Platform Resurfacing – Unclear Responsibility**



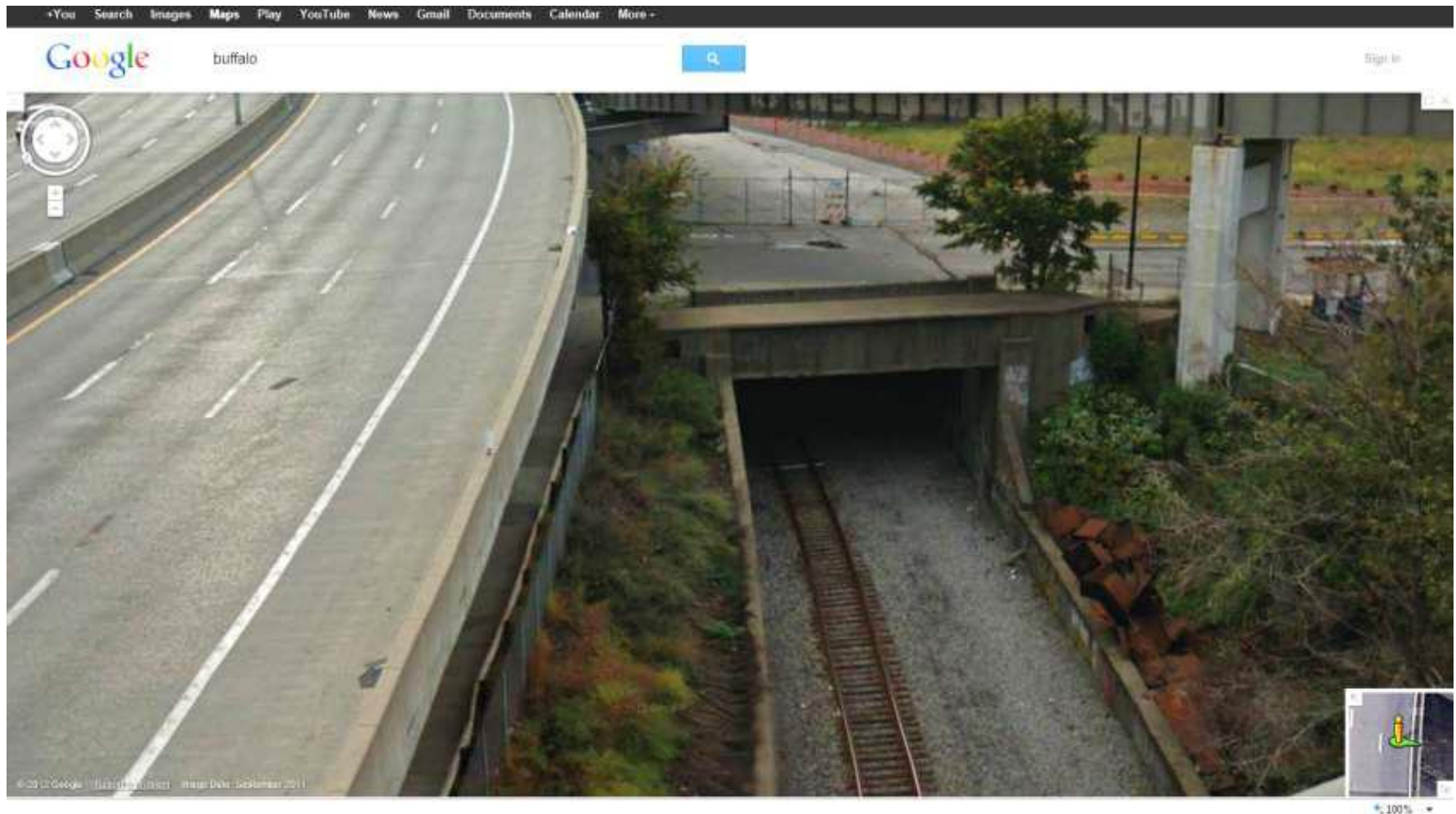
Overall Considerations For ANY New Station...

- **ADA Requirements:**
 - High-Level Platforms are required for the entire length of ALL planned trains to serve a station
 - Fully accessible access for ALL facilities; elevators required for any underground or overhead access to platforms
- **CSX Track Ownership:**
 - Crossing of CSX tracks at grade is NOT permitted
 - CSX would likely require the retention of the ability to operate freight trains on the line in the future, which could require complicated and expensive sidings for passenger service at high-level platforms
 - Possibility of track ownership being transferred to another party should be explored.
- **NYS planning for future High(er) Speed Rail service:**
 - Where, How And When would this serve Buffalo

- **Potential Future Station Options:**
 - **Current location (give or take some distance)**
 - **At a new location near Main Street**
 - **At a new Seneca Street (Larkinville area) location**
 - **Such a facility could potentially serve trains running in all directions through Buffalo**
 - **From New York through Buffalo to Niagara Falls & Toronto**
 - **From New York through Buffalo to points west**
 - **From points west through Buffalo to Niagara Falls & Toronto**
 - **At Buffalo Central Terminal, in conjunction with the complete re-development of this landmark**
 - **Remember, Amtrak would ONLY be a tenant**

- **Potential Process Towards A New Station...**
 - Develop political support at ALL levels
 - Secure funding for the required alternative study
 - Determine which entity will be the lead agency for project
 - Seek funding sources for project
 - Public – Private – Partnership (3P) Concept?
 - A preferred alternative location and cost estimate is determined
 - IF funding is secured, design & engineering then lead to project bidding & construction

BEST CASE SCENARIO.... A new station in 5 years!



**View Of North End Of Tunnel Looking South... 'Aud' Block On Right
Note Width Of Tunnel and Curve**



Views of the I-190 support columns which limit any future facility construction at the current station site.



**View looking east from the current station site with the main service track in center.
Note remnants of a former platform to the right.**



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RAILROAD PASSENGERS

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