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I reside at 95 Perry Street in Buffalo. I am a business owner and a property owner in Buffalo. I am speaking for myself and here and not as a representative of any institution or business.

I am the Managing General Partner and site manager of an affordable senior apartment project in the Broadway-Fillmore neighborhood. Our tenants depend upon the few services and institutions that remain in the neighborhood – most notable the Broadway Market. The status of these neighborhood institutions are tenuous at best. The planned redevelopment of the Central Terminal is, I think, very important to the future of the Broadway-Fillmore neighborhood. I applaud the supporters of a Central Terminal location for Buffalo's new Amtrak station and take nothing away from their efforts or their argument.

I have some significant holdings in Buffalo's Hydraulics District; indeed my partners and I have title to much of the property that would be required to construct a new Larkinville Station. If I were to support a prospective site solely on the resulting personal benefit I would choose Larkinville. There is much to recommend this site – not the least of which is the ability for it to be connected it to an extension of the NFTA Metro Rail – which could also service a new downtown stadium. The Larkinville site would be proximate to downtown *and* have quick and easy access to the I 190.

I own several properties in the area near the proposed Canalside site. I also reside there. From my front window I can see trains pull in and out of the Exchange Street station.

While I make no representations about my having any expertise or standing in this matter; however I will admit that I may have a small amount of perspective to govern my thoughts and opinions.

If I may I would like to place those thoughts and opinions on the record:

- As my friend Patrick Whalen recently pointed out: An average of 427 riders use the two Buffalo Amtrak stations daily. Some of these riders use Amtrak for a trip between Buffalo and Niagara Falls. Take these passengers out of the equation and you have average of 214 persons using both stations each day. Give this limited foot traffic should a new station be expected to be the linchpin of any development plan? Mr. Whalen argued that more reliable train service between Buffalo and Niagara Falls should take priority over any new station for Buffalo.

- I don't think we should hinge our support for any particular site – or any station at all – on the notion that there will be a significant increase in rail travelers in future years. I have heard much talk of this. To this I would say:

In a 2014 study the Federal Railroad Administration ranked and costed options for improved rail service nationally. The rail corridor between New York City and Chicago was considered – which included the service to Buffalo/Niagara Falls. The options to improve travel time and reliability ranged from \$1.66 billion plan (which would reduce the travel time between New York City and Niagara Falls from 9 hours to 8 hours but not improve reliability) to \$14.71 billion plan (which would provide for a new dedicated rail line and reduce the travel time between New York City to Niagara Falls to 6.5 hours). More importantly the study ranked the Niagara Falls to New York City rail corridor only 50th nationwide in return for public investment. I would add that the cost of air travel between New York City and Buffalo (the same price as Amtrak) and quicker air travel time (1.5 hours versus 9 hours) would militate against increased rail ridership. I think we should not expect significant improvements in national rail infrastructure – and ridership - in our lifetime.

- I would like to propose a hypothetical plan for consideration:
 1. Use the \$25mm allocated by New York State to construct a new downtown station at Canalside. The station could be placed below grade utilizing the existing tunnel under Main and Washington Streets. It would have a primary entrance and exit on Main Street in the heart of Canalside. This would provide travelers direct and immediate access to Metro Rail and many downtown hotels and entertainment/hospitality choices. It is possible that this station could be constructed and placed in service in less than two years.
 2. If any additional funding can be obtained it can be used to improve the rail line between Buffalo and Niagara Falls. As Mr. Whalen pointed out the current single line between Buffalo and Niagara Falls is owned by CSX which causes frequent delays for passenger trains. Adding a second dedicated rail line next to the existing track (on the existing rail bed) is likely to cost \$1mm per mile or \$18mm. Reliable train service between Buffalo and Niagara Falls could increase local ridership. Eliminating delays in Amtrak's Empire Service (Niagara Falls – New York City) and Maple Leaf Service (New York City to Toronto) would likely lead to increased ridership overall.
 3. Develop a workable and fundable development plan for the Central Terminal project. Once that project is on track it the Depew station could be relocated there with minimal incremental additional cost. This should not deter or delay any development plan for the Central Terminal. Nor should it delay or deter any plans to relocate the NFTA bus terminal there. It can be argued that improved rail service between Buffalo and Niagara Falls and a new Canalside station would do much to improve the prospects for a Central Terminal station.

4. Defer extension of Metro Rail beyond the DL&W Terminal until a location for a downtown stadium is identified

Thank you.

Train Station Selection Statement from
Douglas Love, CEO, Explore & More Children's Museum

Good morning, I'm Douglas Love, CEO of Explore & More Children's Museum, which, in partnership with ECHDC, will be breaking ground on our new building at Canalside this March. I'm here to share with you how the selection of Canalside as the site for the train station will greatly benefit our institution, which is poised to have a significant economic, educational and social impact on the City of Buffalo. As you know, Canalside has become Western New York's top destination, and we look forward to building on that success. Our conservative business models project hundreds of thousands of visitors to the Museum each year, and the ancillary spending of those visitors will contribute significantly to the projected \$90 million impact on Buffalo over the first ten years of operation. Ancillary spending per person is almost double when that person is an out-of-town visitor, and a train station at Canalside will go a long way in ensuring a robust visitorship from outside of Western New York. Canalside offers the connectivity to so many other tremendous assets of our City – HarborCenter, the Sabres, hotels, the waterfront and the light rail to explore the rest of Buffalo – a train station at Canalside will build on the momentum of the grand revitalization that is happening today. Thank you.