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I was reading over the Alternative plans, and the only one that made sense to proceed with is the full corridor commuter rail. Rail has always been the most efficient way of transporting anything across land. And if we do not build additional rail lines now, our highways are just going to keep getting over congested. I like the idea of tying into the Hudson Line, and continuing onto the New Haven line. But shouldn't there be a tie into the Harlem line ? (even if it is just stopping at the same station ?) I would hope that there will be at least two track laid, so that travel is not impeded by trains going in opposite directions. It would also be nice if this could tie into the extension to Stewart Airport that they are talking about. I love the idea that you are following the interstates for the right-of-ways, so that this project doesn't get tied up in court over property rights. It would be nice if there was a tie in for someone coming southbound on the Hudson line to be able to link up with the proposed corridor to get to the New Haven line, with out having to go all the way to 125th street.

The more Train lines the better. I heard the CSX claimed to be able to more 2,000 lbs of Freight 423 miles on a single gallon of diesel. No bus or car, Hybrid or otherwise can come close to that type of fuel efficiency. But since you can't put train stations everywhere, (at least not all in one shot) Have the buses do there routes and dropping everyone off at the local Train Station. That way you can go right from bus to train to bus, and get any where in the lower hudson valley. If you make it possible for people to get to where ever they need with out using their cars, and not making them feel stranded, they will. The only reason people deal with traffic jams, is because they don't like to feel stranded when they need something that is out of their normal routine.

If you do tie this into the Stewart airport line, could you propose to connect that one across the Newburgh-Beacon bridge (just add supports between the two bridges and run the tracks in the middle) Connect to the beacon station on the hudson line, even if it is just a passenger elevtor, and then continue on following I-84 to connect with the Harlem line in Southeast. Continue to Danbury, and eventually to New Haven that way. (as well as following i-84 in the west bound side from Newburgh to connect to the Port Jervis line).