Moving Forward

- Scope of Study
  - Identify routes
  - Identify key capital features/challenges of each
  - Sketch out service for Amtrak to evaluate
  - Assess costs, obstacles, and market opportunity

- Two routes
  - Route #1 is Pittsfield to Albany/Rensselaer to NYC
  - Route #2 is Pittsfield to Castleton, NY to NYC
Today

• Both routes looked at for capital features/challenges
• What is not being presented today developed
  – Schedule
  – Capacity on existing train services
  – Right of way availability
  – Equipment availability
  – Costs
Existing Routes
Pittsfield to Penn Station
Existing Stations

ALBANY/RENSSELAER

PITTSFIELD

PENN STATION
Characteristics that Both Routes Share

- Both start in Pittsfield and end at NYP, using the Amtrak/MetroNorth Line that is used by Amtrak’s Empire Service to NYC
- Both would require an arrangement with CSX, including protection of CSX future capacity
- Service on either would be provided by Amtrak, so Amtrak’s operating standards are relevant
- Both are being looked at now only for order of magnitude complexity and capital needs
Route 1: Via Albany-Rensselaer
Route 1: Via Albany-Rensselaer

• What it offers:
  – 191 miles
  – Double track for 147 miles in NY; single track for 44 miles in NY and MA
  – Passenger speeds of 30-50 mph between Pittsfield and Albany and generally 90-110 mph south of Albany to NYC.
  – Estimated trip time (including stops) approximately 3.75 to 4 hours

• What it needs:
  – Extra locomotive to allow for turn at Pittsfield
  – One trainset may be needed on Sundays depending on Amtrak equipment availability

• Advantages:
  – Opportunity to build on existing Amtrak service
  – Uses ROW that already meets Amtrak's standards

• Challenges:
  – Schedule and seat capacity limits of existing service
  – Equipment availability
  – Approximately 20 minutes longer trip than Route 2
Route 2: Via New Connection Track

NEW CONNECTION TRACK
MP 191.1

CSX BERKSHIRE SUBDIVISION
Nassau
East Nassau

CP 187
MP 187.4
DOUBLE TRACK
MP 171.8 TO MP 176.6

CSX SCHODACK SUB

CSX BERKSHIRE SUBDIVISION

AMTRAK HUDSON SUBDIVISION

PITTSFIELD
MP 150.3

STATELINE
MP 161.9

TO PENN STATION

MassDOT
Massachusetts Department of Transportation
Rail & Transit Division
Route 2: Via New Connection Track

EXISTING GROUND = 219'
PROPOSED TOP/RAIL = 162'

TO SELKIRK YARD

CSX BERKSHIRE SUBDIVISION

PROP. CP 191 (MP 191.1)
T/R ELEVATION = 173'

TO PITTSFIELD

KNICKERBOCKER ROAD

NEW CONNECTION TRACK

PROP. CP 8 (MP 7.8)
T/R ELEVATION = 152'

TO NEW YORK CITY

CSX SCHODACK SUBDIVISION

TO NEW YORK CITY
Route 2: Via New Connection Track

• What it offers:
  – 173 miles
  – Double track for 126 miles in NY; single track for 47 miles in NY and MA
  – Passenger speeds of 30-50 mph between Pittsfield and Hudson and generally 90-110 mph south of Hudson to NYC
  – Estimated trip time (including stops) approximately 3.5 to 3.75 hours

• What it needs:
  – Two spare equipment sets from Amtrak
  – Extra locomotive to allow for turn at Pittsfield

• Advantages:
  – 18 miles shorter than Route 1
  – 4-minute shorter travel time than Route 1
  – 15-minute time savings over Route 1 from not turning at Albany/Rensselaer

• Challenges:
  – Schedule capacity limits of existing route and stations
  – Equipment availability
  – Lack of service for Albany/Rensselaer passengers
  – Significant right-of-way, permitting, engineering, and construction issues for new connection track
  – 11 miles of Route does not have existing Amtrak-CSX Agreements in place
# Summary of Existing Routes

<table>
<thead>
<tr>
<th></th>
<th>ROUTE 1 (via Albany/Rensselaer)</th>
<th>ROUTE 2 (via New Connection Track)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>191 miles (11.6 in MA)</td>
<td>173 miles (11.4 in MA)</td>
</tr>
<tr>
<td>Current Use</td>
<td>All Passenger &amp; Freight</td>
<td>Portions only Freight</td>
</tr>
<tr>
<td>New Track Required</td>
<td>None known at this time</td>
<td>3000’ with 20’ to 50’ Cut</td>
</tr>
<tr>
<td>Anticipated Trip Time</td>
<td>3.75 to 4 Hours</td>
<td>3.5 to 3.75 Hours</td>
</tr>
<tr>
<td>Serving Albany/Rensselaer</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Passenger Rail Operating Rights</td>
<td>Amtrak owns corridor or has rights along entire route</td>
<td>Rights required from CSX for 2 new (short) segments of route</td>
</tr>
</tbody>
</table>